The Leading Edge
EAA Chapter 154 Newsletter

May 2025
Regina and Southern Saskatchewan
https://chapters.eaa.org/eaa154

Presidents Message

Happy Spring 154!

I declare now it's here for sure. The WX is fine for gardening, cabining and other outdoor goody things. Like flying!

Hope to see you all at Disley this coming Saturday, May 10 for Coffee & Donut Fly/Drive in, Rain or Shine, 10:00 - 12:00, or whatever. See poster below. If anyone wants to come a little earlier, say 09:00 or so, to help setup, you're welcome to.

And don't forget to Zoom in for VMC and monthly chapter meetings.

Cheers and stay safe,

Dave S.

VMC Sessions

To Join the Zoom Meeting
https://us02web.zoom.us/j/82306156903?pwd=Qm91cUthODYza0FDRFVtTHZ0R0ExQT09
Meeting ID: 823 0615 6903
Passcode: 817364

This week's discussion will have us doing some mountain flying. We're heading home from a meeting and have a big head wind, this combined with the ridge ahead has us in sink and the chances of crossing that ridge are not good. We need to divert but what is the best option?

You own a share in a Piper Arrow. You work for the State of California and live in Sacramento. Works takes you all over California and when you can you use the Piper to get there. You had to be in San Diego for a few days. Now you are headed home. The skies are mid-level broken above your cruise altitude but you will have a30kts headwind. You will have a 4 hour trip home. You pick Porterville (KPTV) for a fuel stop. You change your route to the east to avoid some rough terrain. This change lets you fly the Colosseum route and you request clearance through the Class B air space near Burbank. Later on your trip you fly at 8500' over the high terrain. The higher you fly the stronger the head winds. Your auto pilot is doing a nice job. You are at a ground speed of 105kts and the air is smooth. The trim wheel is continuously adjusting. Both air speed and ground speed are dropping. You realize the plane is pitching up so you disconnect the autopilot. You immediately start sinking so you push the throttle to full and pitch up. You push the prop pitch full forward. Now you are sinking at 450fpm and ground speed is down to 63kts with airspeed at 90kts. You see a high ridge in front of you and you just crossed a high ridge. You decide you cannot go forward. What do you do?

1. Turn northwest toward the closest low terrain. Hold Vy to minimize altitude loss.

2. Turn northwest toward the closest low terrain. Pitch down to speed up and minimize time spent in the sinking air.

3. Turn southeast toward Palmdale (KPMD) and lower terrain. Hold Vy to minimize altitude loss.

4. Turn southeast toward Palmdale (KPMD) and lower terrain. Pitch down to speed up and minimize time spent in the sinking air.

5. Make a 180 back the way you came. You were in rising air moments ago, so speed doesn't matter. You'll start climbing again soon.

We discussed the issue and most of us choose option 5 to turn around. The air was good where we came from.

We did have one member decide to choose option 1 and turn left.

The expert said option 4 was the best. Get out of the sinking air as fast as you can and land in Palmdale. You will be flying with the wind. Then he would wait it out. The expert panel said to remember that the sinking air does not go all the way to the ground. Once out of the sinking air you can fly Vy best climb rate and head for Palmdale (KPMD). There is always wind on the top of mountains. If the wind is more than 30 degrees to the ridge there will be problems. Never point directly perpendicular to the ridge, go at 45 degrees. Request information from ATC before attempting a ridge terrain crossing. One expert said to read a glider flying handbook as those kinds of situations are common. Learn the minimum sink airspeed of your aircraft.

EAA154 Members Meeting Highlights

The April meeting was held over Zoom meetings on Monday April 21. The meetings are open to all members through the link above on the second MONDAY of the month.

Our meeting discussion opened with the discussion about a spring fly in date. After a check on what the other organizations are doing it was decided that the **Disley CDS2 EAA154 Spring Fly in will be May10, 2025 @ 10am.** Dan will purchase the donuts and Dave will get the coffee on. We will have to pull the aircraft out of the hangar and set up some tables on Saturday morning. We then again discussed the tool crib and the need for a large metal cabinet to store the tools in. On the list to purchase is a prop balancer. Doug H had done some investigating and got a quote for the DynaVibe Classic with the engine adapters. We were able to get the EAA discount which was better than the Sun n Fun discount. Doug D our treasurer confirmed we had the money. Ron made the motion to purchase and Blaine seconded. Doug H was to put the order in the next day. (At the time of writing I ordered it and picked it up from a delivery point in Williston ND) Dennis told of his 0.4 hour first flight of the re-built PZI 104-Wilga. George informed us of the COPA Members Rust Remover on-line on May 5 for credit and of the Moose Jaw fly in on July 12. Ron then gave an up-date on the 701 and what little things needed to be addressed before the first flight.

