



The Leading Edge

EAA Chapter 154 Newsletter



April 2024
Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

Happy Spring 154!

Days are certainly longer. Better flying days. Snow almost gone (likely will be by the time you read this). Good flying. But don't forget about your projects, in spite of what a seasoned pilot told us recently, "Building means no flying." I know I and a few close friends are bucking that trend. Hope you are too.

We are nearing the completion of the sale of the CH701 project to the new owners. Only a few more items to finish before fuel flows, run-up's and taxi testing. We are itching to get it registered, inspected and flying. Then the short straw for who goes first. Stay tuned. Excitement guaranteed.

And we hope to soon have an update from EAA Canada Council regarding Little Canada Camping at AirVenture.

Be sure to Zoom in to VMC Club for excellent safety lessons and Monthly Chapter Meetings. And always, Airplane Big Talk.

Cheers and stay safe,

Dave S.

Monthly VMC Meeting

Our VMC Club session this month deals with engine failure shortly after takeoff, you have altitude for a 180 back to the departure runway but a jet was lined up behind you. You'll need to make a quick decision whether to try for the departure runway, a crosswind runway or chance a road straight out ahead. You have owned your 1948 Globe Swift for 5 years. You got some good training and a thorough checkout when you took possession. You worked on fine tuning of your Swifts Vy and Vbg (90mph). The instructor also had you practice engine failures and 180 turnbacks. As long as you pitched down hard and never let the airplane slow below 90 mph the safe 180 would take 900' of altitude with gear up. If you let it get below 90mph it would sink like a lead pancake. To account for reaction time you were always to land straight ahead if you were below 400' AGL. Below 1200' you could turn to the wind and make an off field landing. Above 1200' AGL you could make it back to the runway. In the Swift if you pull hard and stall it will roll over on its back. The Swift is complicated to land. It gets draggy and hard to control as the tail drops into a three-point attitude. Cross the fence at 80MPH. Today you are flying home to Plymouth, MA (KPYM). Winds are 110@12G19 and runway 5 is in use. Ground asks if you can accept an intersection departure from taxiway T because 2 jets are taxiing from the terminal. There is 5500' from Tango and the Swift has power. You accept. Tower clears you and an airliner to line up and wait behind you. Climbing through 700', the tower strongly suggests you start your turn and clears the jet for take off. At 1000', banked 20 degrees the engine shakes severely and slows. You remember to push the nose down. There are a few roads in front of you and a group of small fields. You are into the headwind and partway

through your turn. You know you can do this from 900' AGL but there is a jet rolling down the runway. You have the Swifts attitude just like you practiced and are now about 1/4 mile east of runway 23. What will you do.

1. Continue the right turn back to the airport. Try for runway 23, or Taxiway M, depending on the jet.
2. Bank back to the left and try to land into the wind on runway 16.
3. Land ahead on any road that is open.
4. Land ahead in one of the fields with the gear down.
5. Land ahead with the gear up

Our group was split between option 1 and 5. The reason for option 1 was that from the pictures, the land looked very wooded and the fields were small and far away. Training always tells us to land ahead of you so that's why the others chose that option.

The Expert chose 5. He gave statistics of the good survivability of a belly landing in the field or even in the trees. He said that surviving a total loss of engine power close to the ground requires the pilot to do two things. Maintain aircraft control and touch down at the lowest possible forward speed. Even though this Swift is one of a kind its only job now is to bring a one of a kind human safely to the ground. Option 3 is risky because you can't see any of the hazards like power lines. Option 4 an off field landing with the gear down risks that the airplane will overturn on touchdown trapping the pilot.

Option 1 & 2, attempting to land with the wind on a runway or taxiway with a jet on departure is just not an option. The expert panel made the comment "why practice a maneuver that you will never use". One of the experts showed that landing on a road had better survivability statistics than a field.

The learning's from this session are if you have a loss of power on take-off plan to land straight ahead and always use the total length of the runway for departures (no intersection departures) to allow you to land back on the runway ahead of you on an engine failure.

Extra Aircraft Deland Florida

For more than 40 years Walter Extra with the help of his sons Marcus and Eric has been designing and building aerobatic aircraft in Germany. A U.S. operation was established last year. The Extra Aircraft assembly plant is next to the MT propeller factory at the Deland Florida airport. The facility opened last year to provide factory maintenance and parts for its large contingent of Extra aircraft in North America. They will also grow our service offerings for scheduled maintenance such as annual inspections and the 1,000-hour inspection as well as unscheduled maintenance. We met Duncan Koerbel the general manager and he showed us around the spotless shop. Duncan was chosen by the company to lead their operation in Florida. Duncan is a longtime aerospace executive and successful aerobatic pilot with 1,000 hours in Extra aircraft. Along with his management role I watched Duncan build a special crate to ship a canopy. They are also the receiving point for aircraft bought by American customers. The airplanes are made in Germany and complete a test flight there. They are then taken apart enough to get crated up and shipped to Deland. About 70% of sales are in the United States. Duncan can assemble 4 aircraft per month. He test flies them again after they are assembled. Extra aircraft designs have evolved to the point that they are essentially off-the-shelf contest winners.





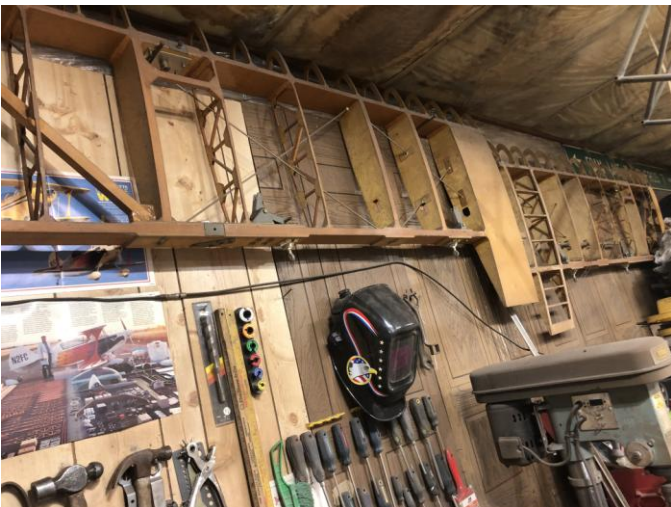


Excess Cargo

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



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 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

