



# The Leading Edge

## EAA Chapter 154 Newsletter



July 2024  
Regina and Southern Saskatchewan  
<https://chapters.eaa.org/eaaj-54>

### Presidents Message

Christmas in July?

AirVenture is just like Christmas, or heaven, or Nirvana for us plane nuts. Start packing!

We're still making slow progress on the club 701 project. Registration is in process although TC has far exceeded its promised 10 days. Something I'm sure many of you are/have experienced. Shooting for August first flight now.

Apologies for having to postpone June's Chapter Meeting Doug and Dave's RV10 project in Regina. Turns out Covid is still a thing. We'll reschedule for the fall sometime.

Speaking of fall (I know, it might be too soon) we are starting to plan out the Sept 8 Pancake Breakfast at Disley. Looking for volunteers for a couple hours shifts for setup, cooks, cook's helpers, airplane parkers, coffee wranglers and general all around help. Let us know if you can make it.

Zoom in July 8 at 20:00 for the Monthly Chapter Meeting where we'll discuss the breakfast and many other things.

Until then, cheers, hope to see you in Oshkosh, and fly safe

Dave S.

### Monthly VMC Meeting

This month's VMC session deals with a low time pilot on a cross country trip with passengers. The aircraft is new to the club but the same as what you trained on. On

climb out you notice the oil temp getting close to redline so you throttle back and it drops. It's a warm day and your previous flights have all been in cooler temperatures so you're not sure if this is normal. Now you must decide if you should turn back, land at a close airport or continue on.

You trained at Seattle's Boeing Field (KBFI) in Piper Warriors and passed your check ride in just 46 hours. As a member of a development team for a leading PC flight simulator, you are immersed in the aviation world and can practice at home. You have added 6 more hours to your total time in the last 3 weeks. Your college friend and his wife took the train from Portland to Seattle for the week to visit and now you want to fly them home. It's a perfect VFR day. You book a club plane. It's new to the club imported from North Dakota about a week ago. You haven't flown it yet but it's the same plane model and avionics you are familiar with. You check weather and it is warmer than usual. You file a flight plan, pre-flight the aircraft and load your passengers. Tower clears you to depart runway 32L. You take-off and make a left turn to follow the route charted on the Seattle flyway Planning Chart, staying below class B airspace. Once you are beyond the 3000' shelf, you aim for Olympia and climb to 7500' cruise altitude staying clear of the Bravo. You notice the oil temperature increasing to almost redline. You pitch down a bit and the temperature drops slightly. You start thinking this is the warmest day you have flown in and try to remember where the needle sat in the other planes. The oil pressure is in the middle. These are the only engine gauges you have. If this is a problem you could find an airport to land and get it checked out. It would be a big hassle to get your friends back to the train and what if the mechanic says it's normal? Would your friends even get back in the plane with you? You could go back to KBFI, it's only 14 miles behind you. There are lots of potential airports near maybe it's

better to climb to give more options if the engine has problems.

What will you do?

1. Land at Tacoma Narrows (KTIW), the closest airport and call your flight instructor for advice
2. Return to Boeing Field
3. Continue on course, but stay at 3500' and monitor the oil temperature
4. Continue to climb slowly to see what happens. Continue southbound to your destination as long as you can keep the oil temperature below redline

Our group was all over the map. Most of us chose option 2. Doug D said he would make his decision on the CHT and not on the oil temperature. Stopping the flight at a little airport with a rental plane would be very inconvenient. A Cessna 172 runs at about 160 F. This gauge has only green and a red line for indication.

The expert chose option 4. He had a mission and felt if he monitored the oil temperature he would continue. However, if solo he would choose option 2 and go back. The panel also would watch the CHT. They agreed that the CHT should run under 320F with a maximum peak of 400F. Oil temperature is okay at 230-260F. One panel member stated that Tacoma Narrows (KTIW) has a train station and a good restaurant and maybe it would be nice to stop there. Another member said "in the green is in the green" and it's a rental.

The sessions are provided over Zoom. 8:00pm FIRST MONDAY of the each month.

## **The VMC Sessions are cancelled for July and August. Join us again in September**

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 June 10 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 started with our president showing us the monthly chapter video from the national office. In the message were details of the Young Eagles Day and the program itself. Charlie also warned us of email scams that have been targeting EAA members and to check with EAA if you suspect a threat. He then got to advertising AirVenture. This year's highlights include 2 – B29's attending, and Burt Rutan to be arriving on a Starship. Charlie did remind us that AirVenture is a fund raiser and needs volunteers. Every year needs a lot of help with parking, tram drivers, forum hosts, and would you believe –scooter mechanics. Charlie suggested to start studying the NOTAM now. He did tell of an option to flying into Oshkosh for the event. Fond du Lac County Airport (KFLD) is south of Oshkosh and they have plenty of parking and an hourly shuttle to AirVenture. Our meeting continued with discussion of our September 8 fly in Breakfast at Disley. Doug D has confirmed that the British Car Club will attend again with a parade of cars. We decided to skip our July and August VMC meetings but we will hold the member meetings on the usual Mondays to organize the Fly in.

