The Leading Edge
EAA Chapter 154 Newsletter

March 2024
Regina and Southern Saskatchewan
https://chapters.eaa.org/eaa154

Presidents Message

Greetings 154.

Say hello to the Lion of March as we get a good dumping on in these early days of the month. How's that go again? Oh yah, "We could use the moisture." Regardless, the days are getting longer and more amenable weather to flying is coming…I promise. In the meantime, take the opportunity to build!

No news yet regarding final details for Little Canada camping at Osh this year. But the latest from EAA Canada Council Chair, Raquel Lincoln, in the February EAA Bits and Pieces Newsletter:

"By the time you read this, our Canadian countdown to AirVenture will be around 160 days. We will have more details on how our Little Canada camping area will work this year, so if you are interested in being part of it, please email your expression of interest to Phil at chapters.eaacc@gmail.com. EAA has informed us that they will revamp the program to align closer to Chapter Camping, so expect some changes from last year."

So send Phil an email to get on the list if you are interested.

Tune into VMC and Monthly Chapter Meetings via Zoom, on first and second Monday's respectively, to catch up on safety and Chapters stuff.

Stay safe,

Dave S.

Monthly VMC Meeting

This month's VMC scenario involves a winter fly in experience. You've been to the fly in at Lake Winnepesaukee as a passenger. This year you want to attend in your new Cirrus CR22. The ice runway is short for a SR22. Only about 3100'. The Hawthorne-Feather airport where you call home is paved 3260' and you usually use 2500' on landing. You read up on the approach and landing for the fly in. It notes the braking is poor. But the winds are predicted to be good, right down the runway. In the morning you fill ¾ tanks and weigh in at about 2900 lbs. You calculate your landing speed at 72kts. When you get to the destination you watch a Cessna 172 crabbing into a crosswind on landing. The wind sock confirms that the predicted headwind is now a strong crosswind. You turn final and see the deep black colour of the plowed ice runway and the big white piles of snow on each side and ends. Because of the crosswind you approach at 80kts. You touch down and remove power and apply brakes. You instantly start turning into the wind. Applying right rudder does nothing. You are not stopping and drifting towards to the downwind piles of snow. You reach half way down the runway and still sliding 35 kts.

What do you do?

1. Ride it out and accept you might hit the snow bank.
2. Add power to regain rudder authority and thrust to keep the plane in the centre of the runway as it comes to a stop.
3. Add power to straighten up. Then gently add full power and go around.
4. Power up to full throttle right now and straighten up as you go around.

Our group mostly chose option 3.

The expert chose option 4. When in doubt, go around. He said he did not want to hit the snow banks.

The expert panel was diverse. They made the statement that a go around must be initiated at a point before touchdown. They mostly like option 1. You are down, stay down. It was mentioned that the CR22 has a bad counter clockwise twist on full throttle and many pilots have rolled the plane into the ground at the end of the runway. The glider expert says "crab on final and slam it down". One expert says black ice has no braking. There were people all around. The pilot has a responsibility to protect people from being injured. If you do get down okay what about departure? It would be difficult to complete your run up. If you ever try to land there again bring a friend who has experience in that situation.

Each winter, this unique airport in New England opens for just a short time. It is a great opportunity to try something new and challenging and experience some terrific winter flying. The FAA Safety Team has put together some information that will help you make good decisions when operating in and out of the Ice Runway.

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=Qm91cUthODYza0FDRFVtTHZ0R0ExQT09
Meeting ID: 823 0615 6903
Passcode: 817364

EAA154 Members Meeting Highlights

The February 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 membership. We have 36 paid members now with about 6 left to renew. **AirVenture Camp Canada 2024– Let Phil know now if you want to reserve a spot**. Doug D told us of the 701 progress. They are almost ready for pre-inspection. Mark your calendars – Fly in Breakfast September 8 2024 and Coffee fly in July 15. I have been in conversation with EAA Chapter 63 to form friendship with them. I have invited them to our fly in's and we are planning to send some aircraft to EAA Chapter 63 fly in at Birtle MB. George mentioned that Moosmin is getting a new paved runway. The 701 builders are looking for transition training.

Power of the Past- Thomasville Georgia

Most museums focus on a time in aviation. The Power of the Past focuses on aircraft power sources.

