



The Leading Edge

EAA Chapter 154 Newsletter



October, 2023

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

Presidents Message

Greetings EAA 154.

Welcome to Pumpkin Spice October...ick. Only thing worse is the Xmas stuff already in the stores...icker.

Our Fly/Drive In Breakfast was once again a hit at Disleyland. The British Car Club added a panache drive to the drive bit. Reports are they had a blast and will be back. And more reports of all having much fun too. Excellent.

Stay tuned for details on our AGM, reportedly Oct 21 at Disley. Come one, come all.

Cheers and stay safe,

Dave S.

Monthly VMC Meeting

This month's VMC Club scenario involves an evening flight that has you arriving after dark at your destination. This is your annual trip from Nashua NH (KASH) to Montpelier VT (KMVP) to meet your sister and cousins. You have been to Montpelier a few times and know that the airport is surrounded by big hills. Sunset is 4:30pm this time of year and you get off work at 4:00. You consider driving but Google says there is a traffic jam. The sky is clear OVC110 and the wind is right down the runway at Montpelier. Fly it is. You fly high due to turbulence and find more headwinds. The flight has gone well but as you near the airport you realize there are no PAPI or VASI lights and now are second guessing how to stay above the trees on approach.

Your options are:

1. Continue for runway 35 but stay high. The headwind will help.
2. Slow your descent. Overfly Runway 35. Then turn crosswind for left traffic to Runway 35.
3. Slow your descent to reach pattern altitude as you enter a left downwind to Runway 17.
4. Climb and divert to Burlington, VT (KBTV) Tell the family they need to make the hour and a half round trip to come and get you.

Our group chose option 1 and 2. We discussed the use of PAPI in night flying and if it is a good way to judge altitude. Descend at 500' FPM from pattern height on approach as a general rule.

The expert said you should have driven as you knew it would be dark when you arrived. If you flew he chose option 1. If you are worried about the trees on approach land a little long on the 5000' runway. The runway description reads "Thsld displaced 487' trees". He talked about the 5 P's of flying; Plan, Pilot, Plane, Passenger, Programming.

The expert panel questioned the choice and instead liked option 2. The CFI on the panel said the best way to prepare for any landing is to follow standard pattern procedure. If you fly the pattern you will see the landing lights and the runway and approach as you always do. In the RNAV it specifies that there are obstacles around the airport that would prevent flying a standard pattern and rules out option 2. Land long or divert are the only safe options.

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=Qm91cUthODYza0FDRFVtTHZ0R0ExQT09>

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 on the second **MONDAY** of the month.

Our meeting discussion focused on the details of our September 17 Fly in at Disley. Last year we fed approximately 150 guests. We expect an even higher turnout this year. We really appreciate all the volunteers that work to put this event on. We purchased a new grill to allow for specific heats to cook each of the breakfast foods. Thanks to our cooks and helpers. The food turned out great! The next item on our agenda is the EAA154 AGM on October 21 at Hanger 4 CDS2 Disley Aerodrome. Tyler Paddington will be telling us of some of his adventures worldwide.

Disley September 17 Fly In

The wind was up and the sky was clear. We had 9 aircraft fly in, 9 Classic British cars drove in, and over 150 patrons were served breakfast. One interesting story was two friends came from Saskatoon. One is a 1947 Cub (over 2 hours) and one in a RV4 (40 minutes). Looking at the guest book, our visitor who traveled the farthest was from Calgary and we had a few others from Alberta and Manitoba. This year we had 3 grills going! Thank you to the cooks, helpers and all who volunteered for setup/clean up. We appreciate DNDAero for providing their hanger for the event.





Excess Cargo



1942 Boeing Stearman

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

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 fiberglass 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 pre-cut 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

AGM Announcement

Saturday October 21, 2023

10:30am – 3:00pm

Hanger 4 Disley Aerodrome CDS2

Lunch is a roast beef/ mashed potatoes dinner catered by The Waterfront Café' at Regina Beach

Cost for lunch is \$30.

Tyler Paddington will be telling us about his adventures. He has been flying commercially for 24 years, flown in over 30 countries, and in every province and territory in Canada. Tyler is currently a Captain on the Westjet 737.

