



# The Leading Edge

## EAA Chapter 154 Newsletter



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

### Presidents Message

Fresh back from Oshkosh. My head's still reeling. What a fantastic experience with 687,000 other plane nuts. Wow! And it was quite an adventure flying there and back - see Chapter 1 of the full report below.

Sept 8th's EAA 154 Fly In Breakfast at Disleyland is approaching soon. Will need some bodies to make it happen, for both Saturday setup (2-4 hrs) and Sunday. Will need some servers, cooks, cooks helpers, parkers, etc. Let us know if you can attend one or both. More hands make light work!

You've likely all heard of the AvGas shortage already. Apparently Esso's Edmonton refinery is making progress is getting supply moving again, but it may take a week or more. Stay tuned.

COPA Flight 4 has also launched its August Air Rally. Contact COPA4 George Costella for more info: 306-533-6380 (hope there's enough gas to play!).

Zoom into our Monthly Meeting on Aug 12 where we will discuss further details and plans for the breakfast, Air Rally, and more.

Stay safe,

Dave S.

### The VMC Sessions are cancelled for July and August. Join us again in September

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 July 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 opened with George informing us of all the up-coming fly ins. He also mentioned that Riceton and Lipton both have paved runways. One of the fly in's is in Davidson. Three members on the call said they would plan to attend. Dave then led us to choose an AGM date and start the search for a speaker. After some discussion the AGM will be held November 9 with the venue to be determined. If you have any requests for a speaker at our AGM please let me know. At the RFC open house we met a group from the University of Saskatchewan called the Aeronautics Team. Their mission statement is: "We as a team are working on honing our skills at planning, building, and general engineering. We are working on a half-scale aircraft model to get experience for when we are able to compete nationally. The plane in question is required to hold a specific amount of weight and still be able to take off the ground. Through work on the structure, wings, tail, propeller, and batteries we plan to get our first ever plane, as a newly created group, up off the ground and hopefully carry the designated weight." Really, they are homebuilders. After discussion, Dave made a motion to provide a donation of \$400.00 to their team. Seconded by Doug Daverne and in favour by all at the meeting. The club has a website - <https://usaskaero.ca/>

The last item on the agenda was the September 8 Fly in Breakfast. We want to get of list of volunteers ready before the August meeting to ensure there is fun for everyone. If you want to help at the event please let Dave know. We will discuss it more at the August meeting and a final meeting the week before the event.

**The August Meeting is moved to Tuesday August 13 at 8:00pm.** (look for an email to come).

## Davidson Fly in

Terry Dieno held a coffee and donut fly in at his hangar at the Davidson airport on July 13. It was a nice clear sunny day. The grass runway was in good condition and they even had a shuttle from the aircraft parking to the hangar. Our chapter was well represented with many aircraft and crew attending. As usual, Terry has lots of projects underway. They are making progress on a couple of P51D's with work is underway on the panel and canopy components. Preference is given to using original equipment so component sourcing is always an issue. The work on these aircraft is amazing.





## Airventure Adventures - How Two Idiots and an Airplane Managed to Fly to Oshkosh and Back

By Dave Stanchuk and Doug Daverne

In the process of building our RV-10 there are many decisions to make on avionics and other equipment. And of course the best place to make these informed decisions is at Oshkosh. Plus it's a lot of fun. And this was the year to actually fly in, for the first time ever. Excitement guaranteed. So with our 1967 Cessna 172H, good old Whiskey Hotel Charlie, we planned and geared up to camp, and headed out.

What you are about to read is our 2024 trip account. And just to be clear, there were never any unsafe or dangerous maneuvers, flying issues or fines involved.

Just a lot of dumb stuff along the way...enjoy and hopefully learn from our experiences.

## Chapter 1: How the Heck to Get Out of Canada

### Original Plan – Leg 1 of 4: Regina to Minot

First was going to be to Minot, where we would enter through their Customs and Border Patrol (CBP) portal. COPA's guide to flying in and out of the USA was especially helpful in setting up what we need to know and do. First: Get an online eAPIS account with CBP. Second: File a Flight Manifest for entry to USA. Third: Call the CBP office with eta and get verbal permission to land. Dave talked to the Minot CBP office a couple days before and they concurred with what we were going to do. Groovy.

Saturday, July 20

We loaded up the airplane with our camping stuff. Weather was looking ok for departure Sunday morning. Wheels up at 06:00 CST should get us through an estimated 9 hours of flying time to arrive at KOSH before the airport closed at 20:00 CDT, with plenty of time for fuel stops and unexpected delays. Time to go file the eAPIS.