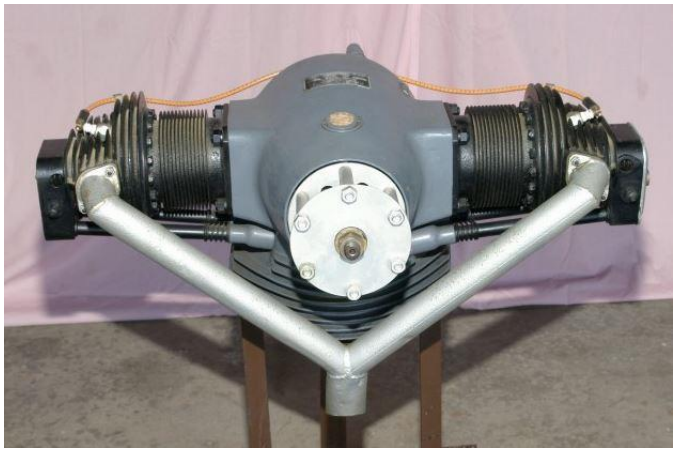
This is the personal collection of the James Dekle Family of Thomasville, Ga. His son John led us through the exhibits. From the moment we met John we could see how proud he was of his family's lifetime commitment to building this collection. He did say though that if anyone restoring an aircraft needs a part he would be happy to sell or lend it to them to finish the project.

Their mission is "It is our desire to preserve these engines for the education and enjoyment of young and old for generations to come." The door reads "Our hours are Sunday 2-6pm. For a private tour call John". John picked up the phone on the second ring and we were scheduled for a tour that morning. The middle school sends over students during the year to spend time with John.

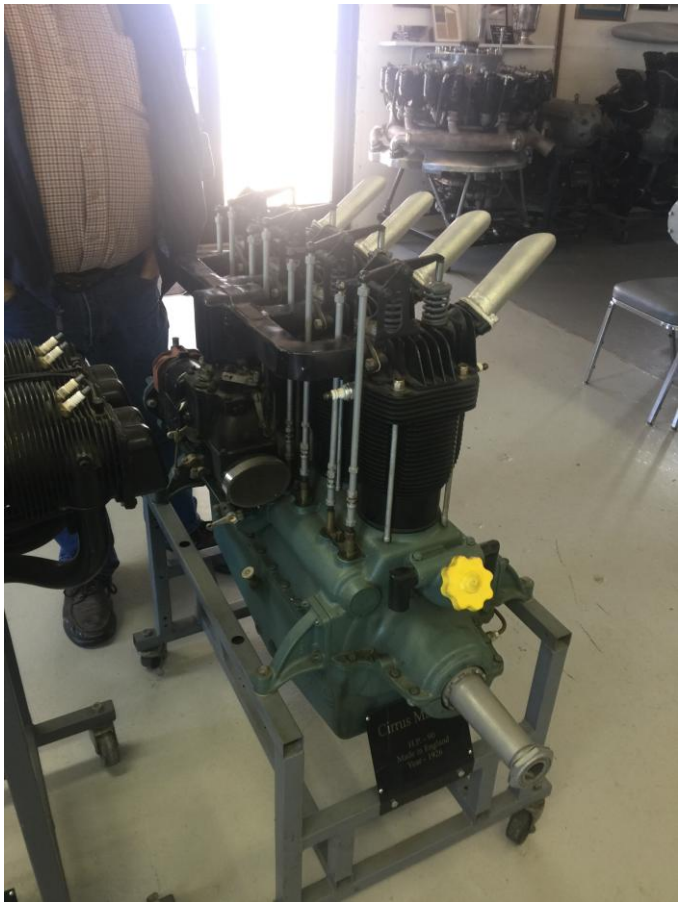
There were over 50 engines on stands on display in the main building. Each one was cleaned and painted for display. John knew the story of every engine and its origin. Some of the engines have real aviation importance like the Aeronca E-113 built by Aeronca for their C3 in 1930. Jean Roche designed the C2 aircraft and started looking for an acceptable engine. He put a deposit on a German made 28 HP Haake engine but the company went out of business. He tried a Henderson motorcycle engine. It did not have enough power and was extremely unreliable (see the photo below... yes he also has that one). Jean met a guy named Harold Morehouse who had just built a boxer engine to pump air onto the ballonets of a blimp. This proved to be an acceptable engine design and he built one for the C2. Jean made a deal with Grovo-Nelson to manufacture the engines. The engine evolved with the E-113 being the latest version.

