



The Leading Edge

EAA Chapter 154 Newsletter



October 2024
Regina and Southern Saskatchewan
<https://chapters.eaa.org/eaal54>

Presidents Message

As we slip into the leaves changing colours and days getting shorter and cooler, we welcome fall. It's always beautiful to fly over Saskatchewan at this time of year. Hope you're all doing your share.

There was a grand share of flying and fun at our Fly In Pancake Breakfast at the beginning of September. It was a fantastic day with clear warm weather and light winds. Enough for 20 aircraft to show up. Including Saskatoon's Doug Tomlinson and his wonderfully restored RCAF Chipmunk. It was beautiful. And we served 175 people with the finest breakfast in all of Disleyland too. The British Car Club had a great showing of 15 of their cars and reported having a blast too. As we all did. A lot of work and thanks to everyone that contributed - WELL DONE!

Since our last monthly meeting was just last week, and a few of us are away most of October, it will be November before the next one - stay tuned for invites. Likewise for VMC Club.

Some more reports from Oshkosh below too. Enjoy. And get to work on your projects. Or go flying. Or both.

Stay safe,

Dave S.

VMC Sessions

To Join the Zoom Meeting
<https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDRFVtTHZOR0ExQT09>
Meeting ID: 823 0615 6903
Passcode: 817364

The scenario for this session involved the pilot side door popping open on takeoff on your RV 10 at a busy GA Airport. Things get noisy fast and the door is flapping in the wind, what will you do?

You are flying your university student son to Purdue in your RV10. You make the drop off at Lafayette IN. After moving all his contents into the dorms, you top up your plane and prepare for departure. It's a hot day with a 5kt wind so you leave the gull wing doors open as you wait. The previous owners showed you to loop your arm though the door strap and open the door a few inches while you taxi. This is important as the hinges are weak and the door is flexible and can be damaged in high winds. The tower frequency is busy with traffic in the pattern. The runway in use will require a long taxi or backtracking to get the arrival end. There is 4000' left if you take an intersection departure. You request a departure from C1 for runway 28 and check with tower. In a minute you get a clearance to depart. You latch the door, roll onto the runway and add power. Passing through 100'AGL the pilot side door swings fully open and starts flapping in the wind. It's very loud; papers are flying out the door and across your vision. You come to your senses a moment later at 200' with the nose high and a door that might get ripped off and smash into the tail. What will you do?

1. Chop the power, push the nose down and land on the remaining runway
2. Keep it normal, continue climbing and tell the tower you are remaining in the pattern to land
3. Keep it normal, continue climbing and tell the tower you are landing runway 5 to get on the ground
4. Slow down to minimum airspeed and reduce loads on the door. Continue to climb and tell tower you are remaining in the pattern to land on either runway
5. Activate the autopilot in pitch and roll mode. Reach up and try to grab the door strap to close the door.

Our discussion was around how to maintain control and get back to the ground. One member chose option 2, most of our group chose option 3 or 4. We talked about the problems with activating the autopilot. One member did state they would declare an emergency.

There was concern that the door would break off and damage the tail.

The expert chose option 2. Try never to do anything different from normal flight. The point he pressed was to always pilot brief every situation before takeoff including door open procedures. The expert panel agreed mostly. They provided statistics like the NTSB recorded 17 accidents due to open door with 12 fatalities with no damage to the tail structures. The best thing to do is try to fly as you normally do. One member of the expert panel told a story of the canopy coming open in a glider and even though he had thought about the scenario previously, his immediate reaction was to grab for the canopy.

EAA154 Members Meeting Highlights

The September meeting was held over Zoom meetings on Monday September 23 due to schedule conflicts. The meetings are open to all members through the link above on the second MONDAY of the month.

