

TURN AND BANK

OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

December 1998

Reno Air Races 1998

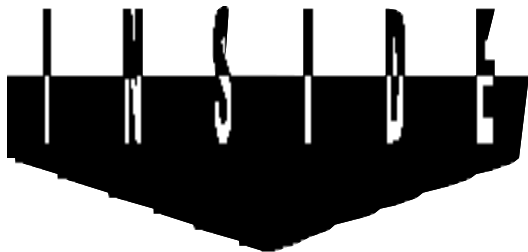
Rob Prior Gives His Report on the
Mother of all Air Races



EAA's First Annual
Golden West
Regional Fly-In

Lothar Juraski Tells Us All About It

Mind Games



Golden West Fly In

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On The Cover:

A T-28 on the apron at Reno. Photo by Rob Prior.
Inset: a BRAND NEW Yak at the Golden West Regional Fly-In. Photo by Lothar Juraski.

The TURN AND BANK is the monthly publication of RAAC Chapter 85 and is intended to keep members informed as to the club's activities, and to promote safety and technical excellence in the field of sport aviation. No responsibility or liability is assumed, expressed or implied as to the content of articles contained in the Turn and Bank: the intention is to provide a forum for discussion and exchange of ideas.

Newsletter contributions should be mailed to George Gregory, 19470-88th Avenue, Surrey, B.C. V4N 3G5 no later than the 12th of each month. Business Fax is (604)-469-3495. Please remember to indicate "attention George Gregory" on your fax.

Enquiries to the Membership Chairman should be mailed to Rob Prior, #204-130 E.11th St., North Vancouver, B.C. V7L-4R3

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CANADA
Delta Heritage Airpark
Vancouver, B.C.



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For inspections of Amateur Built Aircraft Projects contact the Recreational Aircraft Association Headquarters at 1-800-387-1028

Regular Meetings are held on the first Tuesday of each month at 20:00 hours in the clubhouse at:

Delta Airpark, 4103-104th Street
Delta, B.C. Clubhouse phone: 596-3644

Mailing Address: Chapter 85, RAAC

c/o Delta Heritage Airpark, 4103-104th St., RR#3, Delta, B.C. V4K-3N3

Executive meetings are held on the third Tuesday of each month at 19:30 hours in the clubhouse.

Chapter aircraft pilots, mail cheques (Payable to RAAC Chapter 85) to:
Brad Short, 8052-122a Street.Surrey. B.C. V3W-7R4

Golden West EAA Regional Fly In '98

Text and Photos By Lothar Juraski



but I was told it will be corrected next year.

There were four large Exhibition Tents with lots of goodies to buy. As well, there were several Forum tents and plenty of food outlets. One thing that was hard to come by was Coffee. One outlet had coffee on Friday but then the machine broke down (I had a feeling they were trying to push Pepsi). On Saturday a lady with a mobile unit showed up, but sold only specialty coffees.

THE FIRST GOLDEN WEST EAA REGIONAL FLY-IN took place on Sept.25-27, 1998 at the former Castle Air Force Base, Atwater, California. Atwater is about 3 miles north of the city of Merced where for the last 41 years and Antique Aircraft fly-in was held the first weekend in June.

The group who put on that Fly-in did an excellent job. Many EAA members vol-

unteered together with personnel from the base; but the EAA felt it was time to get a larger Fly-in later in the year. There are many small Fly-ins but nothing big after Arlington. Also the fact that Merced is in the middle of the state of California helps a lot. Many pilots from the Los Angeles area will not go to Arlington but will go to Merced.

Considering it was the first Fly-in I

would say it was a success. It is normal to have a few minor start-up glitches but there was nothing major. They were not too generous with signs to tell people where to go,

And we had an airshow again. A few years back the antique fly-in used to have an airshow, but gave it up. I understand the insurance was to blame.

The locals love airshows. They don't mind spending a few dollars to see all those great airplanes flying: and there were over 700 of them. All kinds. There would have been a lot more, but the L.A. area had bad weather and many could not get out. Friday was beautiful, Saturday had clouds and wind, and Sunday was sunny again.

The airshow went quite well. Ken Fowler of Campell River, BC put on a nice show in his Harmon Rocket.

Friday night had some entertainment on the field, country and western bands, line dancing, etc.

