

# The

  
WINDSOR FLYING CLUB

Issue 6, April, 2002

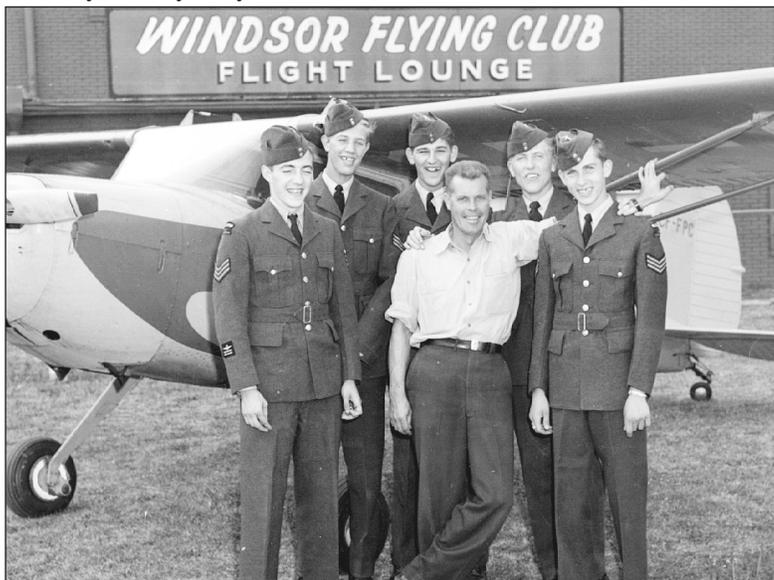
# WINDICATOR

*Newsletter of the Windsor Flying Club*

## Remember The Days When...



**One CFI to Another:** Jim Pelkie, chief flying instructor and manager of Windsor Flying Club, greets F/L Jerry Billings ex chief flying instructor of the Windsor Club. The occasion was of the club's annual "Open House". Jerry Billings, who this year celebrates his twentieth year as an active pilot in the RCAF, a feat never before accomplished, was the guest of honour for the weekend festivities. The sleek T-33 jet trainer which Jerry flew from Chatham, New Brunswick contrasts with old ENS, a Fleet Canuck still in use by the club, and formerly used by Jerry. 1960/61



**In Front Of Windsor Flying Club.** Left to Right: Sgt. L. Eastlake, Sgt. P. Davis, Sgt. P. Deschamps, J. C. Pelkie, Instructor, Sgt. L. Moro, Sgt. B. Kosikowsky. Absent at the time the picture was taken, WO1 R. Spilchuk.



**The A.D. McLean Award** went to Jack Cassels of Windsor. Jack's long service to the Windsor Flying Club and his support for the RCFCA's activities over the years were among the reasons that this award was presented. *October, 1981*



Now there's a couple of familiar faces.

*Photos Courtesy of The Windsor Flying Club*

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WINDSOR FLYING CLUB

# The WINDICATOR

Newsletter of the Windsor Flying Club

The Windicator is a Quarterly Publication

Group Box 6  
Airport Road  
Windsor, Ontario  
N8V 1A2



Phone: (519) 969-1320

Publisher.....Mike Colasanti

Please contact The Windsor Flying Club to advertise in The Windicator and please support the continued activities of the Club.

### Board of Directors

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Dale Harvie  
Timothy Foyle

### OPS Desk

Fabiola Mascaro  
Kathy Novak  
Francesca Aleo  
Chastity Ward

## Publisher's Notes

Good day, eh!

Another windicator, how the time seems to just fly by. In each newsletter I would like to introduce something new and exciting or as my friend Emerl would say, KICK IT UP A KNOTCH. This newsletter will feature another flying club, the Kingston Flying Club and without boundaries I would like to have these flying clubs come to us by means of our members' personal flying adventures. The Kingston Flying Club had a warm and inviting feeling about it. I happened to be there around Valentines Day, you know, to buy myself a Valentine's present of flying, so they had their club decorated with balloons and everyone who walked



by Mike Colasanti



through the door received a homemade chocolate. They have a very unique relationship with Frontenac Helicopters who were just as warm and inviting. The two clubs work together but maintain separate identities. I recommend flying in for a visit or a stay over. You won't be disappointed. Another item I would like to keep going is the pilot to pilot personal real life experiences. This could be like the article I wrote in the last newsletter, or like the nice article that Kathy and Fred Netherton sent in to me for this newsletter. It is very important to keep reminding everyone of the value of our members' participation, because without your articles

and your real life adventures we could be finding ourselves with some pretty dull reading. Another item I would like to have on a regular basis is the letters to the editor, don't be shy, voice your opinions, let it be heard, tell us what you think and most of all if you are worried about what would happen if you voiced your opinion I will keep it confidential and list it as anonymous and you have my word on it. Last but not least, if we did not have the support of our sponsors this paper would not be possible, so if there is any opportunity to give some support back to these individuals please do so. Until next time, safe flying.

## President's Report/Financial Flap

by Perry Burford and Assisted by Paul Hargreaves

A combined report for this issue of the Windicator

### Aircraft Rental And Dual Instruction Rates Increase Effective February 23, 2002

The 2002 Calendar Year Operating Budget was approved at the February 18, 2002 Board of Directors Meeting. The budget incorporates a number of fairly aggressive profit improvement actions, some of which have already been implemented and others which will be, later in 2002. Of course, one of the prime objectives in the operating budget of any business, is to maintain the same level of service to customers at a lower cost. This is especially true in our case, since we are not only a business, but also a club.

Some actions already in effect are:

- \*collecting members dues upon sign-up for ground

- school
- \*re-negotiating the Visa and Mastercard discount rates with the banks
- \*reducing the number of Ops Desk staffing hours
- \*switching our telephone long distance provider

Future actions include:

- \*re-designing our telephone directory ads so they are more effective & lower cost

However, due to 9/11, a lot of the above profit improvement actions failed to offset the 50% anticipated increase in aircraft insurance premiums, which we will be re-negotiating early in the 2nd quarter.

