

# Av-Gass



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## **A Bridge of Understanding?**

*Editorial by Manuel Erickson*

AT THIS WRITING (August 20), it is more than four weeks since we held the Information Session for members of the Nanaimo Airport Commission (NAC), the airport CEO and the mayors of Nanaimo and Ladysmith. It was attended by the NAC, the mayor of Nanaimo and Club members, but not the mayor of Ladysmith.

It seems that that is as far as it goes. Since the airport CEO, the NAC chair and the mayors were not asked to make presentations, there was no dialogue. I wonder if they have learned anything about General Aviation, the types of aircraft we fly, the NFC and its long history or, indeed, the value of the Nanaimo Airport to the regional area and to its population. They still do not appear to understand and appreciate the huge part played by the NFC in the early years and since. Nor do they seem to realize that, were it not for the NFC, there would not have been an airport and there would not have been a Commission; our five hundred acres would have been under a housing development, or worse. In the opinion of this writer, the NAC owes its very existence to the Nanaimo Flying Club.

On the other hand, since communication was only one way, dialogue was impossible. Our invitees were talked at; they were not asked to respond. In my view, it was a mistake that should not be repeated; dialogue, not monologue, must happen.

Are there indications that the NAC will not attempt to reinstate their misguided landing and service fees in 2011? Have they said they will remove the existing landing fee against ultra-light aircraft? Have they shown they are aware that ultra-lights have evolved and do not produce the propellor noise that the earlier iterations did (the ostensible reason the fee exists)?

The answer to these questions is *no*.

Life continues as before. No “bridge of understanding” appears to have been created between the NAC and those affected by their airport decisions.

We invited the NAC to visit us so they could see first-hand the aircraft we fly and appreciate their complexity and value, both monetary and emotional. Some NAC members looked at our aircraft, but many did not. At least one NFC member showed his aircraft and hangar to an NAC member, who was suitably impressed. I managed to speak briefly with an NAC member and asked if he were a pilot. “No,” he said. Only that. It left me feeling empty.

*(I thank John Veale for allowing me to use his email phrase as the title for this editorial.) ➔*

## I Flew to Oshkosh!

*By Doug Wakefield*

AFTER READING AND HEARING ABOUT OSHKOSH (EAA Airventure) for years, I went to the 2010 edition. Wow! Like the Grand Canyon, you have to see it to believe it.

There truly was something for everyone: you could buy everything from nuts, bolts and rivets to a fully-equipped business jet. You could watch flights of WW 1 replicas, all types of warbirds, the Goodyear blimp, Light Sport Aircraft, B-17s, DC-3s (75th anniversary), F-15s and F-16s, and all manner of production aircraft.

Even better, other than during the daily air show, you could get right up to all these aircraft – they were not fenced off as they are at many shows. And there's nothing like being next to a big round engine when it starts, is there?

As I had been told to expect, the whole thing, from parking to the air show and to demonstrations in the various pavilions, was well organized. Much of the work was done by volunteers, who were helpful, polite and enthusiastic.

Despite all the factory-built high-tech planes and accessories on display, the heart of Airventure is the homebuilders. There were homebuilts of all sorts: lots of unique planes as well as whole flocks of popular types such as Rans.

If you're looking for advice and tips on building a plane, Airventure is the place to be. There were classes, demonstrations and seminars on aircraft design, sheet metal work, TIG welding, fabric covering, wiring your plane, care and feeding of your Rotax engine, working with fibreglass, painting your plane, etc. I dropped into a few of these and it was clear that they were providing real information – they were not glossy sales pitches.

And there were a number of areas where you could practice things like riveting or fabric work under the direction of people highly experienced in these areas.

Here are a few facts and figures about this year's EAA:

*EAA AirVenture 2010 overcame the July rains that slowed preparations and soared to a big finish on Sunday, completing the week with a total attendance of 535,000 and more than 10,000 airplanes.*

*While the attendance figure was seven percent below the record-setting level of 2009, it was similar to total attendance for 2006 through 2008.*

*The final numbers also included:*

- *More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin;*
- *2,380 show planes, including 1,106 homebuilt aircraft, 635 vintage airplanes, 374 warbirds, 115 ultra-lights, 120 seaplanes and 30 rotorcraft;*
- *777 commercial exhibitors, up from 750 in 2009;*
- *2,167 international visitors registered from 66 nations, with Canada (586 visitors), Australia (350), and Brazil (221) the top three nations. This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent was undoubtedly larger;*
- *Campers in the aircraft and drive-in area estimated at more than 36,000; and*
- *979 media representatives from six continents.*

The cost? Parking was \$8(US) per day, and daily admission was \$37(US) for non-EAA members, which included admission to the EAA Museum and is well worth a visit.

A trip to Oshkosh is something every aviation enthusiast should do at least once. I would recommend several days to get the whole experience: things are scheduled from 0730 to 2200 every day.

