



# News from the Council

A Publication for Saskatchewan Aviation Council

April 2008



## From the Desk of the President

*Janet Keim*

The days are getting longer, the snow is melting, and spring is officially here. We can all gear up for that busy time of year, except this year there has been no slow time. Air carriers, aircraft maintenance operations, flight training units, airports -- are all very, very busy breaking records every month it seems. And, everyone is operating short of people. My dear husband Warren has even had to put me teaching flying lessons. Not that I mind as teaching people to fly is really the best job in the world. There is nothing more rewarding than sharing a student's enjoyment when he or she makes that first perfect landing. So, I am quite happy leaving the office behind and crawling into a Cessna 152 for a few hours every day!

However, this instructing has left me with very little time for SAC work. Fortunately, SAC (with partners, the Ministry of Highways and Infrastructure and Western Economic Diversification) had our big project, the development of a Saskatchewan Air Transportation Strategy, already organized. LPS Avia Consulting/R.P. Erickson & Associates are now doing the work required to bring this project to completion.

The **2008-2009 Community Airport Partnership (CAP) Program** applications will be reviewed the beginning of April so projects will be able to be accomplished in this working season. Once again the program has been oversubscribed which is both good and bad. Bad, because we don't have

the necessary funds to assist in all projects; good, because I think this shows that communities and regions across our province have recognized the great importance of properly functioning airports in their areas. Airports are now definitely seen as economic enablers for the regions they serve. Communities and RM's, along with business and industry, are co-operating in funding arrangements and in establishing local airport authorities.

These two projects, both basically relating to airports in the province, will show that the efforts directed at airports by the Board of Directors and the members of SAC over the last number of years are finally paying off.

**Special Meeting**  
**RAA Chapter 4901 /**  
**COPA Flight 10**

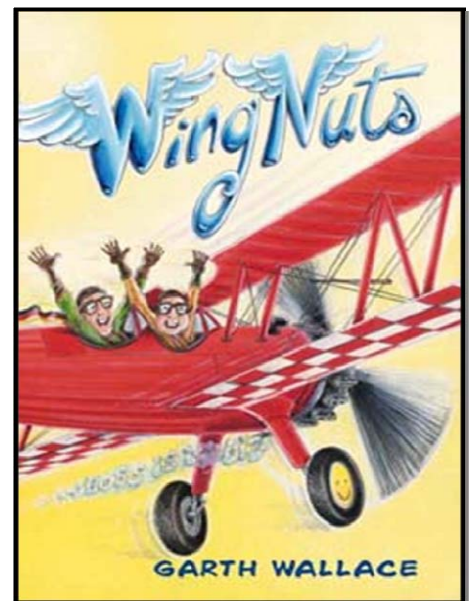
Tuesday, April 15th  
 19:30 (7:30 pm)  
**Prairie Partners Aero Club**  
**Richter Field**  
**Martensville Sk.**

**Everyone Welcome!**

Guest speaker

**GARTH WALLACE**  
 Aviator / Author /  
 Humourist

Join us for some fun!  
 Garth's books will be  
 on sale.



**For more information contact:**

**Marc DeGirolamo**  
**Tel: 934-4434**

## Correction from the December 2007 Issue of the SAC Newsletter

It was brought to our attention that several errors were made in the article on the SAC 2007 Distinguished Airmen Awards printed in the December 2008 issue of the SAC Newsletter – Our apologies go out to these honored gentlemen!  
Here now is the CORRECT version of that article!

## **SAC 2007 Distinguished Airmen Awards**

The Saskatchewan Aviation Council presented THREE Distinguished Airmen Awards on October 25, 2007. All three were presented to pioneers of the helicopter industry who started their careers when helicopters came to Saskatchewan in the 1960's and their careers continued in Saskatchewan until

**Jim Munro's** early flying career started at McPhail Air Services, North Battleford as Commercial Pilot, AME License, Aerial Applicator and Helicopter Pilot. His next step was with Athabaska Airways in Prince Albert, where he became the first Saskatchewan Based helicopter instructor and carried many flying hours for the FFMB. During this time he was used to recover the "Smoke Jumpers" but later helped develop the Helicopter Initial Attack Teams that replaced the Smoke Jumper program. He served as a Bird Dog pilot with Northern Air Services, only to later become the SERM Aviation Safety Coordinator, where he was awarded the coveted Transport Canada 1991 Aviation Safety Award. He completed the last two years of his aviation career as the Director of Flight Operations at Athabaska Airways, Prince Albert, (where he had flown helicopters over 30 years previously). You can read some of his more interesting flying stories on the Saskatoon based webpage called: "Paperjet". ([www.paperjet.ca](http://www.paperjet.ca))



**Cliff Thompson** started his career in Regina in the mid 1950's. He worked for Athabaska Airways, Nahanni Helicopters and Union Helicopters. He retired as Athabaska's helicopter Operations Manager & Chief Pilot after a 45-year flying career and accumulating 23,000 hours.