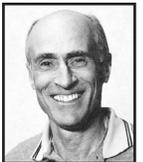
As a result, we were forced to raise our aircraft rental rates and our dual instruction rates about 3%. On top of the 3%, an additional \$7.50 per hour was added to fund engine replacement, radio repairs & replacement and aircraft refurbishment. For years, the pur-

chase of the big ticket items have been funded by bingo revenues amounting to thousands of dollars per annum. A few years ago, the Ontario government changed regulations, cutting off this source of revenue. We have used the residual funds judiciously, but they will run out with the overhaul of QK's engine, currently in progress. \$7.50 is only half of the projected cost of funding these big ticket purchases. To keep our rates competitive with the South Western Ontario flying clubs, the Board decided to go only half way this year. For 2002, the other half will be funded by Club fundraising activities.

The Good News:

1. Airshow profits help fund these big ticket items and we anticipate that airshow revenues and profits will grow in the years to come as we

Continued On Page Nine



# Pelee Island Weekends

## Pilot to Pilot

*\*A Personal Experience*

By Kathy and Fred Netherton

Most Friday afternoons from April through October we Nethertons pack up, and pack up our stuff and fly our Piper Cherokee from Windsor to Pelee Island. Fred, myself and our two Golden Retrievers, Emma and Hagen set off.

The dogs become aware of this upcoming adventure as soon as I haul the cooler from the garage to the kitchen to load the essentials. Also to get packed are doggie toys, (quite a few), doggie leashes, doggie treats and two beers for the pilot and copilot.

Beer still unopened, we load the car, having already checked the weather with a careful look out the dining room window, and set off to the airport.

Emma and Hagen, clearly excited, are slobbering on the seats, windows and each other. Anticipation is running high. At the hangar all is unloaded and reloaded in the plane and a joint walkaround is done. The dogs routinely run over to CHAA to do their business on their grass. They must have the best grass because this activity is never skipped.

Flight plan filed and a real weather briefing done, all of us are in our seat belts and ready to roll. Beer is still unopened. If it's a VFR day I often fly to the island in case Fred has to fly IFR on Sundays return trip. Wouldn't want to miss my turn.

It's a short trip but involves all the essentials of flying and we have racked up a lot or these .6 hours. For safety reasons our typical route takes us along the west side of Point Pelee towards the island. Not wanting to climb to 5500 feet but rather stay at 3500 feet this has us over the lake for the shortest time. Often on those hot, hazy Essex county days we switch on the auto pilot and follow the Pelee NDB and the Loran to get us through those five minutes of no horizon. My arms are folded across my chest at these times as I trust the plane to get me there better without my interference. Ten miles out we call Pelee Unicom and talk to Dave Cowie. Ever helpful he advises us of other traffic and the active runway. That's the one with the

lesser crosswind.

After landing at Pelee, with the inevitable crosswind, we taxi to our tie down, which Dave keeps open for us and push back the plane. Then we have to pull it out and push it back again because we missed our little red paint line which goes under the left wing wheel. The tie down ropes have about an inch of leeway. I didn't buy them. The covers are put on, chocks placed, throttle lock attached, and plane is locked. I'm not sure what good all this locking up does. The key for Karl's shed fits our plane. I understand Karl is worried we'll get into his shed someday.

All is now loaded in the van. The dogs, having relieved themselves at the airport here, are in the back seat, slobbering yet again. On a lucky day the van starts.



Since we now disconnect the battery every weekend it's more often a lucky day. Dave Cowie has often jumped the battery for us. Each season we donate a case of OV to the Pelee Island airport manger.

The moment has finally arrived. With our seat belts securely fastened, wouldn't want to break any laws, we now open open our two beers. We click bottles, it's a tradition, have a sip, and now officially can't fly back. Ten minutes later we are at the cottage, unloading, unlocking and chasing the dogs down to the lake. Ben Johnson couldn't sprint to that lake any faster, even on drugs. Fred finishes the opening up routine while I stand at the edge of the lake and finish my beer. I call the dogs to come in and they ignore me. I yell yet again. I must go in, after all my beer is empty. Last resort; bribery. "Supertime" Out they race, up the beach, gathering lots

of sand in wet fur, to be deposited throughout the cottage during the weekend. I don't think we have ever slept on sheets there that didn't have sand in them.

Not too much later we're settled with Friday's paper, dogs drying out at our feet and a fresh beer at arms length. Heaven. Later we walk down towards the lighthouse. Emma rolls in all the dead fish and Hagen relieves himself on same dead fish. I prefer habit. It doesn't come back into the house.

Often we just sit in our enclosed porch and look out at Lake Erie. It's peaceful and beautiful but it's sometimes a royal pain. Being city folk, one turns on a tap and water comes out. One doesn't care how this happens. Own a cottage and you realize how miraculous this is. I've learned way too much about wells (we're on our third), pumps and filters. Breakwalls are also an education. Half our money is spent getting Lake Erie to the kitchen sink and the other half keeping Lake Erie out of the door.

The weekend passes and soon it's time to return to the big city. It's Freds turn to fly. His preflight weather briefing is always filled with the hope it's an IFR day. He loves popping in and out of those clouds. Taxiing at Pelee is short so it's usually a .5 going home. Dogs are buckled in the back and there's no beer in the cooler. Fred often pretends he's flying a Chipmunk so his final approach is short, steep and more exciting than mine. I turn to check Emma and Hagen. There're sitting up, eyes wide while I wonder if those barf bags I keep handy will be needed. Meal time for the dogs is always after landing.

These dogs will sleep or lay quietly for hours in the air but once those wheels touch down it's time to get out. There is much straining and turning around, tangling harnesses and seat belts while taxiing. We stop to gas up and let the dogs out and they race to that great grass at CHAA. Plastic bags in my jacket pockets should the need arise.

The plane gets put away, unloaded and locked up. Remember Karl has a spare key should you need one. It's the end of another great weekend. People ask "what do you do all weekend on Pelee Island.". Our answer-"Nothing, and we do it very well."

# Instructor's Message



by Dale Harvie

## Flight Planning and Preparation



This is the time of year when the weather starts to warm up (hopefully), longer days and we start thinking about making cross country flight. In order for us to have a safe, enjoyable flight, it is essential that all pre-trip preparations are made.

If you take a few moments to read the flight planning section in the AIP you find the following taken out of CARS:

### 602.71 Pre-flight Information

The pilot-in-command of an aircraft shall, before commencing flight, be familiar with the available information that is appropriate to the intended flight

### 602.72 Weather Information

The pilot-in-command of an aircraft shall, before commencing a flight, be familiar with the available weather information that is appropriate to the intended flight.

