



The Leading Edge

EAA Chapter 154 Newsletter



October, 2022
Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

Happy November all. Some things didn't make the last newsletter, so apologies for any repeat...

Ahhh, the days begin to shorten. Welcome to fall. Cooler smoother air makes for good flying - between snow storms! - When you're not building or fixing or maintaining. Join the monthly meetings for EAA154 and VMC Club to hone your skills. Zoom in now on 1st and 2nd Mondays of the month.

Our Annual General Meeting was held October 22 with a great showing. Thanks all for coming and everyone for volunteering for continuing and new positions. Many hands make light work.

If you can, donate to help Ukraine through the "recess.ca" or other helpful organizations at "canadahelps.org/en/donate-to-ukraine" .

Stay safe,

Dave S

Monthly VMC Meeting

This month's VMC session will deal with a situation you really never want to be in. On a pleasure flight with a couple of friends you've had a forced landing into trees on the side of a mountain. Luckily no serious injuries, but the weather will be deteriorating overnight. Your 406 ELT should be altering rescue but it has no GPS so pinpointing your location could take a while. You know the area and have a couple of possible ideas on getting cell service or getting to a highway, or is it best to stay put.

It was a beautiful day. You rent a 172 and 2 friends set out for a sightseeing flight over the Olympic Mountains.

You told your wife to make dinner plans at 7:30 and you will meet her at the restaurant. After seeing Mount Rainier you decide to take them over the hiking trails you know near Gilbert Peak. This is when trouble starts and you are not able to climb out of a valley and you carefully crash into trees. Everyone gets out safely and there is no fire. One friend hit his head but feels okay. Your choices are:

1. Stay with your friends and wait, even if you must crawl into the wrecked airplane to stay dry.
2. Climb to a higher elevation to get a cell signal with a line of sight toward the ski area or Rimrock Lake
3. Bushwhack about 4 miles, following the river downstream in the direction you were going to reach Route 12, and then flag down a motorist
4. Bushwhack about 2 miles down the valley you just flew over to the trailhead. Follow the road about 7 miles from the trailhead back to route 12, then flag down a motorist.

Although we all know to stay with the plane the option of trying to find cell service in this active recreational area or hiking out as you are familiar with the area was attractive. Most of us chose option 1, one chose option 2 and one chose option 4.

The expert confirmed option 1 was the best. He did provide some statistics on 406 ELT activations on crash that were surprising. The 406 ELT only activates 50% of the time on crash with the 121.5 only 38%, sometimes due to the antenna breaking off. The ELT has its own internal battery and antenna, it is a good practice to take the ELT out of the plane and take it with you after an incident. Another good practice is to give instruction in the passenger briefing on how to manually activate

the ELT. In the event of a forced landing you can have your passenger activate the ELT before impact.

The expert panel mostly chose option 1. They did add that on any cross country flight you should wear proper clothes that you could survive unplanned an overnight stay and that your survival kit must be up to date including a flashlight and large trash bags (for warmth and rain coats).

The sessions are provided over Zoom. 8:00pm FIRST MONDAY of the each month. This is a change from the 3rd Monday to work around the COPA meetings.

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 September 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 a discussion about the Fly in breakfast. We discussed the event and what went well and what needs to be improved for next year. The remainder of the meeting we talked about the details of our AGM planned for October 22. Vic was to confirm the caterer and Doug H was to confirm the speaker.

Highlights of the 2022 AGM

The AGM was held in Hanger 4 at Disley CDS2. Thank you to Dave, Doug D and Noel for providing this great space. The meeting was well attended with 26 members present. Our agenda included a look back at last year's events and planning for the up-coming year. Our membership has grown from 32 to 39 and we are in good financial standing with slight deficit and \$6064.95 in the bank.

Overall the members were happy with last year's events and decided that we should plan on growing the fly in event attendance through added advertising and promotion. Discussion took place to identify activities needed to reach that goal including additional resources needed to support the growth. It really means we need more members helping out on event day. I had a lot of fun. Think about volunteering for next year.

New business was also growth related. Some of the activities planned are a digital library project, grow the attendance at the VMC club run by Ron, and some organized club fly outs. Our guest speaker presented over Zoom. Sebastien Heintz, owner and president of Zenith Aircraft Company from Mexico Missouri gave an interesting presentation on the history of the company and the design of the club project CH701. At the end of his presentation he answered questions from members.

2022-23 Executives

Dave Stanchuk - President

Marral Medows - Vice-President

Doug Daverne - Treasurer

Doug Hilderman - Secretary

Ron Wood - Website Editor

Directors

Ron Wood

Vic Zubot

Cliff Paddington

Mark Burton

Morley Leibel

Projects for a new home

Joan Barnsley is offering to sell her late husband Johns projects. He had a Kitfox just about ready for cover with a Lycoming IO 340 and a prop.





As well he had started a full sized Great Lakes. It has wing ribs, a Kinner radial engine and a prop. The fuselage has been welded. The tail feathers are complete. The firewall is loosely mounted. He has mounted some instruments and the panel is mounted in the fuselage.



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