**Mel Troniak** started his flying career with Athabaska Airways in 1966 and after having been trained as a helicopter pilot by Jim Munro, worked for Norcanair and Shirley Helicopters. In 1982, he co-founded Star Helicopters of Pierceland and ran that until his recent retirement in 2003.

These gentlemen have flown Saskatchewan government staff to all corners of the province, for every conceivable purpose and done so with professionalism & heartfelt concern for their passengers.

**Congratulations to them all!!**

**Check out our  
website!**

**[www.saskaviationcouncil.ca](http://www.saskaviationcouncil.ca)**

We are still working on many great ideas to make this website the most informative aviation link in Saskatchewan - we would *LOVE* to hear your ideas!

Visit the website and email us your comments!

**Email the office at [info@saskaviationcouncil.ca](mailto:info@saskaviationcouncil.ca) OR call us at (306) 664-2376.**

# Melfort Airport Update

**Submitted by John Wade  
Melfort Director/Southern VP**

On Sunday, May 4, 2008 the City of Melfort will officially be opening their new terminal building at the airport. The ATB was constructed a year ago with the help of some Provincial Government funding.

At the same time the airport will be given the name of "Miller Field". Maj. Stanley J. Miller RCAF, was born in Melfort in 1924. He passed away in Scarborough, Ontario in September of 2007.

Stan devoted his entire life to aviation as a wartime pilot, flying instructor and mentor to hundreds of student pilots. During WWII Stan served with Bomber Command. On returning to civilian life he operated an aviation

charter company (Melfort Skyways) in Melfort in 1948. During the Korean War he rejoined the RCAF and served as an instructor until he retired with the rank of Major, spending 27 years in total in the military.

In his next career, he spent 17 years with Seneca College in Toronto, from which he retired as Chairman, Aviation and Flight Technology.

Throughout his career, he was very active with the Air Cadet movement and was a much respected Honourary Life Member of the Air Cadet League of Canada. He began the first Air Cadet squadron in Melfort in 1946.

Following his retirement from Seneca, Stan remained active as an instructor, as a pilot of vintage aircraft at air shows, and as a MOT Flight Test Examiner. Over an active flying career that spanned 64 years, Stan imparted piloting skills to over 700 students, flew dozens of aircraft types and amassed over 19,000 hours of flight time.

On a different side of his flying career, Stan flew a camera equipped Harvard Mk. 4 for the movie Iron Eagle IV which was based out of Downsview Airport and starred Lou Gossett Jr.

With the exception of Mr. Miller's wife, who is unable to travel out for the ceremony, a good number of his family from Ontario, Saskatchewan and Alberta are planning to be here.

There will be a Legion and Air Cadet colour party involved along with various speakers. The Air Cadets will also be doing a barbeque for the event.

If you are looking for something to do or somewhere to fly that day please join us. Again the date is Sunday, May 4, 2008 at the Melfort Airport. The official ceremony will be at 2 pm with other yet to be determined happenings going on. If you would like to know more please contact me at [j.wade@cityofmelfort.ca](mailto:j.wade@cityofmelfort.ca).

## Coming soon from Nav Canada

### New Phraseology

#### ***"Line up" or "Line up and wait"***

**"Line up" or "Line up and wait"** will be used by controllers to instruct an aircraft to enter a departure runway. It is intuitive and is expected to be readily understood by pilots.

*"Taxi to Position"* is replaced with *"Line up"* --

*"Taxi to Position and Wait"* is replaced with *"Line up and Wait"*

All other procedures surrounding take-off and obtaining approval to enter a runway remain the same (*You still need take-off clearance*). Only the phraseology has changed.

Nav Canada is responding to customer needs and conforming to international best practices by adopting ICAO recommended phraseology. The new phraseology will take effect **April 10, 2008**. While the US FAA while is studying the possibility of the change, it will not do so at this time.

