

The WindsOCK



Stanley Sport Aviation Association Newsletter

Spring 2025



GRAPHIC: Jordan Lowe

STANLEY SPORT AVIATION ASSOCIATION

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PRESIDENT'S MESSAGE



Leonard Lowe

As we reflect on another year at the historic Stanley Airfield, what comes to mind is how quickly time flies in our busy lives. In my report to the Annual General Meeting held in January, 2025, I chose to include some important history of the property and club to remind people of the significance of the airfield and the club itself. This year marks the 84th anniversary of the first activities at the site, when construction of the runways, infrastructure and buildings began to support the training of British Commonwealth pilots during World War II. While many of us fo-

cus on the present as we fly over to join downwind for Runway 27; it's important to pause and recognize the airfield's significant role in the war effort and the surrounding communities, where locals traveled from near and far to work here every day. After WWII ended, the runways fell silent as nature gradually



Copy of photo hanging in the SSAA Clubhouse: Stanley Station 17 Staff, 1940s .

reclaimed the land. Trees, shrubs and wildlife took over the property until a group of aviation enthusiasts negotiated with the provincial government to reclaim and repurpose the runways. From that effort, the Stanley Sport Aviation Association (SSAA) was born. Over the years, our members constructed hangars, a clubhouse and essential infrastructure to support the club, creating a vibrant aviation hub where



Chapter 305 Stanley Sport Aviation host friends from Fredericton Flying Club 1974. *Photographer unknown.*

members could share their experiences of how to build aircraft, enjoy flying around the province and improve the facilities while building lasting friendships.

In 2024, SSAA members continued this legacy of dedication. One of the biggest tasks we face year after year is grass cutting. As most

know, in 2023 we were fortunate to receive a generous donation of a partially built kit plane, which was then sold allowing us to purchase a new mower. The new mower was delivered in May 2024 and Jim Ward, the Airfield Operations Director, quickly got it set up to be towed by our tractor. Over the summer the new mower made a significant difference, cutting the runways and infield more efficiently and in less time compared to the older one. With the new mower, our runways remain in great shape, and our infrastructure continues to support the flying activities on the property.

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PRESIDENT'S MESSAGE (Continued from Page 2)



PHOTO: Jim Ward, Airfield Operations Director

Sadly, August 15, 2024 brought some devastating setbacks to our club. We lost important buildings, tools, and two members lost aircraft in an unfortunate structure fire. It was a difficult time for all of us, and it put significant pressure on our upcoming fly-in. However, thanks to the determination and support of our members, we were able to pull off a successful event despite the challenges. The resilience and dedication shown by our members in those difficult moments is something to be proud of.

Looking ahead, there is much work to be done to rebuild the lost buildings. It took many years and a great deal of member effort to create what we had before August 15, and we are determined to rebuild in a way that ensures sustainability for the club. As many of you know, costs have increased significantly, and rebuilding will require careful planning and fundraising. Our Directors are actively working on a strategy to replace the lost infrastructure while continuing to maintain and improve the property.

As we navigate these challenges, I want to remind everyone of our mission statement: *"Providing access to affordable facilities and infrastructure that supports aviation enthusiasts of all ages."* This mission has been the guiding force for SSAA since the early 1970s, and it remains central to everything we do. Through slim profits, fundraising, and sweat equity, our members have kept this mission alive, and we need your help more than ever. Please consider participating in work parties, supporting our fly-in events, and contributing your valuable time to ongoing maintenance.

We are at a pivotal moment in the club's history, and while it's becoming increasingly difficult to stay true to our mission we will continue to do exactly that while reflecting current realities—because that's who we are. Thank you to everyone who has contributed to supporting our mission. Together, we'll continue to make Stanley Airfield a place where aviation enthusiasts of all ages can come together and share in the joy of flight.