### 602.73 Requirement to File a Flight Plan or a Flight Itinerary

(2) No pilot-in-command shall operate an aircraft in VFR flight unless a VFR flight plan or a VFR flight itinerary has been filed, except where the flight is conducted within 25 nautical miles of the departure aerodrome.

### 602.88 Fuel Requirements

(2) No pilot-in-command of an aircraft

shall commence a flight, or during flight, change the destination aerodrome set out in the flight plan or flight itinerary, unless the aircraft carries sufficient fuel to ensure compliance with subsections (3) to (5).

(3) An aircraft operated in VFR flight shall carry an amount of fuel that is sufficient to allow the aircraft

(a) in the case of an aircraft other than a helicopter,

(i) when operated during the day, to fly to the destination aerodrome and then to fly for a period of 30 minutes at normal cruising speed, or

(ii) when operated at night, to fly to the destination aerodrome and then to fly for a period of 45 minutes at normal cruising speed

As you can see these regulations are pretty much self explanatory and are required on each flight over 25 nm from your departure point. My reasons for choosing this topic is to ensure that you have a safe flight avoiding running out of fuel, avoiding flying into bad weather and any other things that could cause problems on a flight.

The best way to avoid problems are to prepare an accurate flight log with all times fuel burns calculated what your minimum altitudes will be, frequencies enroute and what to expect at your destination. When you have prepared a flight log and flight plan, weight and balance and have all required documents you will be ready to go. This should only take a few minutes to do and if you have any questions at all one of the instructors will be glad to help you. After you have filed your flight plan please leave it with us so we can track your time, make sure you are not over due in case you do have a problem so we will be able to alert the proper authorities that you are overdue. So please when you are going on a cross country flight

ensure that you are well prepared before takeoff both legally and personally and have a safe and fun summer of discovering new places to fly to.

## Pilot Currency at the Windsor Flying Club

Let's face it, 'motor skills' require constant repetition: if you want to become good at sinking basketballs, practice on a court every evening after work or school. And flying, of course, involves 'motor skills'. To prevent these skills from getting 'rusty', a pilot must fly regularly. That's why the Windsor Flying Club has currency requirements ( which are listed in the Flying Orders, are taped to the Ops desk, and reproduced below ). If you meet these requirements, you can sign out an aircraft and fly as pilot in command. If you don't, you'll first have to go for a check ride with an instructor. So, if we haven't seen you for awhile, don't be surprised if we ask you: "When was the last time you went flying?"

### Pilot Currency

1.1 **Student Pilots** must fly at least once every 30 days or a dual flight is required.

1.2 **Private Pilots** with less than **100** total time:

- i) Must fly at least once every 45 days or circuit check is required.
- ii) If more than 6 months since last flight a county check is required.
- iii) If current on one type, must fly other type within 6 months (except 7KCAB-3 months, PA30-45 days or a circuit check is required on that type(s).

1.3 **Private Pilots** with less than **500** hours total time:

- i) Must fly within 3 months or a circuit check is required.
- ii) If more than 1 year since last flight county check is required.
- iii) If current on one type must fly other type within 6 months (except 7KCAB-3 months, PA30-45 days or a circuit check is required on that type(s).

1.4 **Commercial**, or greater than **500** hours total time, or current IRF

- i) Must fly within 4 months or a circuit check is required.
- ii) If more than 1 year since last flight a county check is required.
- iii) If current on one type must fly other type within 6 months (except 7KCAB-3 months, PA30-45 days or a circuit check is required on that type(s).



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# Maintenance Update...

By Gary Masse



## Dangers of Carbon Monoxide (CO) In Aviation

Carbon Monoxide is a colorless, tasteless gas, and is a product of incomplete combustion of carbonaceous material. Carbon Monoxide can be found in smoke and fumes from burning aircraft fuels and lubricants. Most of the time it can be detected by smell of exhaust in the cabin. Carbon Monoxide poisoning has been the cause of many accidents in the aviation industry particularly in small piston engine aircraft. These aircraft obtain their cabin heat from an exhaust type heating system.

Both the Tomahawk and the Cessna 172 operated by the Windsor Flying Club use the same style of heaters known as the exhaust manifold heater, or exhaust type heating system. The style of heater has a shroud or cover over a piece of the exhaust assembly commonly called the muffler. The shroud has a hole cut into it and a piece of hose attached to the shroud. The other end of the hose is attached to the fire wall. The control labeled "cabin heat pull on" simply opens a door that allows the hot air from around the exhaust to go into the hose and into the cabin. There are several airworthiness directives (AD) regarding the inspection and maintenance of the heaters. The reason for this is if any portion of the exhaust system is cracked it leads to exhaust gases inside the cowl and these gases could find their way into the heater system, and that means Carbon Monoxide inside the cabin. Not a good thing. The other danger is if there is a leak in the cabin or the door is open Carbon Monoxide exhaust gases may enter the cabin from the engines exhaust pipe.

## Symptoms of Carbon Monoxide Poisoning

- 35 PPM (Parts Per Million) is the maximum exposure allowed by OSHA in the workplace over an 8 hour period.
- 200 PPM for 2 to 3 hours the symptoms are mild headache, fatigue, nausea and dizziness.

- 400 PPM and an exposure time of 1 to 2 hours the symptoms are serious headache and symptoms become life threatening after 3 hours at 400 PPM there is a chance of death.
- 6400 PPM and after 1 to 2 min you will experience headache, dizziness, nausea and death will occur in 25 to 30 min.

## Carbon Monoxide Detection

There are two basic types of Carbon Monoxide detection systems used in general aviation. One is the plate type. This is a sticker with a circle in the middle, the circle changes colour as the amount of Carbon Monoxide changes in the cabin. The plate comes with a chart that shows the amount of Carbon Monoxide present with the colour of the plate. If the plate changes colour turn the cabin heat off and land as soon as possible.

The other type is a Carbon Monoxide detector, an electrical box usually in a tri-

angular shape which has a display. The display tells the operator what the current concentration of Carbon Monoxide is in the cabin. This type usually incorporates an alarm which will sound if the levels become dangerous. Again if the level exceed 35 PPM or the alarm sounds it is recommended to turn the cabin heat off and land. Keep in mind that just because the heater is off the problem may not be solved due to the fact that the Carbon Monoxide may be coming into the cabin through leaks around door seals or window seals. Like I said earlier land and have the problem investigated. Some people recommend that you open a window, well this will add more fresh air but it may also add more Carbon Monoxide into the cabin. So if you feel confident that the problem is coming from the heater then opening a window is a good idea, but if you don't know land ASAP and investigate the problem.