## SPECIAL NOTE ON NEWSLETTER DELIVERY

The SAC Newsletter is published 3-4 times per year and is available to all SAC members. **Starting in January 2008**, this publication will be posted to the SAC website, and the link **emailed** to all members.

If you do **NOT** wish to be emailed, but would like to have a hard copy of the newsletter mailed to you, please contact Marilyn at [info@saskaviationcouncil.ca](mailto:info@saskaviationcouncil.ca) or (306) 931-6118.

# SIAST Program Update

*Submitted by Randy Muzyka,  
Program Head, SIAST/SAC Commercial Pilot Program*

The 2008 class of the SIAST/SAC Commercial Pilot Program began in January with 29 students -- 4 more than our capacity! In a few weeks Session 1 will be into final exams. After that our students will be into a work/fly lifestyle until we begin again in the first week of September.

A number of our students will be working in the aviation industry over the summer and doing a variety of interesting jobs across Western Canada. The summer experience is invaluable to our students, and our program is very grateful to the Saskatchewan Aviation Council and its membership for their tremendous support and encouragement.

We are facing a number of challenges in the program. Over the next few years the Davies Building at Kelsey Campus will be renovated and we will likely be moving. We are actively looking for a new location and there will likely be a number of options available, including a proposed move to the Saskatoon Airport. Whatever decision is made, the best interests of the students will be first and foremost.

Our recruiting for the 2009 class is under-way and we are likely to have a full class again next year.

It's a great time for our students to be involved in aviation. The first 4 students from the 2007 class who completed their Multi-IFR ratings have now got aircrew (flying) positions on 4 different types of aircraft with 4 different operators across Western Canada.

Come and visit us at the Davies Building. Take a look at what the SAC has created and supports. We need your comments and suggestions.

Recently, a certain flight instructor was sent out to help a trainee who had radioed that he was about to make a forced landing a few miles from the base. The instructor spotted the plane standing in a field small enough to present a real challenge to his professional reputation!

With determination, full flaps and engine just above the stall, Guy maneuvered into the field. Climbing out, he shouted to the trainee, "Just how did you manage to get into such a small field?"

"I landed in the **big** field over there," the trainee explained, "but in order to leave room for you, I had the farmer **tow** me here!"

## IT'S GUY DEVENNY'S 80<sup>TH</sup> BIRTHDAY!

*Come and celebrate with us on this momentous occasion!*

**WHEN: SEPTEMBER 20<sup>TH</sup> 2008**

**WHERE: SASKATOON AIRPORT HANGAR #9  
(TWA)**

**4.30PM CASH BAR**

**6.00PM DINNER AND PROGRAM**

If you have any stories or photos you would like to share, please send them to us ASAP -- we would like to put them on display.

**Please R.S.V.P. before August 15<sup>th</sup> 2008 to:  
[mitchinson@sasktel.net](mailto:mitchinson@sasktel.net)**





As announced in the February 12th National Post special report, West Wind Aviation has been named one of Canada's 50 Best Managed Companies!

Established in 1993, Canada's 50 Best Managed Companies is the country's leading business awards program, recognizing excellence in Canadian-owned and managed companies. Every year, hundreds of companies compete for this designation in a rigorous and independent process that evaluates the caliber of their management abilities and practices.

After an independent panel of judges selects the final 50 annual award winners, these special companies are honoured with the hallmark of excellence – the Best Managed designation. The Best Managed designation symbolizes Canadian corporate success: companies focused on their core vision, creating stakeholder value and excelling in the global economy.

*Congratulations go out to West Wind Aviation!*

## MAC Conference Report

**By Don Macpherson**

Exploring the twin themes of “Crisis in People Power” and “Aviation Safety,” the highlight of Aviation Week in Manitoba, March 9-16, was certainly “Manitoba Aviation at the Crossroads,” the Manitoba Aviation Council AGM and Conference at the Hilton Suites in Winnipeg. A variety of speakers and presentations made a clear connection between recruiting and retaining highly-qualified aviation personnel, and maintaining high safety standards in the air and on the ground.

Wade Miller, business consultant, and former Winnipeg Blue Bomber, provided his audience with an eye-opener on management problems caused by the clash of values of a four-generation workforce still going to work every day under the same roof. Those of us of the “grey or no-hair” generation learned a great deal about coping with the Generation “Y” folks, whose values appear to challenge many of the assumptions we hold dear to our hearts.

