



The Leading Edge

EAA Chapter 154 Newsletter



December, 2022
Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

Season's Greetings.

It's that time of the year to renew our Chapter Charter and it occurred to me that it has been active for coming up 60 years now. Wow! It's through all you enthusiastic members and volunteers that keeps the Spirit of Aviation alive here. Well done. And much fun.

As the year comes to an end and we clean up some old projects, start some new, and look forward to visiting with friends and family over the holiday season, I hope you all travel safely and enjoy yourselves.

Stay safe,

Dave S

Monthly VMC Meeting

This month's VMC session deals with a situation. A day of fair-weather flying, tailwinds, and an on-airport restaurant with the tastiest barbecue in the county: What could be better? The after-lunch departure, however, leaves you deciding between departing uphill and upwind, or downhill and downwind. Trees off one runway end complicate matters further. Don't wait too long; this fair weather won't last. Your family is in a Beach V35 at almost max weight. It is your personal aircraft and you have experience with it. Airport has 1 - 2500' X 36' paved runway 13-31 with trees at the south end. The slope up 13 is 1%. All other aircraft are using 13.

Your choices are:

1. Join the party and depart Runway 13 into the wind, but uphill toward the trees.

2. Be a rugged individualist and depart Runway 31 downwind, but downhill and unobstructed.
3. Depart Runway 13 without passengers to evaluate how much clearance you have. If OK, return and depart from Runway 13. If not, try a departure on Runway 31.
4. Wait for the winds to die down and depart Runway 31—or pick up a lot and depart Runway 13.

None of our group felt totally comfortable going with option 1 even though our look at the performance numbers showed it to be viable. A couple went with option 2 the tail wind takeoff. No takers on 3. The rest of us liked the option 4- waiting to see if the winds increased and changed as forecast in the TAF.

The expert confirmed option 1 was the best. Hope is not a good risk strategy. Decide if it is okay to take off before you land there.

Expert panel say runway slope has an impact on takeoff. Tailwind has a bigger impact. You should learn these numbers before you need them. Do you trust the POH? Experts said they added padding to all numbers.

One expert recommended because you really have no schedule, land light and enjoy your meal. Then fly to a place you can fill fuel. Another expert adds 25% to the numbers from the POH as his plane is old and may not live up to the specifications. You should know and test the POH specs before you need them. Option 3a - take out some weight in baggage and have another pilot carry the bags to another airport and meet them there. When taking off the rule of thumb is 70% of airspeed at 50% of the runway.

After you take off watch airspeed and AOA to ensure you do not get into a stall.

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=Qm91cUthODYza0FDRFVtTHZOR0ExQT09>

Meeting ID: 823 0615 6903

Passcode: 817364

EAA154 Members Meeting Highlights

The November meeting was held over Zoom meetings. The meetings are open to all members through the link above at 8:00pm the second **MONDAY** of the month. Our meeting opened with a discussion about the Fly in breakfast for 2023. At our AGM it was mentioned that we should grow the event. Discussion was about inviting other clubs to join us on the day like the British Sports Car Club and possibly the commercial pilot students at Saskatchewan Polytechnic.

The topic then turned to finding more volunteers included finding another group to cook breakfast. Suggested were the culinary students at Saskatchewan Polytechnic. Doug H contacted the student administrator with a positive reception. The Cadets were another group that was identified as a possible attendee and work force.

New business was around an asset management system for the club. It will contain the tools and also the tables and cooking equipment stored in the trailer. We believe that this was not done in the past and it would be a benefit to log the equipment for membership usage.

British Columbia Aviation Museum

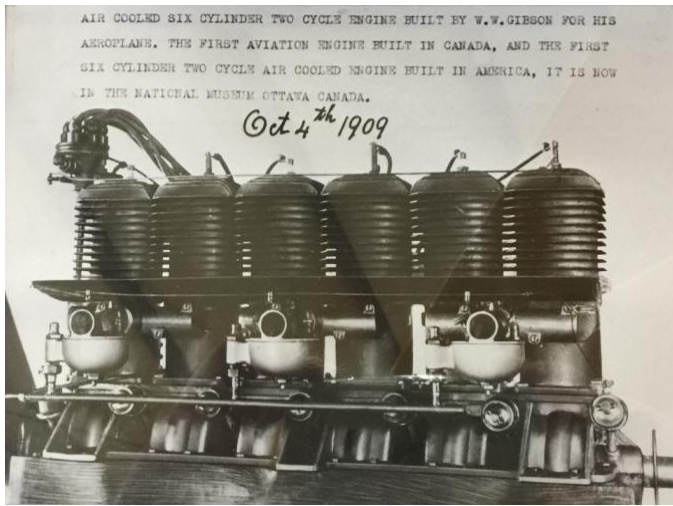
The museum has some fine examples of common vintage aircraft. It differs by showcasing original designs created in the Vancouver area. The Hoffar H1 was the first successful aircraft designed and built in B.C. It was also the first seaplane built west of Toronto. Built by brothers Henry and Jimmie Hoffar in 1917, it was flown from Burrard Inlet to Vancouver Harbour and was the first to fly a passenger over Vancouver. It is a 2 – seat biplane powered by a 6 cylinder 2-stroke 75 hp water cooled engine. The brothers sold their company to Boeing in 1927 and Henry became President of Boeing Canada.



William Wallace Gibson's family immigrated to Canada from Ayrshire Scotland in 1876. He was fascinated with building and flying kites. History even shows he flew some near Regina. The kite designs are evident in his first aircraft. The Twin Plane is the first airplane completely designed, built, and flown in Canada. There is a forward elevator operated by a lever and two rudders worked by a shoulder yoke. No ailerons. In 1906 he designed a 6 cylinder, 2 stroke air cooled engine and designed the airplane around it.



The aircraft in the museum is an exact replica of the 1910 aircraft. The original engine from the twin Plane is now in the National Aeronautical collection in Ottawa.



On September 24 1910 The Twin Plane flew for 201' and was blown off course into an oak tree. Quite amazing as William had no pilot training. In 1911 Mrs Gibson made William promise never to fly again so he found a friend to be test pilot. He moves his modified aircraft called the Multi-plane to Calgary where many successful flights were made. On August 12, 1911 Alex Japp is forced to land in a rough pasture and wrecks the machine in badger holes. Mr. Gibson is inclined to get back to making a living and gives up on the project.

Five "Sea Rovers" ended up in British Columbia serving for many years as utility aircraft in various parts of the province. All five either crashed or were destroyed. This plane was assembled from parts of three of these tough little aircraft and was completed in 1995.

Editors Note: Every museum I have toured has amazing volunteers who are delighted to personally show you the details of the displays. (My wife is less impressed...)

The Sea Rover flying boat is 1 of 18 built by Tom Towle and Jim Eastman in Detroit in the late 1920s. This exhibit is Jim's personal plane.



Projects for a new home

Melvin Friesen is offering to sell his homebuilt dragonfly aircraft project. It's about 50% complete with factory made components. It needs an engine and canopy. \$1500. He can be reached at 306 784 7221

A homebuilt will make a flight later this month. It's not powered by an engine instead it uses 8 reindeer. Merry Christmas and enjoy family and friends this season.

It has a very early adjustable pitch propeller and the smallest two-row radial engine ever-built; a 165 hp, 6 cylinder Curtis "Challenger".