The Leading Edge
EAA Chapter 154 Newsletter

March, 2023
Regina and Southern Saskatchewan
https:/chapters.eaa.org/eaa154

Presidents Message

It's March already. Can you believe that? Longer days are providing ample opportunity to go for a fly. Trust that in the last couple months you've been working on your projects lots. I know we have. The club Zenith CH701 is working its way to electrical and fuel systems finished. Won't be long now. 90% done. 90% left to go!

EAA has been providing some good stuff online the last couple months too. Hope you've had the chance to take some in.

Zoom in for VMC Club and our Regular Monthly Meetings this month to catch up on what we've been up to and planning.

Stay safe, Dave S

Monthly VMC Meeting

This month's VMC scenario involves approaching an airport and thinking the airplane ahead of you is confused and has misled the tower and may enter a busy traffic pattern against the flow. You are flying with a student about 3 miles southwest of Greenwood (KGWO). You hear 2 conversations with aircraft in the left pattern for runway 36. You hear Cessna 7HS report 3 miles to the northeast for right pattern for runway 36 but you think you see him in front of you. If that is 7HS then he will be down wind for runway 18 directly against traffic flow. Did he make a mistake on his location? This could turn into a bad situation. Will you speak up?

Your options are:

1. Don't say anything. Tower will see the Cessna approach the pattern the wrong way, if that's what's about to happen.
2. Contact tower and ask the controller if the aircraft you're following is Cessna 7HS
3. Contact Tower and tell the controller you think Cessna 7HS is about to enter the pattern the wrong way
4. Contact Cessna 7HS on tower frequency and ask them whether they`re really north or south of the airport
5. Contact Cessna 7HS on tower frequency and tell them you think they are about to enter downwind against the traffic flow

Our discussion included what the tower would know and what equipment they would have. After some discussion we all agreed this is a controller's responsibility and we should do something to have them check into where 7HS is.

We discussed options not listed like leaving the pattern if we are not comfortable and never to do unexpected actions while in the pattern. A comment was that if this was a non-towered airport the correct option would be to talk directly to 7HS and ensure their location was known and advise how to join the pattern. Errors happen and it is important for safety if you see something that could cause problems you should advise.

Our group agreed on option 2. Expert chose option 2. The expert panel also chose 2 but had a lot of comments about situations that were similar

Even though there is ATC, as PIC you do have responsibility for safety. Option 3 is overstepping. The FCC states no pilot to pilot communications over the terminal frequency. The other phasing could be "Tower I have traffic at 12:00". The ATC representative on the panel said that their responsibility is to look for conflicts and prevent a collision. He also mentioned that the controllers are not allowed to have a cell phone on the tower.

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=Qm91cUthODYza0FDRFVtTHZ0R0ExQT09
Meeting ID: 823 0615 6903
Passcode: 817364

EAA154 Members Meeting Highlights

The February 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 past agenda items including the Saskatchewan Aviation Memorial Fund and the COPA scholarships. Doug D has a tool list that he will organize for our Tool Crib database. Doug H has talked to the Town of Davidson about flying into their airstrip on May 6 or 7 (tentative) We were reminded to start looking for door prizes for our summer's event. Ron has obtained some nice t-shirts for prizes. Doug D will get AGM minutes from the Google drive and use them to complete the ISC renewal. Camp Canada at AirVenture is open for reservation. We talked a little more about pilot recurrences and the transport Canada website quiz. It was mentioned that there has been a slow response from MDRA inspections for current projects.

Viking Engines Edgewater Florida

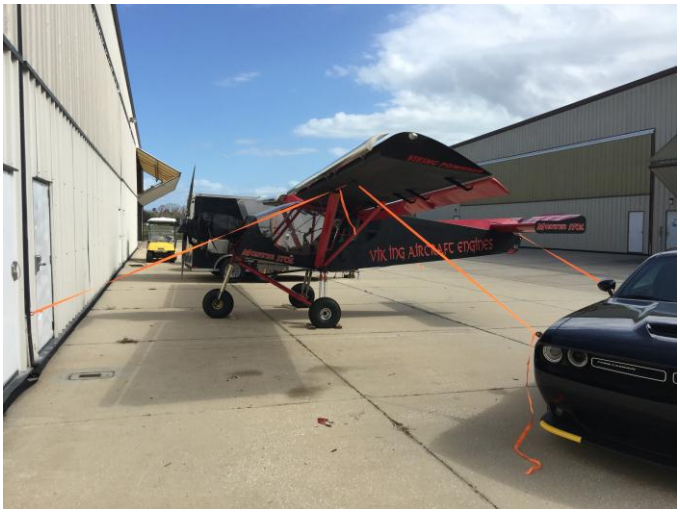
The visit to the Viking engine factory happened to land on a Zenith/Viking workshop day. There were only a few chairs open in their Hanger at Massey Air Ranch in Edgewater, Florida. Engines on stands were everywhere. Redrives in various stages of manufacture were on the work benches for display and inspection. In the middle of the full day lectures Sebastian Heintz did a presentation showing some of the Zenith 750 kit components highlighting the matched drill features. He then talked about the relationship between Zenith and Viking. Once the airframe was complete it usually takes a year or more to finish the firewall forward. With the parts available from the 2 manufacturers the engine install including fuel, engine electrical, and cooling system now takes a week. One of the attendees stood up and said from engine install start to engine run up took 4- 8 hour days.

