



# The Leading Edge

## EAA Chapter 154 Newsletter



December 2024  
Regina and Southern Saskatchewan  
<https://chapters.eaa.org/eaal54>

### Presidents Message

Season's Greetings 154!

Winter is here for sure now. Days are getting shorter but will soon reverse that trend, something I look forward to. But all that cold and dark means we can stay in where it's warm and light, working on our projects. And of course enjoying the holiday seasons with friends and family.

Our AGM went well a couple weeks ago. A good lunch followed by Blaine Forman entertaining us with tales of thousands of hours of helicopters - very exciting. Results of elections below, but basically you're stuck with me and most of the rest of the Exec and Directors for another year. All in all it was a pretty good year. Thanks for your support.

Stay safe out there.

Cheers,

Dave S.

### VMC Sessions

To Join the Zoom Meeting

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

Meeting ID: 823 0615 6903

Passcode: 817364

This month's VMC session will deal with a rough engine as you're descending in to a large metropolitan airport. Continue over the built up city area, divert to a nearby rural airstrip or make a different plan?

You bought a 58 corvette in an online auction. Now you have to pick it up. You and another pilot are flying a C172 from Lynchburg, VA (KLYH) to Canton, OH (KCAK). You will drive the car home and your friend will go by air. The trip started a bit rough. When you first started the engine in the rental plane it ran so rough that you

shut it down. You got the A&P mechanic to look at it and he said it's just Lycoming "morning sickness" where one of the valves stick until the engine is warmed up. He did not see a reason not to continue with your trip. You discuss it with your friend and decide to go. Departure and cruise was normal although it seemed a little rougher to you. You start preparing for arrival at Canton and your friend tunes the ATIS to hear the runway in use. You are 11 miles from Canton at 3000' and just starting to cross the big city. You decide to slow your decent and as soon as you add throttle the shaking comes back suddenly and violently. You grab the yoke with both hands which sends your Ipad flying to the floor. You add full throttle and the pitch up. The shaking does not lessen but you are holding 80knots. You have never felt shaking like this before. You are only 10.7 miles to Canton but you have to cross the city and there are no spaces for an engine out landing. You say to our friend I don't know if we can make it to Canton but there is a field right below us. You could pull power and make an emergency landing right now. There are also a few roads that may work. Your friend offers another option that there is an airport in Beach City 11 miles to the left with long grass runways and fields between you and it. What will you do?

1. Continue to Canton. Tell the tower you are an inbound emergency to get priority for runway 1
2. Push direct to and head for Beach City (2D7) using the GPS
3. Pull power to idle and land on one of the north-south roads to your left
4. Pull power to idle and land on the field just to your left
5. Circle over the farms below while your friend fished the Ipad from the floor to look for a better option.

Our group liked option 2 or 4. There is risk in both options as landing off airport on a field you don't know can cause damage. Vic liked the field landing option. Maybe try to diagnose the issue by checking mags and switch fuel tanks.

The Expert for tonight's session was the Late Richard McSpadden. It was a video that was filmed prior to the

crash that took his life. He always provides thorough insight to aviation safety. His first statement was he tries never to have an emergency of his cause a catastrophe for others. That means if you are not confident in your aircraft never fly over a populated area. He chose option 2 and got prepared for an engine failure. He reminded that seeing power lines from the air is a guess at best. Hope is not a strategy. He said that he would not have taken the airplane in the first place. If the engine really gets rough he would go for option 4. Don't make the perfect option the enemy of a good option.

## EAA154 Members AGM

The 2024 EAA154 AGM was held on November 16 at Hanger 4 Disley Aerodrome CDS2. Our business meeting went well with our new executive being:

- a. President (incumbent: Dave Stanchuk)
- b. Secretary (incumbent: Doug Hilderman)
- c. Treasurer (incumbent: Doug Daverne)
- d. Vice President (Elected: Noel McAvina)
- e. Directors  
(incumbents: Ron Wood, Vic Zubot, Cliff Paddington, Morley Leibel, Elected: Sk Kafi Ahmed).

We were honoured to have one of our own members, Blaine Forman speak to us about some of the adventures he's had all over the world during his over 16000 hours as a helicopter pilot. A very good presenter with interesting stories to tell. Thanks Blaine.



## The stories from a pilot

I met a very interesting man on a cruise ship with over 25000 hours. We got talking and he agreed to an interview.