Meanwhile, it's my pleasure to also advise that the elections held at the AGM in January ended with the following results: *President: Leonard Lowe reoffered, acclaimed; Vice-President: Mike Whitehead, reoffered, acclaimed; Treasurer: Tom Sabian reoffered, acclaimed; Secretary: Josh Dykens, mid-term; Airfield Operations Director, Jim Ward reoffered, acclaimed; Fuel Director: Nick Wilson, reoffered, acclaimed; Safety Director: John Levy, nominated, offered, acclaimed; Membership Director: Debbie Murley, mid-term, Social Media Director: Derek Brown, mid-term; Newsletter Director: Gayle Wilson, mid-term. Special Events Director: position vacant.*

See you @ CCW4

LEONARD LOWE – SSAA President



Vice-President's Report

There are many words that could be used to describe the year that Stanley Sport Aviation had in 2024. Many of these are not very nice words. I feel that the most appropriate word, however, is resilience.



Mike Whitehead

For example while, sadly, two airplanes were lost in the August fire, two others— a Sky Ranger and a Cubby—after weeks and months of work were restored to flying condition and returned to the sky. That's resilience.

Standing and looking at the massive pile of smoldering debris on August 15th, there were those who didn't believe we could pull off our annual Labour Day Weekend Fly-In a short two weeks later. But that's just what we did. Under our airport manager's direction and guidance, members, volunteers, companies and organizations pulled together and cleared the site to render it safe. We re-organized and the fly-in went ahead. That's resilience.

In terms of attendance, participation and the engagement and generosity of our members as well as that of our colleague organizations in Atlantic Canada's aviation community, individuals and pilots, the 2024 Labour Day Weekend Fly-In turned out to be one of our most successful in recent times. That's resilience.

My point is that resilience is a cornerstone, a foundation upon which to build a future. And that's just what we're going to do. We can look back on 2024, confident that we have shown we have all we need to go forward, rebuild and keep Stanley Sport Aviation the thriving, happy flying club that it has always been.

To all of you, well done. Thank you for your hard work. Thank you for your resilience.

See you at the field this year.

MIKE WHITEHEAD—SSAA Vice-President



Treasurer's Report

Last year started out well with a successful Victoria Day Fly-In breakfast and a number of capital projects being completed. The fire on August 15th was devastating, however, resulting in the loss of two hangars, two members' aircraft, the equipment shed (including most of club's tools) and the Registration booth. Not only will these be expensive to replace, the loss of hangar revenue will



Tom Sabean

be felt moving forward.

Our yearly revenue (membership, camping, hangar rent, etc.) basically meets our operating expenses. Any fundraising (breakfasts, fly-ins, etc) is in addition to yearly revenue and is typically what we use for major projects.

Instead of funding a number of capital projects this year, the majority of excess contingency funds, along with the donations received, will be used toward funding our rebuild. We'll get there, but it will take time.

Happy and safe flying in 2025!

TOM SABEAN—SSAA Treasurer



Airfield Operations Director's Report



Jim Ward

Another year has passed at our treasured airfield. It started with a very cool work weekend early in May. There was winter damage to contend with, plus the usual spring cleaning and maintenance chores. Once again, the membership came through to complete the work.

Our new field mower arrived in time to display it at our annual fly-in breakfast. This new unit not only

cuts the field quicker, but it also leaves a better finish. We held a training session to get some qualified members checked out on proper operation. As the summer started the only real issue was that some members did not sort or bag their garbage correctly. Please keep this in mind for 2025 as improperly sorted garbage will not get picked up.



Then came August 15, 2024, a horrible day that will live with us for years to come. The loss of the infrastructure, personal property and club property is difficult to comprehend. During my conversation with the fire chief on site, I was informed that the cause of the fire could not be determined. Then came August 16 and beyond. The donations of equipment, time and money started the very next day. With two weeks to the annual Labour Day Weekend Fly-In, there was much to do and organize. Dedicated volunteers pushed the limits, and we were not only ready, but we excelled to make sure our guests enjoyed the weekend. Never underestimate what Stanley members are capable of.



I would like to once again thank all the members who went above and beyond to get the field back into shape in time for the fly-in. Whether it was hauling gravel, loading and moving debris, placing gravel or sweeping the pad, providing beverages, etc., it was very much appreciated. The fly-in went ahead as scheduled and we had a great turnout and a fantastic time.