Sebastian reminded us that because every build is different you must create a custom POH for each aircraft. Jan said they have over 800 Viking engines flying and lots of orders.

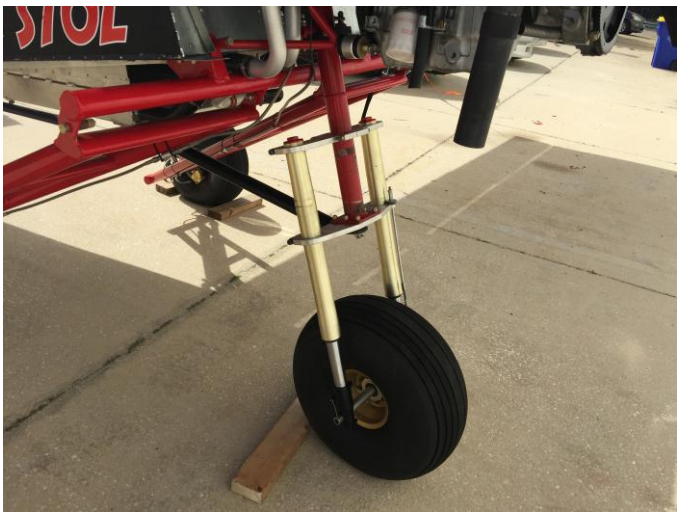
When asked what's next for Zenith kits, Sebastian said cable and hose pathways will be built right into the airframe (like cable trays) to ease routing and install of supporting electrical and flight systems.

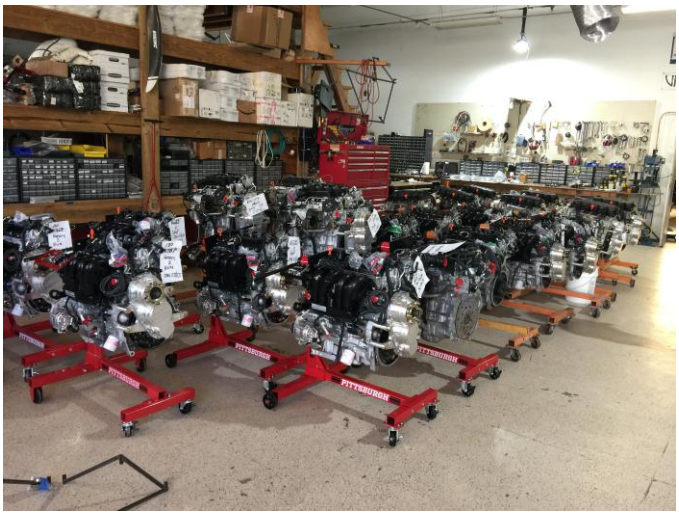
Sebastian said the average kit builder can have his aircraft flying in 6 months to a year if he works on it every day. It's not uncommon to have a wing clecoed in an evening.

Most of the attendees were middle aged but there was a half dozen of 20 year olds. Good to see.