### Fredrick Schultz

Born 1946 in Decatur Indiana. His Dad, Howard Schultz got his PPL in 1938 in a Stinson through a government program but could not join the air force because he had astigmatism. He became a safety person or what they called a parachute packer. Howard flew for recreation for a while before Fred was born and Fred had little knowledge of it.

The family had moved from Fort Wayne Indiana to Jonesboro Arkansas in 1954 for his dad to work as an engineer at the General Electric plant. Fred had a job since he was 14 and had a little money. He really started dreaming of aviation when he was 12. His dad said you must have good grades and discouraged flight lessons. In his freshman year at Arkansas State he went to the airport, signed up for lessons and got his PPL on July 6, 1966. When he went back to school and told his friends he had a pilot's license it did not take long for them to ask for rides. From 40 to 100 hours were gained giving rides with friends who paid for the airplane rental. He was doing fine in school. In the USA he needed to get 200 hours to get a commercial license. He gave a ride to a wealthy student who bought an airplane for them to share. The next year the family moved to Michigan and the friend and the airplane moved with them. The friend took a job teaching math at the university to

avoid being drafted to Vietnam. Now his dad Howard also had a plane to fly. Fred got a job at GE and transferred to eastern Michigan U and the draft board noticed and wanted to draft him. He avoided it until he got his commercial license and then told the air force that he was a pilot and wanted to be an air force pilot. He went into the delayed enlistment program. They gave him 2 semesters to finish college and sent him to officers training. During this time he got married. So he loaded his wife and belongings into the car and went to Big Spring Texas. It is in the middle of nowhere and a great place to have a flight training centre. The first course they gave him was driver training. They said they were not going to invest a million dollars in flight training just to have him in a car accident. Next was the Washout course in a C172. That's where they weed out the weak candidates. 100 people started and some got sick or were no good at it so the numbers went down. He proceeded to the Tweety bird T37, a straight wing jet built by Cessna that was really under powered. Then continued to the T38 Talon; 12000lbs gross and 10000 pounds thrust with 10000 fpm climb. He had 110 hours in the T38 including instrument and formation flying. Lots of fun. Fred had finished pilot training. The best student gets the best job. He wanted to fly the C141 and got it in Charleston, South Carolina. The Vietnam war was intense and Fred made 2 return trips there and 1 to Europe every month; usually totaling about 120 hours. He sometimes transported passengers. Lots of flying, even landing in Tokyo, the Philippines, Hawaii, Anchorage, and various locations in Europe. They were also in South America and Saudi Arabia. He did the embassy run going all the way around the world starting in Charleston on Sunday to Spain, Turkey, Pakistan, Saudi Arabia, India, Thailand, Philippines, Guam, Hawaii, San Francisco and home. The C141 had fuel for 13 hours in the air.



C5 Galaxy

In 1972 the C5 was introduced. A 700,000 pound airplane. It was difficult to fly and maintain. Fred transferred to the C5 to stay in Charleston. The story was that a congressman lobbied to get the aircraft based there. The community did not want it there as it was loud and shook the city buildings every time it took off. There was a patriot painted on the tail "the joke was that he Mayor Palmer Gaillard chased the C5 out of town." He went to school for the C5 and just after the congressman died and the C5 was transferred to Delaware. In the C5 they were flying 1000 hours per year. Vietnam is over but the C5 was still going there to retrieve valuable items. He once took a Sonar dome for a destroyer ship to Honolulu. He asked to get the airplane fuelled up for a flight the next day. The weight of the fuel made the wing droop and caused the fuel tank to leak. They got stuck there for a week while it was repaired (too bad). It flew and landed easy. As the pilot you were about 6 stories high when in the landing flair. It was paid for by both the army and the navy which made the politics complicated. The nose had an emergency closing system that reduced the closing time from 3 minutes to 15 seconds. Very dramatic when that nose was coming down. The aircraft has sleeping quarters and passenger area. He flew it until 1975 when his first wife got into medical school and he wanted a fixed base job. He then went to the reserves in a rescue C130 to aerial refuel H3 helicopters. He did that all around the world. It took lots of training. He escorted a bunch of helicopters from Panama on the

Ring of Fire route through Central America. He got to see the 100's of volcanoes along the way. He participated in lots of missions including refueling the helicopters cleaning up the Jim Jones Waco Texas disaster so rescued could get to Georgetown. Fred provided Rescue Support for the first Space shuttle launch where they waited 10 miles off shore in case something went wrong. The first 3 space shuttles had pilot ejection seats. Those shuttles had very dangerous fuel on board so special training for the rescue was involved. Because of the trajectory the next place the shuttle crew could be rescued was at Gibraltar. Then they were in orbit and no rescue possible. Their next mission was to find the solid rocket boosters in the ocean and guide the recovery ship into it. When they arrived at the location of the boosters they found that a Russian trawler was already there. The ship did not have any portholes and a lot of antennas.

