

## Presidents Message

*What? It's September already? The summer months seemed to go by quickly this year. While the flying weather was hot, it was good. And there's still much more to do before we see the white stuff floating from the sky.*

*Don't forget to join us for the EAA154 Pancake Fly or Drive in Breakfast on Sunday, Sept 18 out at Disley/CDS2. We start serving at 0900 and stop at 1200. SPECIAL GUEST this year (weather pending) will be the Saskatchewan Aviation Museum's 1942 Tiger Moth WWII trainer out of Saskatoon. Book a ride for \$275 by contacting me at 306-537-5467.*

*Join the monthly meetings for EAA154 and VMC Club to catch up on happenings and flight training – always a good thing. Zoom in from the lake or the tractor, 2nd and 3rd Mondays. If you can, donate to help Ukraine through the [redcross.ca](http://redcross.ca) or other helpful organizations at [canadahelps.org/en/donate-to-ukraine](http://canadahelps.org/en/donate-to-ukraine)*

*Stay safe.*

*Dave Stanchuk*

## Monthly VMC Club

The August VMC case study involves a check ride for a certification with a CFI who is a stickler for details. You've taken your time with the checklists but the winds are calm. You are not certain that the other aircraft haven't lined up on the opposite end of the runway. Some of the other users might not have radio, what will you do?

You are on a check ride for a commercial in a twin Barron. You completed the 2 hour verbal exam with the CFI and he was very thorough. You will be using runway 6/24. You make the long taxi to the end of runway 6. The airport is not busy but you cannot see the other end of the runway. Because of the calm winds someone could be departing runway 24 at the same time. The options for the next actions are:

1. Make CTAF call, depart runway 6. The odds of another aircraft on 24 are small, and you will see them on the roll anyway.
2. Make CTAF call, depart runway 6, but tell the examiner you'll sidestep right on departure in case there is another aircraft.
3. Tell the examiner you'll do a quick back taxi on runway 24 to check for other traffic, and then depart runway 24.

4. Tell the examiner you'll turn around to taxi to runway 24 to check for traffic before departing on runway 24.

Our group agreed on option #4. If you are not sure of traffic you must not proceed.

The expert agreed with #4 and the expert panel also agreed.

The panel stressed you should never ignore risks that you can control. Calm days present this problem all the time at uncontrolled airports. Some runways are high in the centre and the radio will not work due to line of site. Side stepping is a non-standard procedure and should not be used unless for accident avoidance. They suggested to always getting a feel for the airport before you get into the airplane. Wally told of a time when a plane was landing on the same runway as he was departing from and he did not even see him.

The sessions are provided over Zoom. 8:00pm third MONDAY of the each month. This is a change from Tuesdays to see if it works better for members.

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 August 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 the details for our EAA154 fly in breakfast planned for September 18. The SaskAviation Museum plans to send out a Tiger Moth for rides. Preregistration is required. The Fly in setup day will be Saturday September 17 at 10:00am. All members are encouraged to help out. AGM date is set for October 22 at Disley airport. We talked more on the purchase a prop balancer and a decision will be made next meeting. CH701 build is installing the panel and brakes. Local Fly in events will be emailed to members when they are known.

## Prairie Aviation History

The summer is not complete without visiting a prairie aviation museum. Travels took us to Edmonton to the location of the original airport now closed. A museum volunteer named Stan toured us around to the exhibits. The building was built for the British Commonwealth Air Training Program and was the first licensed flying club in Canada. It is the only double-long, double-wide hanger of its type left. There are over 30 exhibits. Many interesting aircraft are on display including a deHavilland DH 98 Mosquito, Vickers Viking IV, and one of my favourite a deHavilland DH 82C Tiger Moth. One hanger was dedicated to aircraft restoration. For the past few years they have been focusing on rebuilding a Bell P-39 Airacobra. The P-39 has the engine mid-ship behind the pilot with a tractor drive. The front 37mm canon fires through the propeller shaft. The fighter was not a favourite of the USAF due to its normally aspirated Allison engine giving a 10,000 foot ceiling. Most were sent to the Soviets under the lend-lease plan. The volunteers are also working on some personal projects in the shop. A couple of pusher style ultralights are being rebuilt with one of them getting a new power plant from an electric motorcycle. I asked Stan which aircraft best represents the museum. The Edmonton airport was the gateway to the north. Bush pilots like Wilfrid Reid "Wop" May flew from here. Wop went on to be a WW1 war hero with aerial combat with the Red Baron. The workhorse was the Canadian made Noorduyn Norseman It was purpose built by Noorduyn Aircraft Limited of Montreal. Robert B.C. Noorduyn worked as a designer at Fokker, Bellanca and Pitcairn-Cierva, before deciding to create his own design in 1934. The Norseman was ruggedly built with a large cargo area. 45-gallon fuel drums would fit in the cargo door, an asset especially appreciated in bush flying. There are separate cockpit and fuselage doors allowing the pilot to get in and out rapidly for docking maneuvers when on floats.

Later versions were powered by a 550HP Wasp engine. 903 Norsemans were built between November 1935 and 1959. The museum has 2. The display shows the aircraft and activities required to keep a Norseman flying in the bush. Building winter warming tents and external oil heating systems were just part of the procedure. Stan emphasized the key take away from our visit was the importance of the airport in northern exploration and how their exhibits supported that fact.

Curtiss Stinson Special



The Noorduyn Norseman display.



The Tiger Moth had a canopy for training in Canadian winters



The Saskatchewan Aviation Museum's 1942 Tiger Moth WWII trainer available for rides.



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



**Fly or Drive, Rain or Shine**  
**Sunday, Sept. 18, 2022. 0900 to 1200 CST**

RSVP (so we get enough grub!)  
 Email: eaa154sask@gmail.com or txt 306.537.5467  
 Airport located 1/2 km East of Disley.  
 Unserviced Camping Available.  
<https://chapters.eaa.org/ea154/disley-fly-in-breakfast-2022>

**deHavilland Canada 82C - Tiger Moth**

Type: Single engine basic training aircraft  
 Accommodation: Two pilots in tandem  
 Manufactured: Serial # 8871 Toronto, Canada 1942  
 Development: Designed prior to World War II as basic trainer

Specifications:

Dimensions:

- Length: 23 ft. 11 in. (7.29 m)
- Wingspan: 29 ft. 4 in. (8.94 m)
- Height: 8 ft. 9.50 in. (2.68 m)

Weights:

- Empty: 1142 lbs. (519 kgs.)
- Max T/O: 1825 lbs. (828 kgs.)

Performance: Max Speed: 109 mph (175 kmh)  
 Range: 302 miles (486 km.)  
 Powerplant: deHavilland Gipsy Major - 130 hp  
 First Flight of Type: October 26, 1931  
 Restoration to Flying Condition: TC Aviation, Saskatoon, SK