Our meeting discussion opened with the September 8 Fly in Breakfast. We fed 175 guests and had 20 aircraft fly in. The Sports Car Club brought some cars again this year. We could never hold this event without our volunteers. Thank you to everyone who helped. This year our balance sheet for the event was in the positive. George presented the COPA Flight 4 - Regina Annual Air Rally prizes to the winners. We talked about improvements to the cook line and maybe increasing the aircraft parking spaces. On the 701 paper work is getting completed and Ron and Doug D have had training by a CFI in Ontario. The AGM will be November 16 at Disley Hanger 4. We talked about student memberships and the possibility of a courtesy car for RFC.

AirVenture 2024 Little Canada Camping

By Ron Wood

When EAA Canadian Council announced that they would be hosting Little Canada at AirVenture again this year our interest was piqued. Having bought a new RV trailer last year we thought it would be great to take in the world's biggest airshow and stay on the grounds. On our previous trips down, we had stayed in the dorms at the university which was not a bad way to go but

involved a lot of queuing up for buses going to and returning from the show grounds. Attending a late evening event also brought the worry of missing the last bus into town. So, with this in mind, we added our names to the list of interested parties for Little Canada camping.

Some revisions by EAA had us following the Chapter Group Camping rules this year which meant that we would have to pay for a week's camping but you could arrive a week earlier at no additional cost. One of the biggest bonuses of the Chapter Group Camping is that the chapter or in our case the EAA Canadian Council gets to reserve a pre-marked out spot for our campers. Due to the amount of interest this year and another group reserving an area in the middle of where Little Canada was to be setup, there were two separate Little Canada camping areas; they were not too far apart and both close to the main gates so a prime spot. For campers staying only a few days they were able to buy camping at the gate (or online) but would not have a reserved spot and it would be pot luck as to joining Little Canada. The cost of group camping came to \$450 Canadian.

Everything was well organized by EAA Canadian Council, with Phil Johnson taking the lead. A few weeks before the show Phillip hosted a Zoom call to give us all the details. Arriving early on Sunday a quick call to Phil had him meeting us at the gates and directing us to our campsite. Sunday evening the EAA Canadian Council hosted a BBQ where we met a few of the other Little Canada campers and other Canadians at the show early.

You can tell that EAA has been running events for a while and has everything fine-tuned in the camp grounds, lots of porta potties set up and cleaned daily, plenty of large garbage dumpsters around also dumped regularly. There are also quite a few Red One Camp Stores throughout the campgrounds where you could pickup a morning coffee, a bag of ice or something for your dinner and lots more. We didn't use the buses that ran through the camp up to the center of the AirVenture grounds as we were close to the main gate but towards the end of the week, we found them handy to save our tired feet.

A few hints: A generator is a must for your camper to keep the battery charged and run the AC if required. Be sure to have some US cash on hand, there can be some deals from the vendors on cash sales. There are ATM machines about but they charge a large premium on the exchange rate. A couple of bikes might have been nice but not really required with the bus service.

Overall, we enjoyed our camping experience and the flexibility it gave us to come and go as we wanted. Also gave my wife Marie the option of chilling at the trailer with a good book. Little Canada was a great experience; we had fun neighbours and got to know a few over a beer in the evening.



Dave and Doug sharing the tale of their trip down



Our trailer



Lots of aircraft overflying the camp ground



Ron trying to talk the Lancaster crew into a Regina stop



Even on a rainy day the fun meter was pegged on Max!

Disley Fly in September 8

The wind was light and the sky was clear. We had 20 aircraft fly in, Classic British cars drove in, and over 175 patrons were served breakfast. Doug Tomlinson flew in his beautifully restored DHC-1 Chipmunk from Saskatoon. Doug is in a partnership where he is the mechanic. The aircraft is polished to a marvelous shine completed by one of the other partners. We had a Luscombe, a Pegasus, a Beach Bonanza V35 and a Challenger ultralight attend. The guests flying the farthest were Colette and Ken Perce fro Shoal Lake MB. This year we had 3 grills going! Thank you to the cooks, helpers and all who volunteered for setup/clean up.

