



# The Leading Edge

## EAA Chapter 154 Newsletter



February 2024  
Regina and Southern Saskatchewan  
<https://chapters.eaa.org/ea154>

### Presidents Message

Greetings 154.

I gotta say it again: Homebuilder's week in January provided a wealth of info. The sessions were well done and worth the time to view. All recordings are available so if you missed any, you still have your chance at [eaa.org](http://eaa.org).

We've been making some progress on the 701 project - closed up the cowl cover and got the dash and glass in recently. Working towards a final inspection, coming soon! It should (it'd better!) fly this summer.

Once again for Oshkosh this year the EAA Canada Council has been making arrangements for primo camping at Little Canada. Reports from our chapter members that stayed there last year were it was indeed a prime spot close to everything and well laid out. More booking details will be coming soon. Suffice to say book early when you can as it will fill up early.

Tune into VMC and Monthly Chapter Meetings via Zoom, on first and second Monday's respectively, to catch up on safety and Chapters stuff.

Stay safe,

Dave S.

### Monthly VMC Meeting

This month's VMC scenario involves your fuel stop on a cross country trip has an out of service fuel pump, now the decision must be made whether to press on or backtrack to get fuel or possibly another solution.

You have just taken up skiing in your home of Redwing Minnesota. Now you and your wife plan to fly to

Wyoming for some big slopes. You fuel up the Piper Archer. You plan the 650 nm trip making 2 stops on the way to Sheridan Wyoming (KSHR). First stop at Phillip SD (KPHP) about 390nm from your departure. In flight you switched tanks every 20 minutes and had a headwind of 15kts. When you pull up to the 100LL pumps you see the "out of service" sign. The FBO says it quit this morning and won't be fixed for a few days. You calculate you have 13 gallons remaining and that's what the gauges indicate. You dip the tanks and find 8 in left and about 3 on the right. Rapid City is 65 miles ahead. You estimate 6.7 gallons to fly there but you would not be legal. Pierre is 60nm with the wind and should only take 5.5 gallons. There is Mogas at Phillip but you do not have the STC on the Archer. You can't remember if there are modifications or just paperwork. The FBO has gas cans. You could drive to Pierre to get 100LL.

Your choices are:

1. Fly to Pierre (KPIR). Use the left tank alone.
2. Fly to Pierre (KPIR). Take off on the left tank. Switch to the right tank for cruise, or until it runs dry. Switch back to the left for descent and landing.
3. Transfer all your fuel to the left tank. Fly to Pierre (KPIR) on the left tank.
4. Buy 10 gallons of ethanol-free avgas. Then, make the short flight to Rapid City (KRAP) to top off with 100LL.
5. Borrow two 5-gallon cans, rent a car, and drive to Pierre (KPIR) to buy avgas ... or wait for the pump to be fixed.

Our discussion was mainly around mixing the avgas with the 100LL and the issues that arise. Calculations were done to ensure the flight was legal and safe. Our group was split between option 3, 4 and 5. (I think those that chose option 4 assumed the STC made no physical modifications when in fact it does).

The expert said no to option 1 and 2 as it left no margin for error like runway closed. He always plans for 45 minutes reserve. No to transferring fuel as it's dangerous. No to 4 because it requires fuel pump modifications. So drive is the only option.

The expert panel said that you should never be in a situation where you run out of fuel. Never risk crashing by departing without adequate fuel. Some experts said they would take the autogas and one expert did not trust where the autogas came from.

The sessions are provided over Zoom. 8:00pm FIRST MONDAY 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 January 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. Our meeting opened with Dave playing the Monthly EAA Chapter video provided by the national office. We then discussed membership numbers and who has paid to date. If you have not yet paid your 2024 dues I ask that you send them in now. COPA Saskatchewan did not get any nominations for regional director and Candace will stay on for another term. The COPA Scholarships cheques have been awarded. We talked about the COPA AWOS presentation by CIFIB to be shown later in January. We discussed an item from the AGM relating to partnering with another EAA chapter to attend each other's events. Doug H to contact EAA63.

## **Fagen Fighters WWII Museum**

A little town of 2700 people holds a true aviation highlight. The town of Granite Falls, Minnesota has a private museum called the Fagen Fighters WWII Museum. It was a training base. Now it has 5 very polished hangars with pristine exhibits. The Fagen family made their fortune in ethanol production in the 80's when it was just starting up. There are many businesses in Granite Falls with their names on it. They

opened the museum to preserve the history of their father who served on the shores of Normandy during WWII. Turns out one brother likes WWII land vehicles and the other, Evan is an aircraft history enthusiast. Suzie is the museum host and she explained the details of the exhibits. She also said that each aircraft was in airworthy condition and ready to fly. They have a Fighter hangar, a Training Hangar, and a Bomber hangar. When we entered the first of 5 buildings, I was amazed by the shine. The first aircraft we saw was a Ryan Aircraft PT-22 and the only existing Waco Aircraft CG-4A Glider. The glider was in amazing restored condition. The glider was wood and fabric. I found out that gliders were used to deliver soldiers, ammunition and even bulldozers to locations over the enemy lines. No engine meant no sound to alert the enemy. After landing, the gliders were taken apart, crated, and taken back to base for another mission. A look inside showed they were not very comfortable but very roomy. They were usually towed by a C47 (DC3). The next aircraft we saw was the Vultee BT-13A Valiant that was just flown the week before. The restoration shop had a P47 and P51 getting some finishing work. We met the designated aircraft polisher. He uses McGuire's car wax and said that it takes about 4 days to polish the B25 he was working on. We next entered the navel aircraft hangar. The floors were so shiny that I thought I should take off my shoes. Inside were a F6F Hellcat, Corsair, SB2C5 Helldiver, and a FM2 Wildcat. The last hangar we visited had two P51D's named Sweet Revenge and Twilight Fear. These aircraft were polished to the point that they kept the lighting low so it wouldn't blind you. There was also a nicely restored P38 Lightning. We stayed 2 hours but I could have spent a few days there.



Waco CG-4A Glider



B25 being polished



Photo of gliders under tow



Paper Doll



Inside the Waco Glider



PT22 (the type of aircraft Harrison Ford crash landed on a golf course)



P38 – Scatt III



One of the aircraft mechanics said this was a good airport to stop for us on the way to AirVenture.

### Excess Cargo



P51D – Twilight Fear



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)



P51D – Sweet Revenge

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](mailto:skyboltfever@gmail.com)