Later in the year we got the use of a bushhog mounted on a skid-steer loader. Most of the infield bushes have now disappeared. There's now a much better line of sight and fewer places for deer to hide. Thank you, Jason Crowell, for the use of the skid steer.

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Airfield Operations Director 's Report

(Continued from Page 4)



As we progressed into the fall, I found myself too busy to be able to look after anything at the airfield. Fortunately, some of the members got together and were able to do a fall wrap-up. Thank you to all those folks.



Later in the fall, three new security cameras were installed. These new cameras will allow security observations 24/7. It's possible we could expand on this a bit more, but only if deemed necessary.

It was nice to get together for a Christmas potluck supper with those who could attend. The clubhouse was then winterized.

Please try to participate in club activities and work parties. Remember, without volunteers and your participation, there will be no Stanley Sport Aviation for you to enjoy.

JIM WARD—SSAA Airfield Operations Director



Fuel Director's Report

In 2024 we sold roughly five per cent more fuel than we had the previous year. As is usually the case, the majority of the fuel was sold to members at the member rate.

Although 2024 saw another price increase due to the carbon tax, overall the cost of Avgas has remained fairly stable recently, and I am hoping there will be no need for a price increase in 2025. In any case, our prices continue to remain competitive if not lower than other providers, while ensuring just enough profit to keep the storage and delivery system maintained.

The pump had its bi-annual calibration inspection in May and was signed off all good with no adjustment required.

The new cash sales system—whereby a dedicated cash sales key is left in a lockbox attached to the switch box and which requires a code given by a phone call to me—has worked well so far.

If you still have a key and are no longer an active user please hand it back in because the new spare keys and tumblers that we had made last year all went up with the fire in August.

Meanwhile, fuel can still be procured on the cash sales key and paid for by etrans.

NICK WILSON—SSAA Fuel Director



Nick Wilson



Membership Director's Report

SSAA's membership has seen steady growth in the past year. We welcome these flying enthusiasts to the Stanley family and wish them safe travels into and out of CCW4!

I would like to remind everyone that SSAA operates on 'volunteer power' to keep things running smoothly. Since this is your club, I'd like to encourage you to step up when the call goes out for different work parties around the airfield or special events at the club, or perhaps even to fill the Special Events Director board position that is vacant at this time. After all: team work makes the dream work!

Your club also relies on paid membership fees to keep things going at Stanley, so if you've already taken care of that for the 2025 season, we thank you. For those who haven't paid, we understand that things get missed sometimes, but we ask that you to take care of that as soon as possible.

Membership fees can be sent electronically to the treasurer, Tom Sabeau at: ssavia-tion.treasurer@gmail.com OR If you prefer to send a cheque you can do so to: Stanley Sport Aviation, Unit 16-50 Airport Rd., Stanley, NS, B0N 2A0. Attn: Treasurer. An ASSOCIATE membership fee is \$45 while the FULL membership fee is \$55. If you've been an ASSOCIATE member for more than one year you are eligible to move to FULL membership.

DEBBIE MURLEY—SSAA Membership Director



Debbie Murley



Social Media Director's Report



Derek Brown

This has been my first year working as the club's Director of Social Media and there has been no shortage of news and pictures to post throughout 2024. Leonard Lowe, SSAA's President, has remained delegated to maintain the club's website, while I did most of the work related to our club's FB page. Additionally, I had some help from some club members who were also authorized as club FB administrators. Gayle Wilson's very professional and informative digital copy of the club quarterly newsletter *The Windsock* was also shared on both our club website and our FB page.

Here are some interesting insights from both our FB site, and from Leonard, that show our viewership analytics. As you can see, our followers are spread out over a very diverse age range, and we have a surprisingly high number of followers— 820 to be exact at last count. Some of these followers are located as



far away as Europe, India and the Philippines.

