



# The Leading Edge

## EAA Chapter 154 Newsletter



January 2024  
Regina and Southern Saskatchewan  
<https://chapter.eaa.org/ea154>

### Presidents Message

Happy New Year 154!

With January the days thankfully start getting more day in them. With the lack of winter, at least so far (watch, as soon as you read this we'll get a metre of snow and -30!), it's been pretty tolerable for flying. And even working on projects. The Club's CH701 is getting nearer to inspection time, with only a few dozen relatively smaller items to wrap up. But they all take time. How does that go? Oh yeah, "90% done and 90% left to go!" We'll get a better report together soon to pass along. Most exciting also, Doug Daverne and I just started our RV10 project. 000.1% done and 1000% left to go!

EAA's Homebuilders Week is Jan 22 - 26. A ton of resources to anyone working on or even just interested in airplanes. More info below.

VMC Club and our Monthly Chapter Meetings also "reZoom" in January. Tune in to catch up on safety and happenings.

Cheers and stay safe,

Dave S.

### Monthly VMC Meeting

This month's VMC session will review your return flight from Garden City KS to Bismarck ND. You are a 500 hour pilot and the proud owner of a new Bristell B23. It has a Rotax 912is engine and redundant digital flight instruments with advanced autopilot. On the flight from Garden City to Bismarck you run into some low cloud ceilings and rain showers. After an unplanned overnight at a small Nebraska airport, you start a takeoff run for the remaining trip in clear skies and cold air. The airplane doesn't seem to have its normal vigor at rotation speed and wallows into the air. Then it climbs normally—while the airspeed goes to zero and the altimeter shows no climb. What will you do?

Your options are:

1. Come back and land on Runway 3 at Gothenburg (KGTE). It's a 2599' X 50'
2. Come back and land on the turf runway 32 at Gothenburg. It's a 3300' X 150'
3. Divert 27 NM to North Platte (KLBF) and land on Runway 35. It's a 4436' X 100'
4. Divert 27 NM to North Platte and land on Runway 30. It's a 8001' X 150'
5. Continue flying 352 NM to make your "no airspeed, no altimeter landing" at your home airport and maintenance shop in Bismarck (KBIS)

Our discussion concluded that the static system must be plugged with ice. The system must have redundant digital altimeters but not an alternate static port. Digital flight instruments don't give the opportunity to break the glass on the VSI (like our ground school). We all agreed on option 1. It just rained the night before so the turf runway is out.

The expert chose option 3. He felt that the longer runway was needed and that during the 27 NM flight he

could do some troubleshooting. Who knows, the ice may melt. The expert panel was split. From a legal standpoint, FAR 91-7B states to discontinue any flight in an unairworthy aircraft. CAR 605 states mandatory equipment required to be functioning before you conduct a take-off. They discussed if it was really an emergency as the GPS would give some information. Fly the aircraft as you have always flown it. Pitch + power = performance.

## **EAA Homebuilders Week – Online Event Starts January 22**

An online opportunity to learn about building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit <http://www.EAA.org/HomebuildersWeek> to sign up. The schedule is at the end of the news letter.

## **Air Power Museum/Harold Krier's DHC-1**

Eight km west of the town of Ottumwa, Iowa is Antique Airfield. Home of the Antique Airplane Association (AAA). That's where the EAA first established the annual aerobatic competitions in 1958. The Air Power Museum owns 30 acres on Antique Airfield, including the south half of the N-S runway. It consists of three hangars, an office, and a library of 6000 items. The museum has 20,000 square feet of display and storage space, plus many spare engine and aircraft parts, both on display and for sale to AAA members to assist in their restoration. The Air Power Museum features a large collection of aircraft, many of which are flown regularly.



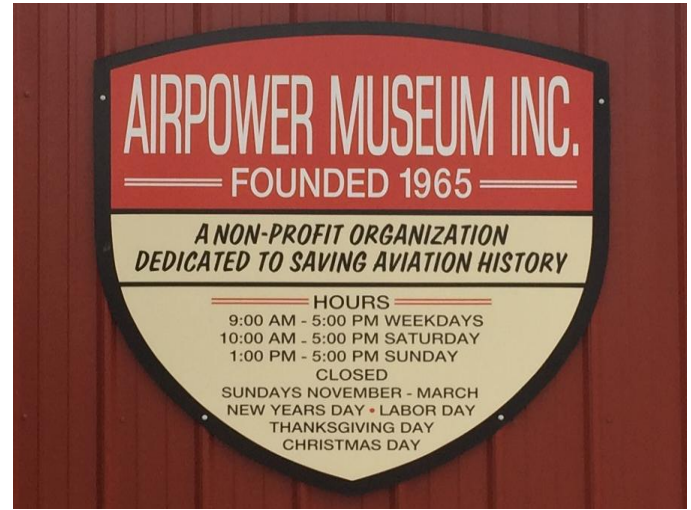
BD5-B with BMW R75/5 motorcycle engine power