Dave is in charge of the border crossing leg, so he went home, immediately got distracted by some gardening, and didn't file until later in the afternoon. Calling the Minot CBP office a couple hours later (recommended time duration from filing to calling) for permission to land exposed the first flaw in our plan: CBP Officer says, "Office is closed. Not open until 09:00 CDT tomorrow. Can't review your eAPIS until at least then and technically, you can't depart until 2 hours later." Hmm...that's a detail that is not described anywhere in the eAPIS/CBP procedures or by the dude Dave talked to on Wednesday. This would push us back 4 hours to start with.

\*\*\*Insert any variety and number of four letter words here\*\*\*

OK, new plan - Leg 1 of 4: Regina to Morden, MB. Leg 2 of 4: Morden to Grand Forks, ND.

Turns out Grand Forks CBP opens at 07:00 CDT, 06:00 our time. File a new eAPIS for later arrival time. Call Grand Forks for permission to land at 06:00 our time, then get in the air. We'll fly 2.5 hours to CJA3 (Morden), a nice little airport where WHC has gotten fuel before, then check in with Grand Forks CBP to update arrival time. Piece of cake.

Sunday, July 21

Arrive CYQR at 06:00 CST for departure. Immediately call CBP Grand Forks to get permission to land. CBP officer says, "Well, I'm not in the office right now and can't review your eAPIS..."

Oh oh...

"...but what's your tail number, aircraft type, number on board and when about you arriving?"

Gulp...

"Yah, ok, no problem, I'll be around. Update me if eta changes."

Woohoo!



At this point we decided to be sure that additions to yesterday's gear didn't put us overweight, so we decided to re-weigh everything. Turns out, we'd be under gross by 50 lbs with full fuel. No problem. Good to go!

A bit too much stuff. Next year better. Take out back seat and bring less.

Well, except for fog/smoke and haze and 2 1/2 miles visibility. But, Special VFR Departure let us leave and get going. Wheels up at 07:36 CST. Still time to get to KOSH, as long as no more delays.

Visibility improved as soon as the sun came up a little more and we headed east. Became 4 then 10 miles vis after leaving CYQR's zone.

Touchdown at 10:00 CST at CJA3. Very quiet. No one around. Pull up to the pumps. Then Doug exclaims, "There's nothing coming out! Just a few drops!" While searching the fuel system for extra valves we might have missed, we stumble upon the tank gauge: EMPTY!

Doug, in charge of this leg, rechecks (firstly on July 18) the NOTAMS:

Doug:" That's not the first no fuel NOTAM I haven't read. Doh".

**CJA3 MORDEN REGIONAL FUEL 100LL NOT Available.**  
CYHQYNYX P2385/24

Effective Jul 19 2024, 9:44 AM CST (Active)  
Expires Aug 2 2024, 5:59 PM CST (in 7h15m)

Now what? We immediately start calling around to other airports within range of what we thought we had left. All we called either didn't have fuel, were hoarding it for themselves, had racing going on, or didn't answer the phone. Unbeknown to us, it turns out there's a fuel shortage in not just Manitoba, but all of Canada.

\*\*\*Insert another variety and number of four letter words here\*\*\*

It appears that the only refinery in Canada that makes Avgas, Esso in Edmonton, has had a problem with production and isn't making it right now. Any stocks reportedly are being reserved for wild fire fighting ops. Rumour has it will be resolved in early August, as of this writing. Vendors i.e. Regina Flying Club, will only sell to the public if there is an urgent need, and then only so much. If you gots it, keep it close and use judiciously until you can gets more.

So we did have some fuel, and with careful dipping of the tanks we determined it was 13 gals. Enough for an hour plus 30 minutes reserve. Exactly what we needed to get to Grand Forks as long as we went straight there. A little nervously we began preflight to go. Then Andy pulls up in his truck.

"What's going on? I've been watching you guys on the airport cameras for over an hour. Stuck?"

Andy goes on to tell us he had heard they were running short of fuel the other day and had already filled his Cherokee to the brim. We relayed our plight and he most generously offered up some fuel from his airplane. The siphoning operation was successful and we left Andy 10 gallons short of full in his airplane, but plenty in WHC for the border crossing. Turns out that was a very good thing. Thanks Andy Martens of the Morden Flying Club. You're a pilot hero!  
(<https://mordenflyingclub.com/>)

