Service Above Self

Rotary Club of Regina Eastview

The ROTOR

Thursday February 21, 2019

BE THE INSPIRATION

Editor: Peter Peters mppeters@sasktel.net
If you have any comments or questions, email the editor.

February 28	*"Monuments" with Adam Reeson*
March 7	*"Alzheimer Society" with Arianna Booth*
March 14	*"Regina Real Estate Association" with Gordon Archibald*
March 21	*TBA OFF SITE MEETING*

NEXT MEETING
February 28, 2019
"Monuments"
Adam Reeson

Next Meeting
February 28, 2019

FEBRUARY 28 DUTY ROSTER
Registration: Hans Gaastra
50/50: Allen Hillsden
Greeter: Gary Carlson
Student Pickup: Jeanne Martinson

CHILI FOR CHILDREN:
February 22, 2019-- NO SCHOOL

Today was an off-site meeting for Eastview. We met at the Regina International Airport (YQR) for a tour. Many thanks to Club Services Chair, Pat Dell, who made arrangements with Airport staff as well as with Wallnuts for a catered lunch.

THE FIRE CENTER STAFF



Corporate Secretary and Executive Assistant Verna Marcyniuk greeted us on our arrival and escorted us over to the Fire Center, a short walk from the Main Terminal. At the Fire Center we were welcomed by Captain Kelly Schwartz (left) and Dean Daviduke (right). Captain Kelly was a former military officer with long time experience in many areas. Dean is a long time staff member at YQR. The tour was impressive. There are 3 staff members on duty at all times all of whom are specifically trained in handling fires of airplane crashes. The last fire at the Airport that Dean recalled was in 2004 when fire broke out in the brakes of a landing plane. Most of the incidents



that the staff are called to deal with are medical emergencies. They will assess the patient and then release to EMS. If warranted the quarantine officer will be called to assess the patient and if necessary the plane will be sealed off until a determination is made on how to proceed.

THE EQUIPMENT

Two trucks will proceed to an emergency and be at the site within 3 minutes. One truck remains behind. The two larger trucks are 6 years old and cost about $1 million each. They carry 12,000L of water and 1600L of foam. Experienced judgement is important in deciding where the water is needed as the truck tanks can be emptied in 40 seconds. A large tank in the Center contains enough foam to recharge each truck three times. Every Monday the water tanks in the trucks are flushed. Maintenance is a high priority. Everything in the Center is in immaculate condition and clean.

Two of the three trucks are massive as demonstrated in the following photos.







The massive foam tank, left and right the medical supplies within the truck, and below the hoses—1 for water, 1 for foam and 1 that can provide both. The trucks are plugged in until they are started. This is to keep them at maximum charge. The trucks are also equipped with cameras to identify the exact location of the fire in the plane. This prevents wastage of water and foam. The trucks are designed for one person in the cab. Release of water and foam is controlled in the cab according to magnitude of the fire. With lights flashing—one meeting this truck would have only one thought—get out of the way!





STAFF TASKS

In addition to operating the equipment in an emergency, the staff are also responsible for maintenance and training on use of the fire equipment in the Center as well as in the terminal building. Alarms, fire extinguishers are all checked regularly. Regina International Airport is classified as a Category 7—determined by length of runways (7901 feet and 600 feet) and the size of planes. A 747 plane could not land in Regina unless an emergency. The City of Regina Fire Department would respond to a fire in the buildings but are not trained to deal with crash fires. However they do support one another in times of need. The Fire Center staff cook their own meals and have a lounge for their use. The staff are employed by the Regina Airport Authority.



After saying goodby to Kelly, Dean and the Fire Center, Verna led us to the Board Room where we met CEO James Bogusz. Pat Dell had arranged for lunch, catered by Wallnuts and owner Laurie Wall. It was delicious. Thank you Pat and Laurie. CEO James (left) gave a presentation on the business side of the Airport. He came to Regina one year ago from Victoria and one could tell he is very enthusiastic about the airport and making it grow to better serve Regina and southern Saskatchewan. The two runways cross—this is to accommodate wind direction which is effective 99% of the time. James noted the following points about Regina Airport:



- **Regina International Airport (RAA) welcomed 1,238,239 million passengers in 2018. That is an overall increase of 1.55 percent over 2017 which saw 1,219,311 million passengers use the airport.**
- **The revenue generated is about $29 million per year mainly from airport improvement fees ($20).**
- **The Airport Authority is working to re-establish service to the U.S. The Authority works with a number of agencies in Regina and surrounding area to determine what service could be offered to markets in the U.S.**

Capital projects on the horizon:



- **A runway de-icing vehicle (about $500,000)**
- **Increased lighting system of the runways (about $1.5 million)**
- **Power saving initiatives**
- **Expansion of commercial vehicle frontage at the terminal building.**
- **Enhanced commercial development in the security area.**
- **Promotion of Regina airport public bus system.**
- **Canada Post Distribution Center and a commercial development to service planes.**
- **Fire training apparatus that will use natural gas instead of 3000L of fuel in the crash training exercises (see picture right). The emergency exercise conducted December 13, 2018 included over**

150 people and was a simulation of an aircraft accident near the main runway. Read more at https://www.yqr.ca/en/passenger-increase-at-regina-international-airport-in-2018. **The Airport Authority conducts a full scale exercise every 4 years. Members of the public may volunteer to simulate the wounded. A public call will go out prior to the exercise.**

Thank you to the Regina Airport Staff for their warm welcome and for the information provided to us. It is comforting to know that this important service is in the hands of such qualified, good people.

Regina International Airport (YQR) is the 15th busiest airport in Canada and connects the local community to many major Canadian markets. YQR offers seasonal service to both the U.S. and international sunspot destinations.
The Regina Airport Authority (RAA) is a not-for-profit organization that operates YQR under a long-term lease with the Federal Government. The RAA has a mandate to operate a safe and secure airport, while looking to grow for the greater benefit of the community.

Early Aviation **(1911-28)**

The first site in Regina used for flying was the infield at Regina Exhibition Park's horse race track, where visiting barnstormer "Lucky Bob" St. Pierre (a Nebraskan whose real name was "Shaeffer" or "Shaffer") flew a Curtiss Model D biplane in August, 1911. A few other barnstormers, notably aviator Katherine Stinson of the famous aviation family, appeared in Regina and other prairie cities in the years thereafter, but there was virtually no other aviation activity in Western Canada during the First World War.



After the First World War, Reginan Roland Groome returned from military service as a flying instructor in Southern Ontario and, with partners, set up a company called the "Aerial Service Co." Its primitive airfield was located near what is the current intersection of Hill Avenue and Cameron Street in the city's southern Lakeview district. In May 1920, federal government regulators assigned this field the designation of Canada 's first licensed "air harbour". Groome also received a Canadian commercial pilot's licence No. 1 and mechanic Robert McCombie was given air engineer's licence No. 1.



Current site (1928-39)

The airport site was developed in 1928-30. A terminal building was built in 1940. Scheduled airline service was initially provided by Moose Jaw-based Prairie Airways (in 1938) and then Trans-Canada Air Lines (in 1939). Read more at https://en.wikipedia.org/wiki/Regina_International_Airport#History.

That was Eastview this week. Stay warm. Spring is just around the corner.

For Editor Peter Peters, I am Gail Bradley.



