



The Leading Edge

EAA Chapter 154 Newsletter



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

Presidents Message

Greeting Gang.

I hope some of you checked out Homebuilder's Week last month. I attended a few to catch up and learn some new things. And there's much more I couldn't get to live, but they are now available at eaa.org. I hope you give some of the sessions a watch if you weren't able to. I will be.

Coming in February, from the 18-20th, the follow up is Virtual Ultralight Days, focusing on the "lighter side" of aviation (groan...). All live webinars are free of charge to everyone interested in ultralight aviation, with the live sessions featuring a Q&A segment. On-demand recordings of the presentations will be available to EAA members. See <https://www.eaa.org/ea/aviation-interests/ultralights/virtual-ultralight-days> for more.

Important news to anyone planning to attend Oshkosh this year: The Canadian Camper's Guide for AirVenture 2025 is available from EAA Canada Council. I can vouch for the primo camping sites and the hard work they do to provide it. If you're interested:
<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/bits-and-pieces-newsletter/2025-02-01-welcome-to-the-canadian-campers?> . It will fill up so book now!

Hope your projects work are ongoing well and you can get some flying in. And as always, don't forget to Zoom into monthly VMC and Chapter meetings.

Cheers and stay safe,

Dave S.

VMC Sessions

To Join the Zoom Meeting

<https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDRFVtTHZOR0ExQT09>

Meeting ID: 823 0615 6903

Passcode: 817364

This month's scenario has you cleared to land on a short runway next to a long parallel runway that a jet has just departed on. Suddenly your Cessna 152 is rolling hard to the left, you input full controls to counter the roll but you're stuck at 90 degrees and starting to lose altitude. What do you do?

You are a flight instructor at Boeing Field near Seattle, WA and one of your students was practicing pattern work at nearby Renton, WA (KRNT). It started to rain and the student called you and said he parked the C152 on the ramp and took a cab back to Boeing. The showers cleared out overnight. You take the key and get a ride to Renton for the shortest cross country flight back to Boeing. It's a partly sunny day with a little north wind. You talk to the ATC and he tells you of the procedure to get to Boeing. You are vectored north and over the hills for approach to 32R. You have never flown this route to Boeing. When you see the runway and call Boeing tower you are somewhere between right base and extended final. The tower doesn't seem to mind and asks you to report a Bell JetRanger in sight also inbound for Runway 32R. You report the helicopter in sight. Tower says you are # 2 behind the JetRanger inbound for the northeast ramp and you're cleared to land Runway 32R. The tower also warns you about wake turbulence from a Gulfstream G-V departing Runway 32L. You watch the jet depart and are glad for the light northwest wind that should keep the vortex from the jet generally away from you. The helicopter ahead of you leaves the final approach course and slowly flies over the taxiway towards the ramp as you extend full flaps to practice a short field landing. You haven't done one in a while. At 400' AGL you are violently rolled at least 90 degrees left. Adding full power with full ailerons and rudder against the roll, but no change in pitch input results in the little Cessna only oscillating around 90 degrees of bank. What do you do now?

1. Hold all controls as is and wait
2. Pull back on the yoke while maintaining aileron and rudder inputs to climb and turn out

3. Push forward on the yoke to unload the wings while maintaining ailerons and rudder controls. Allow a decent as try and fly out
4. Push forward on the yoke and go with the roll through inverted to get back to wings level and then fly out.

Our group discussed the cause of the turbulence and it became obvious that it was the helicopter and not the Gulfstream jet. Blaine told us of just how much effect a large helicopter has on the air at low altitudes. Some of our members chose options 1 and 3.

The expert started by telling us why he did not choose option 1. Holding the controls did not help and the action had to happen now. Option 2 pulling back on the yoke is a mistake because it increases the angle of attack and could cause a stall. This would be the natural response of a pilot and would be disastrous. Option 4 is a Hollywood fantasy. Option 3 is the only viable option. Push on the yoke to lower the angle of attack, keep full power, and apply full "top" rudder to keep the nose up. When the wings level, climb and go around.

EAA154 Members Meeting Highlights

The January meeting was held over Zoom meetings on Monday January 13. The meetings are open to all members through the link above on the second MONDAY of the month.

Our meeting discussion opened with the events scheduled for EAA Homebuilders week. It looks like there is a lot of interesting topics including one by Savvy Aviation. We then talked about the progress on the 701 and an up-date on the avionics installation and troubleshooting. The snow around the province has caused problems at Moose Jaw and Aerogate was presently closed.