On June 2 the Regina Flying Club held there annual open house. Our EAA chapter hosted a booth next to the COPA Flight 4 chapter. We had interested visitors stop by to discuss our club and aviation in general. There was some interest to join.

The discussion then moved to the Zenith 701 project. Now at the seat foam stage. Getting close to final inspection. We also discussed who may be qualified to inspect a Sonex Waix being purchased by Braden Mueller from an owner in Saskatoon. Help with pre-buy's might be a service our club could offer.

## RFC Open House

The RFC open house was held on June 2 at the flying club. EAA154 had a booth next to the COPA Flight 4 for good reason. Most of our members are also COPA members. The partnership worked well as each booth recommended attendees to the others display. The goal of our participation in this event is to cultivate interest and sign up new members. We will have to see if we were successful. A highlight for me was talking to staff of Provincial Airways about aerial application. And of course the Beach 18 that they were giving rides in.



## The Kansas Aviation Museum

It is my opinion that Wichita Kansas is the home land of general aviation. When we visited I tried to get a tour of the Cessna (Textron) factory but they said they would only tour me when my aircraft was being built and that isn't happening soon. It is Wichita where Clyde Cessna, Walter Beech and Lloyd Stearman were located. The museum captures a lot of that history including some of the stories like this one about the Swallow aircraft.

## Jake Moellendick and the Swallow Airplane Company

At the end of WWI, thousands of relatively inexpensive surplus airplanes were available. More than 8000 Curtiss JN "Jennies" had been built during the war and survived to be used as trainers and to introduce the public to aviation through barnstorming rides. But the Jenny could only carry one passenger or a very limited amount of cargo. Aviation enthusiasts knew that an improved airplane was needed to realize aviation's potential. One such enthusiast was an oilman Jacob Melvin Mollendick.

Fortunately for Jake as he was known around Wichita, he had the money to make that dream come true. Oil had made him a wealthy man. He often made "air trips" to his drilling sites east of the city flying in the front cockpit of a war weary Curtiss Canuck (a Canadian version of the ubiquitous Curtiss JN-4 Jenny) operated by Wichita Aircraft Company of which he was a principal investor.





He knew he needed more capable aircraft and his friend William Burke suggested that a Chicago pilot and builder Emil Matthew Laird might be able to build such planes. Moellendick and Burke convinced Mathew to move to Wichita and offered funding to create the E.M.Laird Airplane Company. Laird quickly designed a two passenger model that closely resembled the Jenny and used the same OX-5 engine.

Word of the new design spread quickly and orders came in for a full year of production. To meet the need for employees the company placed ads in the local newspaper. Lloyd Stearman answered the ad and eventually became the company engineer. Another was Walter Beech who was hired by Moellendick as the demonstration pilot.

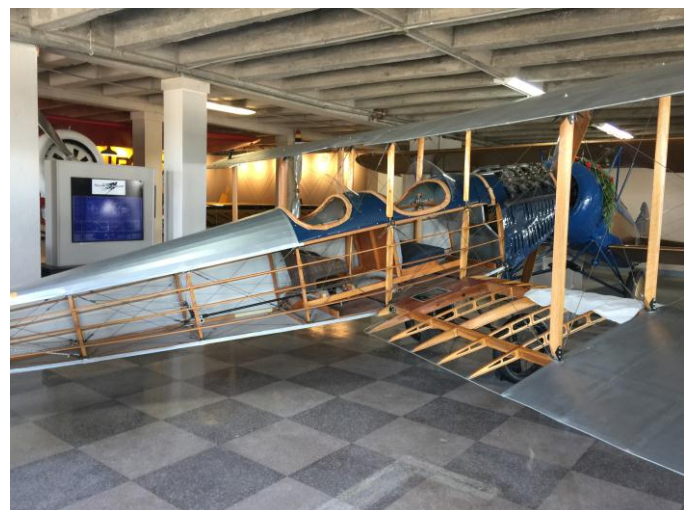
The number of Swallows built in 1920 was small compared to the number of war time surplus Jennies but the Swallow had many more features and commanded a premium price. Laird declared the Swallow Americas First Commercial Airplane as opposed to prior military and experimental designs. The company was doing well from a business standpoint but management conflicts began.

In disagreement in business issues Laird quit and moved back to Chicago in 1923 with the stipulation that his name not be used with the production of the aircraft. Moellendick renamed the company The Swallow Aircraft Manufacturing Company and made Lloyd Stearman the chief engineer and Walter Beech the general manager and head of sales. Both men also left the company in 1924 after a disagreement with Moellendick on design changes. They joined with Clyde Cessna and Walter Innes in 1925 to form the Travel Air Company in Wichita.