The thing I really enjoyed was the Saturday Night Big Band Dance. The band called "Moonlight Swing" under the direction of Don Treco was first class. They wore Army uniforms. They had an M.P. at the



A C-47 graced the Fly-In. These airplanes are BIG!

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Aircraft Portraits

Rob Prior
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BULLETIN BOARD

If you have questions or problems with your aircraft construction, we have members who have developed some expertise in various fields who have volunteered to advise you on methods, procedures and pitfalls in the capacity of **Builders' Counselors** something along the lines of the former designee programme. Please respect the fact that these are volunteers who may not appreciate late calls, and will not return long-distance calls on their answering machines. Also,

none are inspectors, and although experienced in their various fields, cannot be held responsible. It is and remains **YOUR** project. Their names and numbers are on page two and will be a regular feature of our contents page.

Please note that the locks for the clubhouse and the club hangar have been changed. If you want a key that works in both hangar and clubhouse, give Rob Prior a call at 980-7723.

Lost and Found Dept: **Lost:** one hat! Arlington Airport Thursday July 9. Blue. RCAF Association crest plus an enameled Long-eze Pin. Give Gordon Hindle a call at 535-0592.

Special Thanks go to **Norm Helmer** who graciously donated his 50/50 winnings towards the chapter Wine and Cheese.

And don't forget the **Wine and Cheese** will replace, as usual, the December chapter meeting. Bring squares, spice cakes, etc.

Minutes

by Jim Hunter

Minutes of the General Meeting 3 November, 1998

Call to Order: 8:00pm by Vice President Tim Nicholas

Spence/Meyer: that the Minutes of the General meeting of 6 October, 1998, be adopted as printed in the *Turn and Bank*. Discussion Carried.

Committee Reports:

Treasury: Tim Novak gave a verbal report of our current treasury state and also gave a verbal version of our Annual General Statement as reported to the Director of Societies as part of our Annual report. Any questions or if you wish a copy of the Annual report, see Tim.

Buildings, Newsletter, Library: all fine say their Chairmen.

Membership: Rob Prior: Numbers as reported last time. Members can renew for '99 any time at the cheap rate of \$60.

Aircraft: Brad Short: Going fine.

From and Executive recommendation, relating to the re-building of the J-5, a motion:

Myre/Sleeman: that the General Membership authorize the transfer of \$6000 from the Chapter General Account to the Aircraft Account to be used for expenditures for the re-building of the Chapter's J-5 airplane. Discussion Carried.

DHAPCOM: Terry Wilshire: Handed to Phil Bill, resident Field Manager who says that some drains along the North side of the field will be tended to in the Spring. It is hoped that with this and other drainage improvements we can have a "natural" as opposed to an engineered drainage i.e.:without pumps, siphons, or such. Please keep motor vehicles offa da grass.

RAAC: Bruce Prior answered any questions related to RAAC. He informs that all Directors will now receive copies of the Executive Meetings held at Brampton. It's been a

bit of a sore point that Directors outside the RAAC HQ immediate area are not informed or consulted.

Old Business:

1) George Spence: Next practice for Remembrance Day Fly-by on Sunday, November 8 10:00 am Clubhouse.

New Business:

Gaetan Myre: The December GM is our Annual Wine and Cheese do. Everything under control. No business. Bring a Spice or etc.

Program: After the meeting, three gentleman from NAVCAN - Messers Vern Hattle, Dave Neil and Kelvin Coop addressed the multitude on NAVCAN's proposal to require Mode C above a certain height in a corridor from the White Rock NDB to the Abbotsford Zone. Considerable discussion resultant and it's reasonable to summarize that the membership did not embrace the concept with open wallets. Obviously much more to be heard on this but we are on the pipe-line.

Some honourable member/his mate: that we adjourn. Carried.

Jim Hunter, Secretary.

Golden *Continued from page 3*

door and one patrolling the floor, just like the good old days. They had five female singers and 2 men. Three of the girls looked and sang like the Andrew Sisters. They even had the '40s hairdos. Two hours of good old music was worth the trip.

Castle Airport is huge, sporting an 11,800 x 300 foot runway. The apron is so big that you can't see the other end. This was a B-52 base and big guys need a lot of room to turn.



There was plenty of car parking close to the gate. Lots of parking for RVs and trailers close by.

