



The Leading Edge

EAA Chapter 154 Newsletter



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

Presidents Message

Happy June 154.

We're getting closer to Airventure, only 47 days until start as of writing this. Start packing! Again, if you're going and want to stay in Little Canada, contact EAA Canada Council's Phillip Johnson: chapters.eaacc@gmail.com .

Good showing at CDS2 Disley for our coffee and donut fly in - see report below. It was exciting to show off the club 701 project and to taxi it after 5+ years of work. We have a couple more things to finish (seat cushions, belts, etc), along with registration and inspection hurdles to get through before first flight. July maybe? Stay tuned.

Reminder June's Chapter Meeting will be in person at Doug and Dave's RV10 project in Regina. Invite with details coming in the days before. We will like RSVPs so Doug gets enough beer.

Until then, cheers and fly safe,

Dave S.

Monthly VMC Meeting

This month's VMC session will involve dealing with an airsick passenger while VFR over the top. To make matters more interesting you are also starting to feel queasy. Perhaps that tuna salad sandwich at lunch was a poor choice. You're IFR certified but the plane you're in is not. There are airports close by but what is the best choice to get back on the ground?

You are at Sun n Fun with your friend. This is his first time at the event. It is the cloudiest Sun n Fun you can remember. Moist stable air off the Gulf brought in

1500' to 2500' ceilings with only occasional sunny breaks. The weather does not dampen the enthusiasm of your friend. The trip started with you flying from New Orleans in your SeaRay LSX you built. It was a memorable trip as you followed the coast. The Sun n Fun airshows are cancelled for the day so you stop for lunch to decide if you want to take advantage of a small break in the weather. You both have the tuna salad sandwich special as you decide to head home. You quickly pack up and depart northwest of the Tampa Class B and head for the coast. A big hole in the clouds offered a way to spiral up on top. Metars showed Crystal River (KCGC) was broken 2700' and Cross City (KCTY) was broken 2100'. Beyond that, the weather is basically clear all the way to Louisiana. You create a plan in your head if you have an engine out problem. The winds on the seas are light and the ocean offers plenty of emergency landing locations once through the clouds. The SeaRay is VFR but you are current IFR rated.

You are cruising at 4500' in calm air when your friend opens the window. He never did that before. He is also unusually quiet. Maybe he is getting airsick. You get a bag ready. He turns to you and opens his mouth. Half of what comes out hits the bag the rest is on you and the panel. You open your window for some air. Everything is quiet for the next 15 minutes and you have time to think. You have never been queasy in your 1900 hours of flying and have not known your friend to get airsick. Now you are worried maybe it was the tuna... You are 4 miles from Cedar Key but they have no weather reporting. The broken layer appears thin based on the shadows on the water but you can't tell. Cedar Key is a destination airport but they have no services. You may be able to get a ride to a bed and breakfast by a resident. You check Cross City (KCTY) and it is broken 1800' with 10 miles visibility. All other close

airports are IFR. You are feeling a little better. If it was the tuna will it hit you next?

What will you do?

1. Spiral down to Cedar Key (KCDK) to land on the pavement or on the water if you can't reach the airport
2. Contact Jacksonville Centre and get them to vector you down through the clouds to land at Cedar Key (KCDK) on the runway or the water
3. Continue to Cross City (KCTY) and find a place to descend VFR through the breaks in the clouds
4. Contact Jacksonville Centre and get them to vector you down through the clouds to land at Cross City (KCTY)
5. Take deep breaths, get a sick bag ready (just in case) and continue to the closest airport with an FBO, Perry-Foley (KFPY)

Our group was split on their choices between option 1 and 4. Generally with a health problem the action is to get to the nearest airport now. We discussed the past issues and experiences. We would modify option 1 to replace the spiraling descent to a gradual descent to not aggravate the friend's condition.

The expert chose option 4. Her first reaction was to land now but the clouds prevented that. Option 2 was better but still got her to an airport that had no services, not even a rental car. Option 3 might not have a break in the cloud. Option 5 holds the possibility that I am incapacitated also. Option 4 gets through the clouds and to a location with services.

The expert panel said whatever option they chose they would call Jacksonville and declare an emergency. The discussion moved to how to make the decent through the clouds. Trim and use rudders only so you don't over control. One of the experts changed the discussion to what is a pilot's responsibility. What does being a pilot mean? Passengers expect the pilot of any aircraft to have the same skills and judgement as a 747 pilot. The best possible result is to return safely to earth. The expert with ATC experience said controllers can relay messages from doctors to the pilot. If the pilot declares an emergency when a passenger shows medical distress the controller will vector through the clouds to an appropriate airport. .

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 on the second MONDAY of the month.

Our meeting discussion reviewed our May 11 Coffee and Donut Fly in at Disley CDS2. We hosted over 40 visitors and 9 aircraft. We really appreciate all the volunteers that work to put these events on. During the event we learned of a few more fly in's in the province that will be communicated to the members via email.