We had some significant spikes in viewer traffic during our May long weekend fly-in, another spike immediately after we had our hangar fire, and then again a couple weeks later during our annual Labour Day Weekend Fly-In. FB has been very instrumental in getting club infor-

Location	
	Countries
Canada	783
United States	13
India	2
Mexico	2
Philippines	2
United Kingdom	2
Italy	1
Netherlands	1
Poland	1
Romania	1

mation out to our members, fans and supporters. Many have come out to support our club in the form of cash donations at places like our booth at the Atlantic Airshow and again at our fly-in events. On FB we were also able to share our Go Fund Me page link, and all combined we were able to raise a significant amount of funds to help us start to rebuild our club structures lost to the fire in August.

Thanks to everyone who submitted pictures and stories in 2024, and I'm looking forward

to promoting the club on social media once again in 2025. As always, I'm keen to take your photo submissions and stories for inclusion into my regular posts!

DEREK BROWN—SSAA Social Media Director



Welcome aboard!

Stanley Sport Aviation Association often profiles new members.

This issue, meet **ERNIE PROWSE**

Ernie Prowse's love of aviation began in New Brunswick in 1966, when he was hired by Forest Protection Limited to work on the spruce budworm spray program. After two summers as a radio operator, he became a navigator (pointer) for another seven summers.

"We led WW2 Avengers (TBMs) as they applied insecticide to millions of acres of affected forest," he tells *The Windsock*, adding that while New Brunswick was the primary target he also spent time spraying in Manawaki, the Gaspé and Anticosti Island in Quebec. In 1969 he sprayed in Newfoundland for the hemlock looper aboard various Cessnas, including the 172, 180, 185, 210, and as chief pointer often on an Aerostar. "Exciting job and I loved every minute of it," says Ernie.

But aviation wasn't in his career path as such. He graduated from the University of Guelph in 1976 as a veterinarian. His first job was in Belleville, ON, and it's there, on a short grass strip, that he took his PPL.

Ernie settled in Nova Scotia and flew 172s out of Halifax and Debert. He owned a Cessna 150 during much of the 1980s. "Around 1990 family and work necessitated a hiatus from flying, until 2005 when I purchased a Citabria 7GCBC," recalls Ernie. Three years later, he bought a 2005 American Champion Explorer High Country, which currently has more than 700 hours. "Love this plane as it allows me to enjoy flying to

grass strips and farm strips in the Maritimes. Been to Ontario with it a few times. Just a great reliable plane with STOL capability."

Ernie joined Stanley Sport Aviation last year to help support the club's efforts in promoting aviation in the region. He attended most of Stanley's fly-in events for about 20 years, "so I was well aware of your commitment to aviation."

After 48 years of being a vet, a job he says he "dearly loved," this year sees Ernie joining the ranks of the retired. The Nova Scotia Veterinary Medical Association has given him a life membership, non-practicing, but with all the other privileges of membership. Meanwhile, he says, "I hope to continue flying indefinitely as long as I remain healthy and safe, with a stick in my hand and rudder at my feet. "

CONTRIBUTED PHOTOS: (Above right): Ernie and his daughter Lindsay who has her PPL from Debert. (Above left): Ernie's 2005 High Country Explorer. C-GXFM.





Crafting a replica

SSAA members have been known to build their aircraft from the ground up. **BOB (ROBERT) BISHOP** is one such member who is crafting a *Sea Fury*. *The Windsock* reports on his flying and building journey:

Bob, who along with his wife Barbara has been a member of SSAA since 2017, first started flying when he was a teen Air Cadet. In 1958 at the age of 18, he was offered the opportunity to learn to fly at Halifax Flying Club in Waverley, NS. At the time, the flying club had three Piper Cub-J-3s on floats. “I did all my training on floats,” Bob tells *The Windsock*.

Since then, he has always flown small single engine aircraft on floats and on wheels.

He went on to own a Cessna 120, Cessna 140 and Piper Colt.

Bob initially based himself at Waterville Airport, in Kings County. He built a 30 ft. x 40 ft. metal hangar there so he could complete what he calls his “Sea Fury project”— a two-thirds scale Hawker Sea Fury.