A perfect set-up for a Fly-in! For people who can't make it to Oshkosh for one reason or another this is probably your best bet. I enjoyed it very much and I know I will go back many more times. **T&B**

You can now buy a brand-new Yak fighter; someone south of the border is actually building them, new!

RENO 1998



TEXT AND PHOTOS BY ROB PRIOR

RENO, NV - Across the dry, hot desert comes the now familiar rumble of Merlins, Pratts, and Griffons running flat out. Here we are again, out to risk life and limb to stand at the base of a pylon with aircraft whizzing past at incomprehensible speeds scarcely a hundred feet away. Reno just keeps getting better every year, with more and different airplanes and more events. Apart from the races, this year's show included performers like Bob Hoover (Shrike Commander), Wayne Handley (Raven), Delmar Benjamin (Gee Bee Racer), and Leo Louderbach (P-51).

1998 marked a couple of firsts for the Reno Air Races. First and foremost was the introduction of the Sportplane class, open to any aircraft offered in a kit form (although possibly factory built) with a piston engine not larger than 650 cubic inches in displacement. Second was the reintroduction this year of the T-28 class, which has apparently been formalized as a permanent class after its introduction in 1996 and absence in 1997. The other racing classes returned as they were in previous years, with the Biplanes and Formula Ones rounding out the homebuilt set, and the T-6s and Unlimiteds rounding out the (mostly) factory built classes.

The Biplane class this year was as full as ever, with a field of 22 aircraft starting the weekend. Jim Smith, Jr. was the eventual Gold winner in his Red and White Mong "Glass Slipper" at a race speed of 201.7 mph. Unfortunately Josh Klenske, our favorite in the Silver class, dropped to sixth place in the final race after taking the

checked flag in the last heat the day before.

As usual, Jon Sharp was the Gold winner of the Formula One race in the Sharp DR-90 "Nemesis". This marks the last year for "Nemesis" as the aircraft will be replaced in the 1999 race season with the "Nemesis NXT". It may be about time, too, as Ray Cote, in the Grove Owl OR-71 "Alley Cat", was only 5 seconds behind Jon this year, and looked to be gaining pretty quickly on that last lap. Another departure from the scene is Bruce Bohannon's Miller

This year the Formula One class was even treated to some Canadian content

Special M105 "Pushy Galore", which is to be retired following the 1998 race season.

This year the Formula One class was even treated to some Canadian content, courtesy of Eric Matheson in the Cassutt 111M "Yellow Peril". He was listed in the program as being from "B.C., Canada", and after some digging we were able to find out that he is a crop sprayer who travels a fair bit, but calls Oliver, B.C. his home when he's on this side of the 49th. The aircraft is actually based in California, but it's the pilot's address that makes it into the program. And best yet, he took first place in the Silver class!

The T-6 and T-28 classes this year

were just as expected: A fine group of people out to have a great time flying beautiful aircraft in near perfect formation. Throw in that loud supersonic prop on the T-6 and the low bulldog like growl of the T-28, and you end up with a couple of great looking race classes. In the end it was Jack Frost in his T-6 "Frostbite" and Rick Raesz in his T-28 "Monster" who took the checkered flags in the two Gold races.

With an about even mixture of Lancairs (6 total, of the 360 and IV varieties) and Glasairs (5 total, of the I and III varieties), and a few others thrown in (2 Questairs and one Swearingen SX-300), the Sportplane class certainly gave the audience some variety to look at. The class was new, the planes were fast, and they were definitely visible (don't underestimate the visibility of a white gel coat against the backdrop of the Nevada desert... they show up quite well!). With race speeds that would allow easily half of the pack to qualify for the Unlimited Bronze racing class this event was definitely a hit with both the pilots and the fans. You can be sure it will be back next year for a repeat performance. This year Dave Morss in the factory-built Lancair IV took the checkered flag, at a race speed of 308.2 mph. But to show that even the casual builder has a chance, Tommy Rose in his Glasair I TD (are you listening, George?) managed to stay out of last place in the Silver race class, at a race speed of "only" 217.6 mph.

