



Photo courtesy - John Veale

PBY (Catalina/Canso) at
Nanaimo-Collishaw

In the January 2004 issue of Island 'Tale' Winds:

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"Sparks Flying"

Creative Buck-passing 121

Here is a lesson in Creative Buck-passing 121, a non-credit course for which we are genetically programmed. Whenever you, fellow member, are asked to do anything for your organization consider reasons for not doing it.

Be creative! Let everybody know: Tell us...

- 1 ... others are much more experienced than you..
- 2 ... you are overworked , loaded down with more work than anyone could handle
- 3 ... what a klutz you are! You surely can't be trusted to do anything
- 4 ... you've shown yourself to be unreliable in the past Why, you've never completed a task in your life! (Well, except the fine aeroplane you built and flew!)
- 5 ... how bored you are with this Chapter. You joined to see what you could get out of it; you don't want to share your knowledge and skills.
- 6 ... you are too busy to attend any meetings or functions. You refuse to serve in any capacity.

Congratulations! You have just passed the buck!

Now that you've gone through that exercise take each excuse in turn and turn it around. Make each negative into a positive..

1&2 If you lose yourself in a project you'll get experience and find the task interesting and enjoyable.

3&4 You could learn to do something well and earn the

respect of the group by completing it.

5 You know this can't be true. Our common interests demand sharing of problems and solutions!

6 You could at least show up. We know, you're shy! Something interesting may happen. Come out and see! Why you might even learn to say,

" The Buck stops here!"

**Let's make this our New Year's Resolution:
To Participate!**

How to finish your projects

The Four Laws of Success:

1. **The law of Possession: (Commit)**
"If it is going to be, it is up to me."
2. **The law of Effort: (Work)**
"Anything worth achieving is worth working for."
3. **The law of Consistency: (Persevere)**
"Move toward your goal one step at a time and make no excuses for not walking the walk."
4. **The law of Self-efficacy: (Self-empowerment)**
"Believe in yourself and your ability."
Perhaps we could add that "If you fail to plan, you can plan to fail."
Get to work! We want to see you fly that thing!



John Owen

John does a lot of work behind the scenes for EAA679. He has held several 'posts' over the years and has certificates and lapel pins from EAA HQ to prove it!

Thank you for all you do for us, John!

We have a fine group here and want to keep on improving. So a reminder of some of our obligations as members is in order once in a while.

"Sparks Flying" is just as much your opinion-platform as it is mine. It's a 'letter to the editor' or just a short note.

You don't have to be a great writer either, just drop me a line (scribbled, or e-mailed) with the general idea and I'll make like an editor and send you a preview of what we (you and I) have written for approval. I hope you will take advantage of this most generous (and perhaps, foolish) offer and help me to do my job!

Collateral Damage

Mike had to prove something, to himself, to the world. He flew an old triple-tailed Bellanca and was performing stunts in the pattern this day to show off his 'stuff'. He wasn't skilled in aerobatics but was a 'nervy' kind of pilot. More guts than brains.

He did a couple of ragged loops and then charged off after a Cherokee. I watched wondering what in the world was in his little one-celled mind, when suddenly he pulled up in front of the Cherokee. The Cherokee rammed the Bellanca chewing off its tail in the process. Cherokee landed, Bellanca augered in.

As we rushed toward the flaming wreckage I thought of Mike, working dead controls as the Bellanca spun on its back. I could sense the panic and fear rising as the ground ballooned up. Not a pretty picture. It doesn't end there though. His death had an awful impact on those he left behind. More than we knew then.

You see, another friend of ours, Randy, who was Mike's closest buddy, died within the week. Randy's son had crashed at a fly-in only weeks before. Randy had not yet recovered from this first tragedy when Mike bought it. We all felt that Randy died of a broken heart. He just couldn't stand the loss of son and friend one after the other. Like the ripple effect of a stone thrown into a pond a person's death affects many others and Randy was another of death's innocent victims.

Secondary crash victims. Collateral damage.

No-one in the NTSB has a computer file on those of us who are left to mourn.

Mike can suffer no more. But the crater marks more than the place where plane, pilot and earth collided. The lives of everyone that knew him are cratered into that same pit. Pain of such a loss fades but never ends; the void left by the loss of a loved one cannot be filled. Ripples formed by a stone thrown in a pond? Yes, it spreads out that way; but, it is an earthquake, a Tsunami crashing down on survivors struggling to finish life's unfinished business.

Mike killed himself because of his own stupidity. His suffering is over. But what of his wife and family. Think of the burial, empty house, unpaid bills, lawyers, wills, and waves of anguish engulfing the survivors.

