



The Leading Edge

EAA Chapter 154 Newsletter



November 2023

Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

Greetings EAA 154.

Can you believe it's November already! Snow is coming and going, but will eventually be here to stay the winter, as always. Oh well, gives us lots of time to get back into the shop to work on projects.

Our AGM went well a couple weeks ago and I thank you (I think!) for keeping me on as President. I will continue to try and do the chapter well.

Be sure to Zoom in on monthly VMC and Regular Chapter meetings to catch us all up on safety and projects.

Cheers and stay safe,

Dave S..

Regina City Police – Aerial Support Unit Presentation

Steve Wyatt one of the pilots for the Regina Police Service (RPS) and Corrie Neufeld a TFO did a presentation on the purpose and activities performed by the Aerial Support Unit (ASU) on October 2 at the RFC. The ASU team has six members – two pilots and four Tactical Flight Officers (TFO). The pilots are trained RPS officers with commercial pilot licenses. The Tactical Flight Officers (TFO) are also trained RPS officers and are responsible for monitoring the police radio, the camera technology and communicating with police units on the ground. Each shift, the plane is operated by one pilot and one TFO.

They fly a 2005 Cessna 182T outfitted with a wide-angle, infrared camera and a special exhaust system. This incredible technology allows the officers to see a clear image for miles and track its movement. Infrared technology makes the camera system effective at night as well. Steve said he likes to fly at 4500' so the noise doesn't bother people on the ground and it helps him

fly unnoticed. When they are observing something they need to be circling counter clockwise so the camera has a better field of vision. They usually fly 2 – 3.5 hour shifts and it is weather dependant. This is the most economical option for aerial surveillance as a helicopter would cost 5 times the cost of this C182 and can't stay up for the same shift times. If you hear them on the radio they are Air1.

The remainder of the presentation was examples of how the ASU assisted or lead searches for both solving crime and locating people. One interesting fact is that the camera technology cannot see under water.



CST. Corrie Neufeld and The Camera



CPL. Steve Wyatt and the C182T

EAA154 Members Meeting Highlights

The October meeting was held over Zoom meetings. The meetings are open to all members through the link above on the second **MONDAY** of the month.

Our meeting discussion focused on the details of our AGM on October 21 at Disley. This year Water Front Café (Lumsden Hotel and Steak Pit) was hired to cater the meal. We were excited that Tyler Paddington was available to come out and tell us about his flying career adventures. The Hanger 4 owners Doug Daverne, Dave Stanchuk and Noel McAvena have graciously offered their hanger at CDS2 Disley Aerodrome for the event. One of the reasons for the event being at the aerodrome is to allow members to fly in. We also discussed the need for some helpers to set up tables and chairs for the AGM. The meeting ended with some talk about auto-pilot systems.

Disley October 21 AGM

We had 3 aircraft fly in to our AGM. That's cool. We had 21 members attend the AGM. All the executive managed to hold onto their seat. We do have a vacancy for vice-president if you are interested. We are in good financial standing and the meal was good. Here are the executive:

President - Dave Stanchuk
Vice-President Vacant
Treasurer - Doug Daverne
Secretary - Doug Hilderman
Website Editor - Ron Wood

Directors:
Ron Wood
Vic Zubot
Cliff Paddington
Morley Leibel

Our guest speaker Tyler Paddington entertained us for an hour with stories from his 25 years as a commercial pilot. From beginning at the RFC to how he got to where he is as a Captain on the 737 for Westjet. Many adventures he described were when he was overseas. Tyler helped us understand all the details you need to pay attention to when living in that world.

WWII Flight Training Museum in Douglas, Georgia

This is the 63rd Army Air Forces Contract Pilot School. Originally a part of South Georgia College's pilot training program, the 63rd Army Air Forces Contract Pilot School was established in response to the demand for pilots during World War II. Its operation was run by the Raymond-Richardson Aviation Company, a civilian company, but it was overseen by the Army Air Force. The base and aviation cadets enrolled in the school were designated as the 63rd Army Air Forces (AAF) Flying Training Detachment. From 1941-1944, somewhere between 5,000 and 10,000 aviation cadets were enrolled, each for about 9 weeks, in what is known as primary flying school as they learned to fly. Here they were taught the flying concepts and received the hands-on experience they would need for more advanced schools for flying specific aircraft. A highlight is the instructors' barracks that is used as the museum about the men, their training, and facilities. The museum houses exhibits on the 63rd's training, aircraft, and equipment, as well as other interesting events during World War II. The 63rd AAF Flying Training Detachment provides an example of how organizations throughout Georgia were quickly transformed from civilian to military uses. The first group of aviation cadets arrived at Douglas on Oct. 5, 1941 (before Pearl Harbor) and finished on Dec. 12, 1941, when they went on to further training. The Douglas 63rd AAF Flying Training Detachment helped in the rapid transformation of civilians to air corps personnel, in particular, pilots, navigators and bombardiers, who made a significant contribution to the war effort.

After showing us the museum our volunteer guide took us out to the hangers to see the aircraft on display. In the first hanger there were 2- Stearman model 75 (Boeing PT-17) that were regular flyers owned by airport owner and his friend. Beside them were 2- T6 Texans also in flying condition. Stacked in neat order on racks all around the hanger were parts for B17 and DC3 aircraft. Tires, skin panels, gun turrets, oxygen tanks, engine parts... We then walked to the other hanger. On the way we passed a B17 getting a landing gear rebuild and a DC4 needing engine work. The owner of the airport is Don Brooks who is awarded in the Georgia Aviation Hall of Fame. Inside the second hanger was a 70% restoration of a DC3 (Douglas C-47). Just the size of everything makes a home builder stand in amazement. The project filled the huge hanger. While we were there Don stopped by. A down to earth guy with huge projects. He plans to have the DC3 flying in

2024. After our visit to Davidson to see Terry's P51 projects I am no longer surprised by the projects being built in small places.





This is the monument they have outside their restaurant

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

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 fiberglass 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