“Dr. Popsicle,” Professor Gordon Geisbrecht, renowned expert on cold weather survival, showed us how to stay alive long enough to be rescued, and Kevin Choy, CASARA Zone 2 Commander outlined CASARA

operations and training in Manitoba.

Peter Hildebrand of the Transportation Safety Board reviewed the industry safety record, and Kate Fletcher of Transport Canada outlined the progress of SMS development and the SMS influence on safety issues.

Other excellent speakers and presenters also provided interesting and useful links between the themes of personnel issues and aviation safety.

I was pleased to report on the work of SAC, and the projects we have undertaken in the past few years. There were a number of questions on the proposed SIIT AME Training Program and the success of the SIAST/SAC Commercial Pilot Program.

There could be no better location for the conference closing dinner than the Aviation Museum at the Winnipeg Airport. The dinner, honouring the pioneering contribution of Tom Lamb and his family, was a complete sell-out, and a perfect conclusion to Aviation Week in Manitoba.

# 406 MHz ELTs

**Written by Tom Ray,**  
*SAC Board Member and CASARA Sask. Training Officer*

As of February, 2009, Transport Canada will make it all but mandatory that most aircraft must have a new 406 MHz Emergency Locator Transmitter replacing the current ELTs that emits a signal on the emergency frequency of 121.5 MHz. The international organization of COSPAS-SARSAT that has control over the satellites that capture the 121.5 ELT signal will be turning off the 121.5 tracking capability as of February, 2009. The satellites will only recognize the 406 MHz frequency.

Transport Canada is in the process of mandating all aircraft to have a G-force activating ELT on board. Personal Locator Beacons (PLBs) do not meet the regulatory standard. This requirement is because sometimes accidents can happen so quickly that there isn't time to activate an ELT. Once the event has happened, there may be no one conscious to activate it either. Hence, the requirement for the self activating ELT. Ultralights, gliders, balloons and gyroplanes are exempt from the proposed legislation.

Kevin Psutka and the Canadian Owners and Pilots Association have done much research into the 406 MHz ELT and offered a dissenting opinion to it's implementation. All the Kevin Psutka articles may be reached by going to [www.copanational.org](http://www.copanational.org). Scroll down to the article on "political action needed to stop 406 ELTs" then click on "background information" for more articles.

One alternative to the 406 ELT could have been a tracking device which leaves a "breadcrumb trail". Unfortunately, the proposed regulations are so strict that they exclude the use of the breadcrumb type tracking devices. Another alternative for Commercial

users is if you are on an "IFR Flight Plan" and under continuous "radar coverage". This is of little use to Saskatchewan operators as radar coverage can be limited especially in the northern half of the province. There are other tracking possibilities available essentially only to the airlines. It is not known if this refers to 705 operators only or 704 and 705 operators. If 704 operators are a possibility, two Saskatchewan operators may be able to take advantage of this as an alternative.

The implementation time that will be allowed by Transport Canada for the new 406 ELT is thought to be 12-18 months. Concerns will be the availability of a low cost ELT and the avionics provider to install it. The FAA in the United States has backed down from the required implementation that Transport Canada is pushing through the regulation process. What that means to us in Canada is that ELT companies will not resulting in less supply and probably a higher price with less demand. It is estimated \$2,000 - \$4,000 will be required for each installation.

It is unfortunate that the U.S. has not yet mandated the use of 406 ELTs in U.S. aircraft. Under proposed regulations, U.S. aircraft may not be able to fly in Canada and if Transport ultimately allows U.S. aircraft to fly in Canada, British Columbia will continue to be where the greatest percentage of U.S aircraft go missing and the search costs will escalate.

Advantages of the new 406 MHz ELT include the ability to be tracked to a smaller area. Consider if a 121.5 ELT could be narrowed down to a small city, a 406 ELT could be reduced to a

city block. Another advantage of the 406 ELT is that it gives off a data burst when activated that tells things such as lat and long location, aircraft registration, type, owners name, and other vital information. Disadvantages in acquiring the 406 will be the cost and availability.

The 406 ELT will broadcast on 121.5 MHz as well as 406 MHz but the satellites, after February 2009, will no longer monitor 121.5. The 121.5 signal will be much weaker than the 406 signal and therefore reduce the range to be tracked by Military and Civil Air Search and Rescue.