Our weekend event started out with 3 campers in a circle with a campfire.





Ron on the pancakes



Doug Tomlinson's beautifully restored DHC-1 Chipmunk



Megan mixing





Airventure Adventures - How Two Idiots and an Airplane Managed to Fly to Oshkosh and Back

By Doug Daverne and Dave Stanchuk

In the process of building our RV-10 there are many decisions to make on avionics and other equipment. And of course the best place to make these informed decisions is at Oshkosh. Plus it's a lot of fun. And this was the year to actually fly in, for the first time ever. Excitement guaranteed. So with our 1967 Cessna 172H, good old Whiskey Hotel Charlie, we planned and geared up to camp, and headed out. What you are about to read is the third and final segment of our 2024 trip account. And just to be clear, there were never any unsafe or dangerous maneuvers, flying issues or fines involved. Just a lot of dumb stuff along the way...enjoy and hopefully learn from our experiences.

Chapter 3: The Greatest Airshow On Earth



The Snowbirds Photo Bombing

Settled in to KOSH and Little Canada we began our search for the answers we needed to complete our planning for the RV10 build. Every (well, almost) vendor in the world is in town to show off their wares, near 900 in total. It's truly mind boggling the number and variety of airplane stuff on display. With a reported 686,000 attendees over the week long

event, gleefully and easily wandering around the busy grounds talking to vendors, (other) airplane nuts, getting things to eat and drink, and generally just being a little kid excited at everything you see, comfortably, is a true testament to the organization needed to pull off such an event. Over 6000 volunteers contribute to the success. Including a couple for our own: Chapter 154 members Marral and Mark Meadows spent a couple weeks again this year helping out in the fracas. Mark scootered up to say hi one day after he spotted us from his flight line duties of wrangling airplanes on the ground. Then a couple days later, Marral offered us a very welcome ride in her mobility assisting golf cart as we returned from the very long walk to check up on WHC, as long as we "...limp a little bit when you get off..." We didn't have to pretend - I think that was the near 30,000 steps on the near 30°C day. Good jobs guys!



Little SK in Little Canada. Big shoutout and thanks to Philip Johnson from EAA Canada Council for all the work he did to herd all the cats into Little Canada, making room for as many as he could.



There is no end to aviation jokes at KOSH



"Hey honey, I know I promised not to buy another airplane but..."

This year the EAA went to particular effort to help celebrate the 100th Anniversary of the Royal Canadian Air Force. Prominent in the show centre static display area was a WWII era Lancaster Bomber from the Canadian Warplane Heritage Museum, and an RCAF F-18 that participated in various airshows and demonstrations throughout the week.



The Mynarski Memorial Lancaster, one of only two still flying Lancasters in the world (other in the UK)



RCAF F18 all dolled up in 100th Anniversary Livery heading for the showline

And of course, the Snowbirds were in attendance. Three spectacular shows on Friday through Sunday capped off a wondrous week. EAA Canada Council's Thursday morning pancake breakfast included a great presentation by some of the Snowbird pilots and Ground Crew regaling the efforts and logistics needed to get the 9 plane formation (plus 2 flying spares) to work and move around the country and the world. Of course the main questions were around the recent announcements regarding the Tutor Jets' future: Basically, they have enough spare airframes and parts squirrelled away in a warehouse to keep them flying for likely at least another decade if need be. And they're starting an upgrade path to help with that: Garmin avionics are replacing the steam gauges, with two complete already. All fascinating stuff.



Holy Flocking Airplanes! Tutors and F18 showing off.

My new Flying Buddy, "Can a CH701 do that?"