“At that time I was flying on a rental basis with the flight school at Waterville. When Kings County Council shut down our airport after three years of uncertainty I was in a difficult situation. My plane was incomplete and my hangar would have to be sold at a loss,” Bob recalls. Fortunately, he was able to sell his Waterville hangar, but he then needed a new home for his Sea Fury.

He and Barbara had visited Stanley’s fly-ins and were impressed with the club’s “sense of community.” He learned there were hangars for sale at the airfield, so in 2017 he and Barbara bought Hangar Number 12 , signed a land lease and joined the Stanley Sport Aviation Association.

He continued working on the Sea Fury, and it gradually took shape next to the Bishops’ 1963 Piper Colt-PA22-108, which also took up residence in the hangar.



TOP: Bob and Barbara Bishop alongside their 1963 Piper Colt; BOT- TOM: Bob’s Sea Fury to two-thirds scale. *CONTRIBUTED PHOTOS*

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Crafting a replica

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“I’ve always loved the single-engine propeller aircraft of the 1940s, especially those with radial engines. The most local to me was the Hawker Sea Fury, flown by the RCN in Shearwater,” Bob explains.

He collected all the information on the Sea Fury that he could and bought an old American publication – *Wood Aircraft Design and Construction*—in the late 1970s. “Slow progress since no computers at that time,” he recalls.

The aircraft is an all-wood structure with Sitka spruce internally, birch ply as a skin and glass cloth as final cover. Bob designed all the wood parts himself, cut the wood and glued the parts. Professional welders did their job on the metal parts, electricians made sure his circuits worked and a painter made the final product look nice.

The 7-cylinder, 165 hp radial engine is a Warner Super Scarab, 39 inches in diameter. “This determined the scale for me,” adds Bob. Fuel is supplied from a 30-gallon fuselage tank and 12 gallons in each wing for a total of 55 gallons. A maximum fuel consumption of 15 gallons per hour will allow for plenty of time in the air.

While the initial plan was to build and fly the aircraft, “many moves and life transitions have intervened,” notes Bob. So now? “Satisfaction enough will be to have the engine running and able to make slow to high-speed movements on Runways 27 and 02,” he says.

The Hawker Sea Fury was a British naval fighter-bomber designed and produced by the UK’s Hawker Aircraft Limited from 1945 to 1952. It was the last piston-engine fighter used by the Royal Navy and reportedly among the fastest piston-engine aircraft ever built. It was used for ground attack by the RN and the Royal Australian Navy in the Korean War. It was replaced in Canada around 1955-56.



This Sea Fury was manufactured in 1948 and shipped to Canada aboard HMCS *Magnificent*. Starting in 1949, it served with No. 883 Squadron, later known as VF 871, at HMCS Shearwater. The Sea Fury was damaged in 1954 and repaired by Fairey Aviation Company of Canada Limited. Retired from service, it was deemed surplus and sent to Crown Assets until 1956, when it was purchased by Bancroft Industries Limited of Montreal. The company stored the aircraft in Fredericton, NB until 1963, and then donated it to the Canada Aviation and Space Museum in Ottawa. Fairey Aviation and a Royal Canadian Navy unit at Eastern Passage, NS restored the aircraft between 1963 and 1964.

SOURCE: Canada Aviation and Space Museum website.



Newsletter Director's Report



Gayle Wilson

I'm pleased to report that *The Windsock* continues to be well-received by members and non-members alike. I think together we're able to portray an active, and I would go so far as to say an enviable, flying club. Please keep the information and photos flowing to me.

You may have noticed that as well as new member profiles we are starting to incorporate profiles of longer-serving members. Thanks to Wayne Hatch for the suggestion for this addition and to Fred Smith for sharing his flying history with me for the last edition. As always, if there are any pilots whom you feel have an interesting story to tell, don't hesitate to let me know.

As well, since the newsletter enjoys a wide-ranging readership, if any of you have aviation-related items you wish to advertise for sale, reach out to me and we can see about including them in the next edition.

Remember, it's your newsletter. Together we tell the ongoing and great story of Stanley Sport Aviation.