The COPA point that ELTs are a form of insurance and should be optional isn't a good idea for the Canadian taxpayer. The cost of a major search of a week to 10 days that could have been reduced or the aircraft located in minimal time will save the Canadian taxpayer millions. The Canadian military is mandated to search for all missing aircraft and with the assistance of Civil Air Search and Rescue (CASARA) they do this very well.

The best recommendation I have heard so far is to wait until summer or fall until a couple of more players get into the market. A trusted avionics technician said Artek is currently the main 406 ELT provider in Canada. ACK and Ameri-King 406 ELTs will soon be available. This should reduce the cost with more competition. Another advantage is that ACK and Ameri-King use more common D cell type batteries which are easier and less expensive for Avionics shops to replace and certify.

The 406 MHz ELT is coming. Check out your options for price and installation; just don't wait too long.

# Yorkton Airport Tenant Association Update

**Submitted By Cheryl Denesowych**

*on behalf of the Yorkton Airport Tenant Association*

*March 26, 2008*

The Yorkton Airport Tenant Association is pleased to announce the passing of a resolution by Yorkton City Council on March 3<sup>rd</sup>, 2008 to develop the Yorkton Municipal Airport Authority Inc. "The Tenant Association has been working very diligently for the past 6 months to encourage and support the City to formalize their approach in the management of the Municipal Airport," explains Cheryl Denesowych of the Tenant Association. "Once we knew the bylaws for the Authority were being developed and reviewed by City staff the Tenant Association concentrated on gathering information to equip the newly appointed Authority with the background knowledge they would need to move forward."

On March 18<sup>th</sup> the Tenant Association hosted an invitational information night. All 4 levels of government were at the meeting - Yorkton's Mayor Wyatt and the majority of City Councillors; the Reeve and Councillor of the RM the airport is situated in; Yorkton's Member of Parliament Garry Breitkreuz; and a representative for Yorkton's MLA Greg Ottenbreit (the next day was Provincial budget day). Also attending were a number of City Staff including the Director of Finance, and many of the staff who work at the airport. Community members who are interested in being appointed to the Authority were also there. "It was a terrific night with close to 50 people there. One of the Tenant Association objectives to the evening was to give everyone the same information at the same time. We definitely accomplished that," states Cheryl. Another information night is being hosted on Thursday March 27 for community members and city staff unable to attend the earlier event.

Information presented included:

The proud history of the airport including some of Yorkton's major achievements under the British Commonwealth Air Training Plan;

The introduction of the already strong business base at the airport (6 Aviation related businesses, one non-Aviation);

The identification of some of the major users at the

airport beyond the businesses;

The comparison of aircraft movements in Yorkton compared to other centers in the province;

The Letters of Support the City and the Tenant Association have received from various businesses and organizations including the Saskatchewan Aviation Council.

The Tenant Association view of what infrastructure attention needs to happen at the airport immediately, in 3-5 years and 5 years plus.

A very engaging Question and Answer Period followed the presentation. Cheryl summarized the event by saying, "I believe we were able to fast track the knowledge acquisition for many in the crowd and I think many realized how important our airport is as a gateway to the region, how fortunate we are to already have a well-established business base out here, and how great the needs are at the airport to maintain what we already have, improve upon it and then develop further."

Yorkton City Council will be finalizing their appointments to the 9-member Authority over the next month. Already appointed is Mayor Chris Wyatt, Cheryl Denesowych of Yorkton Aircraft Service on behalf of the Tenant Association, and Ron Evinou from the community who is a CFO with a major farm equipment dealership in Yorkton. Ron already has an accomplished tie to the airport. He researched the airport in 2007 on behalf of the local REDA and in his report, he encouraged Council to act. "Yorkton now owns the airport and has a 'can do' council and a 'can do' management team. Now is the time to make a difference to the community by forging ahead with an Authority that is given a mandate to make the airport property a hub of financial growth in our community. It can be done. Let's do it!"

Yorkton's Motto is "where good things happen." The Tenant Association applauds the City of Yorkton for listening and for acting. Undoubtedly there is a lot of work to be done but as Ron Evinou said it can be done!

## Online Flight Plans at the Assiniboia Airport

The Assiniboia Airport now has an on-line computer so you can get the weather or file an on-line flight plan right at the airport!



WestJet announced new seasonal **daily non-stop service from Saskatoon to Toronto** as part of its enhanced summer schedule. Direct service to Toronto begins May 18, 2008. Details at [www.westjet.com](http://www.westjet.com).