EAA288 Taxi in

At Spruce Creek they have a new twist on and existing event type. Instead of a fly in they hold a taxi in. They currently have 308 members. All these planes are hangered at the airport and were either taxied or pushed to the show line. I counted over 70 aircraft in the show including some unique ones. The owners were excited to talk about their aircraft. Each one had a unique story.

The 1946 GRUMMAN G-44A owned by David Rutter was a nice flying example of this versatile aircraft.

There was also a Davis DA2a in the lineup.

There was a nice display of Van's RV-6 and other aerobatic aircraft by an informal group called the "Spruce Creek Gaggle". Who are the "Spruce Creek Gaggle"? The "Spruce Creek Gaggle" live in the Spruce-Creek Fly-In, the largest residential airpark in the USA. The Gaggle has been around for more than 20 years. There are roughly 25 members. Most are highly

experienced pilots who have spent many hours in the cockpit. Saturday they can be seen in the skies above Volusia County flying many different kinds of airplanes. Flying in formation can be risky, so pilots are extra careful in their preparation. On Saturdays, they meet and go over a detailed flight itinerary. It includes a report of current winds, temperatures, and cloud heights. Also discussed are flying events of the day and future plans. They do not fly when the weather is bad or when the wind gusts over 20 mph. The group participates in flyovers at community events and holiday celebrations. We saw them fly over the Legends car parade at Daytona. On most Friday nights the group practices. The Gaggle is well-known at the Spruce Creek Fly-In. They were even profiled in a 2004 edition of Smithsonian Magazine.

There was good attendance for the event where like a fly in there were burgers and ice cream vendors.

This VariEze was built by John Faulkner in 1991 and now owned by Chris Martin and his wife. I had good discussion with a couple who fly this VariEze canard aircraft. During our talk the John told me a few times that it's called the VariEze because flying it is very easy. Really no bad stall characteristic's, stall speed of 56 mph and approach speed is 75 mph with touchdown at 65. I noticed that the cockpit is small and the visibility is great. It cruises at 170 mph on just over 4gph. This aircraft has an interesting story. It was flown by Jack Watson in the AirVenture cup race circuit.

There was an interesting display of Swearingen SX300 aircraft. Designed by Ed Swearingen (who created the prototype of the Piper PA-30 Twin Comanche). These little marvels claim to be the fastest all metal single engine experimental classified aircraft ever built. It has an IO540 engine and at 65% HP it cruises at 210-220kts. Stall speed 71-91kts. To achieve the aerodynamics the aircraft comes with retractable landing gear. The aircraft has a poor safety record with numerous fatalities and collapsed gear on landing. But these ones look great! One was for sale for $225K USD with 1170 on the hobbs.

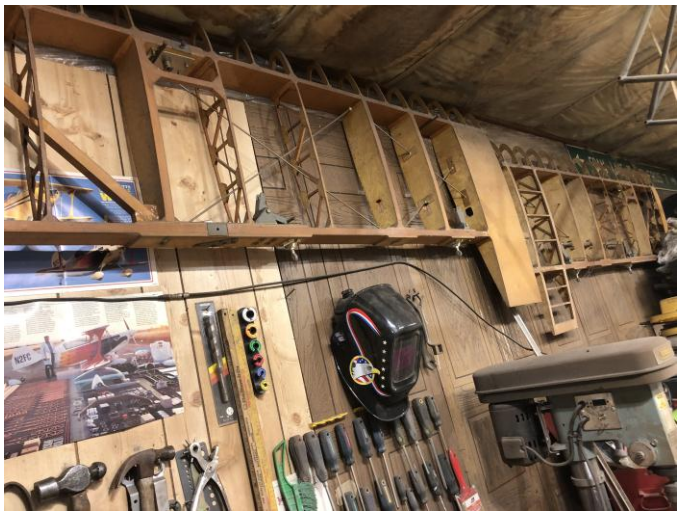
Nice! Get to the back of the panel just by opening the canopy

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