

The Leading Edge

EAA Chapter 154 Newsletter

October, 2021

Regina and Southern Saskatchewan

Presidents Message

I hope you all can make it out for the AGM Oct 23, should be a great lunch and presentation by Tyler. Your input at the AGM is also appreciated.

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 September VMC case study discussed the scenario of practicing a rejected takeoff scenario. The actual maneuver is to cut the engine on take off and land back on the runway. In the case the owner is taking on a new partner who is a recent CFI. He wants to practice this maneuver in your plane. You have 500 hours and 300 in your plane. He has a little less than that.

Your choices are:

1. Do it as planned
2. Do it to a go around. Don't land
3. Do it at altitude
4. Don't do it.

Our group was split. We said option 3 practice at altitude or 4 don't do it.

The experts were also split. One strongly recommended to practice engine out on takeoff training. The rest were much more cautious. Why risk damaging the airplane or the passengers to practice an event that most likely won't happen. Most GA pilots don't fly on a 9000' runway so you will be landing off field. The experience you want to have is to see the amount of yoke travel you need to get the nose down after engine failure and how fast the ground comes up while you are trying to gain speed for approach and flair. The question came up. How hard is a hard landing? If you are concerned have a mechanic check the airframe for damage.

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

The September's member meeting was held over Zoom meeting. The discussion included a review of the September 12 Fly-in breakfast and enhancements we would like to see for next year. We talked about upcoming Chapter events for the month our AGM scheduled for October 23 at 12:00 in the Disley Hanger 4. The details on those events are below.

Tail Wheel Training

There is a new date for tail Wheel training at Disley with Bryce Myers. The plan dates are October 15 and 16 with an option of the 14th if demand requires. The training will be provided in a Citabria. If you are interested contact him at 639 314 1273.

What a Day it was

On September 12 EAA154 held the annual fly-in breakfast. The weather was perfect. 100 breakfasts served and 21 planes flew in. Thank you to all who attended and told your friends about it. You made it a great success. During the planning stage the executive discussed the expected attendance numbers. Past history has shown that on a poor weather year to expect 30 guests and on the best year I heard the urban legend of 150 attendees. This year we planned for 75. I apologize to the last ones to have breakfast and only got a few pieces of bacon. All unused food was donated to Regina Soles Harbour Mission.

Thanks go out to all the members who helped out at the event. (how many pilots does it take to set up a cook tent?)



AGM Notice

October 23, 2021 – 12:00 Disley Airport - Hanger 4

Our EAA154 annual general meeting is scheduled for October 23 at 12:00 noon. The change in time and location from previous years is to give you another opportunity to fly in to Disley. The meal will be at 13:00 in the hanger catered by Hillside Smoke N Que (www.hillsidesmoke.com). The menu will include Beef Brisket, Pulled Pork, BBQ Chicken, Baked Beans, Baby Roasted Potatoes and Corn on the cob. The cost for the meal is \$25 payable when you get there. Tyler Paddington will be our presenter telling about his adventures in Africa.

RSVP to eaa154sask@gmail.com to allow us to confirm meal numbers for the caterer.

Disley Airport CDS2 weather website
<https://tempestwx.com/station/2762/grid>



(FIRST DAY AS A PILOT...)

CONTROL

**TOWER: Can you give me
your position?**

**ME: I'm next to a cloud that
looks like a lion.**

CONTROL

TOWER: Can you be more specific?

ME: Simba.

other items too numerous to mention. Our “quick” project was ready to fly again after 3 years in the shop.

The first flight of the restoration occurred on Sept 26 with Dan Dennis at the controls, apart from an airspeed indicator issue (lucky we had a GPS backup) all went well and it was great to see the T18 back in the air. Cruise speed is now 145 (up from 135) and it gets airborne in under 900 feet. It is an impressive little plane, I look forward to flying it once I get some tailwheel time and training.



Restoration of Thorp T18

By Ron Wood

After a mid-winter ground loop Bert Hamilton was looking at options for a slightly bent and bruised Thorp T18. He had enjoyed the build and flying many years and miles but decided it was time to retire his wings and pass the aircraft on to others for restoration.

Having finished the Skybolt build Vic Zubot and I were open to taking on the “quick” project. Checking online we found any parts we needed could be ordered from Thorp Central in Las Vegas, so decided to take on the gamble.

Repairing the wing went quick but project creep quickly set in once we started on the new landing gear which required the removal of the engine. A spare part in the oil drain tube got us talking to an engine rebuilder who informed us based on the hours, time since last rebuild and other factors the engine was prime for catastrophic failure.

In the end in addition to an engine rebuild (upgraded to O320) new wheels and brakes were installed, wheel pants and fairings added, radio and some avionics updates occurred, seats recovered and paint touched up as well as