## Community Airport Partnership (CAP) Program

The Ministry implemented the inaugural CAP program in 2007. Under the program, the Ministry cost shares on a 50/50 basis with communities to rehabilitate existing airports in southern Saskatchewan. The response to the program exceeded expectations as there were 18 applications submitted with total project costs well in excess of \$2,000,000. Applications were reviewed by an independent panel comprised of representatives from the Saskatchewan Aviation Council, operations specialists from the Saskatoon and Regina Airport Authorities and our Ministry.



There were 12 successful applicants that received funding for a variety of rehabilitation projects such as runway improvements and safety related lighting upgrades. The level of interest demonstrated by communities willing to contribute a significant level of their own funds into airport infrastructure reinforces the success of this program and the realization by communities that airports are an important economic driver.

Some communities are in a long-term process to rehabilitate their airport which demonstrates the on-going demand for continuation of CAP. Based on community demand and commitment, the CAP program is continuing in the 2008-2009 fiscal year and successful applicants will have a full construction season to complete their project.

*Continued ...*

## SASKATOON & REGION RAA / COPA Fly In

**Weekend Fly In (Drive In)  
RICHTER FIELD, MARTENSVILLE SK  
August 9th & 10th 2008 (Rain or Shine)**

**WHERE:** Richter Field, Martensville SK.  
7 Miles north of Saskatoon  
N 52-16-50.2 W 106-41-27.1  
3000' Grass Strip, Runways 26 and 08

**WHEN:** **Saturday August 9<sup>th</sup>**  
Brunch 11:00 – 14:00 \$ 5.00  
BBQ Supper 18:00 – 20:00 \$ 10.00

**Sunday August 10<sup>th</sup>**  
Breakfast 9:00 – 11:00 \$ 5.00

**EVENTS:** **Saturday:**  
Home Built and Certified Aircraft on Display  
Home Built Aircraft Seminars running in the afternoon on Saturday  
Airplane movies in the club house / other aviation related activities  
Saturday evening activities includes a fire pit, marshmallow roast and comradery until 22:00

**Sunday:**  
The RAA will hold their weekly bacon & eggs breakfast followed by time for aircraft appreciation.



### PLANES FOR SALE:

We are hosting a "planes for sale" corral. Please join us if you have a plane for sale or are looking to buy. No charge for this area. (selling, buying or just browsing)



**FOR OUT OF TOWN VISITORS:**  
Lots of airplane parking (bring your tie downs). Hotels are available in Martensville & Saskatoon.

### MORE INFO:

As we get more information we will post it on both of our web sites  
www.copaflight10.com / www.raa4901.com  
Contact: Brad Hewlett 306-221-4061 Email: [bhewlett@sasktel.net](mailto:bhewlett@sasktel.net)

Fuel is available on field.  
Free camping on the field.

## Aviation Standing Committee (ASC)

The Ministry is a member of the ASC which consists of provincial and territorial representatives responsible for air transportation policy issues. The ASC serves as an effective exchange of information for provinces and territories with

Transport Canada and other national groups during two national meetings per year (spring and fall). Some of these national organizations include the Canadian Airports Council, Air Transport Association of Canada, Canadian Owners and Pilots Association and NAV CANADA.

A number of national aviation issues are discussed during these meetings as the following examples indicate:

Legislative initiatives such as the Canada Airports Act, Canada Transportation Act and other anticipated legislative activity in the next 12 – 24 months;

- Domestic and international air issues such as Canada's Open Skies initiative and other bilateral negotiations and agreements;

- Airport issues like airport rent policy, other federal funding sources, small airports studies and the Air Travelers Security Charge;

- Update on regulatory issues like wildlife, approach bans and safety management systems; and

- Security issues such as the Canadian Border Services Agency (CBSA) and their level of service provided to Saskatchewan's major airports, restricted passenger list and the *Passenger Protect* program, measures for liquid detection, other new security measures and Canadian Air Transportation Security Authority (CATSA.)

## Northern Airports

The Ministry owns and operates 17 airports which serve isolated communities in northern Saskatchewan. Some of the main users of these airports include scheduled air service, firefighting, medevac, Air Ambulance, tourism and policing. In order to ensure the safety of these airports, the Ministry has recently completed the following renovations:

- ... Major surface repairs to the runways at Stony Rapids and Fond Du Lac;
- ... Apron fencing repairs at Stony Rapids;
- ... New NDB (Non-Directional Beacon) transmitters were recently installed at Cumberland House, Ile a la Crosse, Hudson Bay, La Loche and Sandy Bay airports; and
- ... Airport Wildlife Management Plans were submitted to Transport Canada for Buffalo Narrows, Fond Du Lac, Meadow Lake, Stony Rapids, Wollaston Lake and Uranium City.

