



The Leading Edge

EAA Chapter 154 Newsletter



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

Presidents Message

Greetings 154.

Well winter is here, although not as wintery as it could be...yet. Regardless, the weather - when not fine for smooth, clear, cold weather flying - is good for hunkering down to building and other projects.

And to help with building and other projects, be sure to tune into the upcoming Homebuilders Week next month. From January 22nd to the 26th there will be a dearth of resources made available to members from the EAA: wiring, engines, deburring and everything else involved in getting a project going. Be sure to tune in to the free sessions to get the best homebuilder information available.

<https://www.eaa.org/ea154/aircraft-building/homebuilders-week>

Since our November monthly meeting was just last week, and the season is getting busier, we will defer the next meeting to second Monday in January. But be sure to Zoom in to it and our VMC Club to stay up to date on happenings and safety exercises.

In the meantime, I wish everyone a great holiday season and a Happy New Year. Thanks to all for another great year with EAA 154.

Stay safe,

Dave S.

Monthly VMC Meeting

This month's VMC session will review a flight to Catalina Island. The only catch is a bank of fog lingering just off your destination airport. You see it from 25 miles out. The ASOS calls it IFR, but you see most of the runway is in the clear. You have 250 hour total time and 35 in the Mooney. You have landed here before in better conditions. It's a 3000' runway that slopes down from the middle both ways. There is no TAF for Catalina Island (KAVX). The closest airport indicates fog there. Will you still try and land?

Our discussion was around the fog and if we landed could we take off after lunch. With the fog covering half the runway a go around would not be allowed. It's always hard to land uphill as pilots always approach higher.

Your options are:

1. Land on runway 22. What the ASOS says does not matter, and you'll be down and stopped before the fog.
2. Call SoCal Approach. Inform them the ASOS report is incorrect. The airport is VFR. Land Runway 22.
3. Call SoCal Approach and request Special VFR to land on Runway 22.
4. Go back home. The airport is effectively fogged in and unlikely to improve.

Most of our group chose option 4. We talked about air space and regulations. We felt that departing will be harder than landing. So what if we don't get lunch. We should go home. Flying near LAX will be more fun.

The expert said option 4. You must stay VFR. The expert panel was mixed with one expert saying they would land on Runway 22. One expert said the Mooney is famous for landing too fast and hopping, combine

that with landing uphill and you have troubles. With a runway sloping up to the centre in both directions it's hard to see if another aircraft is on the runway in clear visibility let alone in fog.

EAA154 Members Meeting Highlights

The November meeting was held over Zoom meetings. Due to schedule conflicts it was held on November 27. The meetings are open to all members through the link above and are scheduled on the second **MONDAY** of the month.

We discussed COPA/EAA154 Scholarships awarded. It is unsure of how many COPA Flights contributed to the fund. Saskatchewan Aviation Council managed the project and there was a selection committee. George is expecting COPA SK Director Candace Pardo to give a full report and he will report back. We will provide the next cheque of the 3 we committed for our part of the fund when required.

All Chapter members are encouraged to do the Chapters Survey.

Link:

https://go.eaa.org/OTEwLVNFVS0wNzMAAAGPsvUW-caxJS8p1Fdet85F9jLSrbFd0I_scBFvnlnZ-PL_iLslpKAr2Sp-tYokZ7qSw0wERtM=

Discussion moved to 154 membership renewals. Doug D will review what we have so far. Emails will continue to the members paid for 2023 and 2024 until end of December. You can renew your membership by etransfer.

Dave will undertake the task to renew the national Chapter Charter membership due by end of December.

Discussed 701 project and the hundred little things left to do. Close. Very close.

Also discussed and agreed since this meeting is so late, not much need for another in 2 weeks. December meeting will be cancelled unless someone comes up with a reason to have it. Next chapter monthly meeting will be January 2024.

Southeastern Museum of Flight

The Southeastern Museum of Flight in Birmingham, Alabama has a nice variation of displays with some placing the aircraft in mock situations. The Spirit of St Louis replica was very well done.



The Vietnam War Helicopter Exhibit was built to show what kind of environment the aircraft were used in. There were Bell Hueys and Cobras in the enactments.



The two exhibits I found most interesting were the Delta Air Service and the Culver Cadet.

Delta was founded on March 2, 1925, using Huff Daland Dusters—the world's first aerial crop-dusting company. As Delta Air Service, the airline's first flights took off on June 17, 1929. This exhibit features an all-original Huff-Daland "Duster". A fabric-covered, cantilever-winged

biplane structurally designed so that it had none of the wing brace wires that were common to the biplane designs of that era. The display is set in Monroe, Louisiana during the 1920s when the Delta Air Corporation utilized these Huff-Daland aircraft as crop dusters.



having exceptional strength, rigidity and maneuverability. It was never intended to be or considered to be a “working” airplane. Rather the Dart was meant to be a fun loving sport plane. A variant of the Dart was also manufactured as drones to be shot down for target practice in the WWII. Al Mooney had a goal of enhancing the design to get better performance from a smaller engine. The Cadet claims a cruise speed of 144mph @5 gallons per hour with an 80hp Franklin engine. The Cadet has a semi-monocoque fuselage instead of a welded steel tube. The Culver Dart design went through many changes to become the Culver Cadet including manually retractable landing gear. Approximately 400 Culver Cadets were manufactured from 1938 to 1942. Less than 30 flying examples remain. It has a 27’ wingspan and weighs 806 lbs empty.



Huff-Daland Aerial Spray Plane

Culver Cadet Display

Al Mooney (later of Mooney Aircraft) in 1930’s designed the 2 seat low wing aircraft he called the Dart while working for Monocoupe Aircrafts. When Monocoupe was sold to Knight Carver, Mooney went with it. A unique feature of the Dart was its wide, elliptical cantilever wing utilizing the “low aspect ratio” concept of Al Mooney. This design coupled with the wing’s laminated spruce spar beams resulted in the Dart





For more information contact me at:
Leonard Sebulsky
Sheho Sask.
Phone or text (306) 272 7261
or email lenair@sasktel.net

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
Home Built Dragonfly Aircraft
50% complete less engine - \$1,500
Melvin Friesen @ 306-784-7221



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

Excess Cargo



1942 Boeing Stearman

I have a very large collection of parts for this project.