By W.C.S. Aviation



# NOMINATION BALLOT FOR 2002 BOARD OF MEMBERS

Please complete and return to  
The Windsor Flying Club, Group Box 6, Airport Road,  
Windsor, ON N8V 1A2

NAME: \_\_\_\_\_

Must be present at annual general meeting to accept a nomination or provide board with a letter of acceptance.

### Notice

Annual General Meeting  
Monday April 22/02  
7:30 PM at  
Windsor Flying Club

All Paid Members  
are welcome to  
Attend and Vote

Agenda  
Annual Reports  
Election of Board of  
Directors



**CANADIAN OWNERS AND PILOTS ASSOCIATION**

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or e-mail: jmarcus@ciaccess.com

OR leave your name with staff members at the front desk

## From The Ops Desk...

By *Fabiola Mascaro*



Please help us welcome Liz (Elizabeth) Craig who joined our Ops Desk Term in mid March. A student at Walkerville High School, Liz is doing a co-op term at WCS Aviation this semester, to learn the maintenance side of aviation. Liz is no stranger to aviation as she already holds a PPL which she earned last summer in the Air Cadet flight training scholarship program in Kitchener, ON. Liz is planning career as a commercial airline pilot. Next time you're at the Club when Liz is behind the Ops Desk, say 'Hi' and introduce yourself!

Kathy Novak has left the Ops Desk to pursue her instructor rating, the next step on her career path of becoming a commercial airline pilot. Kathy's delightful personality, strong work ethic and love of aviation made her an asset at the Club and will serve her well in the future. Good luck Kathy!

Francesca Aleo, another very motivated and hard working individual, has temporarily left the ops Desk staff due to her work load at the Business School, University of Windsor and in her family's business. However, Francesca expects to be back with us this summer.

### Solos

Matthew Dick - Dec 19/01  
Paul Bushnell - Feb 11/02  
Rick Mastronardi - Feb 23/02

### New Ratings

Russell Airey - private - Jan 21/02  
Vern Ward - multi IFR - Jan 24/02  
Laurent Devin - commercial - Feb 28/02

### New Memberships

Bill Kuhn, Marco Noguera, Danny Schwager, Doug Dawson, Gord Ridley, Jay Ruggaber, Rick Golden, Mike Harris, Ken Harris, Roger Gillings, Jason Cassar, Victor Vysotchanski, Ron DeJouge, Adel Glass-Novac

### Social Events

\*April 15 at 7:30 pm at the WFC - Ground School Room

### General Membership Meeting

The financials will be discussed for 2001 and budget for 2002. Voting will also

be taking place for President and directors. To be able to vote, membership fees must be paid up prior to this day. Any questions please call the Club.

\*April 20, rain date is set for April 21

### Trophy Day

—The 1st Annual Trophy Day will be taking place, and spaces are limited so don't waste any time. Come in today to book your flight time and the aircraft.

\*A trip to an aircraft museum in Ohio would like to be planned for sometime in

May. If anyone is interested please call the Club. Also a Pelee Island overnigher would like to be planned for June. No days have been scheduled yet but we would like to get feed back from people first and then plan a weekend suited for everyone. Both trips will be done by aircraft. We would like all the planes to fly over together and spend the night on Pelee Island. The Ohio trip would also be by aircraft, not by bus. Please call if you have any questions or extra information for us.

### Are you in our new database yet???

The Ops Desk has a new database program. We want the most current information on YOU in the database. Please clip out this Member Profile survey, fill it out and return it to the

|                                |  |
|--------------------------------|--|
| NAME                           |  |
| ADDRESS                        |  |
| MEMBER NUMBER                  |  |
| MEMBERSHIP DATE                |  |
| TELEPHONE NUMBER(S)            |  |
|                                |  |
| E-MAIL ADDRESS                 |  |
| WEB PAGE                       |  |
| DATE OF BIRTH                  |  |
| LICENSE(S) - RATING(S)         |  |
|                                |  |
|                                |  |
|                                |  |
| DATE/CATEGORY OF LAST MEDICAL  |  |
| DATE OF LAST PILOT PROF. CHECK |  |
| TOTAL HOURS FLOWN              |  |

## Windsor Flying Club

### Private Pilot Ground School

7:00 until 9:30 on Wednesdays

|          |                 |         |   |
|----------|-----------------|---------|---|
| April 3  | Air Regulations | May 29  | Navigation III                          |
| April 10 | Air Regulations | June 5  | Navigation IV                           |
| April 17 | Meteorology I   | June 12 | Radio and Electronic Theory             |
| April 24 | Meteorology II  |         | Flight Operations                       |
| May 1    | Meteorology III | June 19 | Human Factors and Pilot Decision Making |
| May 8    | Meteorology IV  | June 26 |   |
| May 15   | Navigation I    |         |   |
| May 22   | Navigation II   |         |   |

# Member Profile

I first flew in a general aviation plane as a teenager over the ground off Versailles, the Louis XIV castle in France. I don't remember the scenery but every move of the pilot is engraved in my memory for ever, even if some of them were strange at the time. During the flight he asked me "Would you like to take the yoke?" I said NO to scare. Ever since I said those words I regret it, I should have!.

So after moving around Europe for studying and working, we settled in Windsor. A conversation with a friend led us to flying; how he would love to have been able to fly, but never achieved his dream due to his eye (total lack of perspective, not ideal for landing). He told me to check the flying club for instructions if I was interested. The rest is history, 1 year later I achieved my commercial license and now working on my IFR rating (hopefully I should be well on the way by the time you read those lines. On a personal note Hello Ron see you soon!!!).

So you are asking yourself Why Windsor? Why a commercial license? Why this strange accent on the radio (the tower seems to have got used to it by now)?

Born in France, a good reason for the accent! Although you will not notice it in Quebec (Bonjour les Francophones or if you fly a high performance, I would love to volunteer to help you with the radio work and situation awareness in Quebec as simple as that ). I grew up around airplane parts, for few summers of my youth, I had to get the material certificate and some parts registered as airworthy. My family owned a Tool and Die shop, supplier of the French Aerospatial, Hispano Suiza, and Airbus. But I knew that this trade was not for me and chose to perform in the Hotel & Catering career, which enabled us to travel for a few years until we decided to move to Canada.