Before you show off, think of what your death would mean to others. Picture yourself standing unseen next to your loved ones when the phone rings and a disembodied voice tells them that you are not coming home again...ever again.

Kiss your loved ones goodbye before you head for the airport. Maybe that kiss will stop you from showing off, flying a little closer, a little lower, a little crazier than you should. If not it may be their last memory of you.

There is no room in aviation for a show-off!

The story "Secondary Victims" was originally a much longer item taken from a news chat group on the web. The contributor shall remain anonymous as he requested. Ed.

"NINETY PERCENT DONE WITH 30 PERCENT TO GO"

...John Veale

We've heard it many times, but still get caught in the trap. "How is the project going?"

"Well...I would say I'm about ninety percent done. Only a few small details to finish and then off we go into the wild blue yonder".

Now you'd think our former EAACC Chairman Rem Walker, who has a good number of aircraft projects under his belt, would know better. He too, in an admission to your author, back in October of 2003, admitted, "I had hoped to have the Gipsy flying by now!"

Perhaps we are all optimists when building our aircraft and I would guess that's a good thing. The important thing is to get it finished, no matter how long it takes. Then come the rewards for all that hard work.

You may not be building a Gipsy, but you might like to hear from Rem as to just how his project is going. Hey, we all need a little encouragement now and again, and to hear that someone else runs into roadblocks now and again is indeed encouraging. I'll let Rem put this into his own words.

Oct. 24, 2003

I had hoped to have the Gipsy flying by now. I was in the garage today painting the cowlings. The weather is not cooperating. It has been blowing (remember, this is Saskatchewan) and drizzling all day and as I write this, shortly after supper, it is trying to snow, with lots of heavy white flakes blowing by – horizontally!

The engine parts arrived and friend Bob has been working on the engine. We are fortunate that he has three engines from which to scarf parts, because he has stripped all three down to nothing. He then picks the best parts and works with them. The bottom end is perfect. The top end is what is causing all the extra work. Fins from the cylinders have been knocked off somewhere along the way so he is taking bits from other cylinders to fit into place on four of the best, and then getting them TIG'd into place. They are then placed in a lathe and smoothed to match the barrel.

The pistons are the four best ones. The rings we got are a both thicker than original, so Bob is turning the grooves out a few thousandths and now the rings fit. This takes an enormous amount of time just to get the piston centred in the lathe before it can be turned. After that, it is a routine job, according to Bob. New bushings have been made for a few locations that were getting sloppy. This keeps on going as Bob always finds something that is not quite right and it has to be fixed.

The painting being finished, the whole mess was moved to Bob's and assembly is taking place, rigging wings, etc. I am still working on the landing gear. I finally located a set of tires and tubes that will fit and sent the money today, so they should arrive in a couple of weeks. Maybe by then I will have the gear finished and maybe the engine will be finished as well. I am dreaming again! One thing we had overlooked was the magnetos. We have about a dozen of the things around but a couple of them need to be overhauled so that is one more thing on the list!

As I said, I had hoped to fly the Gipsy this year but the weather is going to kill that idea I'm sure. The list of things to do seems to grow rather than shorten and there is still the weight report, final inspection, paperwork, etc. You know the drill.

*And, after all that, I do not know the carb heat box I cobbled up will fit when the engine and exhaust system are installed. That reminds me, we need to build the exhaust manifold and the exhaust system. Yikes! If that box fits **(the subject of an earlier letter)** it will be "one small step....."*

Chapter 154 member Morely Liebel carved a real nice looking prop for the Gipsy and I can hardly wait to see it turning at about 2100 RPM!

And so ended Rem's letter of October 24th. (Keep us posted Rem.) Does all that sound rather familiar? Keep busy in your workshops fellows. Hmmm. I wonder what Wilbur & Orville would have to say about all this?

CALENDAR OF EVENTS

Note: Monthly meetings start at 19:30 hours, first Wednesday of the month alternating between Duncan and Nanaimo Flying Clubs.

January - 2004

Wed 7 .. Monthly Meeting Nanaimo

February

Wed 4- Monthly Meeting Duncan

March

Wed 3 – Monthly Meeting Nanaimo

April

Wed 7 – Monthly Meeting Duncan

May

Wed 5 – Monthly Meeting Nanaimo

June

Wed 2 – Monthly Meeting Duncan

July

Wed 7 – Monthly Meeting Nanaimo

Nominating Committee Selection of three members. Bylaw Article XI 1.

August

Wed 4 – Monthly Meeting Duncan

September

Wed 1 – Monthly Meeting Nanaimo

October

Wed 6 – Monthly Meeting Duncan
Nominating Committee presents and opens nominations from the floor Bylaw Article XI 4.