Leg 2: CJA3 to Grand Forks

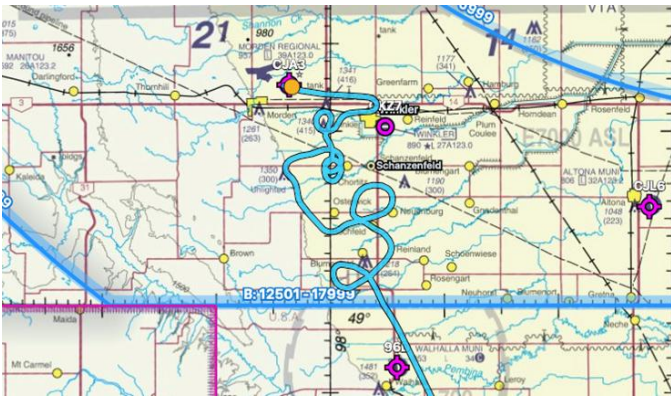
With confidence fueled by...well, fuel...away we go, lifting off 12:48 CDT. Cutting it tight, but we could still make KOSH by 20:00 CDT, as long as no MORE delays. File the Flight Plan with ForeFlight, update CBP with arrival time and good to go.

There's a 4000 ft ceiling upon departure and we get to 3500 as quickly as we can so that we can raise Minneapolis Centre to get a squawk code before we cross the quickly approaching border - it's only about 15 miles from CJA3. No answer on any of the frequencies we had. Couldn't even get Winnipeg Centre. We're both pretty sure we can't legally cross without a code (turns out this is true) so we begin circling. Eventually I find a phone number and call Minneapolis from the air (BTW, Bluetooth equipped headset works awesome in the cockpit).

"You're who and calling from where and what do you want?"

"Oh, ok, sure, hang on."

A minute later we're all coded up and head south.



## Spaghetti Track.

Upon arrival, Grand Forks CBP Officer says he was watching us.

"Why are they flying around in circles?"

I ask, "How about a frequency we can use for Minneapolis here?"

"Ummm...hang on...I don't know that area all that well...try 127.6, that should work."

We never ever did raise Minneapolis Centre on that leg, but eventually Grand Forks Approach responded on the published frequency as we neared the airport and cleared us in. Better yet, no Blackhawks or F15s were seen anywhere near us!

We get marshalled into the red Customs and Border Patrol square on the ramp and shut down. CBP officer comes out and checks our decal and says, "Come on in boys." A few minutes of checking passports, aircraft CofA, insurance, Pilot's licenses, and medicals, it was as smooth an entry through Customs as one could wish for. "Welcome to the USA. Have a good trip."

Phew. Let's fuel up and on to Oshkosh!

CBP Jail, Grand Forks

Stay tuned for Chapter 2's further misadventures and Fisk Arrival from Doug and Dave and WHC in next month's Leading Edge.

In the meantime, Chapter 1 Lessons Learned:

1. It appears each Port of Entry to the USA may have their own unique eAPIS procedures. Best to do your border crossing planning and filing during business hours of your Port of Entry.
2. Read the NOTAMs!!!
3. Read the #!\$@\* NOTAMs!!!

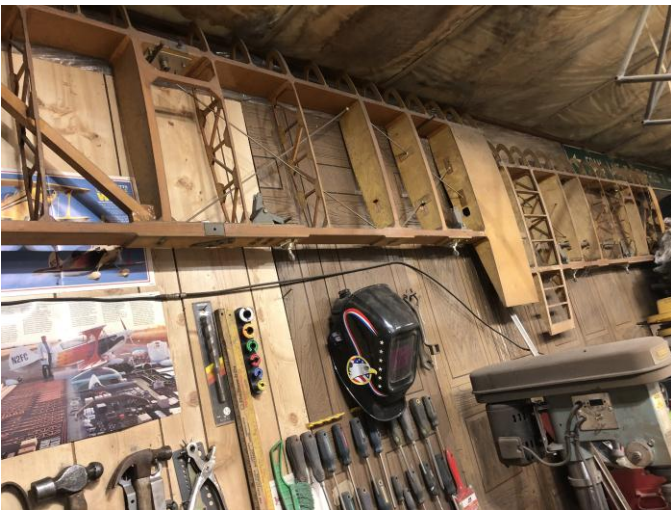
## Excess Cargo

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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  
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](mailto:lenair@sasktel.net)



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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

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](mailto:skyboltfever@gmail.com)





Chapter 154 Pancake Breakfast  
Disley Aerodrome - CDS2



**Fly or Drive, Rain or Shine**  
Sunday, Sept. 8, 2024. 0900 to 1200 CST



RSVP (so we get enough grub!)  
Email: [eaal54sask@gmail.com](mailto:eaal54sask@gmail.com) or txt 306.537.5467  
Airport located 1/2 km East of Disley  
<https://chapters.eaa.org/eaal54>