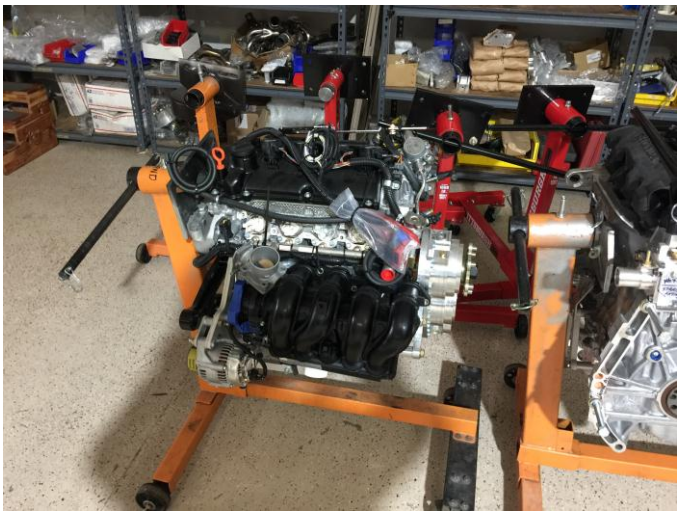


The *Monster STOL* Viking competition aircraft

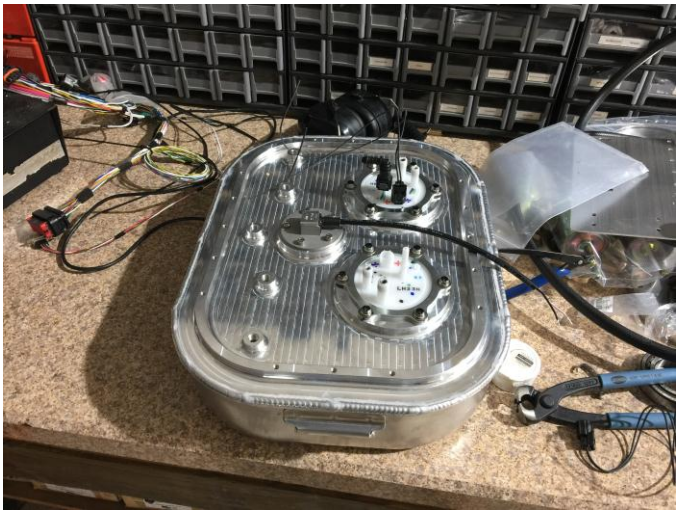




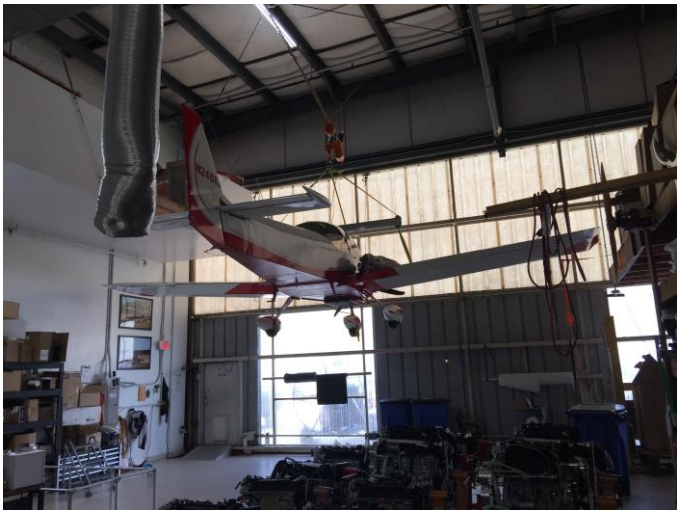
Completed engine and gearbox inventory



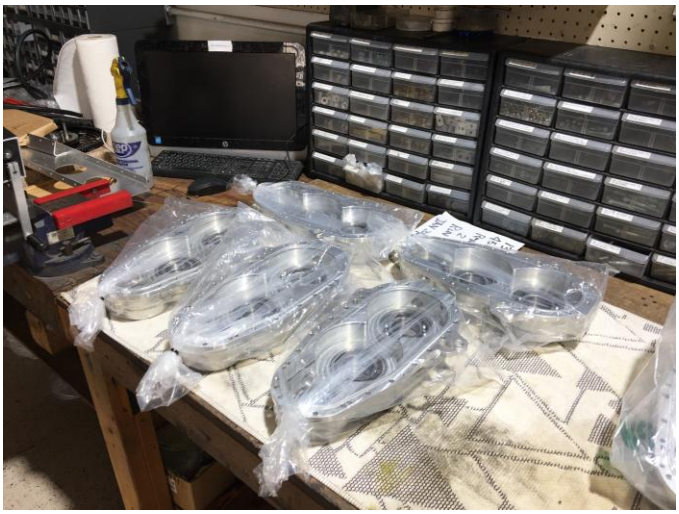
Engine during assembly



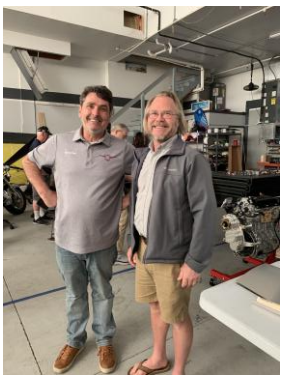
Header tank



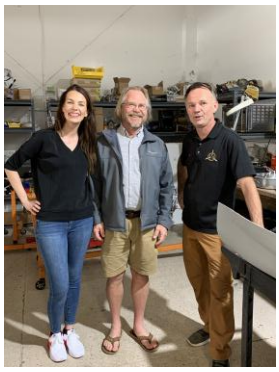
Jan’s 650 being stored hanging from the ceiling



Gearbox housings



Sebastian Heintz – Zenith



Alissa and Jan Eggenfellner-Viking