



The Leading Edge

EAA Chapter 154 Newsletter

August 2021

Regina and Southern Saskatchewan

Presidents Message

Lots of fly-in events on the horizon. Hope to see you for coffee and doughnuts Aug 29 at Loon Creek Airfield, EAA 154 Fly-in Breakfast Sept 12th at Disley or any of the other fly-ins coming up.

Ron Wood

*I welcome any input members might have for future issues; We can be reached via email at d.hilderman@sasktel.net, by phone 306-545-7845
Doug Hilderman*

Monthly VMC Club

Our VMC case study for July discussed the scenario where a pilot flew into a remote location and upon the preflight for the flight home noticed the oil filter wire tied incorrectly – Not flight worthy. The pilot has done some owner maintenance on his piper Archer. The oil was changed by an A&P and the oil filter was wire tied incorrectly. This makes the airplane not air worthy. He had flown into Lake Chelan, a very remote location with few people around.

Our options are:

1. Find some tools locally to repair it – not likely
2. Undo the wire with what tools you have and tie it up by hand
3. Cut the wire and use medical tape to secure the filter
4. Cut it off and go without a safety
5. Fly as is

Our group said to cut the wire and find some tools locally to fix it.

The expert says he chooses option 2. Take off the wire and tie it on by hand and fly home. He would do this because the airplane is not airworthy with the wire tied incorrectly. It seemed that he did not want to fly an unworthy aircraft even if it was safe.

The expert panel said “just fly it home”. No one has seen an oil filter come loose on anything.

EAA154 Members Meeting Highlights

At the July members meeting we discussed the Disley fly in held July 18. Future fly in's were discussed including Picnic at the Pearce's on August 7, Kevin Matchiack field at Loon Creek Airfield (CLC4) planned for August 29 and our Disley Fly in Breakfast for September 12.

We welcomed new member Jeff Kurtz from Swift Current. Other general discussion included Cliff mentioned that he is donating his Pietenpol to the Saskatchewan Aviation Museum. Our August 14 meeting will be in person at Disley Airfield and over Zoom. Our AGM will be October 23. Details to follow.

EAA 154 Disley Coffee Fly in July 18

We were blessed with a wonderful calm morning for the coffee and donut fly in. Ten planes flew in from locations as far away as Russell, Manitoba. George Costella also flew in but left before anyone else arrived, so that makes 11. The freshly mowed apron provided parking for Cessna's, Piper's, a Grumman American, and a Kitfox. Over 30 people attended and lots of hanger talk.

I walked around and was surprised of how many planes had jerry cans in the backseats.

Regina Flying Club

Regina Flying Club is looking for a new General Manager. Audrey left the flying club in June. If you would like inquire about the position, contact Doug McNair President of RFC by calling the Flying Club 306 525-6194.

Member Travel Tales

My First Experience with a Cessna 150

By Carl Luhnig

I was a RFC student in the 70's. At that time the club had Piper Cherokee140s and a Warrior 150. Rental was \$20 for the aircraft and \$4 for an instructor. The instructors weren't dedicated to any one student so we flew with different instructors. Prairie Flying also had a club and they would bring in instructors and sign up students.

One day a salesman from Cessna at Prairie Flying started enticing students by offering FREE rides in a Cessna 150. This looked like a great opportunity. After talking for a little while with the salesman I agreed to go for a flight. Sometimes when you are excited you overlook some things. I was about 250 lbs and the salesman was at least 20 pounds over that. I noticed we had full tanks and a warm day. It took a while to get into the plane. He sat with his shoulders forward and I sat with mine back. It looked as though he was a little scattered and did not instill confidence in me. The winds were funny that day and runway 26 was the best option. We lined up at the threshold and the salesman gave it part throttle. After a couple 100 feet he realized that we needed full power. We were almost at the end of the runway before we lifted off. I could see the gravel emergency patch at the end of the runway just below the plane. He struggled to get to 200'agl. We had just flown south of HWY 1 and the Salesman said "here, you fly it". I thanked him but told him again I was a student and did not feel comfortable taking command. I was wondering if I would make it home for supper. The wind had shifted again and runway 31 looked better. We were still barely above the ground. The landing was uneventful but extremely welcome.

He taxied to the Prairie Flying hanger and we exited the plane. That took a while with arms tangled. I said thank you but I am not interested in this plane. I had saved \$20. Even a struggling student it was not worth it. I never saw the guy again.

Pictures of the July 18 Disley Fly in



Noel's KR2 in the new DND Aero hangar



Thorp T18 and Skybolt looking sharp on the hangar line

