



The Leading Edge

EAA Chapter 154 Newsletter



May, 2023
Regina and Southern Saskatchewan
<https://chapters.eaa.org/aaa154>

Presidents Message

Be sure to join us on our trip to Davidson May 13. Fly or Drive, rain or shine. Will be some interesting projects to look at - more info below.

We are also hoping to do a Fly or Drive Coffee and Donuts at Disley in June - stay tuned for more info.

Be sure to Zoom in to VMC and Monthly meetings to catch up all activities, and of course, Airplane Big Talk.

Stay safe,

Dave S.

Monthly VMC Meeting

This month's VMC session discusses making a short flight to a remote airport to observe a meteor shower. You are night rated so the flight home at 1am should be no problem except there's the possibility of fog after 2 AM at your home destination. You expect the meteor shower to start around 11pm. The remote airport KPNN is at a latitude that should provide good viewing. You plan to take your wife and 2 daughters in your Cirrus SR22. There are airports in the area that you could divert to if necessary on the way home to KBHB – Bar Harbor (KBGR Bangor, KMVM Machias Valley). Other problems arise from landing at a small local airport after 2am like access, taxi service, hotel... You need a backup plan, what will it be?

Our discussion talked about the whole mission if it was worth it. Most of our participants said they would plan to camp from the beginning – option 4. Some participants chose options 1, 2, and 5.

1. Don't Stress. Get airborne by 1am. Fly to KBHB. Divert if needed
2. Cut it Short. Get airborne by 11:30 pm. Fly to KBHB. Divert if needed (unlikely).
3. Split the difference. Reposition the car to KBGR. Get airborne by 1am and fly to KBGR. Drive home from there
4. Go Camping. Bring bug spray, blankets, and breakfast. Fly to KBHB after sunrise
5. Try again another time. Wait for a fog free forecast. Accept that you might miss the show.

The expert said he would have a divert plan in place and go for option 1. You don't know if KBHB will have fog or not. He had no interest in camping with the bugs. If you did divert to a small airport you would have to deal with locked fences and call out charges. He would have a discussion with the family to ensure they were okay with the risk of not getting home that night.

The expert panel mostly agreed with the expert on option 1. Some chose option 5 as they felt the risk was too high. One of the experts chose to camp and spend more time watching the show. All agreed that you needed a solid plan. "Adventure is caused by lack of planning". 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 April 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 Daniel discussed the EAA flight test manual – test card book. Daniel has reviewed version 1.1 of the book and found it very thorough. Dave showed the monthly chapter video. Dave and Doug D. gave an up-date on the 701 project. One of the next tasks is getting all the paper work completed to prepare for registration. It has been decided that we will purchase a propellor balancer that is able to be used on certified aircraft. We will create a process to allow local companies to rent it from us when needed. Our cost will be around \$2800 USD to purchase. We discussed the date of our September fly in. It will be September 10 or 17 depending on the date of the RFC event. Our fly (drive) out to Davidson to tour Terry Dieno's projects is on May 13. We will be adding a permanent "For Sale" section to our newsletter. We discussed procedures to fly into AirVenture for 2023. A session is planned for the near future to go over the details. It will be lead by some of our members who are frequent attendees of the event. We were reminded to keep looking for door prizes for our summer's event.

Valiant Air Command Warbird Air Museum – Titusville FL

Located 15 miles from the Kennedy Space Centre, the Warbird Air Museum is one of the top aviations museums in North America. It displays close to 50 aircraft exhibits from early aviation like the Epp Flyer to a rare WWII transport that evolved out of a glider design. Their strength was being able to tie the historical aircraft to the personal story of the pilot and crew involved in the operations. Several of the aircraft routinely fly and are maintained by the dedicated team of volunteers. Their flagship, a 1942 C-47A that dropped paratroopers in Europe on D-Day sits flight worthy today. There was a mechanic working on the plane changing oil. I asked how much oil per engine. His reply was 26 gallons per engine. After a few more questions I found out that he is John Makinson, a farmer from Russel, Manitoba. He is the chief pilot, CFI and maintenance lead of the Tico Belle. The Douglas C-

47 was a direct militarized variant of the Douglas DC-3 airliner. First flying on December 23rd, 1941, sixteen days after the Japanese Attack on Pearl Harbor. He has been flying and maintaining her for many years. His schedule is full of air shows and events. John also provides warbird flight instruction through his company Makinson Aviation. His brother owns Rick's custom Cabinets in Regina.