Breaky with the Snowbirds

The EAA Canada Council did an outstanding job with their presence in their new air conditioned tent, along with COPA. Canadian vendors and presentations contributed to a busy place throughout the week whenever we stopped by. Particularly interesting to us was C-GROK: Les Kearny's RV-10, based at Springbank, just west of Calgary, on static display at the Canada booth. He's a serial 10 builder, on his 4th (!), so we garnered a wealth of information to help us with our build and made some decisions based on his recommendations. See <https://rv10.ca/> for more. COPA had a well attended BBQ at SOS Brothers, an outdoor bar setup just for the week every year, across the street from the Airventure grounds. Great meal, prizes and camaraderie among fellow Flying Canucks. Best was near the end when they realized they had some of the beer left over, "I have an announcement, FREE BEER up front. Please don't run." While nobody was observed sprinting, there was some very polite Canadian brisk walking to the tub full of icy cold beer, especially after that long hot day of trekking around the grounds.



C-GROK - his second of 4 RV10s - and Les That's one mean looking Tuna

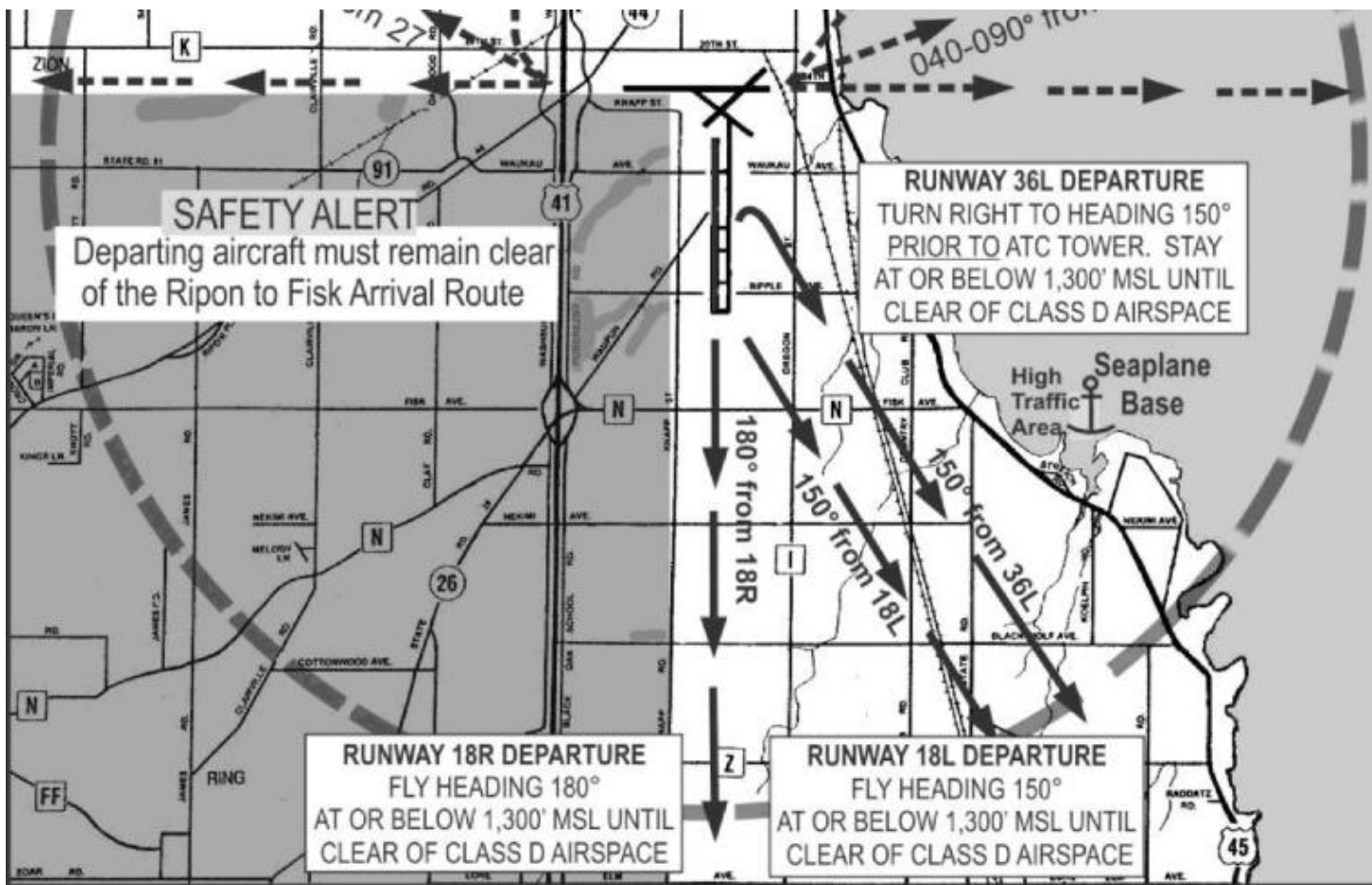
Another interesting encounter for us was with “Big Tuna,” a CH701 from Oregon that’s near the same vintage as our club project, and pretty well stock. Jon Hakala told us how he kind of accidentally got into STOL flying with it and is having a blast touring around competing and just having a lot of fun. And he showed us during the STOL demos at the ultralight field. Very impressive.