There were aircraft engines from manufactures like Continental, Curtiss, Franklin, Lycoming, Pratt & Whitney, Wright, Taylor, Velie, Jacobs, and yes a VW conversion.

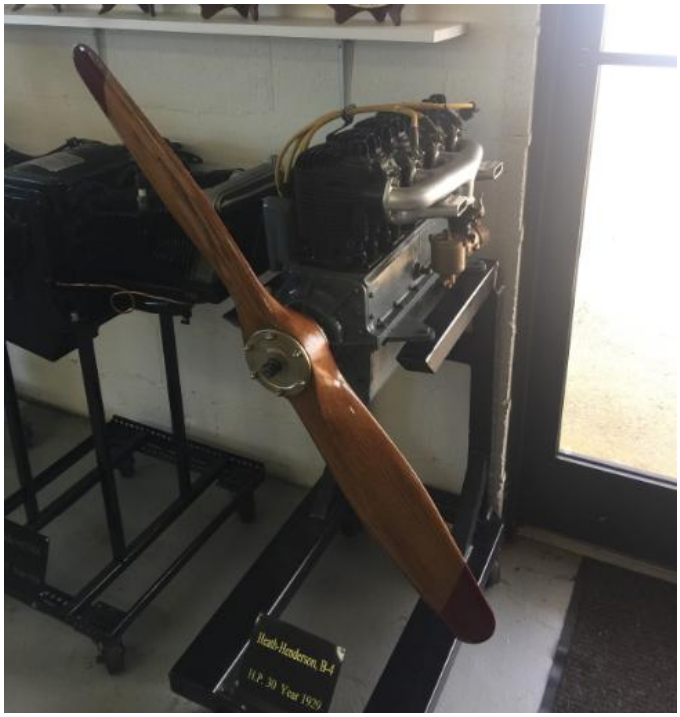
We then went to the hangar where a 1928 Curtis Wright Travel air 2000 and 1931 RNF WACO was kept. The Travel Air is John's aircraft that he has owned all his life. It is the first aircraft he owned. He bought it before he was 20 years old. The WACO is his late father James'. John said James flew it every Christmas until he passed. John could have told us stories for days about the displays. I think John makes friends with everyone that walks in the door.



