

# The Leading Edge

EAA Chapter 154 Newsletter

June, 2022

Regina and Southern Saskatchewan

## Presidents Message

*Summer flying season is ramping up. May was a busy month with a couple of Open House's and Donut Fly In. People want to see and talk about airplanes. Always interesting and fun to talk to newbies, "You mean someone really built this in their garage? And it actually flies!"*

*Join the monthly meetings for EAA154 and VMC Club to catch up on happenings and flight training – always a good thing. Still using Zoom so you can get there from anywhere, even the deck at the cottage.*



## Monthly VMC Club

The May VMC case study discussed a situation where you are at a fly in and are participating in a spot landing competition. You fly a 1954 Cessna 170B. Your POH does not give best glide speed but you have experience that 67mph is the best. The contest calls for a power off landing. You must hit the numbers. On your approach you are a little short. What can you do to get a little more distance? This contest is just for bragging rights but you want to show your best.

Your options are:

1. Pitch up to 67 mph (V best glide) with 10 flaps.
2. Pitch down to 80 mph for better penetration into the wind with 10 flaps.
3. Retract the flaps, but hold 72 mph.
4. Retract the flaps, and pitch for 67 mph.

Our group chose option 4 for the best glide speed.

The expert chose option 3 and provided some interesting calculations. Best glide speed for distance in a competition glider is to increase your speed to best glide speed plus  $\frac{1}{2}$  of the headwind speed for best glide distance. For powered GA aircraft best glide speed is always listed for the maximum gross weight in clean configuration. So flaps up. Best glide for lower than gross weight is lower than listed. To calculate it take the square root of your loaded weight divided by the listed gross weight of the airplane times the listed best glide speed and you will have your scenario best glide speed. That explains why a single pilot in a plane with  $\frac{1}{4}$  tanks floats on landing... A lighter plane also has a lower stall speed.

The Expert panel agreed that the weight of the aircraft is very important. They said that most instructors don't instruct to calculate stall and best glide speeds for different weights. The experts said that they put the wings level with the horizon for best glide. Lots can learn from competitive glider pilots. Be very careful not to pitch the nose up to stretch the distance. Practice stalling your aircraft safely at various weights to really know how weight affects your glide speeds.

The sessions are provided over Zoom. 8:00pm third Tuesday of the each month.

To Join the Zoom Meeting

<https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDRFVtTHZOR0ExQT09>

Meeting ID: 823 0615 6903

Passcode: 817364

## EAA154 Members Meeting Highlights

The May meeting was held over Zoom meetings. Phillip Johnson – EAA Canada Chapter Liaison attended our meeting to talk about Chapter 245 and ideas that worked for them. Phil talked about club tools and how that brought in members wishing to use them. We decided to purchase a prop balancer to add to our tool inventory. COPA fly-in and job fair in Moose Jaw on May 7 went well. We had a booth with a banner in the trade show. There was good attendance and we had some interested visitors. CH701 build is installing a new door hinge. Planning for breakfast in the fall. Our coffee fly-in will be on May 28 9:30am – noon. BBQ lunch to be in the fall.

## Chapter News

### EAA154 at Moose Jaw Fly-in May 7



The event was well attended. It was a tradeshow and job fair. The speakers presented some interesting topics including stories from flight examiners. Thanks to members who staffed the booth.

### May 28 Fly-in coffee and Donuts



The EAA154 fly in coffee was a big success. About 90 cups of coffee and 4 dozen donuts disappeared. Five aircraft flew in and a dozen cars brought attendees to the event. The goal was met. For 3 hours members and guests talked about airplanes and everything else.



### Regina flying Club Open House June 5



The event was well attended. Maybe a little less traffic than the last open house a few years ago. Dave had some interested booth visitors and gave out some cards.