We first arrived in Montreal but quickly



**Laurent Devin**

moved to Toronto where I was hired to manage the Movenpick Marche on Front street. After 1 year I was head-hunted to come and do the opening of the permanent Casino in Windsor as Food & Beverage Director. But too much noise from slot machine made us take another path. This is when we decided to open ELAINE BISTRO (Between you and me the best local French Bistro this side of Paris 948-0693) and since then I have never looked back.

So why push the license and rating, well in the back of our mind there is a project; an Inn with a restaurant and why not scenic flight for our patrons. Not to mention the bug of traveling is still alive in us, and flying away for the week-end discovering new scenery, meeting new people, enjoying different foods is definitely fulfilling my hobby.

This is why we are in the process of buying an airplane and trying to be as much as possible an up to date and proficient pilot.

*Keep Flying, Keep Dreaming, Let's make those dreams happen in our life time.*

# RAA

By Kris Browne



Yes, the legendary 9th annual RAA Pig Roast is on again this year!!! It is being hosted by Terry Renaud and will take place at his homestead, which is on the north/south grass airstrip due south of the CKLW towers, just west of the Meadows tavern. There's a map on the back of the tickets! The date is August 10th, from 2PM 'till the wee hours. All food is supplied, as well as LIVE music by "NITE LIFE".

Mark this date and get your tickets NOW (\$18.00)!!! See Kris Browne or any other RAA member for tickets. The tickets are printed and will be sold out when the count reaches approximately 300 - sorry folks, but that's the limit of car parking capacity at Terry's place...

There are usually numerous recreational aircraft on the field, and the fly pasts are limited only by the number of pilots and planes that can be mustered up...

There is talk about a parachute jumper and also some model rocketry, (not all at the same time of course...what did you think???)

Be There or Be Square!!!



## A visit To One Of Ontario's Flying Clubs...



## The Kingston Flying Club

1040 Len Birchall Way (Kingston's Norman Rogers Airport)  
Kingston, Ontario, Canada K7M 4M1 (613) 389-0954

Website: [www.kingstonflyingclub.com](http://www.kingstonflyingclub.com)

Email: [info@kingstonflyingclub.com](mailto:info@kingstonflyingclub.com)

- Southeastern Ontario's premier flight training centre for over 70 years
- 4 certified flight instructors
- 4 aircraft; training and rental
- Not-for-profit organization
- With its MF zone and adjacent practice areas, Kingston provides a minimum delay training environment.
- 6 runways and 4 instrument approaches provide flexibility and variety to your training program.



# Hello From The Canadian Historical Aircraft Association

by Mary Guthrie

It's a busy time for the CH2A, in spite of the winter weather. This is time to catch-up, travel and learning. Our Mike Beale made his way to New Zealand in February to inspect the Mosquito Bomber Group's fuselage project. His story is reprinted with permission from the author.

## Mike's Excellent Adventure in New Zealand

With global communications now an accepted method of doing business the Mossie Group found a gentleman named Mr. Glyn Powell located in Papakura just south of Auckland, New Zealand. Glyn has spent 10 years of his life building fuselage moulds for the Mosquito aircraft and the first tryout skins were close to being finished. Our Mossie Group had committed to accepting this fuselage in return for payment and machine jigs, to be built in Windsor, which were very difficult to produce in the Auckland area. It was a match made in heaven.

This first bomber fuselage would be ready for removal from the moulds on 2/9/02, and Glyn had requested a representative from the Mossie Group to inspect, approve, and assist in the removal from the moulds of these first pieces, which would be joined together to create the fuselage. Incidentally this is precisely the same manufacturing technique used to create all Mosquito fuselage, which were produced in England, Canada and Australia.

You'd think that at my age I would have learned the old adage to never volunteer, and would stand down...Not so. On Feb. 5th I boarded a plane in Detroit and 27 hours later I arrived in Auckland where I was greeted by Glyn Powell. For the next few days I was engrossed in the layout of the fuselage. While I was in Glyn's hands, his hospitality and that of his friends spoke volumes about kiwi kindness, and congeniality. More on that in a moment.

The day of reckoning was upon us, and a New Zealand news crew had arrived. In

addition a representative from an Australian museum in Camden arrived, Mr. Pat Tomkins, and a gentleman from the South Island ( a serious collector of deHavilland aircraft ) Mr. Colin Smith, as well as a number of Glyn's friends, too numerous to mention, and of course, yours truly. All was in readiness. With cameras rolling, and on cue, Glyn led the way. We lifted in unison, and with a number of worrisome, loud cracking sounds the first two pieces of the Mosquito Bomber released from the first mould. It was rotated and lifted into its place on its assembly fixture. One down, one to go.

We moved to the number 2 mould, the second half of the project waiting to see life. Again on Glyn's command the group lifted in unison. With more worrisome cracking the surface released. Wait; the nose section was still firmly holding. More bodies to the forward section. More cracking and it was free. The second half was lifted and rotated onto its assembly fixture. A round of spontaneous applause erupted from the crowd, while cameras still rolled. A bottle of champagne was produced and sprayed on Glyn and his creation. The first fuselage produced since 1950, precisely built, to print, using exactly the same technology as used by the deHavilland factory, came to life. I should add that had this birth not been successful, all would have been on the evening news in New Zealand. Relief all around...

That evening we gathered around the television, there we were, in all our glory, bringing Windsor's Mosquito fuselage to life, celebrating Glyn's success. I believe that with all that had happened that day, and with the activity, the satisfaction and relief that Glyn felt had not truly sunk in, and wouldn't until the celebration had subsided, and all participants had gone home, leaving him to his work.

With time on my hands before my return to Canada, Glyn showed me real kiwi hospitality. I was asked if I would enjoy a day of gliding/flying. I jumped at the opportunity. Despite winds that created a somewhat bumpy ride, and while everyone involved apologized for the weather ( as if they had control over the situation ) I was towed to altitude behind the trusty Cessna and released with my pilot where we soared over the hills of Papakura. A most enjoyable way to spend the morning.