Some of the pictures I took are at <http://photoshare.shaw.ca/view/21536470205-1281233344-71856/>.  
And oh yes, my flight to Oshkosh was with Air Canada to Milwaukee. ➔



*Oshkosh Entrance*



*Oshkosh Main Display Area*

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## **THANK YOU ~ THANK YOU ~ THANK YOU**

THANKS AND APPRECIATION to Doug Wakefield for putting in the time and effort to organize the recent information session (Tuesday, July 20). The list of speakers was well thought out and included Dean Cramb, President of EAA Chapter 679, and Tim Cole, COPA Director for BC/Yukon.

Feedback has been extremely positive, stating the session was informative and well received. We have a request to consider making this an annual event.

I would also like to extend thanks to Flying Club members who participated in presentations: Don and Lynda Brown, Ken Leyden, John Lamb, Doug Sowden, Don Crocker, Brian Andrews and the individuals who assisted with the organization of chairs, moving and displaying aircraft and the like. My apologies if I have forgotten anyone. Doug has sent letters of appreciation and thanks to various persons who helped make this event a success.

A job well done!

— Barbara Riddy ➔

Some photos from the Information Session:



## News

### FAA Requires Aircraft Registration Renewals *(AVwebFlash July 22, 2010)*

THE FAA WILL NOW REQUIRE re-registration of all civil aircraft over the next three years and renewal every three years after that, the agency said on Monday. A final rule published this week establishes specific expiration dates over a three-year period for all aircraft registered before Oct. 1, 2010, and requires re-registration of those aircraft according to a specific schedule. A fee of \$5 will be collected for each registration and each renewal. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed. "These improvements will give us more up-to-date registration data and better information about the state of the aviation industry," said FAA Administrator Randy Babbitt. Current regulations require owners to report the sale of an aircraft, the scrapping or destruction of an aircraft, or a change in mailing address, but many owners have not complied with those requirements, the FAA said. *(Continued on next page)*



Re-registration of all U.S. civil aircraft by Dec. 31, 2013, will enhance the database with current data derived from recent contact with aircraft owners, according to the FAA. The new regulations also aim to ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. [Click here](#) for the FAA's full schedule for re-registration and registration expiration. The rule was proposed in 2008. AOPA had suggested that the rule should not include fees and shouldn't cancel N-numbers for lack of renewal. "We are disappointed that the FAA has chosen what may turn out to be a complicated and costly method of updating the aircraft registry," said AOPA Vice President of Regulatory Affairs Rob Hackman. The FAA reauthorization bill now in Congress would allow the FAA to raise the initial fee to \$130 and renewals to \$45, **AOPA said**. "AOPA will be monitoring the implementation of the rule closely and communicating with the FAA about any issues that arise," said Hackman.

*Editor's comment: Can Canada be far behind, and would re-registration be a good or a bad thing for those of us who own aircraft? You are invited to share your opinion by writing to the Editor. →*

## **Coalition Calls For More Study On Leaded Avgas** *(AVwebFlash August 30, 2010)*

THE AVGAS COALITION, which is made up of aviation industry groups and petroleum industry organizations, has told EPA more study is needed to determine whether leaded aviation fuel actually poses a risk great enough to warrant an "endangerment finding." Such a finding would be the first step in banning lead from avgas. AOPA and the coalition both responded to EPA's Advance Notice of Proposed Rulemaking and AOPA said in a statement it doesn't think there's enough evidence for the EPA to issue the endangerment finding. "The coalition comments highlight the need for sound data and a better understanding of the issue before we can develop an effective, scientifically sound roadmap that puts air safety first and foremost while attempting to address real environmental concerns," said AOPA President Craig Fuller. The fundamental issue is whether emissions from piston aircraft exceed the National Ambient Air Quality Standard for lead. At the same time, however, AOPA's statement seems to accept as inevitable that leaded aviation fuel will go away. "The coalition will continue to work closely with the EPA and FAA to develop a plan to transition to an unleaded fuel that addresses safety, economic and environmental concerns," the statement said. The EPA didn't need that kind of long and complicated process to decide on how to deal with another source of environmental lead, however. →

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## **Pilot Tips**

Landing "On Speed, On Spot": [http://www.pilotworkshop.com/tips/pilot\\_landing\\_practice.htm](http://www.pilotworkshop.com/tips/pilot_landing_practice.htm)

Judge Every Landing: [http://www.pilotworkshop.com/tips/landing\\_safety\\_touchdown.htm](http://www.pilotworkshop.com/tips/landing_safety_touchdown.htm)

Missed Approaches: [http://www.pilotworkshop.com/tips/missed\\_approach\\_risk.htm](http://www.pilotworkshop.com/tips/missed_approach_risk.htm) →

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## **Water in Your Tanks?**

Have a look at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgSAIB.nsf/\(LookupSAIBs\)/CE-10-40R1!OpenDocument&ExpandSection=4](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/(LookupSAIBs)/CE-10-40R1!OpenDocument&ExpandSection=4). (Note that the recommendations are just that. Nothing here is mandatory.) →

## The Lighter Side of Flight

### Short Final *(from AVwebFlash)*

My home airport is KAVP, which has an active flight school. I heard the following communication between ATC and a student pilot.

