



The Leading Edge

EAA Chapter 154 Newsletter



February, 2023
Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

EAA has just eclipsed a significant milestone: 70 years since inception! Wow. It was in January 1953 that the first meeting of enthusiasts began the journey that is what we know now as the Experimental Aircraft Association. And Chapter 154 was formed only 9 years later. It is a grand testament to the volunteers that continue to support our love of aviation from then until now. Well done.

I managed to take in a few of the presentations during Homebuilders Week. Some great information put together. Recordings are available of all the topics so if you missed some and want to learn some more about the process of building, login to EAA.org for access. And in February there is another set of Ultralight Days coming for those who are interested.

If you are going to Oshkosh this year, you can get a primo camping spot in Camp Canada. Let us know asap as sites are limited.

Stay safe, Dave S

Monthly VMC Meeting

For the first VMC Club session of the year we have a scenario involving running into icing conditions. You're almost back to your home airport from a 4 hour trip and it appears you're no longer picking up ice but your C172 is about 9 knots slower in cruise so stall speed and runway length are going to be considerations at your small airport. You have ADS-B weather and NEXRAD on you MFD showing patchy showers. Ceilings slope from 4500' to 3200' at your destination. You can see the lights of Des Moines from near your airport of Winterset (3Y3). The lights are distorted from the ice on your windshield. You dig out the POH and it states to land without flaps if you suspect ice on the wings. You haven't practiced no-flap landings in a year. You have 175 hours VFR, and a night rating.

Your choices are:

1. Land at Winterset (3Y3) with normal procedures. There can't be much ice and seems to be coming of anyways.
2. Land at Winterset (3Y3) with flaps up at a higher speed than normal. It's your home airport and you know there should be room to land a bit fast.
3. Divert to Des Moines (KDSM) and it's a longer, wider runway. Land with normal procedures.
4. Divert to Des Moines (KDSM) and it's a longer, wider runway. Land with flaps up and at a higher speed than normal.
5. Fly around some more and let the ice sublime or melt off. Land at Winterset (3Y3) if it does and Des Moines (KDSM) if it does not.

After much discussion our group was split between option 2 and 4.

Other options were suggested in the situation like doing a 180 as soon as you got into rain. Descending to a lower elevation will increase the temperature and maybe provide better visibility. On landing it is important not to let the tail plane stall due to ice buildup so a higher approach speed is required.

The expert confirmed option 2 was the best. A little faster on approach and no flaps.

Expert panel agreed with the expert for the most part. They commented that ice changes the airfoil and ice can cause the tail to stall. A 172 can carry an impressive amount of ice. Ice on the windshield can really mess up the landing. You can't see to flare. Maybe damage the landing gear. One expert added that a 10% increase in approach speed adds 30% to landing distance.

The lesson learned is to practice no flap landings to become proficient.

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=Qm91cUthODYzaOFDRFVtTHZOR0ExQT09>

Meeting ID: 823 0615 6903

Passcode: 817364

EAA154 Members Meeting Highlights

The January 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 promoting RFC participation in our fly in breakfast for 2023. A cheque will be issued for \$500 to the Saskatchewan Aviation Memorial Fund for the scholarship. Doug D has a tool list that he will organize for our Tool Crib database. 4. Doug H to arrange a fly out in the middle of May. Possible location is Davidson. There are a few runways near Davidson if the wind gets out of hand. We were reminded to start looking for door prizes for our summer's event. Doug D will get AGM minutes from the Google drive and use them to complete the ISC renewal. We welcomed new member Dennis Weatherald to our chapter. Dennis is an accomplished pilot with a diverse flying experience.

Zenith Aircraft Company Mexico, Missouri

Our visit started with a stop to the office where we were greeted by Tammy. She said that Roger was expecting us and was ready to give our tour. Roger has been there 30 years on the day of our visit, January 25. Zenith was formed in 1992 by Chris Heintz. The culture of the company creates long term dedicated employees by hiring local workers and trains them to run the machines.



The initial walk into the manufacturing and warehouse floor was a real eye opener. The building is split into 4 sections; manufacturing, warehousing, show room and office. It all was super clean and organized. We started in the warehouse. They manufacture and keep 2 of every part in stock for their current models and many of the past designs to be ready to ship when customers request them. I got a chance to look at the items and they are very precise and labeled with a part number. I inspected the centre control sticks in the stock bin. The welding was excellent. I later saw the on-site welder. He was sitting in a welding office on an office chair. Maybe that's why my welding does not look so good. They don't make the Plexiglas parts but include them in the kits. They ship one complete kit every day. Roger estimated that all kits are completed in 5 years and that most are finished in a year.



We moved to the manufacturing area. It is equipped with CNC machines and large metal brakes, sheers and presses. The CNC machines are used to cut many of the

parts and final hole size match drill each part. On the hand made parts, templates are used to set up machines and compare the part to the template. All parts are final hole size match drill so everything fits together.



The office area is a typical office staffed by multiple employees. They have a large van parked outside to take to air shows, workshops and events and do deliveries. They were holding a build workshop the next day so there is always lots of activity.



The showroom had airworthy aircraft that are open for inspection and are used to take customers for demo rides. They have a 701 built in 1999 and still selling kits. They are becoming popular again due to STOL competitions.

Camp Canada at AirVenture 2023

EAA Canada Council informed us yesterday that EAA at Oshkosh 2023 has set aside some special camping for Canadian Members. The designated area is just north of the Fly In outdoor theatre. Can be tents & vehicle, trailer, motor home, etc. No airplane parking at Camp Canada. There will be golf carts to assist transport of tents, people, etc from/to wherever your aircraft is parked. Members will still book online with EAA to reserve a Camp Canada. EAA Canada Council will coordinate the booking. More information in a few weeks.