Competition was fierce in the aviation business. Many sales were a result of air race results. Moellendick halted production to focus on winning a specific race. In the summer of 1927 after Lindberghs successful crossing of the Atlantic Dole Pineapple sponsored a contest from Oakland California to Honolulu. Several planes crashed before even getting to Oakland. Of the 8 aircraft that left Oakland only 2 finished with the others being lost at sea. The Swallow`s entry `Dallas Spirit was one of the missing and was never seen again.

One of Clyde Cessna`s mono- wing designs was one of the 2 that finished.

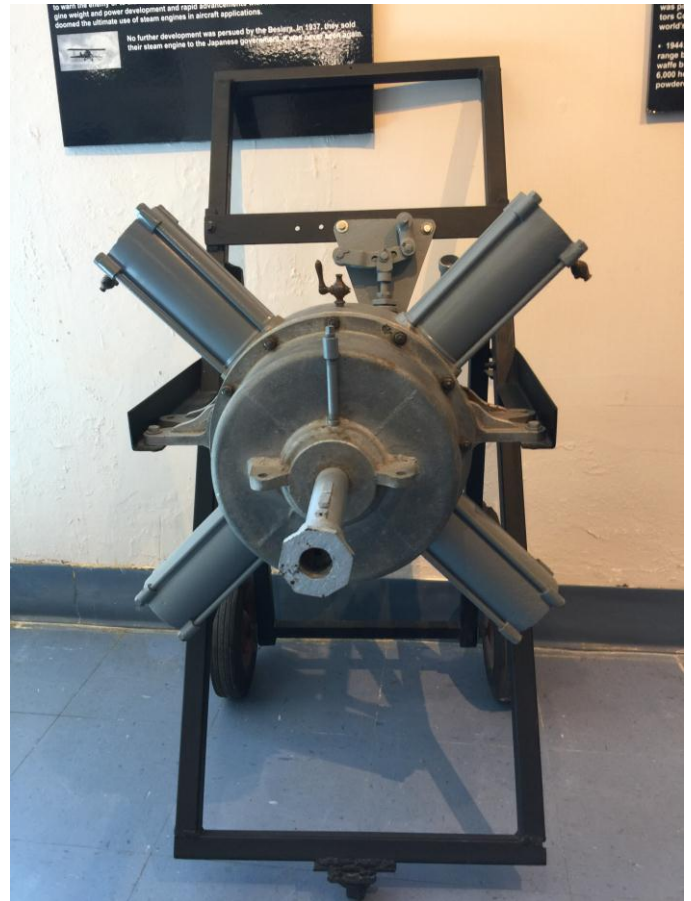
The company went into receivership soon after. It was sold and became an aircraft parts company. Jake Moellendick, the Oilman who launched the company died as a pauper in 1940.





The 1920 Laird Swallow displayed in the museum is a recreation as there are no original copies in existence.

The museum also has the first steam powered aviation engine. The first practical steam powered aircraft was demonstrated by the Besler brothers on April 12, 1933 over Oakland CA in a Wichita built Travel Air 2000 biplane. It was powered by a two cylinder 150 horsepower reciprocating engine designed and built by Doble Steam Motors Company and the Beslers weighing about 180 lbs and was capable of short takeoff and landing due to the ease of reversing the thrust. The propeller actually reversed direction. It took 3 years to develop. William and George Besler secretly worked on this project with the idea of making a silent aircraft. During demonstration it was so quiet that at 200' AGL the pilot could talk to the spectators on the ground. It was planned for military operations. To be able to sneak up on the enemy would be a great advantage. They claimed to be able to go 400 miles on 10 gallons of water. The engine and boiler weighed 200 lbs more than the OX-5 that the Travel Air 2000 was designed to have. Rapid advancement of the internal combustion engine and the weight problem put an end to the development. In 1937 they sold their steam engine to the Japanese government.



The museum is right next to a Boeing factory where you can see rows of Max 8 fuselages.





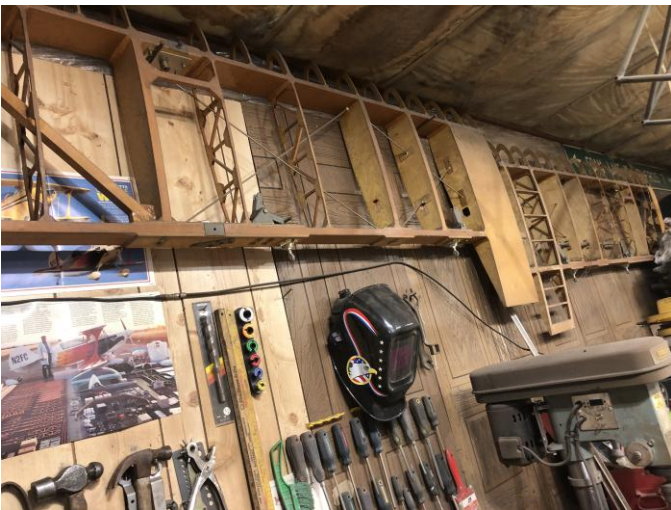
## Excess Cargo

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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](mailto:lenair@sasktel.net)



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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)



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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

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#### 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.

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