**Student:** Ground, Cherokee 1234. Request staying in the pattern for practice touch-and-goes.

**ATC:** Report mid-field and intentions on each pass. Taxi to runway 4.

After the second touch-and-go, the following was heard:

**Student:** Cherokee 1234. Left-field downwind request touch-and-go, runway 4.

**ATC:** Left-field is baseball; mid-field is flying.

### Dr. Russell Owens via e-mail

**PHL Approach:** Air Canada 364, PHL airport. 2 o'clock and four miles. Report the field in sight.

**Air Canada 364:** Yeah, we have the terminal in sight.

**PHL Approach:** Don't land on the terminal. Cleared the visual 27R, tower on 118.5.

**A. Mello** via e-mail →

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## Harvard Aircraft Waterskiing!

THIS WAS PRETTY DARING. Just one little ripple or downdraft etc., and it would all be over!

Early morning anglers are treated to the spectacle of four T6 Harvard Aircraft from The Flying Lions Aerobatic Team water-skiing across the Klipdrift Dam near Johannesburg, South Africa. Arnie Meneghelli from Academy Brushware, owner of the aircraft, had this to say, "What we did today I believe is a world first."

The unusual act, approved by the South African Civil Aviation Authority (CAA), and supported by Castrol Aviation, was meticulously planned and took place under the watchful eye of divers and paramedics who were on-site. *(See next page for photo)* →



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## More Entertainment

KULULA IS A LOW-COST South African airline that doesn't take itself too seriously. They also seem to believe in teaching their passengers the parts of their aircraft.





What a pity Kulula doesn't fly internationally; they are humorous! Its head office is in Johannesburg. The Kulula airline attendants try to make the "in-flight safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

On a Kulula flight, there is no assigned seating. Passengers were apparently having a hard time choosing when a flight attendant announced, "People, people! We're not picking out furniture here. Find a seat and get in it!"

On another flight with a very senior flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants." *(Continued on next page)*



"Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

After a particularly rough landing during thunderstorms in the Karoo, a flight attendant announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with more than one small child, pick your favourite."

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you and remember, nobody loves you, or your money, more than Kulula Airlines."

"Your seats cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

From the pilot during his welcome message: "Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

After a very hard landing in Cape Town, the flight attendant on Kulula 255 said on the intercom, "That was quite a bump and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal." →

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*"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."* —Leonardo da Vinci

Harrison Ford video:

<http://www.studiowings.com/video/hfjap.html>

WARNING: This video is internationally copyrighted. You may view it, but you may not download it for the purpose of putting it on your own Web site. Doing so could incur severe penalties. →

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## History of the Nanaimo Flying Club by Noreen Irbe

WE WANTED A CEMENT FLOOR in our half of the hangar, but money was still an issue. Bill Birrell loaned us of \$350 towards this, and two members (George Race and Bill Birrell) paid \$144 for one year's hangar rent in advance.

In 1972 the cement floor was poured. One night, four members went out at 3 a.m. to trowel the cement (Tony Giesbrecht, Ken Griffith, George Irbe and Ray Erhart). While waiting for the cement to set up, an idea struck. If a stairway were built we could have a clubhouse up above in the east end of the hangar. The clubhouse would be cantilevered 10 feet beyond the hangar, with posts at the back end (hangar end) to support it.

Work parties were organized and work began. Studs and slats were installed and fibreboard applied to the walls and ceiling. (Since fibreboard was white, no paint was needed.) We purchased sliding glass doors and ¼" glass for windows.

We held our first meeting in the upstairs clubroom 29 May 1973. The ceiling and walls were up and we had plywood flooring. For heat there was a kerosene heater, but the windows would steam up. We tried a propane heater. It wasn't until February 1976 when a furnace was installed.

Furnishings included an old chesterfeld, two arm chairs, three office chairs, three stacking chairs (on loan from the Erharts), a table, and a desk (donated by Bert Hill). We used instant coffee and cups were donated. Norma Griffith donated an electric kettle. An old 1940s fridge, donated by the Irbes, housed the beer. George and Mary Race donated window screens. For extra seating, the Griffiths would transport chairs back and forth from their house.

In Jan. 1974 a phone was installed.

In Nov. 1974 flooring and drapes were added to the clubroom. Norm Graham donated and installed linoleum. We raised \$200 for drapes and extracted another \$60 from the club treasurer. During the winter, tin cladding was installed on the roof and walls.

**Did you Know?** To raise awareness and for club publicity, we entered a float in Nanaimo's Empire Day parade in May 1972. The aircraft on display was a 1964 homebuilt Jodel D-9 (CF-NOK) owned by Jim Peerless, Serial No. 940

In 1973 three one-hour flights were donated to the Kinsmen Auction. Pilots and aircraft were Ken Griffith (Cessna 172), George Irbe (Cessna 140) and Ray Erhart (Cessna 182). ➔



EMPIRE DAY PARADE, NANAIMO MAY, 1972  
NANAIMO FLYING CLUB float looked as though it could take off any moment.  
The homemade airplane it featured is designed to actually fly