



The Leading Edge

EAA Chapter 154 Newsletter



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

Presidents Message

Welcome to September. Still lots of time for fair weather flying. And building in between.

Be sure to plan for September 17, our Annual Pancake Breakfast out at Disley Aerodrome, CDS2. Fly or Drive. Rain or Shine.

We'll be setting up on Saturday, September 17, starting 11:00 or so. Should only take 3 hrs with lots of hands.

If you would like to volunteer for a shift (1- 1.5 hrs) during the breakfast on the 17th, we could use a couple more kitchen staff i.e. cooks helpers. Let Doug H or myself (306-537-5467) know.

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 Runway35.
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=Qm91cUthODYzaOFDRFVtTHZOR0ExQT09>
Meeting ID: 823 0615 6903
Passcode: 817364

EAA154 Members Meeting Highlights

The August meeting was held over Zoom meetings. The meetings are open to all members through the link above on the second **MONDAY** of the month. To use the flying club lounge we needed to start our meeting at 7:00pm. It seemed to work well.

Our meeting discussion included the planning 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. Ensuring we have enough cooks and cooking help was top of our list. It was mentioned that Killarney Flying Club held their annual Fly-in (or Drive-in) Pancake Breakfast August 11 serving well over 700 plates that morning! If you are interested in helping at the breakfast please contact me. The talk then turned to the various methods and products used to prime aluminum aircraft. The commercial Sherwin Williams primer is popular.

AirVenture 2023

There is always a lot of hype before AirVenture. Again this year it did not disappoint. You can never have enough time to see everything. We poured over the daily schedule and carefully planned each day. That fell apart day 1 when I saw an exhibit for iLevel AP auto pilot for experimental aircraft. New plan. Attend sessions in the Ultralight and IAC in the mornings. The rest of the day is for watching the airshows and night airshow. Spins planned and accidental was presented by Bill Finagin and showed video supported by expert instruction on the safe way to perform each maneuver. At the end of the presentation we were given a link to download a free Kindle copy of Advanced Aerobatics Down Under by David J Pilkington. The designer of the Legal Eagle, Leonard Milholland (now age 99) presented the story of the evolution of the aircraft. The audience

was comprised of young and old. Although Leonard had help during the talking parts of the presentation I was amazed at how well he displayed his knowledge.

The Blue Barn was one of our stops to install our road sign and discuss chapter business with national support staff.

This year's attendance broke a record at 677,000 with 148 takeoff/landings per hour. And only 1 storm! Our Chapter had 4 members attend this year.



EAA154 Road sign



Legal Eagle with a Briggs & Stratton engine



1937 DE Havilland Jackaroo – 4 place Gypsy Major flown in from Kitchener ON



Pietenpol



One blade propeller (Vic was right! They do exist)



Commemorative Fly bye



Shell Aerobatic Team

Williston Airshow

The airshow was held on National Aviation Day (same in Canada) which was Orville Wright's birthday and was

proclaimed by Woodrow Wilson. The crowd of 1000 people enjoyed a 4 hour show only interrupted by Delta Airlines passenger service. Highlights were aerobatic performance by Melissa Burns in an Edge540 and Skip Stewart in a Pitts S-2S. Kent Pietsch performed in his Interstate Cadet "Jelly Belly" that he landed on a pick-up truck.



Skip Stewart



Kent Pietsch

Saskatoon Aviation Days

The event was a good time to hang around with our Saskatoon aviation friends. We had the opportunity to tour the Provincial government firefighting aircraft Canadair CL215T and Convair CV580. There was a story told of a CV580 being used as Airforce 1 on one occasion. We also met a C182 pilot who led a flock of 6 aircraft to AirVenture this year. The CL215T would make a great camper.

It was fun to investigate the Noorduyn Norseman MK1V project they are working on. We spent 30 minutes discussing the process to re-cover the ailerons and the rib stitching. One of the volunteers is an expert at coverings and has taught his son the trade to keep the tradition going.



Canadair CL215T

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

Wanted: Window latch for left side of Cessna 172H
Doug Hilderman – 306-536-0830

Next Meeting

Monday September 11, 2023

8:00pm – 9:00pm

Zoom

Planning for our September Fly In and finalize the
details.

Up –Coming Events



Chapter 154 Pancake Breakfast
Disley Aerodrome - CDS2



Fly or Drive, Rain or Shine
Sunday, Sept. 17, 2023. 0900 to 1200 CST

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

Regina Police Services aircraft presentation

Steve Wyatt one of the Regina Police pilots will be doing
a presentation on the Air patrol service

Monday, October 2, 2023

7pm

Regina Flying Club lounge