

In this Issue:

Newsletter, March 2007

- **Volmer Project for Sale**
- **Zenith Zip 2007**
- **Metal Lathe for Sale**
- **Are You Blind? -
Safety Thoughts from EAA 105 -
Portland, OR**

Notice of Meeting:

**Thursday, March 29, 2007
at 7:30 PM**

Topic:

**Gilles Lehoux will talk about
human-powered helicopters.**

Be sure to check out:

<http://www.humanpoweredhelicopters.org/>

Location:

**Room 204
Penfield Building
John Abbott College
Ste. Anne de Bellevue**

This month's contributors:

**Jerry Adams
Ettore Petaccia
Scott Black
Len Kauffman**

President: John Dudkoff
514-428-1233
jad@progression.net

Vice-President &
Program Director: Michel Moreau
514-694-2129
mjmorea@videotron.ca

Treasurer and Newsletter
Assistant: Roberto Cea-Campo
514-472-9988
jrceacampo@yahoo.com

Secretary & Webmaster:
David Cyr
514-762-3340
davidjcy@hotmail.com

Past President: Eddy Dumalo
514-453-4123
totek@can.rogers.com

Membership Director: Ross Holden
rossholden46@hotmail.com

Newsletter Editor: Mike Lustig
514-620-4282
514-855-7305 (O)
mike.lustig@progression.net

Catering: Robert Hope
450-264-3264

Librarian: Ed Hannaford
613-347-1201
skyranch@primus.ca

Dicom Liaison: Stan Michaleski
(514) 636-1895
michaleski@sympatico.ca

Technical Counselor: Frank Hofmann
514-696-4572
fhofmann@symapico.ca

Check out our website at: <http://eaa266.org>

Volmer Project for Sale**Jerry Adams**

VOLMER AMPHIBIAN Unfinished - fuselage almost done and primed. All cables for motor, tail feathers, all instruments, gear etc. in place. Aeronca Wings have to be rebuilt. New Ceconite for wing and tail feathers ready for covering. Lycoming 0290D engine 0 time, needs mags and carburetor. New gaskets, seals and SS flanges (\$2,000 worth of new parts and coverings). Motor brackets and mounts included. Asking \$15,000 obo.

No reasonable offer refused. Call Jerry at 613-525-4532 or email: jerryadams247@hotmail.com

**Zenith Zip 2007****Ettore Petaccia**

Date: May 19-21

The RAA Toronto chapter will be hosting the Zenith Zip 2007 at the Brampton Airport, May 19-21. This event will appeal to all Zenith owners and enthusiasts, as well as to everyone who "would rather be flying"! Activities include lunch, construction and other technical workshops, pilot recurrency, exhibits by the sponsors, tire-kicking, BBQ dinner and social. Event is on Saturday and Sunday, Monday as a rain day. Possibility of lodging locally or camping under the wing.

Info:

Pierre Tanguay (613) 687-0037, pierre12@magma.ca
or Alain Ouellet, (905) 458-5424, aouellet@icecanada.com



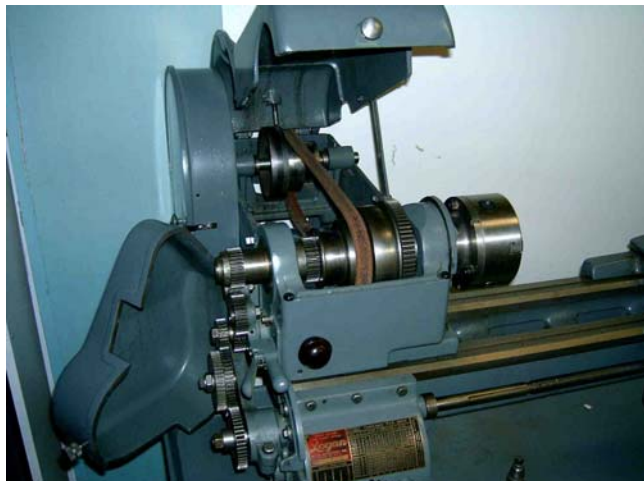
Ettore's beautiful Zenair CH300, C-GAVD

Contact Us!

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Metal Lathe for Sale**Scott Black**

For Sale: Logan 10" x 24" metal lathe, quick change gearbox, 4 jaw, 3 jaw and drill chucks, with Kennedy machinists tool chest, indicator, vernier caliper, 1"-2" micrometer. Replaced motor, half-nuts, spindle bearings, feed screw bearings, feed dials, carriage pinion, and leather belt. Cross slide and compound reground. 4 position turret tool post. \$1500. Call Scott Black (450) 963-7909 scott-black@sympatico.ca

**Are You Blind?****Len Kauffman**

SAFETY THOUGHTS



(Editor's Note: The following article was written by Len Kauffman of EAA Chapter 105 - Portland, OR, and appeared in their January 2007 newsletter. It was reprinted here at the suggestion of EAA Oshkosh)

"...

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic - the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

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The blind spot is about $\frac{3}{4}$ inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than 10 seconds.

So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light – resulting in the “blind spot.”

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still “lose” an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that “large nose” -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position – but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the “collision” airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?
...”

Unclassified

For Sale: Partnership in Sonera ILS, C-FPGS. Tail dragger, Jabiru 2200a engine, Low wing, Stretch Fuselage, B (stronger) Wing, Great usable load. Seeking the right partner and pilot. Phone **Bill Evans**: 514-907-4919 e-mail: wwevans@enter-net.com

Numerous PEGAZAIR 100 construction jigs available, contact **Neil Goldberg** at 514-231-8189

Mustang II for sale \$64,000 US see http://www3.sympatico.ca/fhofmann/plane_for_sale.html
Aircraft parts see <http://www.eaa266.org/eea266-classifieds.htm>. For further information call **Frank Hofmann**: 514-696-4572

Continental 90HP engine w. 4 certified cylinders, Stromberg carb, carb heat box, bracket filter, C-150 mufflers, engine mount, RPM, mags. Believed to have less than 50 SMOH. 2 cylinders currently removed for engine inspection. Call **Pierre Leduc**: 514-817-8421

Halifax 57 Rescue (Canada) is pleased to announce our sale of the unique and very collectable limited-edition signed prints of Handley Page Halifax B. Mk. III, LW170 of RCAF 424 Squadron. Prints are now available to members, supporters, and the general public. All funds raised from the sales will be for the exciting underwater recovery of LW170. To order this once in a lifetime print: **Karl Kjarsgaard**: 613-835-1748, e-mail: 57rescuecanada@rogers.com

(1) Firewall forward kit for installation of Subaru E-81 Stratus engine, on Avid aircraft. Kit includes cowling, engine mount, radiator, all fittings, hoses, and drawings

(2) 14 gallon (US) wing fuel tank for Avid or Kitfox

(3) Set of drawings for Acro Sport II biplane- see **Ron Hills**, or call him at 514-684-6581

**Laurentide Aviation**

Cedars Airport Unicom: 123.5

Tel: (450) 452-4882 Fax: (450) 452-4405

E-mail: laurentide@sympatico.ca

<http://www.laurentideaviation.com/>

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