

The Leading Edge

EAA Chapter 154 Newsletter

August, 2022

Regina and Southern Saskatchewan

<https://chapters.eaa.org/ea154>

Presidents Message

Summer is in full swing with lots of fly-ins happening. Be sure to catch some, including EAA154's Fly In Breakfast on Sunday, Sept 18, from 0900-1200 at Disley/CDS2. Looking for help in all aspects so let us know if you're available for setup on the Saturday and/or main event on Sunday.

We've moved our monthly meetings for EAA154 and VMC Club back to Monday's. To catch up on happenings and flight training – always a good thing – Zoom in from the lake or the tractor, 2nd and 3rd Monday's.

If anyone has some new projects on the go we'd like to hear about them. Drop us a note at

ea154sask@gmail.com.

Cheers and stay safe!

Dave Stanchuk

Monthly VMC Club

The July VMC case study discussed this scenario. You are a low time tailwheel pilot with a new to you Cessna 140. You plan to land at a distant airport to pick up a friend. The scenario involves deciding on which runway to use at the destination airport. Currently 34 is being used to avoid glider traffic but the wind favours 29. Do you use 29 or give 34 a try? Both runways are paved. Runway 34 is 5200' and 29 is 3400'. You have practiced on a grass runway before and you have 12 hours total in the Cessna 140. There are 3 planes currently in the pattern for runway 34.

1. Enter on a 45 for left downwind Runway 34. Make at least one attempt at landing with the crosswind.
2. Enter on a 45 for Runway 34 and fly the pattern to short final. Then break left to actually land on Runway 29.
3. Enter on a 45 for left downwind Runway 29. Adjust speed and position to land on Runway 29 between the arrivals for both the pavement and the grass of Runway 34.
4. Enter on a 45 for Runway 29, but fly a tight pattern to remain west of the extended centerline of Runway 34.
5. Divert to Skagit Regional (KBVS) to land with no crosswind and have your friend meet you there.

Our group had a mixed response with some liking option 2 and some choosing 4 and 5.

The expert said he would choose option 2. Although we are trained to broadcast our intentions on downwind the expert said he would not try to confuse the other pilots in the pattern and only say landing on runway 29 on final.

He rejected option 3 and 4 because it forced you to cross the flight path of the planes in pattern for runway 34.

Expert panel said they like option 2. They agreed that you should always make a go or no go decision based on conditions before you depart. It's a good procedure to over fly the airport at 500' above pattern height to check out the windsock if you are ever unsure.

The sessions are provided over Zoom. 8:00pm third MONDAY of the each month. This is a change from Tuesdays to see if it works better for members.

To Join the Zoom Meeting

<https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDREVtTHZOR0ExQT09>

Meeting ID: 823 0615 6903

Passcode: 817364

EAA154 Members Meeting Highlights

The July meeting was held over Zoom meetings. The meetings are open to all members through the link above at 8:00pm the second **MONDAY** of the month. This is changed from Tuesday starting in August 2022. Our meeting opened with a discussion about the details for our EAA154 fly in breakfast planned for September 18. It was agreed to hold it September 18 as the RFC is having a breakfast on September 11. Most of the discussion was about tasks and who would complete them. The setup day will be Saturday September 17. All members are encouraged to help out. One new item is to make a larger aircraft parking area. We talked more on the purchase a prop balancer and a decision will be made next meeting. CH701 build is installing the fuel plumbing. Dave told of his attendance at the Estevan Fly in. Local Fly in events will be emailed to members when they are known.

Training Thoughts

When I got my wings at the Regina Flying Club Shane told me this is a license to learn. I do agree that every flight is a learning experience. My house is full of aviation books and magazines. Lots of information is gained by talking to fellow pilots in the hanger. Microsoft Flight Sim is fun but does not give the same experience as the real thing. In our last newsletter I told a little of my experience in a class c airspace. The farther I go in my aviation journey the more I appreciate the simplicity of the Cessna and Piper aircraft used by the flying clubs. The Cessna 150 and 172 aircraft are very forgiving and predictable. I like predictable. My next goal is to learn to fly an ultralight aircraft. I put the cart before the horse and purchased the plane before learning to fly it. You could say I have got good at fixing but have not got the flying skills yet. I contacted Zenair for some advice. I was pointed to their website with CFI's in Canada that specialize in zenith aircraft flight training. VAYU Aviation in Kamloops is listed as a flight training institution and the closest to Regina at 1372km. They have a 601HD with the name Flying Monkey III on it and had availability for June. Praveen Premchandran is the Chief flight instructor and was willing to fly with me and give me some pointers.

I got to fly over 2 hours and completed slow flight, stalls, forced approaches. I completed 10 landings on 2 runways. 5 were nice, 3 were okay and 2 were rough. I would have liked to fly again but the winds in Kamloops valley are often too strong for an ultralight.

This is what I learned. More like what I re-learned. For successful landings you must have a stabilized approach. Even more with a light aircraft. Airspeed is important. Three critical steps follow. You must be over the runway. Not necessarily over the centre but within the markers. You must be flying parallel to the runway so when you touch down you don't have to make drastic directions changes to stay on the runway. You must be 10' or less above the runway. Less than 10' is better but 10' will do. You must keep the nose up. Use the horizon to judge. If you touch the front wheel first you risk porpoising and landing gear damage. If you have those 3 mastered you will have a successful landing. Making it smooth takes more practice. The difference I find with the ultralight is that the controls are much more sensitive than the Cessna 172. Praveen suggested working to get to know the controls thoroughly. He recommended a few mornings of high speed taxis with lifting the front wheel when I got more confident.

I am starting to think of a mantra for my control inputs before practicing again. Slow, Small, Smooth... Slow, Small, Smooth... Slow, Small, Smooth...

