The Leading Edge
EAA Chapter 154 Newsletter

June 2025
Regina and Southern Saskatchewan
https://chapters.eaa.org/eaa154

Presidents Message

Greetings 154.

While not officially summer, it certainly finally feels like it: warm, windy, smoky…sheesh. We will have to make the best of it while we can. And when we can't fly, then certainly I'm sure there's projects to work on: gardening, cabins, lawns, and even airplanes!

Speaking of projects, the former club owned CH701 project passed the final inspection (with only a couple minor snags). Then on May 9th, our steely eyed test pilot Ron Wood took it to the skies for its maiden flight! Yay! And he even brought it back in 1 piece! Double Yayyy!

More flights are ongoing with about an hour on it so far. So if you hear Foxtrot Romeo Hotel Charlie on the airwaves say hi and take some pride in its completion if you've helped out over the last 7 (!!) years. Weather and performance pending, it may even show up for Regina Flying Club's Open House this Sunday, June 8, 10:00-16:00.

Speaking of RFC's Open House, EAA 154 and COPA Flight 4 are sharing tables again this year. If you're available to come and assist with booth bunny duties (regaling the benefits, fun and camaraderie of being EAA members) and want to engage in much Airplane Big Talk, come spend a couple hours or even the whole day. Let us know if you can make it, email eaa154sask@gmail.com or txt/call me: 306-537-5467.

Stay safe,
Dave S.

VMC Sessions

To Join the Zoom Meeting
https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDRFVtTHZ0R0ExQT09
Meeting ID: 823 0615 6903
Passcode: 817364

This month's session discussed the last leg of a cross country flight and higher than anticipated head winds. Fuel flow indicates that you will have enough fuel with required reserve to reach your destination if the wind doesn't increase. If you carry on, how do you best manage which tanks you draw from in your low wing aircraft?

You are an instrument rated pilot with a commercial certificate. The skies are clear and light winds. That means that the flight you are planning from St Louis (KCPS) to Jackson Hole (KJAC) can all be VFR direct. All you need to do is decide where to stop for lunch. You will be flying a Turbo normalized Cirrus SR22. It can carry 92 gallons but with the ski equipment and your wife and daughter you will need to take less to save weight. You will need to fill the de-icing tanks and oxygen tanks in the wings. After calculating all factors including taking out the fuel weight for the taxi you decide on 68 gallons will keep you under gross take-off weight. The Cirrus has tabs at 30 gallons in each tank so you will fill to the tab in both tanks then add 8 gallons to the starboard tank. You have a preference for towered airports so you plan your first stop at Central Nebraska Reginal (KGRI). This should be a 2:21 flight. You will land with 21 gallons remaining so that should give you 1.2 hours for your next leg. The next leg is 575nm and at 85% power you will burn 60 gallons in the 3:16 flight if the 10kt headwind continues. At landing you would only have 6 gallons and that is not legal. At 65% power you will burn 54 gallons and extend your trip to 3:42 leaving 14 gallons on board. Casper (KCPR) is on your way about an hour from your destination. So you depart and arrive in Central Nebraska Regional right on your planned time. You have a good meal and a stretch. You fill the tanks to 68 gallons and see that the winds are higher than previously forecast. You depart and on route over Casper you see if you continue you would land with 13.5 gallons which is less than 1 hour reserve.

Your wife is sleeping and your daughter is busy with the iPad. You decide to continue to Jackson which should take 1:10. As you continue the headwinds increase and the mountains below you are getting higher. You watch the remaining fuel at landing decrease to 10.5 gallons (about 45 minutes at 65%) when you are near Riverton Regional Airport (KRIW). Your current fuel on board is 18.5 gallons and 36 minutes from Jackson. You start to think of the procedure of switching fuel tanks every hour and how that effects your landing preparations. You calculate that you should have 7 gallons in the left tank and 11 in the right tank. The fuel gauges are not that accurate and the fuel flow computer shows total fuel. You are on the right tank. You would normally land on this tank but this would leave you with 3.5 gallons in the right tank. You have never run your tank lower than 7 gallons. The POH says all the fuel is usable. You wonder if that holds true in a banked turn in the pattern. Riverton Regional Airport (KRIW) is now 10 minutes behind you. It would add an extra hour to your trip to turn around and land, fuel, climb back to 12,000' to get over the mountains then land. What would you do?

1. Use the current tank all the way to Jackson as per your SOP

2. Switch tanks now and burn down the left tank until descent into Jackson Hole

3. Power back even further for lower fuel burn and continue to Jackson Hole

4. Turn around and land at Riverton and refuel

Our discussion talked about not wanting to run out of fuel and not risking getting close to minimum on any trip. Most of our group chose option 4 although a few chose to burn the left tank to empty to ensure a consistent fuel supply on landing option 2.

The expert said option 2. When you land you want all 10 gallons in one tank and nothing in the other. Throttling back even farther is not a bad idea but it would not be enough. The fuel in the left tank should last you until you start your descent. At that time you switch to the full tank and continue to land. If your aircraft has a fuel computer switch tanks on a 5 or 10 gallon increment and not a 30 minute time. It's far more accurate and easy to keep track of on your knee board. Some avionics have fuel reminder alarms. If you evaluate a flight you burn much more fuel in the first half hour of you trip then at cruise. He also said that the aircraft should perform normally with low fuel levels even in banks. The expert said that option 1 is the worst choice as the tank could run out of fuel in the pattern.

An expert on the panel said there is a risk to land and fuel at Riverton Regional airport due to the high altitude. He also said that an aircraft flies better a little over gross than it does out of fuel.