Harold Krier got his pilot's license in 1945. In 1950 Frank Price helped him get proficient at aerobatics. Harold watched the aerobatics at air shows and felt there needed to be some kind of competition for like minded pilots. Harold worked with Frank and Bob Taylor of AAA to establish EAA's annual aerobatic competitions at Ottumwa, Iowa. He won the first three championships in Ottumwa – in 1958, 1959, and 1960. That's why it's fitting to have the highly modified Harold Krier DHC-1 on display at the birth place of the EAA's association with aerobatics. The International Aerobatic Club (IAC) did not start until 1970. Harold started his aerobatic career in a clipped wing cub. He then moved up to a Great Lakes 2T-1A that he could make do anything he wanted. In 1962 he decided he could build

a better airplane himself. He called the bi-plane the "Krier Kraft". It was much lighter than the Great Lakes. The N5400E Krier Kraft Acromaster is displayed at The Harold Krier Field Aerobatic Museum in Ashland Kansas. Harold took the plane to the World Championships in 1964. After competing he realized that the monoplanes had the advantage. He found a Canadian made DHC-1 Chipmunk and started the modifications. He clipped and metalized the Chipmunk's wings (they were fabric behind the spar), lengthened the ailerons, redesigned the tail, beefed up the airframe and hung a 200-hp Ranger engine on the nose. The first aerobatic monoplane to represent the USA in international competition was born, and the innovations in Krier's Super Chipmunk set the standard for most future competition monoplanes. Harold was the US National Aerobatic Champion in 1965 and 1968. He toured the country in Bill Sweet's National Air show, where he remained until his death in a test flight accident in 1971. Harold's name was added to the distinguished list of honorees in the Aerobatics Hall of Fame in 1989.

The Chipmunk changed hands a few times and was eventually owned by Todd and Jo Peterson, well known aerobatic and air show pilots from El Dorado, Kansas, who gave the Chipmunk to the museum.





## Excess Cargo



### 1942 Boeing Stearman

I have a very large collection of parts for this project.

For more information contact me at:

Leonard Sebulsky

Sheho Sask.

Phone or text (306) 272 7261

or email [lenair@sasktel.net](mailto:lenair@sasktel.net)

Fitz Fulton and Harold Krier (right) Photo from APM display

Wood Prop 68/68 with four flights on it - \$800.00.

New six inch homebuilders tail wheel with round spring \$700.00.

MGL V6 radio with wiring harness, like new - \$1,500.

500x5 Cleveland wheels and brakes with axles, tires

And tubes, like new - \$1,500.

Call Vic Zubot @ 306-731-2249 or 306-535-7078

Home Built Dragonfly Aircraft  
50% complete less engine - \$1,500  
Melvin Friesen @ 306-784-7221

### Skybolt Project for Sale

Skybolt project on tall gear. NEW: Hawk tires and tubes, Commanche style fibreglass nose bowl, Cleveland Discs, Calipers, brake pads, and Cleveland master cylinders, two place bubble canopy in light smoke UV tint, rear canopy bubble for single slider, two open cockpit windscreens, aluminum leading edge and vacuumed formed laminated plywood leading edge, Gascolator, Dukes fuel pump, fuel tank switch valve, baffled main tank with sending unit and flop tube, upper wing tank, All wing hinges, bellcranks and bearings from Steen Aero. Brunton flying and landing wires, tail brace wires, drag and anti-drag wires, wing internal antenna kit, battery box and Barry engine isolators. Steen Aero built up ribs, laminated spar and precut material wing kit, Steen Aero building jig for wings. Tip up canopy. Originally built in Ohio by a Surgeon who was also an A+P. Started in 1994, brought to Canada in 2000 and has been in storage since.

Has an engine mount for lycoming 540.  
\$15,000 Canadian FIRM.

Email: [skyboltfever@gmail.com](mailto:skyboltfever@gmail.com)





# Homebuilders Week Schedule

## January 22 - 26, 2024

To sign up: [EAA.org/HomebuildersWeek](https://EAA.org/HomebuildersWeek)

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	<b>Building an Aircraft: What You Need to Know</b> Charlie Becker	<b>Composite Construction Basics</b> Mark Forss	<b>Amateur-Built Certification Process</b> Joe Morris	<b>Lies, Darned Lies, and Homebuilt Accident Statistics</b> Ron Wanttaja	<b>EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC</b> Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	<b>Wiring Basics</b> Dick Koehler	<b>The Nuts and Bolts of Nuts and Bolts</b> Kerry Fores	<b>Building on the Cheap</b> Ron Wanttaja	<b>Lycoming Engine Installation</b> Dave Prizio	<b>Working With Wood 101</b> John Egan
2:30-3:45	<b>Welding Basics: Gas &amp; TIG</b> Charlie Becker & Tracy Buttles	<b>Fabric Covering Basics</b> Kate Hammond	<b>Buying a Used RV Aircraft</b> Vic Syracuse	<b>Sonex Aircraft and AeroConversions Products</b> Mark Schaible	<b>Zenith Aircraft Kits &amp; Plans</b> Sebastien Heintz & Roger Dubbert
4:00-5:15	<b>Sheet Metal Basics</b> Jim Scott	<b>Factory-Built to Homebuilt: What's the Difference?</b> Tom Charpentier	<b>Advanced Flight Systems</b> Rob Hickman	<b>Garmin Experimental Avionics Solutions</b> Brad Brensing	<b>Scratchbuilding From Plans: 90% Done and 90% to Go!</b> Marty Feehan
5:30-6:45	<b>Panel Planning and Wiring</b> Marc Ausman	<b>Dymon Avionics</b> Michael Schofield	<b>Flight Testing 101</b> Paul Dye	<b>Propeller Selection for Homebuilts</b> Steve Boser	<b>Latex Paint: A Low-Cost Alternative</b> Malcolm Morrison
7:00-8:15	<b>Rotax 9 Series Installation &amp; Operation</b> Phil Lockwood	<b>Painting Your Plane: DIY or Use an Expert?</b> Craig Barnett & Ken Reese	<b>Engine Break-In</b> Mike Busch	<b>Van's RV Aircraft Kits</b> Greg Hughes	<b>Common Builder &amp; Maintenance Errors</b> Vic Syracuse

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