The Unlimited class seemed to be fraught with life-threatening experiences this year, as three pilots each used one of their nine lives in separate incidents during three separate races. Sherman Smoot, cracking first one and then a second cylinder on the Wright R2800 powered Yak 11 "Czech Mate", performed a hair-raising high-speed landing that ended with a cloud of dust as he forced the aircraft into a groundloop just yards from a hundred yard cliff at the end of the runway. Howard Pardue, flying his Sea Fury, was later the uncomfortable victim of an engine cough 100' up after takeoff for Sunday's Gold race. The engine coughed three or four times, but kept running. Cool and collected as ever, Howard diverted left away from the runway to make room for the two aircraft already rolling behind him, executed a perfect right-hand turn back to the runway, and landed smoothly. These two incidents,

Continued next page

*A Lancair IV
rounds the pylons*



however, pale in comparison to the excitement experienced in one of the Gold heats...

Bob Hannah, flying the P-51D "Voodoo" (one of this year's race favorites), was observed to pull up suddenly, orbit the track briefly, and then dive back down and rejoin the race. Shortly thereafter he pulled up out of the race, declared a mayday, and landed. It wasn't until later that day that we found out what had happened. During the race, the elevator trim tab (helping to hold down elevator during the race) departed the aircraft. The elevator immediately swung full travel upwards, sheared one side of the elevator from the torque tube, and threw the aircraft up out of the race in pullup during which the cockpit camera recorded the G-meter pegging HARD at 10 G's. Bob's upper body was doubled over into the cockpit where the high G-forces caused him to black out briefly.

He awoke to find his helmet wedged between the stick and the throttle and resting beside his knee. Working an arm free he was able to pull back on the throttle to slow the aircraft and extract himself from his blind position to find the aircraft diving back into the race. A little woozy, he assumed he was still in the race and continued to rejoin it. When he found that he had lost his elevator authority, however, he pulled out and landed safely. His safety was attributed to the fact that his shoulder straps were loosened to permit him to reach the nitrous injection switch on the dash. When he was thrown down, the blood was forced to pool in his (horizontal) upper body, and not allowed to run down to his feet which would have caused a more pro-

longed unconsciousness.

With "Voodoo" clearly out of the running, many people thought they knew who was going to end up the eventual winner. The only problem was, everyone had a different idea who was going to win! Gary Levitz in the P-51 Learstang "Miss Ashley II" was rumoured to have turned an over 500 mph lap in an unofficial early Sunday morning practice, and Bruce Lockwood in the highly modified P-51D "Dago Red" and Dennis Sanders in the Hawker Sea Fury "Dreadnaught" had been running neck-and-neck at the front of the pack all week. The Gold race left nobody in the stands sitting as Bruce and Dennis exchanged first place positions twice during the race, as Bruce was once flipped halfway to inverted by the propwash of the big prop on the 'Fury, and as Gary seemed to be gaining at an alarming rate by the last lap. It was discovered later that Miss Ashley II had decided that a passing bird would make a good lunch for the radiator intake sometime early in the race... Gary later said "she was a bit sluggish at first". "Dago

Red" would live up to her reputation, though, and take Bruce Lockwood to the checkered flag in first place at a race speed of 450.6 mph.

Congratulations to all the racers both on and off the podium, and our condolences to the family and friends of Dick Roberts, who was fatally injured in his Formula One Cassutt racer "Miss Maybee" after a qualifying run earlier in the week. And thanks once again this year to Don Souter for providing transportation between the airport and the hotel in town... We couldn't have done it as easily without you. Until next time, enjoy the photos! **T&B**

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Classified Ads are free (within reason) to members. Display Ad rates are:

Business Card: \$25 per year

1/4 page: \$10/month \$100/yr

1/2 page \$15/month \$150/yr

1 page: \$25/month \$250/yr

Ads that have been in for more than 6 months are subject to removal if space is required for other stuff. Please contact George the editor if you want it kept in.

FOR SALE: New 4130 Tubing - most sizes available. **Used** - Tripacer Fuselage (comes with logs), metal prop off 150 hp Tripacer (comes with logs) Cessna spring steel gear legs, misc. wheels, axles, brakes and parts, misc. instruments (no altimeters!) A75 engine case, 7 Continental cylinders, some Lycoming cylinders (big), carbs, mags, pumps, old radios, etc. Call Pat at home, 533-1839.

Avian Graphics

Layout, Logo Design, Letterheads, Business Cards, what-have-you.

George Gregory 882-8016

WANTED: Medium size air compressor, with or without tank.