November

Wed 3 Monthly Meeting Nanaimo

Elections of Chapter Officers and Chapter Board of Directors will take place at the November Chapter Membership Meeting Article XI 6.

December 2004

Wed 1 Monthly Meeting Duncan

All newly elected Chapter Officers and Chapter Board of Directors shall assume their responsibilities at the December Chapter Membership Meeting, but no later than January 1 of the new year.

Wed 15 - Annual Renewal Packet due for EAA

- Status Report
- Charter Renewal Agreement
- Chapter Insurance Application
- Membership and Officer Roster
- Young Eagles Coordinator Form

Check this column for changes as the Executive and Board of Directors arrange events with the Entertainment and other committees.

The calendar will be updated to keep you advised of upcoming events!

Make sure you mark your calendars at home so you won't miss the monthly meetings...especially the ones concerning nominations and elections.

Please advise the editor if you have anything to add to the calendar.

"A Special Day in the Mwaluganje Sanctuary"

Written in 1998 for Msafiri, Kenya Airways seat back magazine;

Submitted by Mike Wilkey.

The African sun was beginning to brighten the sky over Mombasa, twenty miles to the east as I wandered to the patio on the escarpment overlooking the rolling country 1000 feet below. My morning tea tasted especially good as I contemplated the day ahead. Wisps of cloud cast shadows over the Pemba River as it meandered through the low rolling hills of the Mwaluganje Forest. There are 200 elephants starting to take in their daily 300 pounds of food down there and some of them are outside the sanctuary fence. Some dozen or so are still in conflict with the local population of farmers and have to be encouraged to live inside the protected area of the Mwaluganje Elephant Sanctuary.

The sanctuary is an innovative concept due to the fact that the local cultures, the Duruma and Digo people, have become involved along with other local landowners, the Kwale County Council, local politicians and the Kenya Wildlife Service to create Kenya's first community involved game park. Eden Wildlife Trust, through Executive Director Ted Goss, set the ball rolling two years ago and now the preserve is a reality. The 60,000-acre sanctuary will operate much like any other eco park and visitors will be able to see not only an abundance of elephant and local small animals but also a Digo/Duruma sacred site and a wide variety of vegetation including prehistoric cycads. Shimba Gallu Safaris in Kwale is testing the market for both vehicle and walking safaris.

This morning however there would be no tourists only fifteen game rangers from Tsavo and Shimba Hills National Parks armed with rifles and thunder flashes patrolling the fence line. Ted Goss will be flying the Hughes 500 C helicopter with me in the right seat. The plan is to locate the errant elephants from the helicopter and drive them through a gap deliberately left in the electric fence into the protected area. We would be in radio communication with the rangers on the ground as well as a base unit in the Trust's Land Rover. After finishing the tea and checking camera gear I went up to the orange grove behind the house, which also serves as a helipad, to help with preparations for take off. Ted is fuelling the machine as I begin pulling off the covers that protect the Plexiglas from the coastal sun.

This beautiful morning in early June the sky is clear after the end of the recent rains and the country we are to fly over is bright green with new grass and foliage. The elephants might be difficult to find but we have a good idea

where they are from information the rangers had been given by the local farmers. The fuelling is complete and the forward doors removed from the helicopter so there is only the pre-flight and the start up. With the helicopter lightly loaded we take off into the wind that is gentle from the ocean and the helicopter banks sharply right out over the escarpment.

The sun is higher now and we are not affected by the low glare that I thought would be a problem for sighting and photographing the elephants. As we drop down over the Mwaluganje I test the seat belts again for ease of movement, as I would be swinging the camera to and fro when we spot the elephants. I also test them for security as the helicopter might be making aerobatic maneuvers while herding the big tuskers. All is as I would wish it and I am perfectly happy looking down through the clear air onto the Africa I had also known for thirty years. It is good to be back and a privilege to be flying over the elephants.

There are two bulls fifty feet below me swinging around to face the sound of the helicopter; I press the intercom button to indicate the bulls as Ted is looking in the other direction at another large tusker. We bank around and pull up a little higher so as not to stampede the animals in different directions. To my right another lone bull is feeding in the hardwoods, he too is pointed out to the pilot who is now concentrating on moving the helicopter sideways because of the increasing tail breeze.

The Ndofo (elephant) are moving up a ridge to the east instead of north to the fence and there are two more behind us feeding on the almost ripe maize crop. Our helicopter makes a big circle out over a shamba (small farm) where the locals are watching the excitement. The problem is that they are standing in the elephants' line of advance. The Digo farmer had to be moved for his own safety so we fly low over his mkuti thatched buildings, aware that if we get too close the rotor's downwash might create serious consequences for the palm leaf roofs. Eventually he gets the message and takes his family out of harm's way and we maneuver to herd these animals towards the others heading for the ridge.

