



The Leading Edge

EAA Chapter 154 Newsletter



January 2025
Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

Happy New Year 154!

After the Holiday season, which I trust you all enjoyed safely with family and friends, January brings short days and long nights. Perfect for project work inside nice cozy workshops.

To help, EAA is again this year putting up a ton of resources to help us along: Home Builders Week starts January 27. Many excellent seminars are coming up to discuss all the things we builders have questions on, or even advice to give during the interactive sessions. So join in to get the latest from the widest variety of topics available to get us building and flying, from "Sheet Metal Basics" to "Flight Testing 101" and everything in between. See eaa.org for more.

And be sure to Zoom into our VMC Club and Monthly Chapter meeting to catch up on safety tips, local happenings and always, Airplane Big Talk.

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 VMC session will deal with flying a cross country with 1940's navigational technology and you get lost. What will you do?

Your grandma Bea was a fashion photographer in Hollywood and a pilot. She passed away a few years ago after you got your PPL. Before she died she

showed you photos and a journal of a solo flight she took in a war surplus Piper L-4 from San Diego (KSEE) to Kill Devil Hills, NC (KFFA) in November 1949. You are now a documentary film maker and on this the 75th anniversary of her trip you are going to follow the same route in the same model aircraft. You have cameras in the airplane and a chase plane with a camera crew. The plan is to do it the way she did. No digital equipment and no in-flight weather. Using paper sectional charts and dead reckoning but will have ADS-B out and a handheld radio to comply with airspace. You plan to stop at the same airports Grandma did.

During your trip you refuel in West Plains MO where you get a paper weather surface analysis chart and the opinion the weather should not get worse if you continue to Cairo IL (KCIR). The Cairo airport is at the confluence of the Ohio and Mississippi rivers so it should be easy to see. You continue on dealing with a 90 degree crosswind you have to correct for. You run into weather with poor visibility even a snow squall. The chase plane diverts to Poplar Bluff (KPOF) in IFR. They will meet you there. You are continuing east looking for Lake Wappapello where you will turn south to land at Poplar Bluff. You can't find it or anything on the map. Maybe you undercompensated for the crosswind. Still looking for the Mississippi and you don't see it. You do see a highway and some railway tracks so you follow them north to a town. At 1300' you can't see the name of the town anywhere. You have 1:30 of fuel remaining. You give yourself 30 minutes to figure out where you are before turning on your cell phone and use the GPS. You want to navigate like your grandma did. How are you going to find your location?

1. Continue following the railroad tracks north. You're south of Cairo (KCIR).

2. Backtrack to the river and follow it north. You're south of Cairo (KCIR).
3. Follow the railroad tracks south. You're north of Cairo (KCIR).
4. Backtrack to the river and follow it south. You're north of Cairo (KCIR).
5. Return to flying east. There's no way you missed the Mighty Mississippi River.

We looked at all the supporting data and the VNC sectional map. We could not figure out where the aircraft was by the views from the cockpit or the map. Our members chose options 2, 3, or 4. Everyone agreed safety is first and they would look at the GPS on the phone.

The expert said first the pilot must agree that he is lost. He said that he would use the GPS but if the pilot really wanted to figure out where he was without help then he would have to do what grandma would do. Give up on Cairo and find any airport. He chose option 3. Railway tracks and highways usually go to towns and towns are where you find airports. Going south means you have a tailwind and can travel more distance on the fuel remaining. The other options may work but have a higher risk of not finding an airport.

He then went on to describe what a pilot feels when he is lost. You tend to see what you expect and not what is really there. Expectation Bias. The FAA has a lost procedure called the 4-C's Climb, Communicate, Confess, and Conserve. You can't climb due to weather and you have little chance to get someone on the radio. You have to admit to yourself that you are lost. Your GPS might take a while to find your location. Time to conserve. The expert said he has experience as he has been lost many times. In the past most towns painted their name on the water tower. Not anymore. He said you should practice basic navigational skills for when the GPS quits or the iPad overheats in the sun. If things are not going well, don't let expectation bias or pride lead you into more trouble. After landing safely quickly look for a sign saying where you are before you have to ask the line person.

Expert panel made lots of comments about using the best technology you have to navigate and it is a good idea to practice pilotage and dead reckoning to keep the skills, AND it's fun. When fuel is low, the priority is finding a town with an airport, rather than to determine your exact position. Don't do stuff you wouldn't normally do just because you're trying to capture something on camera. Beware of the simple distraction of even talking to the camera.

EAA154 Members Meeting Highlights

The December meeting was held over Zoom meetings on Monday December 9. The meetings are open to all members through the link above on the second MONDAY of the month.