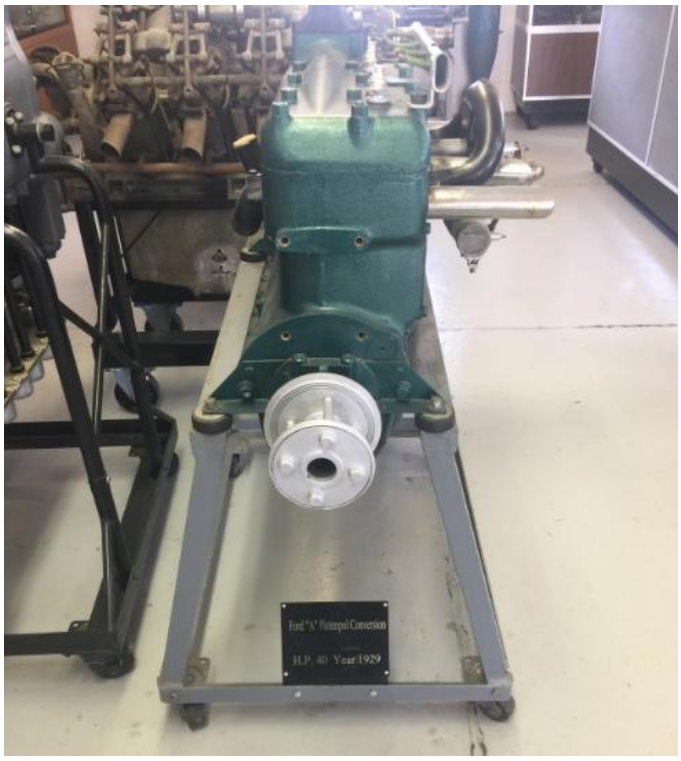
Aeronca E-113 Engine from Aeronca C2



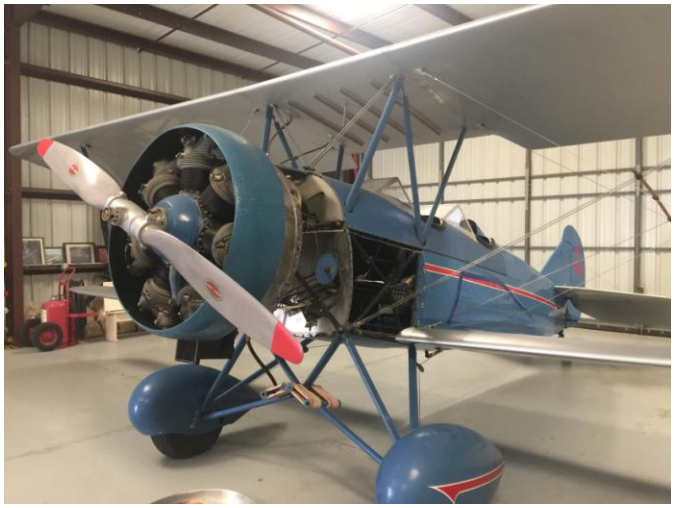
Cirrus 90 HP made in England 1926



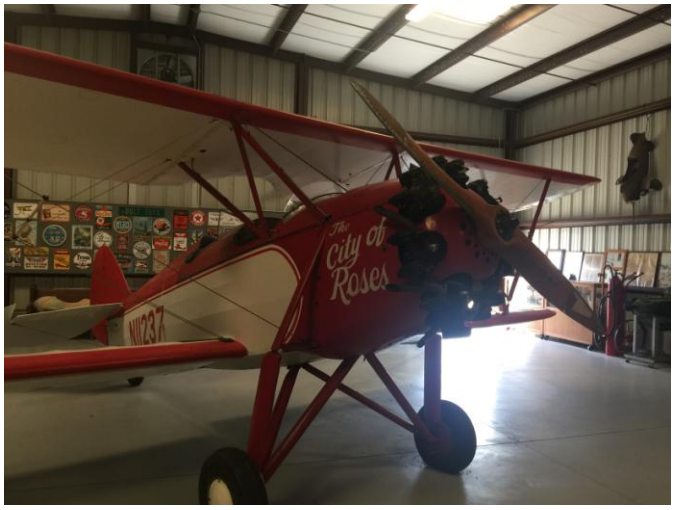
Henderson – Heath Motorcycle Engine



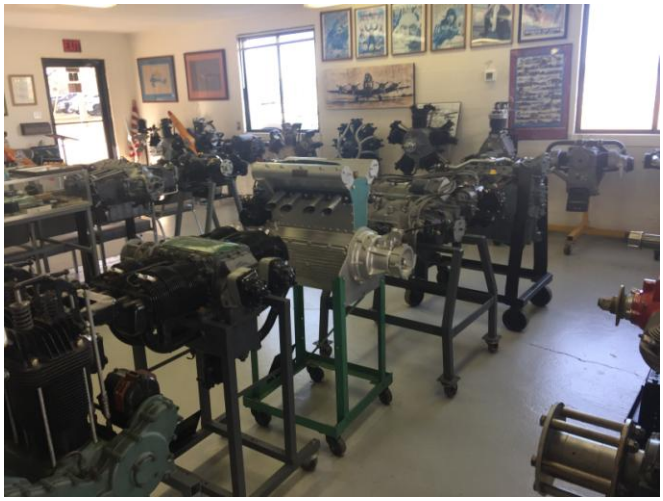
Ford Model A Petenpole Conversion

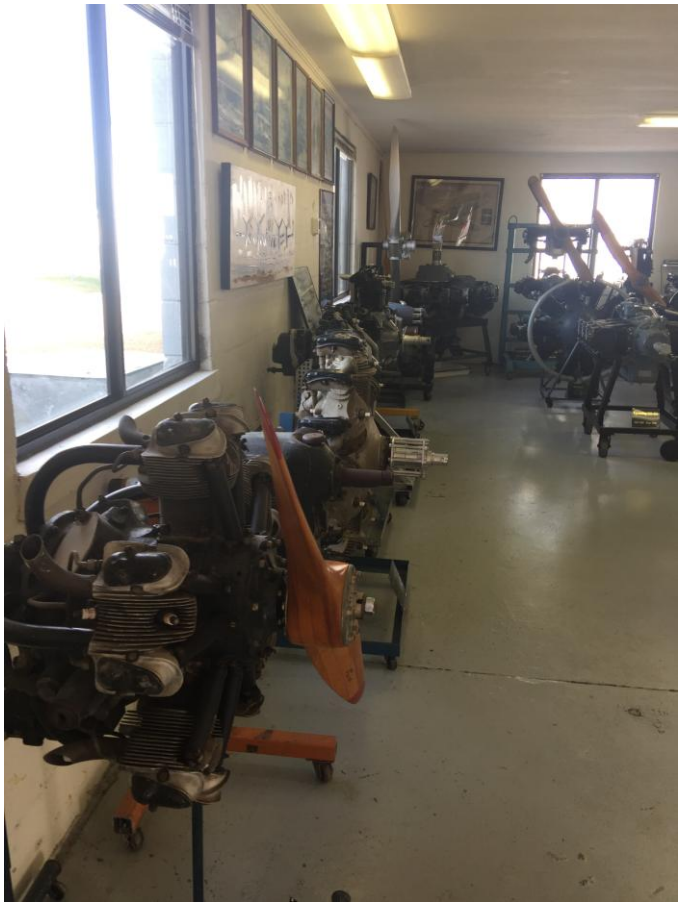


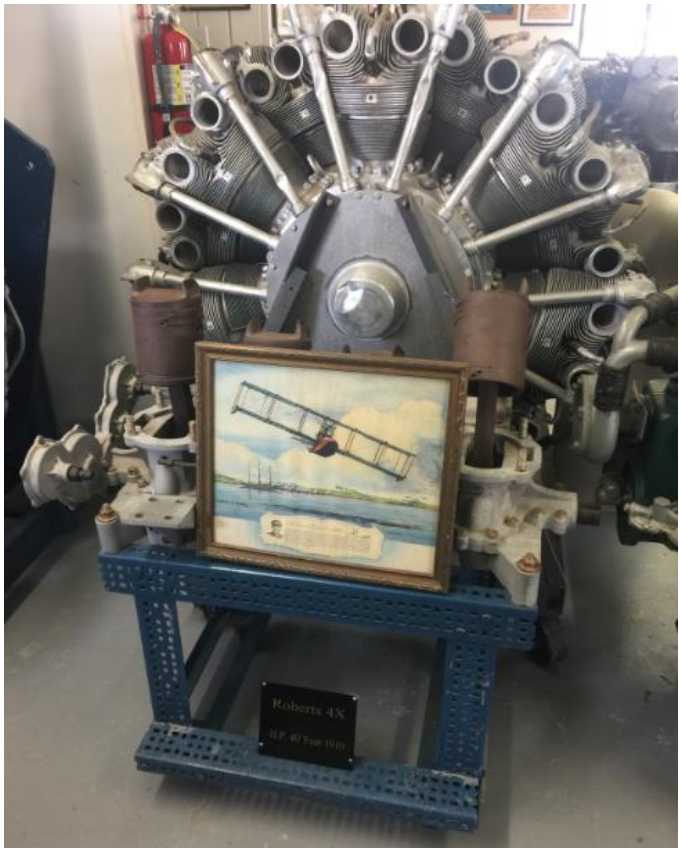
1928 Curtis Wright Travel air 2000



