

The Leading Edge

EAA Chapter 154 Newsletter

Presidents Message

Great to see the COVID restrictions finally being relaxed and the chapter able to carry forward with planned events. Hope to see you at the R.C. Model fly day and see your entry in the Eye in the Sky.

The annual Fly In Breakfast is in the planning for early Sept, looking forward a more traditional breakfast this year.

Ron Wood

June, 2021
Regina and Southern Saskatchewan



Monthly VMC Club

The May VMC case study discussed the scenario involving an incident with opposing traffic and little time to react. What would you do? ATC had advised of someone in your area at your altitude 3000' but was unsure of the exact location. You see the oncoming aircraft 800' in front of you and the swelling rapidly in your wind screen.

Our group discussion agreed that we should dive and turn to the right. In the case video the controller had suggested to climb when he advised of oncoming traffic. The experts discussed it a while and advised that the best method to avoid a collision was to dive straight ahead. Push on the yoke hard. This way you could maintain sight of the traffic and have a better chance of steering clear of the oncoming airplane. A wise tip was given by the experts to avoid getting into the situation. Always fly 100' above or below the flight altitude. So if you are heading east fly at 3400' or 3600' that way you are less likely to meet anyone at your altitude. The other pilot tip is to look out the window when flying. Pilots have started to rely on electronics too much. It was also suggested to get an instructor and practice evasive moves before you need it.

The sessions are provided over Zoom. 8:00pm

To Join the Zoom Meeting

<https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDRFVtTHZOR0ExQT09>

Meeting ID: 823 0615 6903

Passcode: 817364

Time for Chapter Membership Renewal

Chapter dues are still just \$25 and you can renew by:

- 1) E-Transfer to ea154sask@gmail.com
- 2) Mail a cheque to Doug Daverne, [40 Sheffield Place, Regina, SK, S4S 2Z6](#). Make cheque payable to EAA154

EAA154 Members Meeting Highlights

Discussions at May members meeting included EAA154 Chapter events for the up-coming month. We have a guest speaker on June 7 and our RC event on June 12th or 13th. We talked more about our scavenger hunt. The details on those events are below. Dave Stanchuk informed the group of work being done to the EAA154 website. There was a discussion about the new t-shirt design and how it should look.

EAA154 Eye in the Sky Photo Scavenger Hunt

Photos are to be taken between the dates of July 1 to July 31. Location of the photos to be included. The complete package to be emailed to ea154sask@gmail.com before August 1, 2021. Photos are to be taken from the air if possible.

5 photos per entry

Open to all Members. To become a member see EAA154 website

Points for photos of:

Things mined on the prairies

Fields of Crops in bloom developed in Saskatchewan

Old and new ways of getting grain to market

WWII RCAF Hangers

Land of the Living Skies

Dust off the R.C. Models

Date: Saturday June 12 Members to check website <https://tempestwx.com/station/2762/grid> before coming out. If the wind is over 8Kts the event is postponed to June 13, 2021. If it is over 8Kts on Sunday we will have a BBQ and RC plane display (bring your plane).

Where: Disley Airport CDS2

Time: Burgers at 4:00 PM, Flights to start at 7:00PM

Who: Fly what you got. Spectators and supporters

Member Travel Tales

Fun' n Sun Via Thorp T - 18

I have, for a number of years, harboured the idea of flying C-GTBH to Fun'n Sun. This seemed like the year to do it. My intrepid co-pilot was not interested in coming. Others were interested; however, I decided to go it alone; giving myself room and weight capacity to take along camping gear. Maps etc., a complete flight plan and border crossing authorization in hand, I set off for Lakeland Florida 1999-04-06. (Getting the border crossing authorization from FAA was a story in itself, but perhaps another time.) First stop was at Minot N.D. to clear customs and refuel. Customs was a piece of cake. They knew more about me than I knew about myself. Had to wait on fog/low cloud at Minot. Finally got out of Minot at 2:40 P.M. and yes that 150 miles of cloud I flew over was "scattered", not "broken". Followed a ridge in S. W. Minnesota where wind electric mills grew like pine trees. There were hundreds of them. On into Worthington Minnesota (extreme S. W.) for fuel, something to eat and a nights rest. Was given a courtesy car for the evening. Good old American hospitality, although I was to find out later that this was about as good as it gets.

Off Worthington in reasonable time (for me) in the morning and into Mexico, Missouri for lunch and fuel. Off Mexico, headed for Decatur Alabama. En route, crossed the confluence of the Mississippi and Ohio rivers near St. Louis. Noted the heavy barge traffic on the rivers. There were even large cylindrical grain bins beside peers, for pick of grain by barge. Wouldn't it be nice if Sask. had an alternative to CN and CP ?