My host wasn't through yet. Glyn asked if I would be interested in flying with the New Zealand Warbirds, in a Harvard for-

mation flight rehearsal. Unfortunately, the same winds that affected the gliding flight in the morning. Formation flying was out. One of the pilots, Mr. Peter Horton, who was scheduled to fly, said he was going up anyway, and would I be interested in going with him for a short hop. I scrambled into the rear seat of his Harvard and off we went. Pete asked if I would like to go upside down. I said I had travelled long way to get here and it would be a shame if I didn't experience a Northern hemisphere perspective, meaning of course, inverted. For the next hour Pete and I viewed the Auckland harbour area and did some aerobatics. Pete checked on his passenger, to confirm that all was where it should be in the rear cockpit. I have to admit that I took it easy on my pilot, I didn't want him to become ill, and I asked for a ceasing of upside down maneuvers for the day. A return to base and terra firma did wonders for my health, and my courage. Great fun.

My time at the Ardmore aerodrome and pub time afterward turned into a proper celebration for our Mosquito adventure. My word, that New Zealand ale went down easy. It was a wonderful group of people and an opportunity for Glyn to begin to decompress.

I returned to Windsor on the 12th, and after another 27 hour flight, and after two days in bed, I was fully recovered and re-acclimated to the Northern Hemisphere.

My report to our hardworking Mosquito group confirmed that there is still a great deal to be done. We remain committed, and faithful to the project, never losing sight of those who volunteer and contribute their time to this wonderful work.

Our success through our efforts and good fortune continues to prove that the Mosquito Group will be ready for the final assembly in the months to come, and are capable of building a memorial that will capture the imagination of the world.

Next on the agenda is the ongoing and pressing matter of fundraising. I have scheduled since my return four speaking engagements, each with a focus for monstrosly successful program, an effort which adds to the credibility of all men and women who anticipate in our organization, the Canadian Historical Aircraft Association.

*Cheers! Michael Beale, Co-Chair,  
Mosquito Bomber Group*

Donations gratefully accepted by the Mosquito Bomber Group. See Mike Beale or Tim Gillies for details, or call the CH2A at 519-966-9742

# CFI Report



by *Istvan Deme,*  
*Chief Flight Instructor*



Increase prices. This was a hard decision. Unfortunately, we could not put it off any longer. It still costs more to operate our aircraft than we currently charge. What has forced this increase? The most significant factor is the 9/11 event. At the renewal of our fleet insurance we anticipated an increase of roughly 50% in our insurance rates. This is significant. Also, in 2001 the flying hours decreased from the hours flown in the year 2000. We have to fly more. The other fact is that we have used the remaining funds created by bingo revenues which supplemented our operating costs, like overhauling airplanes engines. The remaining funds will run out with the overhaul of QQK's engine. The fuel surcharge has been integrated into rental rates. You do not have more surcharge.

What have we done to keep our rates down? We have trimmed the operating costs by tailoring the hours of operations to the use of our members. Because the usage of aircraft this winter has not been that high, we have taken two aircraft out of line temporarily, saving some insurance costs. This was strictly a business decision made by our board of directors. The aircraft will be back on-line with the return of good weather the 1st of May. At that time, FWZQ should have a better operating radio, which we have yet to purchase. The members can also help us by flying our aircraft, taking good care of them, and following the operating procedures.

To clarify the details of the purchase of a simulator, it must first be said that no Club operating fund will be used to pur-

chase the simulator. The Club's financial resources do not permit the purchase of a simulator. The bulk of the funds have already been raised by Alex Smith and Dave Garner via a very successful Golftoberfest in the fall of 2001. Thank you very much again. The balance of funds will be raised by advanced sales of block time on the simulator. When we have sold the required amount of block time on the sim, it will be purchased.

I am hoping that the club members will fly more this year than last year, and will be able to keep our rates down. Come out and enjoy your Club's aircraft! Participate in Club events! Help keep the rental rates down! Thank you.

Here I would like to take the opportunity to thank **Riverside Sertoma Club** for their donation - \$150.00 - toward a very much long wanted and needed overhead

### Wanted: Pragmatic Visionary

We're looking for a dedicated and energetic individual to help manage the day-to-day business of the Club, and to help spearhead new programs such as an expanded pilot shop, social events, marketing programs, etc. We're looking for someone with a willingness to grasp ideas and turn them into efficiently run programs. While timing for the position is somewhat flexible, we envision it involving 30-40 hours per week or more, depending on the scope of involvement.

If you are passionate about your Club and would like to contribute to the building of a more dynamic, exciting and friendly atmosphere while earning a modest income, please contact Perry Burford via the Club's Ops Desk.

screen for the ground school. Also I would like to thank very much **Stuart Bullock** for his volunteer work preparing two wing covers for Tomahawks. These make the early morning flyers (and the instructors) lives easier in the cold morning when the wings are frost covered.

## President's Report

*Continued From Page Two*

become more experienced at running large, more profitable airshows. The Windsor United Way Airshow dates this year are August 24 & 25. Note these dates on your calendar and please volunteer to help make the 2002 and future airshows a success.

Help us keep flying rates down!

2. Our aircraft rental rates are based on projections of total flying hours. But when we fly less, our costs per hour go up. In 2001 for instance, we flew nearly 1000 hours less than 2000, resulting in higher operating costs per hour. If we fly more this year, our costs per hour will go down and so will our hourly rental rates. So come out, and enjoy your club's fine aircraft!

3. A number of our members are investigating new and innovative fundraising opportunities to fund the additional \$7.50 per flight hour for engine replacements, radio repairs & replacements and aircraft refurbishment. Join them. Please forward any fund raising ideas you have to me or any board or staff member. Fresh, new fundraising ideas are needed...now! Attend these special/social events. **You** are the Windsor Flying Club. This is **your** Club. This Club will need **your** help throughout 2002.

Get involved and help us keep your rental rates down!