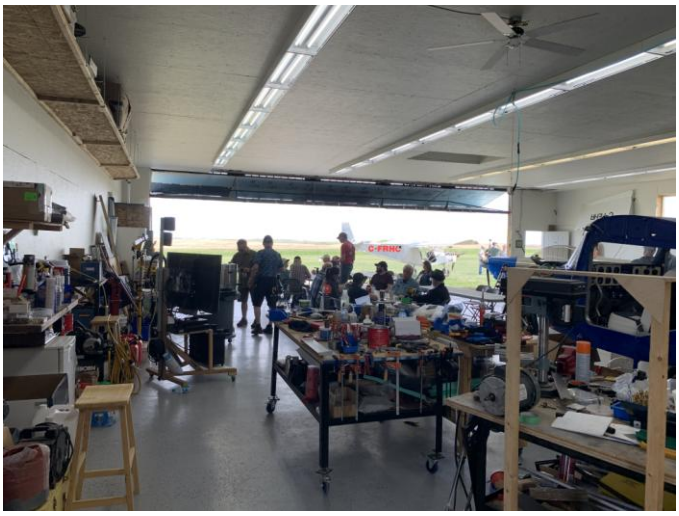
EAA154 Members Meeting Highlights

The May meeting was held over Zoom meetings on Wednesday May 21. The meetings are open to all members through the link above usually on the second MONDAY of the month.

Our meeting discussion opened our coffee fly in on May 10 at Disley CDS2. We had 35 people and 5 aircraft attend. We also talked about the first flight of the 701 piloted by Ron Wood. Congratulations to the owners Dave, Doug D and Ron and to all who worked on the project. We have purchased a DynaVibe Classic prop balancer with the engine adapters. We were able to get the EAA discount which was better than the Sun n Fun discount. We are planning a training session for our members on June 22 on the 701 to show how to use it. Please mark your calendars as it will be beneficial to know how to use it before you balance your own aircraft. The Moose Jaw fly in on July 12 will have a show by the snowbirds.

May 10 Fly in at Disley

On May 10 Chapter 154 hosted a coffee and donut fly in at Disley CDS2. Five aircraft and 35 members enjoyed airplane conversation while checking out the planes. Thank you to the volunteers. Wayne and Greg Runyon flew in their RV 12 (we have a photo on our business card).



We had the great pleasure of seeing Dennis' Polish PZL 104 Wilga. Dennis Weatherald from Wawota has worked for 4 years rebuilding a PZI 104-Wilga and it's a beauty! This was its first real trip. The craftsmanship and the paint are excellent inside and out. The Wiga stands out due to its nose high stance and the unique trailing link main gear suspension. This aircraft is a Wilga32 model. There were over 20 versions of the aircraft built with 4 different engine types including a Polish radial. The uses varied from trainer to military even one variation with hard points to mount weapons. Canadian Air Cadets also used one for training. Dennis' plane has a continental O-470 with a McCauley Propeller. His aircraft was imported to Canada in 2007. The panel has been up-dated with 2 - uAvionix AV-30's and a Garmon GPS. It has duel control sticks and toe brakes.

There is a famous STOL aircraft called "Draco" that is made from a Wilga modified with a Pratt & Whitney Canada PT6 turboprop engine. In September 2024, Draco Aircraft (owner Mike Patey) acquired the rights to the PZL Wilga from Airbus Poland with the plan to build customer aircraft.

When Dennis was departing we noticed an impressive climb rate.

Dennis Weatherald

EAA154 Club Event – Propeller Balancing Training

After much discussion and comparing of products I am happy to inform you that the EAA154 has purchased a propeller balancer. We now have a DynaVibe Classic in the Hanger 4 Disley Aerodrome. To celebrate we are

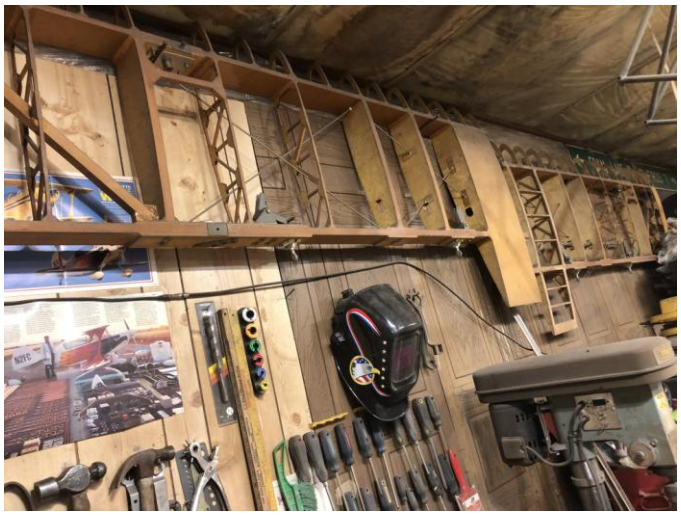
hosting a User Training Session on June 22 at 2:00pm at the Disley Hanger 4. We will be balancing the propeller on the Zenair 701 with a propeller speed reduction unit (PSRU) and a Warp Drive composite propeller. Our training will consist of working through the manual to balance the 701 propeller so when you borrow the unit for your propeller you can save time. The tool is available to all members.

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. - SOLD
500x5 Cleveland wheels and brakes with axles, tires
And tubes, like new - $1,500. - SOLD
Call Vic Zubot @ 306-731-2249 or 306-535-7078

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.

Email: skyboltfever@gmail.com