Commemorative Air Force - Arizona

This chapter of the CAF is about 10 miles east of Phoenix AZ. The mission of the CAF is education. They want generations of North Americans to value the contributions of military aviation in assuring their nation's freedom. There are currently 83 chapters in the USA.

In 1957 Lloyd Nolen and a small group of ex-service pilots from the Rio Grande Valley in Texas pooled their

money to purchase a P-51 Mustang. They formed a loosely defined organization to share the pleasure and expense of maintaining the Mustang.

A short while later, the group bought a pair of F8F Bearcats to add to the P-51 Mustang. More than 300,000 planes were produced during the wars, but over time, few remained in existence let alone in flying condition. At this point, the mission of the CAF became clear to save an example of every aircraft that flew during World War II.

They began performing at air shows with these aircraft, and they discovered the public was just as interested in these warbirds as they were.

They chartered the unit as a non-profit organization in 1961 and started inviting other veterans to join. Since then, CAF has collected more than 181 classic American and foreign combat planes, many of which are the last remaining warbirds of their kinds. The CAF now has dozens of self-supporting, volunteer-driven units around the world, made up of more than 13,000 members from all walks of life who come together with one common goal: to preserve the military's aircrafts and history.

The Commemorative Air Force Airbase in Arizona started in 1977 when a small group of dedicated folks broke ground at Falcon Field and in 1978, the Arizona Wing became the 10th unit of the Commemorative Air Force. A few weeks later, Phoenix resident Mike Clarke donated a rare Boeing B-17G. For the next five years, the members of the AZCAF wandered through countless junkyards and crash sites looking for parts to restore the plane to new condition, naming it "Sentimental Journey." Since then the collection has grown to over 50 aircraft on display and offer rides on:

- Beechcraft C-45 Expeditor,
- Boeing B-17G Flying Fortress "Sentimental Journey" (Less than 7 still flying in the world),
- Boeing Stearman Kaydet N2S (PT-17),
- Douglas C-47 Skytrain Dakota "Old Number 30",
- North American B-25J Mitchell "Maid in the Shade" ,
- North American SNJ/T-6 Texan

Visitor interest has helped grow the museum into one of the most toured attractions in the Mesa Valley, and with the support of volunteer staff they are the home of one of the largest Commemorative Air Force units in the world.

The exhibits are well laid out and they include good explanations. We enjoyed seeing all the nicely restored aircraft. The highlight for me was the sound of the radial engines of the warbirds giving rides. I have 2 favorite exhibits. First was a pristine example of a Aeronca L-16 Grasshopper. The civilian version is Aeronca 7EC Champion.



My next favorite was of course the Boeing B-17G Flying Fortress "Sentimental Journey". Partly for the restoration quality and the sound.



I give special mention of one more plane. A 1943 Boeing Stearman that was part of the Red Baron aerobatic team owned by Schwans foods of Marshall,

MN and flew to support the Red Baron brand of pizza. The team flew for years but then had a catastrophic accident at an air show in Kissimmee, Florida followed by another fatal accident in 1999 and the team was disbanded. The remaining aircraft on display shows the impressive red and white colours.



A B25 Bomber called Miss Murphy

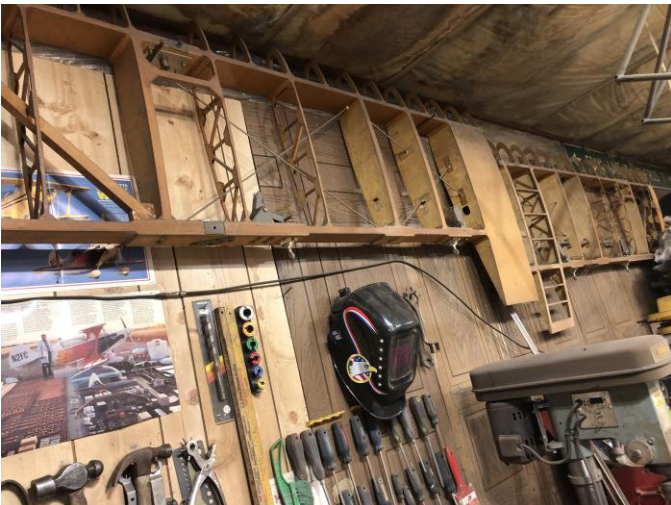


Excess Cargo

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



1942 Boeing Stearman - SOLD

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

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



