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This month's contributors:

Michel Moreau
David Cyr

Newsletter, October 2003

Notice of Meeting:
Saturday, October 25 at 10 am

Speaker: Bernard Laferrière

Topic: The Private Explorer

**Location: Laurentide Aviation at
Cedars Airport**



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The Private Explorer

Our October Chapter meeting will be held (this month only) at Laurentide Aviation, Cedars Airport on Saturday, October 25 at 10 AM, unless the weather prevents the arrival of the aircraft, in which case we will hold the meeting on Sunday morning. If in doubt, check with Cedars Airport: 450-452-4882.

The Private Explorer will be on display so you can see and appreciate its impressive cargo capacity. Bernard Laferrière will talk about the history and performance of this extraordinary airplane and of its little brother, "the Mini Explorer", an advanced ultra-light aircraft that you can sleep in! Time permitting, Bernard will then talk about his adventure to the North Pole with the Private Explorer. **Bring your friends along;** this promises to be fascinating! The meeting will end at approximately 12:30.

Last Month's Chapter Meeting

by David Cyr

Our September meeting was held at Cedars Airport, with a presentation of an excellent video produced to remember "Space Day". Then we moved to the hangar where John Dudkoff gave us a very interesting and informative description of the RV-6 project he started in 1987 and expects to finish within the next few months. It was apparent that John has done a superb job throughout, with finishing as good as, or better than, a production aircraft. Thanks John!



Forget Synthetic Vision -- Fly Blind By Feel – another approach!!! From Avweb

A system intended to enable pilots to fly accurately even when blindfolded is being tested this month at Canada's Institute for Aerospace Research (IAR) in Toronto. The system, developed by U.S. Navy Capt. Angus Rupert, uses stimulators embedded in a pilot's vest to produce tiny vibrations that move around the torso in the same direction that the aircraft is moving. The inputs are said to be easy to interpret and help pilots sense their position in the absence of visual cues. Initial tests suggest the tactile system reduces both pilot workload and spatial disorientation when flying in degraded visual conditions. The IAR is flying two experimental helicopters, a Bell 205 and a Bell 412, to test the system. The tactile system could also be used to control an aircraft during emergency situations such as smoke in the cockpit, lightning or other visual incapacitation, or instrument failure, and could also help ground-based pilots control unmanned airborne vehicles. Astronauts and divers are also targeted as beneficiaries of the vest. Sion Jennings, IAR's expert in pilot-vehicle interfaces, said, "We're providing flight-testing expertise in degraded visual environments and helping the U.S. Navy integrate the vest with the helicopter sensors and control systems."

Pilots Included in "Most Dangerous Jobs" List from AVweb

Sure, flying has always been associated with some element of risk, but a recent [US] government study says it's downright dangerous as jobs go. The U.S. Bureau of Labor Statistics recently released a list of the top 10 most dangerous jobs in America for 2002. In the report, examined by CNN and Money Magazine, pilots and navigators collectively were listed as having the third most dangerous jobs, following timber cutters and fishers. The [CNN/Money article](#), cites the survey as claiming that commercial pilots died on the job at the rate of 70 per 100,000 workers. According to the report, recent National Institute for Occupational Health and Safety stats indicate Alaskan pilots have a fatality rate four times higher than those in the lower 48 and therefore greatly influenced the data collected.timber fallers suffered 118 fatalities per 10,000 workers and fishers edged pilots and navigators for second spot with 71.

Unclassifieds

For sale: (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 of Kitfox

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

For Sale: Murphy Rebel firewall back kit, many upgrades, all pre-punched skins so no jiggling required. 4' x 16' worktable included (350 \$ value) clecos and extras included, kit #333. Must sell: personal reasons. Tail group: elevators and stabs complete just need to close up, ailerons done, approx.250 hrs invested. All this for below factory price. Asking \$15,000 U.S. or \$ 19,250 Cdn. Email: murphyrebel@aol.com or phone: 905-432-2481

For Sale: Cessna 140 C-GNCJ S/N 14623; Airframe 5188 TT; Engine C-85 532 SMOH; MA-3SPA Carburetor conversion; Spin-On Oil Filter STC; 60 amp Alternator STC; Auto Gas STC; C-150 Exhaust STC; Brackett Air Filter; EGT and CHT gauges; Turn Coordinator and DG; Metalized Wing; C-150 seats, newly upholstered; Shoulder Harness STC; Scott 3200 Tailwheel; Windshield new 1996; KY-96A Radio; AT50A Transponder; Trans-Cal Encoder; Sigtronics Intercom with cabin speaker; New Wiring; Avionics Breaker Panel; Wheel Pants; Hat Shelf; Landing and Taxi Lights; Equipped for night flying. Needs repainting. Fresh Annual with sale. This airplane does not require wheel extensions since as of 1948 the main gear was slanted further forward by Cessna. \$26 000 CDN Located in Montreal area. Frank Hofmann hofmann@hoftec.com 514-696-4572

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