Doug 275-1405

FOR SALE:

Walker prop 72x44 for 65 to 85 hp Continental; as new, \$500. Also Prestolite DC

hydraulic power pack (for retractable gear) \$125, 5" Venturi, \$40, 2" Venturi (brass) \$50. Complete set windshield/rear observer plexiglass for Taylorcraft L2A, \$350. One set of 4 Bungee Cords for J3, new, \$100. RV6A Stainless (321) 1 3/4 crossover exhaust system with stainless forged flanges \$750 obo

Bob Cutting 275-1603

Email rcutting@direct.ca

FOR SALE:

52" x 34" Shettler's propellor with hub, \$100.

Vic Gabas (604) 853-2778

FOR SALE: SIROCCO PROJECT

Fuselage, canopy, tail group complete. Air frame control components done except for cable. Main-wheel gear, wheels and brakes done. Tail-spring and wheel included. Panel made, no instruments. Lycoming 0-290 GPU Zero-timed. Will Neubert stainless cross-over exhaust with stainless muffler/shrouds. Bendix PSC5 carb. Bendix mags with non-shielded leads. no starter, starter ring or alternator. Weldtech engine mount. McCauley prop.

Wings: ribs and minor spars done. Spar diaphragms done. Two spar-grade spruce planks. No other wing parts.

\$15,000 firm, complete and not interested in parting-out

Jim Hunter

576-2678

FOR SALE:

1 set (8) 60810 (68763) M10 main bearings \$295 per set

1/2 set (4) of same \$150 per set

1 set (8) 60810 (68763) M003 main bearings \$295 per set

1 set (8) 61662 M10 Rod Bearings \$175 per set.

All bearings fit Lycoming 0-235 and 0-290 (without C/S prop). All are new, perfect but certs mislaid,

Gogi (604) 823-6428

FOR SALE:

1957 Tripacer Wings uncovered, all reworked. New leading edge. New ash tip. All Zinc Chromate ready to fabric. Included: 2-18 gal. gas tank, 2 - gas tank cover, landing light, aileron and flap, front and rear struts. Asking \$4000 Canadian.

Roger Gauthier (Kelowna) (250)-763-1529
(250) 212-0832 (cel)

WANTED: PA 18 or PA 20/22 Wings. Some damage OK. 946-5881

FOR SALE: Tailwind Project. I hate to let it go! All wood for wings, spars and ribs done, new wing fittings, control system, Cougar fuselage mostly modified for Tailwind use.

George Gregory 882-8016

Classified continued on page 8

Classified Ads (Continued from page 7)

FOR SALE: Lycoming GPU good jugs, crank and case (modified for A/C use), mags, turn and bank indicator. Fuel tank with gauge, cut down Sensenich prop, lots of other stuff.

George Gregory 882-8016

FOR SALE: Fleet F7 Biplane replica. Very close to original copy except for uncowed engine. Engine: Kinner R55 160 hp. Aircraft is modified for solo operation from rear cockpit. Extra bellytank with wobble pump. Original Fleet wheels, brakes, pedals and stick column. Original parachute accommodating bucket seats, oversize tires, Stits covering, voice activated intercom. Ted Hendrickson Propeller, manual and extra key magswitch.

\$35,000 Canadian. (604) 478-6048
Will consider small antique aircraft engine as trade-in.

FOR SALE: Some Cont.0-200 parts: Case (checked, no cracks) Camshaft, Gears, Rods and Pistons; Carb and spider, Starter (pull type) and Generator, mags (one is dis-

assembled). \$2500 for the package, offers considered on individual parts. Also, Prop hub for Cont. tapered shaft, \$350, Wing parts for Taylorcraft BC-12D (disassembled) including ribs, spars, compression struts, brace wires and strut fittings. Offers?

Contact David Smith (604) 513-0353
(604)513-0373 (fax)

FOR SALE: 1 pair David Clark Helicopter headset, 1 Telex MRB-2400 headset, 1 Marvel Schebler MA3-SPA and 1 MA4-SPA carburetors. June McMann 943-5369

Aircraft Painting

Will paint, finish off aircraft for cash or part share in airplane. Prefer Cessna or Piper. Value of work is \$6-8000 depending on condition of aircraft.

Kevin 580-6264

FOR SALE: One set of 1500 Murphy floats ready to go.

