



The Leading Edge

EAA Chapter 154 Newsletter



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

Presidents Message

Happy June gang.

Be sure to see us and the rest of the Aviation community at the Regina Flying Clubs Open House on Sunday, June 4, 10:00 - 16:00.

Great showing for the Davidson visit - see full report below. And dang, I missed it again. Next time...

Rumours of a June Coffee and Donuts Disley Flat In are still...rumours. More to come soon.

Zoom in to help decide these and other such things during our monthly meetings, and VMC club.

Stay safe,

Dave S.

Monthly VMC Meeting

This month's VMC session involves a flight to AirVenture in Oshkosh from Watertown just east of Lake Ontario. Your planned route is through Canada but will require VFR over the Top for a good portion of the flight. Other options are around Chicago airspace in Marginal VFR or across Lake Michigan in good VFR. After flying 2500 in your Beechcraft Baron in all kinds of weather you downsized your aircraft and flying missions. Now you enjoy a VFR only lifestyle in you CTLS light sport aircraft but you still travel.

This morning you flew from Syracuse, NY to Watertown, NY to pick up a non-pilot friend before heading to Oshkosh. You need to choose your route and make your go/no go decision. The weather is unfavorable with low clouds along the Canada route reporting IFR but you could fly VFR over the Top. The southern route looks clear until near Chicago O'Hare class B airspace and

forecast IFR later in the day. The central route has you flying 70nm across the middle of Lake Michigan in VFR. Forecast is for rain in Oshkosh (again) so if you want to get there for the event you should plan to arrive today if going by air.

Your options are:

1. Take your originally planned Northern route and fly VFROTT as needed (distance to Chippewa (KCIU):398nm, total to Oshkosh (KOSH): 640nm)
2. Take the longer southerly route past Chicago (distance to Elkhart (KEKM):492nm, total to Oshkosh (KOSH): 715nm)
3. Take the short direct route over the lake in good VFR (distance to Muskegon (KMKG): 462nm, total to Oshkosh (KOSH): 575nm)
4. Stay with your friend overnight and decide in the morning based on the next day weather forecast

Most of our attendees said they liked option 3 and we had some choose option 2 and 4. The discussion involved the weather and the chance of an engine failure over the lake. The chance of poor visibility was the focus of the discussion. If an emergency landing was needed on the northern route the terrain is rocks, water and trees. Personally as a VFR pilot I do all I can to stay out of fog.

Expert says option 3 is the best. The likelihood of engine failure due to neglect or pilot error over the 70 miles of lake is miniscule. The CTLS you are flying has a Rotax engine. He provided a statistic that 66% of accidents are pilot related, 18% are due to mechanical and 16% are unknown or other. He also said to have life jackets and survival equipment onboard. The Expert panel adds that it is important to get consent from all passengers for the route chosen. If there were small children on the aircraft one expert said they would not take the risk of flying over rough terrain and large bodies of water. It was mentioned that the incident

that took JFK Jr was IMC that got worse the farther he went. 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 May 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. To start the meeting we watched the monthly EAA chapter video. Charlie Becker told us of the progress they have made in working with the FAA to allow off the shelf parts in vintage aircraft. He also discussed opportunities to volunteer for work parties to prepare for AirVenture. Our meeting discussion was about our fly (drive) out to Davidson to tour Terry Dieno's projects is on May 13. Flying depends on the weather forecast and the condition of Davidson runway. The RFC open house is June 4. We have a table next to COPA Flight 4. The discussion included what we would like to display this year and scheduling the members to man the booth.

In Davidson!

I travel all over the USA to visit museums to see aircraft that are important to aviation history. Sometimes a private museum will have real gem of a collection at a small grass airstrip. I have driven days to get to places like Ottumwa, Iowa and Douglas, Ohio. A real treasure is right in our own backyard. On May 13 our chapter got the opportunity to visit Terry Dieno's hanger in Davidson. Terry completed a decade long restoration project of a P51D Mustang a few years ago. The aircraft was test flown by P51 air racing legend Matt Jackson. I understand that he taught Tom Cruise to fly. During the restoration many parts had to be manufactured to original specifications. Terry found that due to design and set up one part would cost a lot but only slightly more to make 5. He decided "let's make 5". The first

aircraft is now with a new owner. During our 2 hour visit Terry showed us many different systems of the 2 aircraft they are working on now. Yes, that's right 2 P51 Mustangs. He found one in South Africa and one in Ohio. It was fun to hear the stories of how he found parts and the strong P51 community. Terry even provided coffee and donuts.



There are a few other projects underway. An F1 Rocket is nearing completion and his newest is a helicopter. Terry's hanger is not just for restoration. He has his Harvard, a Carbon Cub and a Sonex Waix



Excess Cargo



1942 Boeing Stearman

I have a very large collection of parts for this project.

For more information contact me at:

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or email lenair@sasktel.net



Wood Prop 68/68 with four flights on it - \$800.00.

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Terry owns Fast toys for Boys and these are some fast toys.