Our June 10 meeting will be in-person in Regina at Doug Daverne's shop – 40 Sheffield Place, Regina.

Doug and Dave will show their progress on their RV10 project. The club 701 project is almost done and the sale paperwork is complete. The data plate is being created. We discussed the RFC open house on June 2. For AirVenture if you are planning on camping in Little Canada you need to send Phil at chapters.eaacc@gmail.com your name and contact information. He is working on the details.

Rodger told us about the new "SayWeather" system at Moose Jaw CJS4. They now have wind speed, wind direction, temperature, dew point and altimeter setting (not IFR approved) available in real time for CJS4.

The Pro+ install includes a Weather Station and Anemometer, Radio Antenna, and Gill Port Baro sensor. They will also be adding 2 live camera feeds soon. This system has the option to add advanced visibility and sky condition capabilities in the future.

To access the CJS4 SayWeather there are several options!

- Available on ForeFlight!
- By visiting <https://loom.ly/MvTtSZc>

- By texting "M CJS4" to 727 4SAYWX4 (727-472 - 9994)
- By keying the mic 4 times on 122.8

May 11 Disley CDS2 Fly in

The Disley Coffee and Donut fly in was a success. We had 9 aircraft attend from as far as Manitoba. Many drove in to enjoy the comradery of the event. Thank you to all who attended. And the Club built 701 made a taxi!



Club Built Zenith 701 went for taxi



Frontiers of Flight Museum – Love Dallas Field Dallas Tx

The Frontiers of Flight Museum is a Smithsonian Affiliate. They claim to have 35000 artifacts and 40 aircraft displayed. The tour started with a welcome video informing of the history of aviation in Dallas Love

field and the museum. A quarter of the facility is dedicated to education. A large classroom was filled with flight simulator workstations and others were video and lecture halls. Their exhibit themes follow the story of flight starting with Leonardo da Vinci, the Wright Brothers, Air Force and Navy aircraft all the way to space travel. I was impressed by the inclusion of experimental and EAB aircraft.

The world's first successful airplane propeller was shaped by hand with a hatchet

Before the Wright brothers, most designers tried to make their propellers look like those of a ship. A ship's propeller is short and broad and functions well in dense water. Air is much less dense and after much discussion, the Wright brothers chose a long, thin, propeller for their aircraft. Wilbur hand carved 2 of them, doing the rough shaping with a hatchet.



Vought V-173 "Flying Pancake"

The Vought V-173 is an experimental test aircraft built for a Navy program to create an aircraft that has low take off and landing speeds while maintaining high speed combat capabilities. The V-173 flew 131 hours with two 80 hp Continental engines driving large counter rotating propellers for a top speed of 138 mph. The program was cancelled in 1947.



Wright Brothers Shop Replica





Thorp T18 Tiger

This Thorpe T 18 Tiger was constructed by W. Warnack, Kingwood, TX. It was acquired by Frontiers of Flight in 2013 and repainted and decaled as a teaching tool. The control surfaces and components are labeled and a description of what they do.



The T-18's designer John Thorp has many firsts. It was the first all metal homebuilt, first homebuilt to use a stabilator (all flying tail), first homebuilt to fly around the world including over both geographic and magnetic north poles. The Tiger was designed as a kit. The maximum cruise speed is 200mph and range of 550 miles.



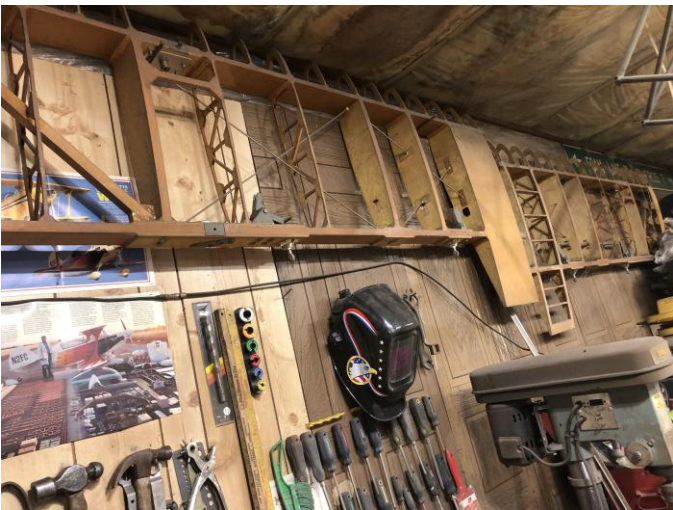
Actual Apollo 7 Crew Module Launched in 1968 was the first successful crewed Apollo mission and the only crewed mission to use the Saturn IB Rocket. The 3 crew orbited 163 times and spent 10 days and 20 hours in space.

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
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

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

