

The Leading Edge

EAA Chapter 154 Newsletter

September, 2021

Regina and Southern Saskatchewan

Presidents Message

After a fog delay 10 planes made it in to Loon Creek for coffee and donuts, next on the agenda is our Pancake Breakfast at Disley Sept 12th. Hope to see you there.

Ron Wood

I welcome any input members might have for future issues; We can be reached via email at d.hilderman@sasktel.net, by phone 306-545-7845

Doug Hilderman



Monthly VMC Club

The August VMC case study discussed the scenario of a retractable landing gear failure. The airplane is a 17 year old Cessna 210 and was recently rebuilt professionally. The gear had a problem during a test flight and was returned to the shop for correction. During a flight by the owner the green gear down light failed to indicate and the gear failed to extend. The gear breaker popped when the gear switch was activated. The breaker was reset and held but the gear did not lower. The description indicated that only one main gear came down. The choices for gear up landing were as follows.

1. Land on one main gear and hold the wing off as long as possible
2. Land on one main gear, shut down the engine before touchdown and hold the wing off as long as possible
3. Bring the gear up and attempt a belly landing on the paved runway
4. Bring the gear up and attempt a belly landing on the turf runway
5. Bring the gear up, shut the engine down on short final and attempt a belly landing on the turf runway

Our group thought that choice number 3 was the best. The reason was that landing on the pavement would help prevent a roll over. We talked about shutting down the engine but decided to sacrifice the engine to ensure we made the runway.

The expert agreed with us. His comment was that trying to shut the engine down did not help save the passengers. It only helped to save the insurance company an engine.

The expert panel agreed and added that the pilot should be familiar with the POH. In it stated the procedure to manually lower the gear. The pump is electric that failed. The gear lowering system is hydraulic and was in working order. They recommended to always land with flaps down for slower approach and don't fly around to burn gas. Create and use a "post maintenance" checklist after work is done. Maybe the gear problem could have been avoided.

A comment was made by one of the experts that he would choose to fly to an airport that had multiple runways to perform a gear up landing so as not to close the whole airport during the event.

The sessions are provided over Zoom. 8:00pm second Monday of the 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

At the August members meeting was our first hybrid in-person and Zoom meeting. Thanks Dave for looking after the technology. We talked about upcoming Chapter events for the month including Kevin Machniak's –Loon Creek August 29, and our Disley fly in breakfast September 12. The details on those events are below. AGM Oct 23rd detail to come.

Disley Airport CDS2weather website

<https://tempestwx.com/station/2762/grid>

In early September there is a possibility of tail Wheel training at Disley with Bryce Myers. If you are interested contact him at 639 314 1273.

Loon Creek Coffee and Donuts



After a lengthy fog delay the weather cleared for a perfect late morning fly-in at Kevin's farm airfield. The recent rain had the runways in excellent shape for the 10 planes that made the flight. The first landing was around 10:40 and donut delivery was shortly after 11.

Thanks to Kevin Machniak for hosting the event.

 **Chapter 154 Pancake Breakfast**
Disley Aerodrome - CDS2

Fly or Drive, Rain or Shine
Sunday September 12, 2021 08:00 to 11:00

Pancakes, bacon, eggs, strawberries and whipped cream, juice and coffee. Cost: By Donation (Adult \$10/Child \$5)

CDS2: N50 38 09 W105 02 09; .5km SE of Disley, SK. CDS2 Wx: <https://tempestwx.com/station/2762/grid>
For more info visit: <https://chapters.eaa.org/eaal54> OR contact Ron: 306-216-9799 or Vic: 306-731-2249
RSVP # attending appreciated, text 3065375467. Camping (unserviced) available on site.
Current COVID protocols will be in place. For the safety of yourself and others if you have not been vaccinated please consider not attending.