So after Friday’s Snowbirds performance, we knew it was getting time to go home. To allow for an early as possible exit upon KOSH opening at 06:00 Saturday, Friday morning we moved camp from our very hospitable Little Canada to under the wings of WHC. The plan was to get home in one day - kinda like the plan to get there in one day, but better...maybe.



Home Sweet KOSH Home under the protection of WHC

Leg 1 of 4: Oshkosh (KOSH) to Clouquet, MN (KCOQ)...sorta, not really. Up at sunrise, tents packed away, and some free Joe (thanks Shell!) and a danish (or whatever it was) from the South Forty convenience store, it was wheels up at 07:17. The airport was not too busy yet, and really the departure Procedure/NOTAM is pretty straightforward, especially for the active 18R which we were assigned, “Head south until clear of the zone. Then you’re on your own.” Or something like that - no Fight Following anywhere near Oshkosh. I don’t blame them. So straight out southbound and eventually right turn to home.



Just get the heck outta here

But the more NE we got, the more the morning fog and clouds were getting lower and lower. We tried to get around some of it, but eventually decided we had to divert. "Look, it's Eau Claire!" Ok, so we finally made KEAU (see Chapter 2). Very nice little FBO there, 50¢ off a gallon for Oshkoshers, and a crew car to drive into town for a leisurely omelet at the recommended - and what appeared to be the busiest - breakfast joint in town. It was a great way to wait for the ceilings to rise. And they did. Leg 2 of 4: Eau Claire (KEAU) to Bemidji, MN (KBJ) ...sorta, not really. After a couple hours the ceilings were up and so were we, departing 11:26. Bemidji was the next planned fuel stop. But, incoming weather again from the west with a NE-SW line of cloud and showers began to force us to a more westerly route and the home of Paul Bunyan was now off our list. Checking for somewhere else to go that had fuel, and a runway that would be accommodating for the now quite gusty winds, we picked a spot. As we were nearing it, we heard a PIREP on the CTAF that the gusty south winds were not very nice there, and that Detroit Lakes (KDTL) a little further west was a better choice. Their giant 18-36 grass runway was at least 250 feet wide - we could've landed in almost any direction! Safely down, it was time to make the eAPIS departure manifest and the call to CANPASS to advise of our intended arrival time back home in Regina. All good. Let's get some fuel. As we were filling, some fella drives over and starts chatting. "Going back to Saskatchewan?" he says. "Why yes, how'd you know?" we asked. "You just look like it." Hmm...

Leg 3 of 4: Detroit Lakes (KDTL) to Minot, ND (KMOT).

So we file a Flight Plan and check the weather. Oh Oh...



If we're gonna go, we gotta go now! Thread the needle!