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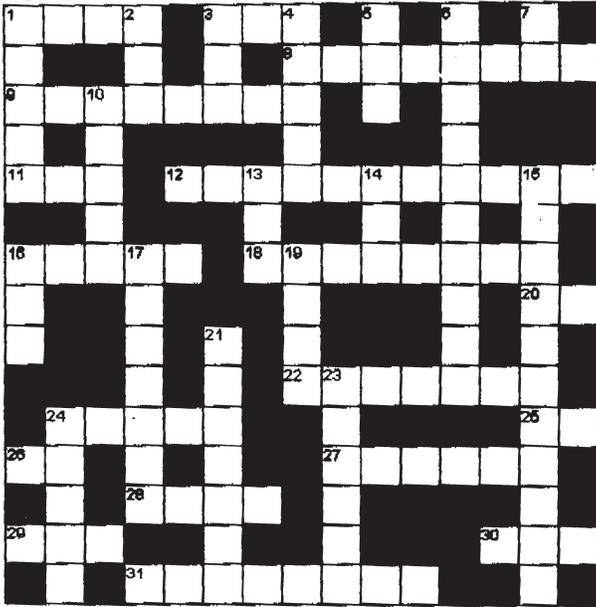
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## General Aviation Crossword Puzzle

Special thanks to John O'Kane  
for this submission

### Questions Across

1. A single of 1 down
3. The colder the denser
8. A gyroscopic indicator
9. 172's is approx. 20 knots higher than Tomahawk's
11. A Departure Procedure used to be called this
12. Look over this to see ahead; it shadows your panel
16. Time teller
18. WFC's reason for being
20. Reset this to your compass regularly
22. Your input should move one up, and the other down.

24. Many readers of the Windicator are this
25. One part of the ILS approach to rwy 25
26. Short for 21 down
27. Ron Holden was this for years at WFC; also, another name for 3 down
28. Adjust this wheel to relieve the pressure
29. Rime, clear, or in your carb...never good news
30. Side-to-side motion, worse in the back seat
31. Trim wheel in KIW is up here

### Questions Down

1. These moveable airfoils are electric on a 172, manual on a Tomahawk
2. Position
3. Best of the best, hotshot, etc.
4. How Detroit sees you over Harrow
5. Where a clearance comes from
6. Makes an aircraft stable
7. Our CFI's initials
10. Tune 124.7 on this to talk to Windsor Tower
13. Actual time of arrival
14. Station
15. This moves on the Twin; locked down on the other WFC planes
16. Cockpit Resource Management
17. Second to 24 across
19. WFC has ways to keep this card maxed
21. Pilot heat is mostly for this... prevention, not removal
23. Opening
24. Airplane's deviation from horizontal

## A View



## From The Tower...

"Golf Romeo Quebec Charlie, Windsor ground.....runway 25, wind 250 at 10, altimeter 30.80, taxi golf, foxtrot, **cross runway 30**, hold short runway 25."

Notice anything different in those taxi instructions lately? Yes, you guessed it: a slight change from the norm has recently occurred. In order to reduce the number of runway incursions, **taxi instructions will now include permissions (or denial via a "Hold Short" instruction) to cross a particular runway.**

**If you receive a "Hold Short" instruction, you must read it back to the controller.**

**If you do not receive permission to cross a runway, you should ask for it**

### prior to crossing the runway.

It is hoped that no possibility of misunderstanding will occur between pilot and controller.

Well, Spring weather is just around the corner and the controllers hope that we will see an increase in those flying hours at the Club. We all know that aircraft movements at the airport are down on a year to year basis. It would be nice to see the circuit traffic increase to keep the controllers and pilot training up to par.

Restrictions vis-à-vis US airspace have eased somewhat since September 11th. Scenic flights along the river are once again welcome but do not cross into US airspace without an ATC clearance....make sure those transponders are on 1200. We once again welcome US pilots to use Canadian airspace and look forward to more practice approaches and overflights.

So, happy flying and we'll talk to ya' soon! George

| Answers Down     | Answers Across   |
|------------------|------------------|
| 1. flaps         | 1. flap          |
| 2. pos           | 3. arr           |
| 3. ace           | 8. attitude      |
| 4. radar         | 9. airspeed      |
| 5. atc           | 11. sid          |
| 6. stabilizer    | 12. glare shield |
| 7. id            | 16. clock        |
| 10. radio        | 18. aviation     |
| 13. ata          | 20. dg           |
| 14. sta          | 22. aileron      |
| 15. landing gear | 24. pilot        |
| 16. cm           | 25. gs           |
| 17. co-pilot     | 26. ai           |
| 19. visa         | 27. topdog       |
| 21. anti-ice     | 28. trim         |
| 23. intake       | 29. ice          |
| 24. pitch        | 30. yaw          |
|                  | 31. overhead     |

Mike Colasanti  
- WFC Member

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# Break-Up In The Air

Reprinted from AVIATION REFLEXIONS, a magazine compiled by The Transportation Safety Board of Canada.

Two passengers seated in the rear of a ski-equipped Cessna A185F survived a fall of about 3,500 feet (1,067m) after the aircraft broke up in mid-air near Sept-Îles, Quebec on February 17 1997. The pilot and the aircraft owner were seated in the front seats and were fatally injured.

The rear passengers reported that, while in flight at cruise altitude of about 4,500 feet asl or 3,500 feet agl, they suddenly noticed that their leg were hanging in the air and they were descending in a turn. The fuselage had separated between the front and rear seats, and the engine had broken away. They tried to unfasten their seat belts, but centrifugal force prevented them from doing so. The forward fuselage struck the snow covered surface upside-down, penetrated through five to six feet (1.5 to 1.8m) of unpacked snow, and struck the ground. The rear of the fuselage struck the ground on the left side. The passenger seated on the right was not injured, and he made a fire to protect his companion from the cold and keep both alive. Although the left passenger could not move around, he was able to call for help on his cellular phone one hour after the occurrence. About three hours later, they were rescued and transported to hospital for the usual examinations.

The TSB determined that an incorrectly tightened bolt and non-compliance with an airworthiness directive allowed the right ski and landing gear to separate from the aircraft in flight and strike the right wing. The aircraft subsequently broke up and fell



The Cessna 185 shown partially re-assembled. The aircraft split apart at the aft door pillar.

to the ground in pieces.