For the 2008 construction season, the Ministry is planning on implementing the following projects to ensure our airports are safe and up-to-date:

- ... Remedial work on the drainage system at Stony Rapids;
- ... Brush cutting at Dore Lake and Pelican Narrows;
- ... Repair work on the NDB tower, windsock and electrical substation at Cumberland House;
- ... Apron improvements at Cumberland House and Wollaston Lake; and
- ... Installation of PAPI (precision approach path indicator) system at Sandy Bay.



If readers have any questions or are interested in additional Ministry aviation initiatives, please contact:

Alan Hill  
Senior Policy Advisor, Ministry of Highways and Infrastructure  
(306) 787-2251  
ahill@highways.gov.sk.ca

# Reconstruction Runway 09/27 Scheduled for Summer of 2008

A major reconstruction of runway 09/27 is scheduled for the summer of 2008, including the installation of high intensity approach lighting on runway 09 and restoration of taxiway Foxtrot and a portion of taxiway Alpha. The rehabilitation is necessary to ensure the operational integrity of the main runway at the John G. Diefenbaker International Airport.



The project is scheduled throughout the summer as four months are required to complete this task and all work must be completed while there is no frost in the ground.

Airline flight operations will only be impacted when the runway intersection work is being performed. Tentative dates for this work are July 22<sup>nd</sup> at 0800 to 2000 hrs on July 24<sup>th</sup> (weather permitting). During this time period air carrier jet traffic will be restricted. Anyone traveling during this time period should check with their airlines to see if their travel has been impacted.

An ongoing public advertising campaign is planned to keep the public informed of the project status. Updated information can also be viewed on the Saskatoon Airport Authority website at [www.yxe.ca](http://www.yxe.ca).

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## YQR Update – March 2008



Regina Airport Authority Inc. (RAA) would like to introduce Jim Hunter as the new President and CEO of the RAA. Jim possesses a strong background in aviation; you may recall he was Wing Commander at 15 Wing CFB Moose Jaw. He has also held such prestigious positions as Vice Commander / Director of Cheyenne Mountain and Battle Staff Director for North American Aerospace Defense Command. Jim and his wife, Theresa Hunter, are delighted to join the community and look forward to meeting you.

2007 was a successful year for the Regina International Airport (YQR). Passenger numbers hit new heights by reaching 962,692; a 10.5% increase over 2006 and a new record. Aircraft movements also increased 10% over 2006 with a total of 60,919 movements.

YQR is experiencing the positive effects of a strong economy as air travel becomes more affordable. To ensure infrastructure meets the needs of operations and future development the RAA has engaged in a master plan review process expected to be complete by May 2008.

Construction season is approaching and the focus will be on groundside improvements as the Authority undertakes parking renovations that will see the number of parking stalls increase to about 1800. Taxiway Bravo and Bravo 1 are also being rehabilitated this summer.

“It’s Your Airport” and customer care, and comfort continue to be a priority at YQR.



**Regina Airport  
Authority Inc.**

Visit our new website @ [www.yqr.ca](http://www.yqr.ca)