1931 RNF WACO

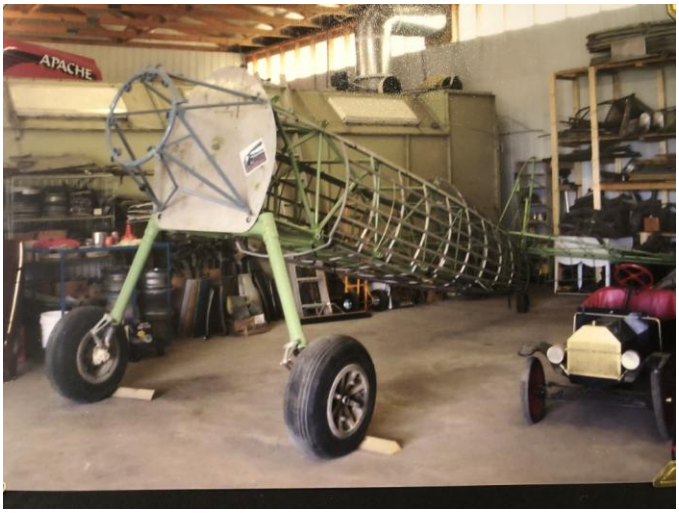






Roberts 4X used in the Benoist Flying Boat 1910

Excess Cargo



1942 Boeing Stearman
I have a very large collection of parts for this project.
For more information contact me at:
Leonard Sebulsky
Sheho Sask.
Phone or text (306) 272 7261
or email lenair@sasktel.net

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

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