Spent the night in Decatur. The next morning was hot and hazy. The weather briefing hadn't sounded all that bad; hazy and fairly low ceilings. When I got to the airport the locals advised against "scud running" in the area that I was headed into. High hills and higher towers. (Actually the tail end of the Appalachian Mountains.) Off Decatur at 2:00 PM; still hot and hazy. Thank God for a G.P.S. and Loran C. Map reading does not work well with 3 mile horizontal visibility. When you cannot see the horizon over the nose of the plane, there is a tendency to poke the nose down if you are not concentrating on flying. Made it to Cross City Florida (about one hour from Lakeland.) There was sufficient time to make Lakeland but elected to over night at Cross City.

Flew the one hour leg into Lake Land in the morning, 1999-04-09. Traffic was light as the air show proper did not start until the 11th. The special arrival procedures, much like Oshkosh, were in effect. Set up camp with the plane and spent the rest of the day getting the "lay of the land".

The Fun' n Sun site, is a sprawling site with lots of well treed areas for R.V.'s etc. (unfortunately aeroplanes and trees don't mix so I got to camp out in the Sun' n Sand.) Some R.V. areas were reserved for units not less than 50 feet long, where generators could run 24 hours a day. Lots of air conditioners, satellite T.V. and even portable pools to dangle your feet in. Shuttle services were provided for moving people around the site. Unfortunately the shuttle services shut down at 8:00 p.m. This meant that I did not take in the evening programs. I would have had to walk about 1 1/2 miles back to the plane. After being on my feet all day, I was unprepared to do that.

The next day, 10th, I rented a car to do a little sightseeing. Drove west almost to Tampa on secondary roads, and then headed south along the coast for 50 miles or more, driving out to the beaches wherever I could find access. Actually I did not find many beaches and most of the ones I did find were private, in connection with hotels. There seemed to be a lot of trees, with no apparent purpose, some orange groves etc. The land was generally sandy and arid. They had had very little rain this winter.

Sun 'n Fun officially began Sun. the 11th. It was supposed to be "laid back" compared to Oshkosh. Boy, if this was "laid back", I ain't ever going back to Oshkosh. I took in 3 forums, looked at aeroplanes, checked out the vendors and watched the air show. The hot item at the vendors, this year, was oxygen systems. Every second booth was selling oxygen systems so Dan's article, in the newsletter, on oxygen systems was timely. Air shows have changed considerably since I was in Oshkosh 11 years ago. A lot more vertical stuff with violent manoeuvres. Gone are the point rolls, knife edges, Cuban eights etc. I suspect a lot more power under the cowlings.

The second day was pretty much a repeat of the first, except that I watched the air show from the "comfort" of my camp. I was camped about 200 yards off the end of the active runway. Added a whole new perspective to the air show. Also to the aeroplane departures after the air show. It was common to see 6-8 aeroplanes, at

a time, coming at you off the runway and passing overhead.

I left for home on the 3rd day, Tues, the 13th. I'm not going to bore you with a travelogue of the return trip. Suffice to say that I got home, Sun. the 18th, not without some weather related delays. But, "hey" that is what VFR flying is all about!

Total tach time for the trip was 35 hours. It is true that a long "cross country" is just a series of short ones coupled together. Anybody can do it!

Bert Hamilton

1999-04



If you have any adventures you would like to tell the members about please write up a short story and send it to: eea154sask@gmail.com

Members Projects – Doug Hilderman

Planning for post C19 activities has provided some hope for the future. I decided last November to request a US Customs and Border Protection (CBP) decal for GWHC to prepare for future cross-country trips.

After some research on the DTOPS (Decal and transponder On-line Procurement System) I needed to submit a form 339A with an annual payment to receive the decal. After a lot more reading I found that the initial correspondence must be by a paper form through the mail.

I downloaded and completed the form and sent it to the specified address on November 10, 2020. I expected the process to take a while so I put a

reminder to follow up in my calendar for February. I sent an email on February 8 requesting an update. My form was not in their system and they explained that it must have been lost in the mail. I prepared another form and this time I was given a fax number to deliver it to. I sent the form by fax on February 19, 2021. On April 13 I received an email stating that my payment was incorrect and I needed to authorize a new payment which I promptly did. I got an email on April 15 saying my application had been processed and the decal would come in the mail. I received it 2 weeks later.

Although we were not able to fly to the United States, I was able to have an adventure in paperwork.