As you can see above, the wx was coming in hard. It was starting to spit. We could sit here and wait it out for a couple hours or more likely the night. But, there was opportunity showing in the wx radar. We decided once we got up if we couldn't get through we'd turn around and sit it out at KDTL. But our informed choice to go asap turned out to be a good one and we made it through between the systems. Did I mention how much we love the ADSB wx radar data? Wheels up at 14:53.

The rest of the leg to Minot was mostly uneventful as it cleared up on the other side of the weather. The toughest bit being another Hotel Charlie aircraft flying around KMOT. Kind of confusing to the poor controllers. And the repetitive "Charlie Golf Whiskey Hotel Charlie" while finally rolling off our tongues more easily, it wasn't off most of the American ones, "Canadian aircraft registration, say again."

Leg 4 of 4: Minot (KMOT) to Home Sweet Home Regina (CYQR).

After another fuel up with a 50¢/gal Oshkosh discount, we headed back to Saskatchewan (where apparently we looked like we belong) leaving at 17:38. Bit of a headwind and hazy coming home but relatively smooth and uneventful entry to Canada.

After landing, we asked Tower where the Customs Building is we should pull up to, "I think that building over by the old Aerocentre with the blue roof might be it. Or they sometimes hang out at the Kreos FBO." Well, nobody came out of said building, or answered the Kreos radio frequency so we called the CANPASS number again. Customs Dude says, "Any changes to the information you gave us a few hours ago?" "Nope" I replied. Then he gave us a file number to write down and said we were free to go. Much less intense than entering the USA. And we are no longer abroad.

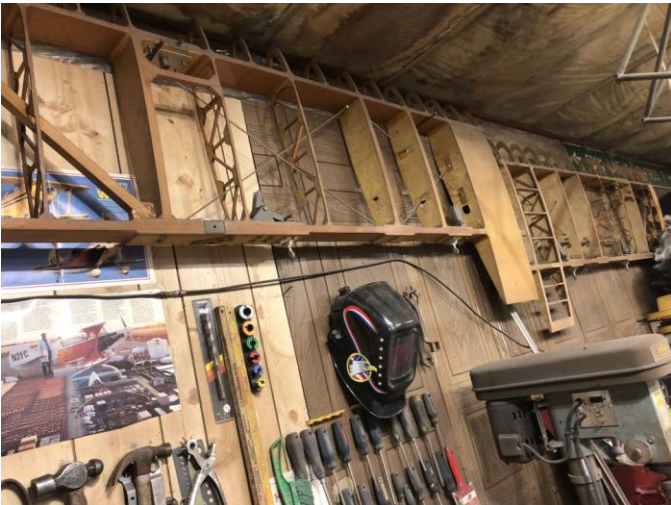
There are other stories from our trip left out for brevity: Like the two dudes from Texas and their highly modified CH701s on amphib floats (stay tuned for an upcoming Sport Aviation magazine where they will be featured); how Dave found his wallet on the Wednesday inside an airsick bag; the side trip to the idyllic and relaxing Float Plane Base; the fantastic night airshow; how Doug discovered he had Dave's passport instead of his own; one night's 03:00 public address announcement of approaching thunderstorms and doom; and many more. Ask us someday. So after 7 days away, 19 hours total flying, a bunch of fuel, oil and a little bit of chaos, we managed to get to Oshkosh and back with good old Whiskey Hotel Charlie. All in all was a fantastic trip and one hell of an Adventure to Airventure. We recommend it to everyone.

Excess Cargo

S1T-Ultimate Pitts project for sale:

Fuselage, Wings, Tail feathers, Spring gear
Lots of extra parts
\$6500.00

Contact: Leonard Sebulsky
306 272-7261
lenair@sasktel.net



1942 Boeing Stearman - SOLD

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

Skybolt Project for Sale Email: skyboltfever@gmail.com

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.