Once over the tree covered ridge we can see the rangers on the ground all ready to use the thunder flashes if they have to since they can now see the tuskers. We fly lower and continue to push the reluctant animals towards the sanctuary. They are disinclined to move close to the fence and the wind makes it difficult for us to hover ahead slowly. It is easier to move the machine sideways and very slowly we encourage the small herd towards the gap in the fence. Time and time again one of the bulls would swing away, raising his trunk in the air scenting the helicopter and we have to make the aerobatic maneuvers I was expecting

in order to entice him to return to the others.

Flying just above the trees and the heads of the elephants, the breeze that had increased to a wind is presenting a little difficulty in that we are not entirely in complete charge of the direction of flight, the elephants are. The big animals swing and wheel this way and that; they were not cooperating at all. However the ancient helicopter and its experienced pilot completes the task within a couple of hours. With the big tuskers well inside the fence that is already being closed behind them by the rangers, we are on our way back up to the house on the escarpment and looking forward to our favorite mid day refreshment - what else but Tusker beer!



Photo courtesy - Mike Wilkey

“AND NOW! WHERE’S THAT TUSKER BEER?”



Photo courtesy - John Veale



Photo courtesy - John Veale

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E-mail copies- vacant (the editor needs help)

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<http://www.angelfire.com/bc2/chapter679/index.html>

Anything can be made to work if you fiddle with it long enough; however, if you do it will break!

Fools rush in where fools have been before!

**The above wisdom courtesy of Mike Wilkey.
Thank you, Mike. Ed.**

Hans Solo: in Central America.

New Year's finds Hans in Puerto Escondido departing for Tapachula a border town on the way to Guatemala. Tapachula has no fuel. Airport commandant drives Hans to local Pemex to get fuel.

Hans arrives in Guatemala City at 5000 ASL and faces strong winds which reduce his groundspeed to 20 knots. Hans meets Tomas Hirschmann and wife. Tomas is a member of the Aero Club and helps with the flight permit for Costa Rica. Next day Hans goes by bus to visit Antigua which he highly recommends. Jan. 2. Hans attempts flight to Tikal but aborts due to cloud cover.

Jan. 3. Same thing.

Jan. 4. Hans flies to Liberia Costa Rica. Fortunately there is a long runway available at Guatemala City which permits the 65hp engine of the little Taylorcraft to struggle upward in the high density altitude.

He is greeted by strong winds in Liberia which causes trouble for Hans when he tries to secure the Taylorcraft for the night, but he gets it tied down at last.

Dear member this questionnaire is an attempt to make it easier for you to keep EAA chapter 679 apprised of your progress. It is important for us to have this input from you because it gives encouragement to others and provides another way of keeping in touch with the building/flying side of our organization. We know that we can count on your full cooperation in this regard and thank you for the privilege of being allowed to share this information with the club via the monthly newsletter. You are not obliged to provide any information that you are unwilling to share with the group but we would appreciate any information that you can provide. Just a word or two for each question will be fine! Thanks.

"The Questionnaire"

Name:

What aircraft do you fly at present?

What other aircraft have you owned and flown in the past:

Present Project: Type: Model: De-
signer: Land: Amphibian: Float plane: Glider:
Trike: Powered Parachute: Ultralight:
Experimental:

Is this a "plans only", a kit, or your own design?

Engine(s): What does the designer recommend? What have you decided to use?

Why did you decide to build this particular plane?

How many seats does your aircraft have?

Where are you building it?

What was the starting date of your present project?

What was the last step of construction that you have completed?

When do you anticipate that this project will be ready for inspection?

When do you expect to fly this aircraft?

Where will the test flights take place?

Will you be asking some of our members to participate as ground advisors, safety crew, etc.?

Would you welcome such participation?

Thanks for participating in your club newsletter! Please bring this to the next meeting. You could also e-mail me at vvdoyle@island.net or phone me at 1-250-746-7702. We are all looking forward to hearing from you soon! "Sparks"

Maybe this should be retitled "**Question Air**", maybe not!



Rem Walker's Gipsy Moth--Flying Surfaces

Photo's by Rem Walker - Submitted by John Veale



Gypsy Progress -- Photo by Rem Walker

Submitted by John Veale

When you bring your completed questionnaires to the next meeting if you attach a photo of your project at its present state of development we would be pleased to print the picture (s) here!

Happy New Year Everyone!