# Saskatchewan Aviation Council 2007/2008 Board of Directors

## Executive

**PRESIDENT**  
**SECRETARY/TREASURER**  
**VICE PRESIDENT NORTH**  
**VICE PRESIDENT SOUTH**

**Janet Keim**  
**Doug Loughran**  
**Will Stewart**  
**John Wade**

## Region Directors

REGION	NAME(S)	PHONE	FAX	EMAIL
1 - SWIFT CURRENT	Ted Anderson	297-3105	297-3978	tcaerial@sasktel.net
2 - MOOSE JAW / ASSINIBOIA	Tom Ray Jim Thompson	525-6194 536-5759	525-6196 787-1424	reginafly@sasktel.net jthompson@spmc.gov.sk.ca
3 - ESTEVAN / WEYBURN	John Erickson Jim Hutchings	421-3160 842-6984	634-0197 842-2720	john.erickson@sasktel.net jim.hutchings@sasktel.net
4 - REGINA	Steve Burchi Ken Etter	761-7563 789-3504	761-7559 522-6152	sburchi@yqr.ca ketter@sasktel.net
5 - YORKTON	Don Ingham	783-0321	782-9562	leadingedgeaviation@imagewireless.ca
6 - SASKATOON	Janet Keim Doug Loughran Wayne McIntyre	244-6714 683-3662 668-0210	244-6741 384-1677 244-8602	mitchinson@sasktel.net doug_loughran@shaw.ca wmcintyre@westwindaviation.ca
7 - ROSETOWN / KINDERSLEY	Lloyd Good Colin Bevan	882-3830 463-6840	882-3831 463-4443	wcair@sasktel.net advanced.aviation@sasktel.net
8 - NORTH BATTLEFORD / LLOYDMINSTER	Dan Tuchscherer Dan Knisley Fran de'Koch	755-4350 933-5257 445-3099	755-4351 933-5480 445-2347	danielt@sasktel.net dan.knisley@spmc.gov.sk.ca info@batairspray.com
9 - PRINCE ALBERT	Peter Heal Dennis Baranieski	953-3263 931-8552	953-2747 242-4113	pheal@highways.gov.sk.ca dbaranieski@bookpronto.com
10 - MELFORT	John Wade	752-7924 (o) 752-3487 (h)	752-5556	j.wade@cityofmelfort.ca wadejh@sasktel.net
11 - NORTHERN SASKATCHEWAN	Will Stewart	425-4530	425-4529	laronge.airport@sasktel.net

## Industry & Liaison Directors

GROUP	NAME(S)	PHONE	FAX	EMAIL
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Saskatoon Airport Authority	Bill Restall	975-4274	975-4233	billrestall@yxe.ca
Regina Airport Authority	Ray Boughen	761-7557	761-7559	ray.boughen@yqr.ca
Northern Air Operations	Denis Renaud	425-4586	425-4538	denis.renaud@gov.sk.ca
Saskatchewan Aerial Applicator Association	Lloyd Good	834-7654	934-2367	wcair@sasktel.net
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CASARA	Frank Schuurmans	731-2000	787-0700	frank.schuurmans@spmc.gov.sk.ca
Saskatchewan Aerospace Association	Stu McIntosh	694-2700	694-2843	stu.mcintosh@nftc.com
Canadian Aviation Historical Society	Peter Maw	584-2470		mgmaw@sasktel.net
COPA	Earl Kickley	487-2463	487-3292	eckickley@sasktel.net

## COMING EVENTS

RAA Chapter 4901/COPA Flight 10  
Special Meeting with Garth Wallace  
Info: Marc DeGirolamo @ 934-4434

Richter Airfield  
Martensville, SK

April 15

RAA / COPA Flight 10 Weekend Fly-In  
Info on page 8

Richter Airfield  
Martensville, SK

August 8

SWIFT 2008  
Conference & Equipment Expo

Westin Hotel & Calgary Airport  
Calgary, AB

Sept. 7 - 11

2008 BACA Annual Conference  
Info: 604-278-9330  
or rback.bcac@telus.net

Delta Vancouver  
Vancouver, BC

Sept. 25 - 26

2008 Wings of Saskatchewan  
Conference & Trade Show

Delta Hotel  
Regina, SK

Nov. 12-14

### DO YOU HAVE AN UPCOMING EVENT?

**Let us know, and we'll be happy to help get the word out!** Contact Marilyn with details for the next newsletter or to list your event on the SAC website!

Phone (306) 931-6118

Fax (306) 931-6123

Email:

info@saskaviationcouncil.ca

### Newsletter Articles

You are invited to submit articles or suggestions on items you would like to see covered in upcoming issues of this newsletter. Due to space limitations, we reserve the right to edit submissions for length. Please send your contributions to:

#### Saskatchewan Aviation Council

Newsletter Editor  
PO Box 9768  
Saskatoon, SK  
S7K 7G5

Fax: (306) 931-6123

Email: info@saskaviationcouncil.ca

### Concerns or Questions

Is there an issue or concern that you would like the SAC to address, or do you have any suggestions or recommendations with relation to general aviation? If so, we would certainly like to hear from you. We encourage you to forward your concerns directly to any of the Executive or Directors listed in this newsletter, or you can pop them in the mail and address them to:

#### Saskatchewan Aviation Council

PO Box 9768  
Saskatoon, SK  
S7K 7G5

### Have you moved??

Please remember to let us know if you have changed your mailing address, phone number, fax number, etc. We want to make sure you receive all the aviation news coming your way in the timeliest fashion possible!



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