GAYLE WILSON—SSAA Newsletter Director



ZENITH 701 SCRATCH-BUILT PROJECT FOR SALE

SSAA member Tom Sabean is selling a kit plane for a relative. Suzuki engine with Raven redrive (history unknown). Complete fuselage. Partially-complete wing spars. Patterns for ribs, etc. Complete set of plans. Lots of hardware and aluminium. Project located Malay Fall, NS.

\$5,500 OBO

Contact: tomsabean@icloud.com





Flying fraternity

Aviation clubs and contacts in Atlantic Canada:

Nova Scotia

- **Bluenose Flying Club New Germany - COPA Flt # 186**— bluenoseflyingclub@gmail.com
- **South Shore Flying Club – Liverpool**— Raphael Schaefer, [ssfncs@gmail.com](mailto:ssfcns@gmail.com)
- **Tri-County Flying Assoc., COPA Flt # 63** - Ken Pothier kennethpothier@hotmail.ca
- **Digby/Annapolis Regional Airport – Digby** - (902) 245-5885
- **Annapolis Valley Flying Assoc, COPA Flt # 147** - Gary Dunfield gary@gaspereau.com
- **Kings/Hillaton (CHL2) Aerodrome Canning NS:** <https://kingsaero.com/kings-aerodrome/>
- **CFB Greenwood (CYZX) NS: Freedom Aviation** <http://freedomaviation.ca>
- **EAA Chapter 1051 Scotia Eagles** (located at CHL2 Kings/Hillaton Aerodrome, Canning NS: <http://www.eaa1051.org>)
- **Truro Flying Club, Debert, COPA Flt # 188** Derek Shiers - dshiers@bellaliant.net

Prince Edward Island

- **PEI Flying Assoc. Charlottetown, COPA Flt 57** – Barry Martin Bmartin@Islandtelecom.com
- **Brian Pound** - brian@brianpound.ca
- **Summerside Airport & COPA Flt 125** – Dave Thomas drdaveaviator@hotmail.ca

New Brunswick

- **MONCTON AERO CLUB - COPA Flight #112** – Jim Lockyer Lockyerj@umoncton.ca
- **HAVELOCK NB - COPA Flight #27** - Steve Eastwick sdeastw@nbnet.nb.ca
- **Saint John - COPA Flight #193** - Ian Cameron airshow1@nbnet.nb.ca
- **FREDERICTON - COPA Flight #2** - Ray St Lauren
- **WOODSTOCK - COPA Flight #86** - Blair DeGrace bdegrace@acadiantimber.com
- **MIRAMICHI - COPA Flight #39** - Doug Brown nbdbrown@nbnet.nb.ca

Reach out to The Windsock c/o the Editor, Gayle Wilson, at: wilsongdh@gmail.com

STANLEY SPORT AVIATION

Membership Application



Stanley Sport Aviation Members Enjoy:

Use of Stanley airport facilities, ready access to the fuel pumps at best prices possible, use of the clubhouse and bunkhouse with showers, a place to camp, aircraft storage, and great fellowship.

Members are expected to contribute to the ongoing maintenance and upkeep of Airport Facilities to support the Club Mission Statement "Providing Access to Affordable Facilities and Infrastructure that Supports Aviation enthusiasts of all ages."

NAME: _____

PARTNER'S NAME: _____

MAILING ADDRESS: _____

EMAIL ADDRESS: _____

PHONE NUMBER: (H) _____ (W) _____ (C) _____

RATING: _____ ENDORSEMENTS: _____

FLYING SKILLS: _____

AIRCRAFT OWNED: Year _____ Type _____

AIRCRAFT REGISTRATION _____

PROJECTS: _____

SIGNATURE: _____



COST: Associate Member \$45.00

MEMBERSHIP IS FROM **JAN 1ST TO DEC 31ST**. PLEASE COMPLETE AND REMIT TO MEMBERSHIP DIRECTOR, UNIT 16 - 50 AIRPORT ROAD STANLEY NS BON 2A0.

MEMBERSHIP APPLICATIONS CAN ALSO BE SENT TO: ssaviation.treasurer@gmail.com