Member Travel Tales

Swift (air) Current

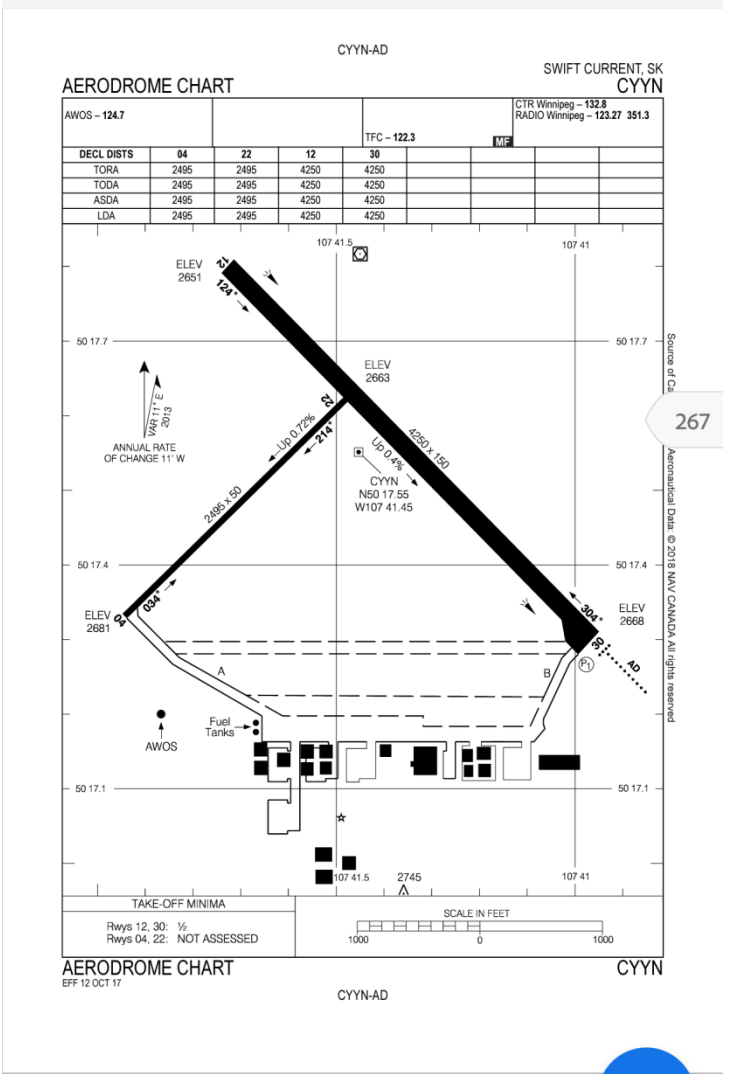
By Doug Hilderman

If you are interested in Saskatchewan RCAF hangers then Swift Current is on the list of must visits. The airport is south and east of the city. We decided to fly the V300 route from Regina. And yes, they have a courtesy car. It was a nice clear day with a little tail wind. We were quite surprised to see the rough fields 40 miles east of Swift Current. Not so good for a forced landing but interesting to look at. The wind was light from the NW so we landed on runway 30. Nice smooth runway, my favorite kind. I contacted the hanger owner, Hildor Braun and he had space inside. It was a little tricky getting it to fit. We had to move a trike over a little and wiggle the C172 to make room to allow the permanent tenants to be able to get in and out. The hanger is a beautiful building originally built for the RCAF. Hildor has replaced over 1000 panes of glass and worked at the restoration. He also gave me a tour of his hobbies and some innovative business ventures. It was very interesting including some great energy saving recycling projects and a pre WWII vintage farm truck.

The courtesy car was already taken when we arrived so Hildor graciously gave us a ride to the Days Inn hotel. It turns out a lady I used to work with is the manager. Small world. Without a car we chose a restaurant we could walk to – Original Joes. It was only a block away. A good meal. We went for a nice walk to the river along some walking paths. We planned to fly home the next morning but it did seem to be getting windier. It occurred to me that's why there were so many wind mills around Swift Current. Maybe the city should be called Swift (Air) Current. In the morning when we woke up the winds were already over 20 kt and gusting much higher. I was again pleased at my decision to keep the plane in the hanger overnight. I spent a few hours trying figure out if there was a time during the day that it would be safe to fly. It just got windier on the ground and the upper air winds were stronger. I booked another night in the hotel. Hildor offered to give me a ride to the airport to pick up the courtesy car. The car was a functional 90's Chevy. We drove around town a little and had supper at Railway North Social House. The restaurant is in a building that was an old farm implement warehouse.

Interesting history and décor with refurbished wooden beams.

The next morning the winds were still high. We talked with the airport manager. He said that crosswinds can be a problem. The abandoned runway running east and west still exists and in an emergency it could be used if the wind makes the other runways unusable. We followed almost the same route home except we flew over Disley airport. Regina had lower winds that were favourable for a smooth landing. Living in Saskatchewan I need to get better at crosswinds.



Melvin Friesen has a dragon fly project that he would like to sell. He can be contacted at (306) 784-7221.