



# The Leading Edge

## EAA Chapter 154 Newsletter



April, 2023  
Regina and Southern Saskatchewan  
<https://chapters.eaa.org/ea154>

### Presidents Message

Ok, with the last few days of warmth, the heck with it, I call it official: This long winter's over! Well it better be anyhow. Soon the strips will be dry and we can all fly to our hearts content. I know it means putting projects aside, but that's a big reason why most of us do this, to go flying when we can.

The Regina Flying club is putting on a Rust Remover April 22 if you need to de-rust - see attached poster. If you have someone in your life who wants to learn to fly, EAA has some good online resources coming up in May - see article below. Also in May we are working on a fly out to Davidson. Stay tuned for more details coming soon.

Zoom in for VMC Club and our Regular Monthly Meetings this month to catch up on what we've been up to and planning.

Stay safe, Dave S

### Monthly VMC Meeting

This month's scenario involves landing on a parallel runway, your speed is up, a little high, and you're a little wide on turning final. This could put you in conflict with traffic on the other runway. You've read about stall/spin accidents where people try to cheat a turn. But aren't you safe bending the rules a bit when you're well above stall speed and descending? Especially in a spin-resistant airplane? You have 299 hours PIC and 8.1 transition training in the new club Cirrus SR22 you are now flying. You are building hours by doing touch and goes at small airports near your home base. The majority of your hours are in a 172 VFR. You are midway through your flight plan on your way to Hayward (KHWD). ATIS reports runways 10R and 10L are in use. Tower instructs you to downwind 10R. There is class C airspace a few miles past the approach

to 10R so you need to keep your pattern tight. Tower informs there is a 172 on downwind for left base for 10L and additional traffic following. You are close to 10L traffic pattern. What will you do?

Your options are:

1. Increase your bank from 30 to 45 degrees with appropriate back pressure to tighten the turn. Stall speed will increase, but between the descent and not pulling too hard, there's plenty of margin.
2. Apply right rudder to increase turn rate. You know that a skidding stall is bad, but if you don't increase your bank or decrease your speed, you won't stall.
3. Increase your bank angle to tighten your turn, but don't increase back pressure so you don't increase your angle of attack.
4. Power up, continue the turn, and climb on runway heading.
5. Power up, level wings, and climb over the traffic on the opposing base

Discussion included that the SR22 has more aileron and rudder authority than the 172 you are used to. A "go around" is always an option. All training states that a 45 degree turn in the pattern is not safe and a skidding turn is also unacceptable. Option 5 would have you flying over the oncoming traffic causing them panic.

Our group mostly chose option 4 with one member liked option 3.

Expert says option 4 is the best. Expert panel says the rule is get sufficient airspeed and clear the flightpath. There are 2 threats in this situation. Stall/spin and midair collision. The ATC expert says controllers are busy and may not see your situation. Go to where they expect you to be – over runway

10R. The glider CFI says on a tow rope break the glider banks at 60 to return to the runway. He likes option 1.

Lesson learned; on parallel runways start your downwind to final turn early and practice your bank angles at altitude.

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 March 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 telling us that YQR runway 13/31 will be closed for reconstruction the entire summer. 08/26 will take all traffic. A gravel buffer will be added at the ends for safety extensions. We reviewed past agenda items including the Saskatchewan Aviation Memorial Fund and the COPA scholarships. We discussed possible fly out locations. We were reminded to start looking for door prizes for our summer's event. Doug D has completed the ISC renewal. We discussed procedures to fly into AirVenture. Dave will show the monthly chapter video next month at our meeting. Our chapter has never supported the Ray Allen scholarships and we discussed the program.

## Dream Job

While sitting on the beach in Daytona, Florida you are notified of events and daily happy hour specials by a company called Aerial Messages. They pull banners at about 1000'agl up and down the beach area during the busy times.

Aerial Messages is based at Massey Air Ranch in Edgewater, Florida. I stopped in to get some details. I met 2 younger pilots sitting around a table discussing the days' missions. Beside them were 3 piper Super cubs with various features and markings. One of the pilots said each of the cubs have O360 engines and wing

extensions the towing equipment consists of a tow hook releasable from the cockpit and a grapple hook to pick up the banner lead. Towing speed is as low 40 knots. Some banners are pre-made and some you need to build with letters on webbing.

To prepare to pick up a banner one foot long pins are hammered into the ground one on either side of the end of the runway. Then a 4' long piece of 1/2" HDPE conduit is placed on the pins to hold up the banner lead cable.

The pilot connects his grapple hook cable to the aircraft tow hook and hangs the hook from the port side window. Once airborne he throws the hook out the window and flies at 10' above the runway to pick up the banner cable. On the return he flies next to the runway and pulls the tow hook release and drops the banner and comes in for landing.

When I told the pilots this was my dream job they said the company is looking to hire a few more pilots. Get a tailwheel endorsement and come apply. You will have the time of your life for about the first 100 hours.

The Aerial Banners Company offers a Banner Tow Training program. The student is required to have a tail wheel endorsement. The course includes 10 hours dual flight instruction and 20 hours building and preparing banners. The school is in Florida. They are always hiring but the employee must be willing to travel. If you commit to working for them for a year the training is free.



One of the tow planes "Coyote Ugly"





The grapple hook that attaches to the tow hook



Banner webbing



Banners and rope pick-up pipes



More banners



## EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.”

Full webinar schedule and more details on Learn to Fly Week can be found at [EAA.org/LTFWeek](http://EAA.org/LTFWeek).

## Excess Cargo

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

## Club Fly out (or drive out)

We have arranged a visit to Davidson airport for club members and friends.

Where: To Davidson Saskatchewan airport CJC3

When: May 13 (time to be determined. Morning is preferred. Weather dependant. Information to follow)

Why: To visit Terry Dieno and tour his projects

Who: Members and friends welcome

What: Fly or drive. The Town of Davidson will inform me a week ahead of the runway condition

## Regina Flying Club 2023 Rust Remover

Date: APRIL 22nd, 2023

Time: 9:00 AM to 12:00 PM

Lunch: 12:00 PM

INSTRUCTOR: Rylan Grubb - Chief Flight Instructor

REGISTRATION:

Registration must be made by April 17th, 2023. To register feel free to stop by the club, or call 306-525-6194 or email [info@reginaflyingclub.ca](mailto:info@reginaflyingclub.ca) to have your name added to list.

COST: Seminar Only: \$20.00

Seminar and Lunch: \$30.00



**RUST REMOVER**  
APRIL 22ND, 2023  
TRANSPORT CANADA APPROVED  
2 YEAR PILOT REGENCY

**LOCATION:**  
REGINA FLYING CLUB HEATED HANGAR

**TIMES:**  
SEMINAR STARTS AT 0900 TO 1200  
LUNCH STARTS AT 1200

**COST:**  
SEMINAR ONLY: \$20  
SEMINAR AND LUNCH: \$30

**REGISTRATION CONTACT:**  
[INFO@REGINAFLYINGCLUB.CA](mailto:info@reginaflyingclub.ca)  
OR CALL 306-525-6194