Our meeting discussion opened with the AGM results and new board members Vice President Elected: Noel McAvina and Director Elected: Sk Kafi Ahmed. It's time for 2025 Membership dues. They can be e-transferred to the ea154sask@gmail.com. We talked about purchasing a prop balancer and an electronic tachometer. The tool inventory sheet is being worked on. (I will publish it in the newsletter when it is complete). We still have some funds left on our EAA tool subsidy. We talked about student memberships.

On the 701, the letter to request final inspection is being written.

A EAA154 Members Story By Cliff Paddington

I started my flight training in June 1970 and soloed on September 18, 1970. I got my Private license on June 1972 and my night and commercial ratings in June 1974. My main instructors were Dave Broghy and Al Thompson (Jim's dad). I had my second lesson with a great guy named Pete Williams for only one lesson as he went to Sask Fire Protection and was killed in a mid air crash between two Canso water bombers.

I did all my training in a Piper Colt PA-22-108 on August 10, 1971. Brophy checked me out in the 140 and 180 Cherokee aircraft. In January 1973 I purchased my first PA-22-150 Tri_Pacer C-FBYF and put 300 Hours on it. I got a lot of free instruction on that plane because

Brophy always had Saturday off and we would tour the country. One morning he brought his son Pat with us. He was only about 3 years old at the time and he sat on Dave's lap. Dave asked him if he could land the plane and that's what he did. He later became an F-18 pilot.

In 1975 I took people for rides at the Qu'Appelle Sports Day and on October 1975 I flew for "Operation Fly a Weight" for the United Appeal.

In 1973 my wife and I flew to Springbank, AB. When we were over Calgary International I radioed them with no reply. So we continued to Springbank with the same results. We did a no radio approach and when we hit the runway the radio started working. I guess they could hear us but we could not hear them. When we were down the controller said it was the best no radio approach he had ever seen. When we got back that old coffee grinder radio was gone.

In 1977 I sold BYF and purchased a 1966 Cherokee 180 C-OLW and put 130 hours on it. We flew to Springbank, The Pas, did some sports day rides and some United Appeal rides. On one occasion there were 6 of us taking up rides and we all ended up on the ground at the same time. We all lined up and took off for our rides. When I was on final approach ATC put me as number 1 but a 172 radioed in and they gave him number 1 to land. I looked to my left and there was a 172 with flaps going down and about to land on us. I radioed the tower and asked if I was number 1 or was the 172 that was about to land on us number 1. He was immediately told to go around. Lucky I was in a low wing aircraft.

In 1978 I purchased a farm at Qu'Appelle and built an airstrip and hangar. For a few years I traveled to work and back each day in OLW. That made the day. I sold OLW in 1980 as I was going into business for myself and could not afford the plane. My brother had a Cessna 150 on my farm so I put 70 hours on it. What a letdown. Then in 1995 my business was going good and one of my customers had a 1958 PA-22-160 Tri-Pacer for sale so back into flying. I picked up the aircraft in St Brieux SK and flew C-GCNQ back to Regina on a cold winter day minus 20 below. It flew nice and fast at that temperature.

I put 300 hours on CNQ flying off my strip. I took a lot of friends and local people up for rides and looked for lots of lost cattle and horses. I became a member of the EAA Young Eagles and flew 60 kids. My name and the kids I sponsored are listed in the largest log book ever in the museum at Oshkosh. That was fun and very rewarding. We did a lot of aerial photography (my wife the photographer) of farms in the area. I took photos of my farm customers.

In 1995 Tyler (my youngest son) was taking quite an interest in flying so we flew a fair amount together. He then joined the Regina Flying Club and got his private license in 1997, he was in grade 12 and received a grade 12 credit. After that I never knew if CNQ would be home or not. He continued to get commercial, twin, instrument, instructor, and required ATR ratings. Tyler now flies as Captain on WestJet so I guess CNQ did its job.

In 2003 Tyler and I flew CNQ to Oshkosh. The trip was quite uneventful but on the trip home we were forced down twice by low ceilings. In 2006 my family bought my plans for a Pietyenpol air camper. I had it finished in 2012 but I am afraid I never flew it because I could not keep it on the runway. It did make one flight. Tyler took it up for one circuit. I donated it to the Saskatchewan Air Museum in Saskatoon and now it is on display at the Saskatoon International Airport. I sold CNQ to a local fellow and we agreed that he could use my airstrip and hangar if I could fly the aircraft. That was fine until he smashed it up. This ended my flying days. Hope you enjoy my story. Cliff Paddington.

Homebuilders Week – Online Event Starts January 27th

30 online sessions to expand your knowledge of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 27th, 2025, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running back-

to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA President Jack Pelton lined up on, January 30th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a

better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit www.EAA.org/HomebuildersWeek to sign up.

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