Ole #45-3931 198 st. Langley BC 514-1280

FOR SALE: 6 Factory new Franklin 180 hp cylinders includes installed valves \$300 each, will not part out.

Tim Novak 271-8586

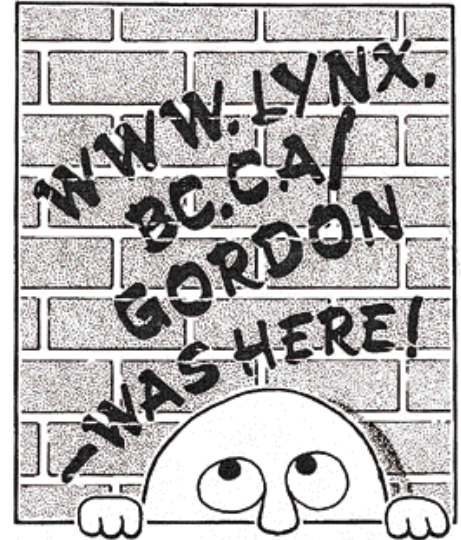
WANTED: No bounce landing gear for Aeronca Champ

Ken Morrison (604)524-1762
FOR SALE: Softcom 2 place Intercom ATC-2Y, with accessories \$110.

Stuart Gear (604) 941-9402
E-mail:sgear@infoserve.net

FOR SALE: Set of instruments, switches, breakers, sheet metal tools, misc aircraft parts and materials.

Grant 536-6945



IT WAS A YEAR that I still remember with a smile. I had gone from the lofty position of being a fourth year university student to become an unenviable unemployed university graduate. But then within a few short months someone had the nerve to hire me in my field of study. The obvious thing to do with a steady permanent income was, of course, to buy an airplane. To this day it still makes sense.

So entered into my life a fabulous Stinson 108-2 Voyager which answered to the name of Oscar Quebec Charlie. Although OQC was borne 11 years before I was... she was new to me and seemed to be in her prime. She flew like a dream and I was smitten. Oh, she was a bit noisy compared to those three legged birds from Kansas, but I wore a headset and listened to her engine until I knew each and every decibel by its RPM. It seems silly now to be so enthralled by a mere machine but that is the way of youth, or maybe it's just the way of airplanes.

Anyway, one bright and sunny afternoon my wife, a friend, and I were flying to Chilliwack over Harrison Lake when suddenly the engine began vibrating so violently that the entire aircraft rattled and shook. I was shocked and just out of reflex I pulled

the carburetor heat prior to pulling the throttle. I didn't have to pull the throttle because the vibration ceased as suddenly as it had started. As the sound of my heart beat faded into the engine beat I looked around and noticed that my two passengers were completely nonplused about the whole ordeal.

Mind Games

By Tim Novak

Perhaps the carb heat had cleared the pesky ice out quickly enough that I was the only one who had noticed. Strange though, the conditions were not that conducive to carburetor ice. Perhaps something more serious was afoot.

Several weeks of flying passed without the vibration returning and I began to think that maybe it was just one of those things. Everyone knows that it is never just one of those things. I was flying back from the Gulf Islands with a friend (why do these things always happen over water?) when suddenly the violent vibration began again. I sucked air as I quickly pulled the carburetor heat once more. And once more the vibration suddenly ceased. I glanced over at my passenger and he was looking back at me with

a big smirk on his face. This, I thought, was a pretty strange way for someone to react to this situation.

Again, uneventful flight hours passed with the engine running as smooth as only a six cylinder Franklin can run. I was happily flying alone over Linden returning to Delta when, as I glanced forward and down over the nose, the vibration suddenly started. I dove for the carburetor heat once more but before I reached it the vibration ceased once more. What the...?? Then it became all too obvious. When I sat up straight in the seat the plane seemed to vibrate violently and the engine noise seemed to increase tremendously. Actually, the top of my headset band would come in contact with the overhead steel frame through the headliner and the normal vibration of the engine and airframe would be transmitted directly into my skull. I was the only one on board who experienced the sensation.

I felt a little embarrassed as I reflected on my sudden panic in front of passengers, but I was relieved that it wasn't something mechanically serious. I owned OQC for ten years and I never had problem with that smooth running Franklin. I wish the new owner good luck and safe flying and to keep the above in mind. **T&B**