1942 C-47A Tico Belle

During WWII aircraft carriers were built out of river boats to train carrier pilots. A wooden deck was added on top of the passenger decks for the pilots to practice on. In 1993 a Grumman FM-1 Wildcat fighter was salvaged from the bottom of Lake Michigan. The plane ended up there due to a training incident in 1943. It was assumed that the crash was due to pilot error. During the full restoration of the Wildcat the mechanics found the mixture cable was not adjusted correctly and that is why it did not make full power on takeoff. They found the pilot Dixi Howell (still living) and had him come over to show him his restored aircraft and prove to him the accident was not his fault. A weight that he carried for 53 years.



Grumman FM-1 Wildcat fighter

A current restoration project is the Fairchild C-123 Provider. This design started as a high wing assault glider specified by the air force and then decided not to order. The built aircraft were then converted to transport planes by adding 2 – 2800 Wasp or GE L85-GE-17 engines. The USAF was interested in the new design and a total of 307 were built with the last one in 1970. It is a big plane that reminds me of a C-130. We had a tour by the primary volunteer A&P who is in charge of the restoration. He has been at working at it for 6 years and will soon start the wiring. He is hoping that one day it will fly.



Fairchild C-123 Provider



The tour included the story of the Epps 1907 Monoplane. Ben T. Epps of Athens, Georgia built it from his original design. The aircraft consisted of an open framework suspended below a wire-braced monoplane wing. The undercarriage consisted of three bicycle wheels (said to be “borrowed” from his friends bikes), one at the front of the frame, and two behind it. A buggy seat was located beneath the wing for the pilot. A 15-horsepower two-cylinder Anzani motorcycle engine was mounted behind the seat and drove a two-bladed propeller from a barn exhaust fan mounted pusher-fashion behind the wing's trailing edge. A biplane elevator unit was carried on struts at the front of the aircraft, and a single rudder on struts to its rear. The airframe was made from scrap timber collected from a local sawmill, with the flying surfaces covered in cotton. Only the undersurfaces of the wings were covered. Inspired by the Wright Brothers and pioneering European aviators, Epps first conceived of the design at the age of sixteen. In 1907, he built the aircraft in the workshop of his bicycle, electrical contracting, and automobile repair business on Washington Street, Athens. In October 1907, he flew the machine from a cow pasture near Brooklyn Creek. After rolling downhill, Epps took off and flew around 100 yards (90 metres) at a maximum altitude of around 50 feet (15 metres). The flight ended in a crash, but made Epps Georgia's first aviator. In 1949, a friend Lola Trammel told The Atlanta Journal Magazine that Epps had already made a successful flight in the machine prior to the 1907 public demonstration, testing the machine by moonlight with the help of friends at two o'clock in the morning. It is thought that the Epps

aircraft was actually the first monoplane to fly in the United States. Athens-Ben Epps Airport – (KAHN) was named after him in recognition.



Epps 1907 Monoplane (Replica)

EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the check ride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.”

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.

Excess Cargo

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

Club Fly out (or drive out)

We have arranged a visit to Davidson airport for club members and friends.

Where: To Davidson Saskatchewan airport CJC3

When: Saturday May 13 at 10:00am (Weather dependant)

Why: To visit Terry Dieno and tour his projects

Who: Members and friends welcome

What: Fly or drive. The Town of Davidson will inform me a week ahead of the runway condition

Terry would like to know how many are coming. Please RSVP to me before May 11 at d.hilderman@sasktel.net or (306) 536-0830