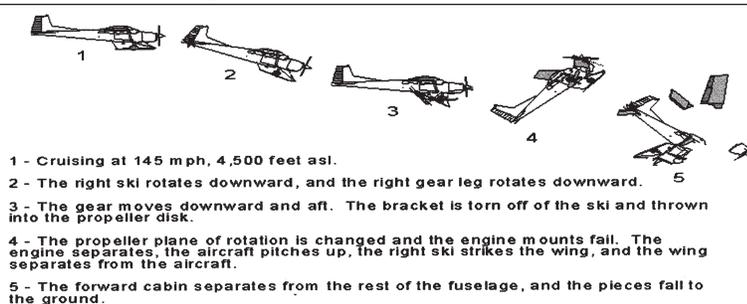
The Airglas skis on the aircraft were subject to mandatory Service Bulletin requiring modifications to prevent the skis from rotating downward, which causes severe unbalancing of the aircraft and makes it hard to control. The bungees were to be replaced with a

type that was more suitable for low temperatures. The bungee and forward steel cable attachments were to be relocated on the skis. As well, with the skis installed, the aircraft speed was to be limited to 160 KIAS, and a speed limit placard was to be installed on the instrument panel. The SB

was subsequently superseded by an airworthiness device (AD) which, in Canada, limited the aircraft to 145 KIAS when the skis were installed. That AD had not been completed on the accident aircraft.

## BREAK-UP SEQUENCE

At cruise altitude, as the angle of attack decreased and the right ski rotated downward. It is possible this situation was aggravated because one nut was not tight enough, and the right ski was hanging lower than the left ski. The sudden increase in resistance when the ski rotated downward would have caused the



aircraft to pitch down. The bungee stretched, probably resisted for a few seconds allowing the pilot to attempt to correct the altitude, then failed.

When the bungee failed, it

*Continued On Page Twelve*

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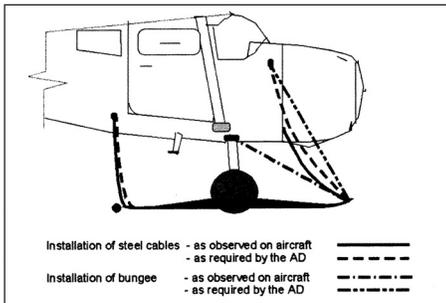
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## Break-Up In The Air

Continued From Page Eleven

allowed the ski to continue rotating. The bolts holding the metal plate on the ski tip failed in tension, allowing the steel cable to recoil and strike the propeller. The propeller plane of rotation was modified, this produced excessive tension on the engine mount brackets, which failed, and the engine separated from the aircraft.



When the engine separated, the aircraft pitched as a result of aerodynamic forces and the shift in the centre of gravity. The ski then cut the right wing strut and the leading edge aft to the main spar. During this sequence, the forward-carry through structure was damaged, allowing the two wings to tear off. Finally, lacking a viable structure, the fuselage separated from the aft door pillar. Transfers of colour from all the skis were also found on the vertical stabilizers and left elevator, suggesting that the fuselage rotated to the right after losing the right wing.

## REFLEXION

Have you checked to make sure that any AD's on your aircraft type have been complied with? The person who has legal control of an aircraft is responsible for complying with AD's. If the owner wants an AME to do research as a separate maintenance task, he must so indicate in writing.

# Windsor United Way Air Show 2002 Update

By Perry Burford

Have you ever wondered why anyone would want to jump out of a perfectly serviceable airplane? It's an age old question to which no good answer has ever been heard.

On August 24th & 25th, 2002 you will have a chance to address this question to about 100 jumpers at this year's United Way Air Show.

Tim Gilles of the Canadian Historical Aircraft Association has 100 jumpers coming from all over Europe and North America. Some of them will be jumping en masse under round chutes from WWII C47 aircraft flying loose formation and others from current Canadian military aircraft. All of this extra-aircraft will be claimed by the spectacular Canadian Forces Sky Hawks skydiving under their steerable ram air chutes.

A mock battle with the paratroopers supported by bombing runs, straffing runs and napalm drops from several WWII fighters and an attack bomber are in the works.

A major highlight of the weekend is the Saturday evening "Swing Dance" featuring live WWII Big Band dance tunes by the Canadian Forces Central Band. The dance will be staged in a huge tent on the West Ramp of the airport. 1000 swing dancers from all over North America are expected to attend. Get your tickets early for this event as they will go fast.

Oscar Bosch will **silently** trace his graceful contrails in the sky in his

Schleicher ASW sailplane to the music of "Born Free".

We have two solo aerobatic performers coming; Bill Carter in his S2B Pitts Special and Chris Panzl in his Extra 300.

3 ship aerobatics will be performed by the Canadian Harvard Association in the Big Yellow Birds based in Tillsonburg, ON.

It should be a unique and unforgettable show....especially with 100 paratroopers milling about.

We need 100 Windsor Flying Club member/volunteers for set-up/take down, admissions, and performer/volunteer refreshment, the 3 largest committees, as well as other smaller committees. This is **your** Club. We need **your help** to make this event a success. This event is important to the Club as a source of funding for new engines, radios and aircraft refurbishment. If we can't raise the funds this way, aircraft rental rates will increase \$7.50/hour next year to cover these big ticket purchases.

Please sign up at the Ops Desk. All you need to indicate is your name & telephone number for the volunteer pool. Committee heads will draw their manpower requirements from this pool. You will be phoned by a committee head and requested to attend no more than 2 organizational meetings prior to the show plus the two show days.



### Why You're Not Allowed To Play In The Cockpit!! (Actual Cockpit Voice Recorder (CVR) Transcripts):

**Mechanic #1:** "Hey Bob, I really don't think we're supposed to be up here."

**Mechanic #2:** "Tony, you're such a worry-wart. Anyhow, we're supposed to be up here, remember, we're cleaning this bird."

**Mechanic #1:** "Are you sure? I thought they told us to stay out of the cockpit."

**Mechanic #2:** "Hey, look at me, I'm a pilot!!! ... (Deep Voice) Ladies and Gentlemen, this is your captain speaking. We're at an altitude of 30,000 feet and Oh my God, watch out for that mountain..... Ahhhhhhh (laughter)."

**Mechanic #1:** Hey man, cut it out.....Hey don't touch that, it says "engine start" on it...

**Mechanic #2:** Don't worry ..... they always turn these things off while they're at the gate. (Engine sounds in the background...mechanic's unaware)

**Mechanic #2:** Ready for take-off...VRRRRROOOOM (Throttles rapidly moved from idle to full and back to idle and full again) WEEEEEEEE!

**Mechanic #1:** OH NO, we're moving!!!

**Mechanic #2:** WE'RE GOING TO HIT THE WALL. RUN! (Cockpit door opens and slams shut. Occupants heard running to back of the airplane screaming and yelling. 30 seconds later ... Throttles pulled back to idle.

(I don't think those gentlemen have a job there anymore!!!)

Perry Burford-WFC Member

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