Next he got to ferry recovered De Havilland C7 Caribous that were used in Vietnam from the USA to the Spanish air force. The Spanish air force provided pilots that did not have transatlantic experience. Fred got New York Oceanic to block out some airspace between 6000-10000 feet from Newfoundland to the Azores. Fred took a bilingual navigator from the Spanish support plane with him on his C7. They went in a line with Fred's plane last. One of the C7 wind screens blew out on takeoff and he pilot just kept going. Somewhere in the middle of the journey the lead plane had a compass failure so got sent to be a follower. It was a 10 hour flight; right at the limits of the C7. The Azores airport required sequential landing. Fred separated the aircraft into 4 miles apart. At the Azores Portuguese air force base he got a standing ovation in the officers club. The mission finished in Lisbon. This was his long term rescue mission.

The rescue plane was sent to the tip of Long Island. A Taiwan oil tanker had sunk 2 days before. The coast guard needed help searching. When on route they got a call informing them that a lobster boat had called mayday and was sinking. They got the coordinates and redirected. While on the way they were at altitude to get there faster when he had the feeling he should

descend and start looking now. They flew through the under cast on a hunch. They were 60 miles away from the coordinates that they were given. As soon as they broke through he saw the half sunken lobster boat. The boat had given 1 degree off in their location. The helicopters following the lead picked up the sailors.

After his air force career Fred flew for General Motors for 26 years. He was promoted to Captain only 3 years after joining. With that he got good benefits and vacation time. The equipment was great. Well maintained and modern with one exception the Convair 580 with 2 Allison engines on it. General Motors owned Allison at the time that is why they had one. He flew Kingair 200, Saberliner, Citation 10 (0.9 mach at 53,000'), SAAB 2000. It was a great job. GM always coordinated FBO's and accommodations. He always stayed in 4 star hotels. During his time at General Motors he only had 1 serious emergency. Fred has 22 type ratings for the aircraft that needed them. Once in the Citation 10 at 53,000' he was flying over a Thunderstorm when he saw cloud to ionosphere lightning.

I asked if he had any ideas on how to promote GA. He said there is a problem with GA right now. Fred said when he was a kid even in Arkansas if he looked up anytime he would see 2 or 3 light airplanes. Now he lives near the San Antonio airport and when he hears a plane over head he looks up because it's rare. He said keep doing something. Get the kids interested.

He ended the interview by saying he has been lucky all his life and these are some of the memorable things that happened. He now has 2 kids that are airline captains so he lives aviation through them.

He has owned a Piper tri-Pacer, C182, a couple of C210s, and the last aircraft he flew was his Piper PA-20 Pacer.

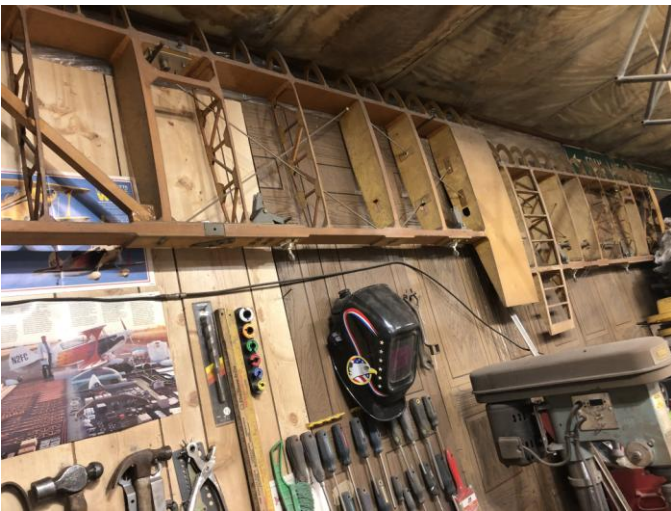
## Excess Cargo

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S1T-Ultimate Pitts project for sale:

Fuselage, Wings, Tail feathers, Spring gear  
Lots of extra parts  
\$6500.00

Contact: Leonard Sebulsky  
306 272-7261  
[lenair@sasktel.net](mailto:lenair@sasktel.net)



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## 1942 Boeing Stearman - SOLD

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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

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Skybolt Project for Sale Email: [skyboltfever@gmail.com](mailto:skyboltfever@gmail.com)

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.

