

The Leading Edge

March 2018

EAA Chapter 154 Newsletter

Although March has come in like a lion I can tell by all the aviation events popping up on the calendar that spring can't be far off. Personally I did manage to escape a bit of winter this year and squeeze in a tour of the Van's RV factory, article below.

I welcome any input members might have for future issues, I can be reached via email at wood23@sasktel.net, by phone 306-751-1064

Ron Wood

P.S. Hope you enjoy the new newsletter layout



CH701 Project Update

The winter build sessions have been well attended and have attracted a few visitors and a couple of new chapter members.

The rear fuselage is now completed and work on the forward fuselage and firewall has almost reached the point where it will be mated to the rear.



Noel getting ready to drill some holes

Forward fuselage taking shape

Engine choice has been made for the CH 701, Viking had a heck of a deal on a 110 HP firewall forward package and two members who have been very active on the build have stepped forward with the purchase. Noel and Dave are excited to get a modern Honda engine with fuel injection, electronic ignition and light weight re-drive. This engine should be a great upgrade from the Subaru EA81 that came with the kit.

While Noel and Dave have taken the first steps toward ownership of the completed kit they are open to having other partners. If any other chapter members are interested please let me (Ron) know. My contact information is above.

The CH 701 will continue as a chapter build until completion. Build sessions are being held Wednesday evenings starting at 7pm and Saturday mornings 9 to noon. Everyone is welcome to come out and help, advise, supervise or just visit.

Building takes place in the shop behind Noel McAvena's house: 3115 Zech Place.

COPA Flight 4

Meetings held this winter to determine the fate of COPA Flight 4 have resulted in new leaders coming forward to revitalize the flight. Plans are in the works for regular meetings (quarterly), assisting with the Rust Remover and a poker derby this spring.

Thanks to George Costella, Matt Costella and Noel McAvena for stepping forward to keep the flight going.

Annual Rust Remover

The annual Regina Flying Club/COPA Flight 4 Rust Remover will be held Saturday April 28, 2018.

Location: Royal Regina Golf Club
5401 – 11th Ave. West, Regina

Time: Doors Open 8:00 am
Presentation 9:00 am–12:00 noon
Lunch to follow

Cost: RFC Member with lunch \$35
RFC Member no lunch \$20
Non-Member with lunch \$40
Non-Member no lunch \$25

Registration: Call Cindy or Audrey at the Regina Flying Club 306-525-6194

Or Email: reginafly@sasktel.net

Pre-registration is required – deadline is April 24, 2018

Pre-Payment can be made at the Regina Flying Club (credit card, debit, cash or cheque)
Payment at the door – cash only

EAA 154 at RFC Open House June 3rd

EAA 154 will be having a display at the RFC Open House June 3rd in the RFC hanger.

Last year's display with the CH701 project attracted a lot of attention and we hope to build on that success this year. With a little luck the CH 701 should be sitting on it's gear and we will have a build piece on the table for the kids in the crowd to help out with.



We will need some assistance moving the project to the RFC and helping with the display during the day so keep the date open and let me know if you can help out. Ron

Disley Fly-In Breakfast June 10th

We will be hosting our annual fly-in breakfast at the Disley Airstrip (1/2 mile east of Disley) June 10th From 8:00 to 11:00.

Come out for pancakes (with strawberries and whipped cream), eggs, bacon Coffee and juice.

Details on how you can help with set-up, cooking and clean-up will be posted closer to the event.

Van's for the RV Factory Tour By Ron Wood

My winter travels this year had me passing close by the Vans RV Factory just south of Portland Oregon. Our Vice President Vic Zubot suggested I stop in and that was a great idea. I booked the morning tour and my wife Marie tagged along as photographer.

We were the only ones on the tour so the guide had plenty of time to show us around and answer questions. Most aluminum parts are produced in house while some of the steel fabrications are produced by outside sources.



The quick build kits are put together in Philippines and there were a number of fuselages in stock on the floor ready to be shipped.



The sheet aluminum parts are all cut in the Vans factory by large CNC machines, quite impressive to watch in action. Even more impressive when one catches an edge and total destroy an entire sheet of parts, something Marie happen to catch on video. I've posted that and some other pictures on our Facebook page, www.facebook.com/groups/EAA154



The best part of the tour was in the hanger out back where we got a close-up look at every model of RV produced. The RV 14 in my opinion the best of the bunch, with a roomier cockpit and other improvements suggested by RV owners it would be a sweet plane to own.



The tour was capped off by a test flight in a RV9A. I can tell you it's going to be hard going back to my Zodiac after that. For a non STOL aircraft we were airborne very quickly and cruising at 150 mph in no time. The controls are light (similar to my Zodiac) but not over twitchy (I was warned to be careful of unintentionally rolling it), I quickly felt comfortable doing steep turns and a tried few stalls just for fun.

Back for landing my tour guide had the RV9A on the ground and slowed down for the first taxiway with hardly any braking. I later checked and found we were using less than the first 800 feet of runway for takeoff and landing!



Please Marie can I have one... She just laughed.