

The Chapter is pleased to present commercial pilot & meteorologist, Ken Grandia.

On Thursday, September 1, 1900 h at CEN4.



Don't miss this important presentation. Ken will speak to us about extreme weather, i.e., thunderstorms, HAIL and implications of common 'instability' on flight planning.

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FEATURE ARTICLE

'Love at First Flight'
Lionel Ste. Hilaire achieves his dream airplane; The Cardinal RG..



NEXT MONTH:

Member's Project, C-FTJE takes flight

EAA Chapter 1410 High River Newsletter

E A A 0 5 0 0 4

AUGUST, 2005

Airventure 2005



EAA celebrates a year of historic flights:

Another year has passed into aviation history and what a year it was for aviation 'first's'.

along with it, under the watchful eyes of the 'rampies' at each wingtip.

White Knight soared into the upper atmosphere and released space Ship One into outer space; twice within the two week period, winning the Ansari X prize for civilian space craft competition.

Another first, this year; Steve Fossett again joined the 'round the worlders' who gather in OSH each AirVenture. This aviation first, however, was solo, single engine, and non stop.

The celebration at OSH was somewhat familial as the spaceship designer was none other than EAA's most famous homebulder, Burt Rutan.

All airshow events slowed to a halt as Airventurers gathered at the flight line. Space Ship One came into sight, flew several leisurely passes past the flight-line, and landed on Runway 18. More dramatic was the spaceship's slow taxi (towed into position) in Shell Square. A very awestruck crowd flocked around the aircraft and slowly moved



*Above space Ship One and White Knight taxi into Shell Square
Lower right, the Global Flyer*

Is that a Cessna?



By: Lionel Ste. Hilaire

Is that a Cessna?

I was cleaning the bugs off my plane one day and a stately gentleman was walking by my hangar and stepped in for a quick look. "What kind of plane is that?" he asked. I told him it was a Cessna. "A Cessna? You've got to be kidding!" he said, simply dumbfounded.

Of course, I proceeded to tell him of my love affair with the Cardinal. Years ago when I was learning how to fly, Tom had a pristine '76 red on white 177RG parked next to my '67 150, and every time I walked by Tom's plane, I would drool, never thinking that one day I might be able to afford one, let alone one as nice.

His Cardinal was simply striking; a long swept windshield, setback wing, retractable gear, turbo'd, and it even had a custom metal panel with updated avionics. He flew it regularly, mostly to the States. He explained to me that the Cardinal, although built by Cessna, wasn't really a Cessna. It was introduced as the plane of the 70's, to replace the venerable 172; something a little faster, a little more spacious, easier to get in and out of, and it had to be eye-catching to compete with the Mooney, Piper, Beech and other planes of the era.

You have to keep in mind that the competition had some pretty impressive hardware to offer - most were obviously sleeker, faster, and some even cheaper than the 172. So if Cessna wanted to compete, it would have to retain the positive characteristics of the 172 (a very popular trainer) while borrowing some of the more refined qualities of its bigger sister, the expensive 210 Centurion.

Tom told me that the Cessna research team decided to start at the top, with the Centurion design. The Cardinal adopted the strutless wing with a heavy-duty carry-through spar, flush riveting halfway through the wing chord for improved speed and thirty degrees of semi-Fowler flaps. The wing was also setback further than the 172's,

giving it its distinctive long swept look and conversely a reputation as being a bit nose heavy.

The Cardinal was built low to the ground with two large four foot wide doors, so getting in and out was just as easy as getting into your family Chevy. The cabin was massive - keep in mind that I'm 6'3"/250 lbs., the Cardinal is one of the few planes that I find comfortable.



The Cardinal also borrowed the 210's stabilator (a Piper designed flying wing), and eventually introduced the missing link in 1971, the Cardinal RG with 200 fuel injected ponies up front. Cessna had all the bases covered but didn't have a 200 hp retractable to compete with the crowd. That was the Cardinal's mission - to outperform the rest, and at the time, only a few models were faster than the Cardinal RG, notably the Mooney Executive and the Mooney Chapparral.

As I was obviously captivated by Tom's plane, I told him that some day, maybe with a bit of help from 6/49, I would also own a Cardinal. I would make Cessna proud;

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President's Message

Of the documents in this week's mailings, two specifically drew my attention.

The first, our Chapter 1410 By-laws as incorporated have been returned from the Alberta Registrar, and we are now an official EAA Chapter.

The second, was an e-mail from Chris Zavatson, Lancair homebuilder in Ca. whose award winning, N91CZ '360' is usually noticeable at most western regional airshows; Golden West, Arlington, etc.

Chris writes: "A group of Lancair pilots and builders were gathered in Auburn, Ca. Sunday, August 14, having breakfast when we got word of the accident. The individual involved had organized the breakfast, so his belatedness was of concern. I was convinced it had to be a failure of the dual electric ignition system, because there was no way this particular individual would run out of gas."

The photo shows the aircraft down in a field after what can only be describes as unbelievable airmanship plus an incredible dose of good luck. Not many unscheduled, off-airport Lancair landings, are survivable.

The pilot writes: "The things I did right was to identify a dead engine early, pull the prop and get it into a 120 KIAS glide. I identified a spot and when I realized it was rising above my view I chose another. That one stayed fixed and I was sure I'd make it. I flew the line and resisted the temptation to pull up. And coming over the many ravines and oak groves I kept wanting to pull up, but I said out loud "120" and kept flying the line. The last moments I flew over the tops of a grove of oaks, dropped down to begin a shallow climb up the hill where I landed and flew between two oak trees and dropped again to clear a power line (*under?*, italics mine), then slowly added back pressure to slow the rate of descent so I could get a soft touch down and not drop it in."

He adds: "In the initial set-up and prior to first flight the engine monitor was never set-up. I did that myself later and the fuel gauges were not properly calibrated. For that reason I never flew more than 2.5 - 3 hours without topping both tanks, and not flying greater than one hour unless I could see gas in the tank. That was the indication

of half fuel. I had fueled up earlier in the week and had logged 1.5 hours of flight. I knew in my mind that (for this flight) I had 1.5 hours for a 30 minute flight. After about 20 minutes into my flight on the right tank the engine quit and I selected the left tank, it ran for a few minutes and quit again. Even in my glide down I never thought I was out of gas."

"I thought it over and over later and those 2.5 hours were flying around 3000 feet where my burn is 22 GPH vs. 15 GPH up high. I totally miscalculated from a false sense of security."

I thought it over and over later and those 2.5 hours were flying around 3000 feet where my burn is 22 GPH vs. 15 GPH up high. I totally miscalculated from a false sense of security."

Now back to the first document, our By-laws. Our mission statement or 'objective' is: "to promote, encourage, and facilitate an environment that fosters: **safety**, and high standards in the design, construction, restoration, and operation of all types of recreational aircraft". Two additional side-notes; 'Statistically, 25 to 50 percent of new homebuilts will suffer from reduced power or engine stoppage during their first 10 hours of flight', and 'homebuilt aircraft accident and fatality rates run about five times higher than general aviation figures'.

We can easily identify the errors in 'risk management' in the above story.

We can probably just as easily identify with personal lapses in 'risk management' in our own flying experiences. But we can help support our mission statement by debriefing such incidents, and continually reminding ourselves of the absolute necessity of mitigating every risk possible that lies within our control. Not running out of gas is controllable!

My friend Chris completes his remarks with a poignant statement. "In this case the pilot's skill was far superior to his judgment. How does one fix this problem?"

Jack Dueck



For a plane to fly well, it must be beautiful

Marcel Dassault



(Continued from page 2)

I would hold my head up high and tell the world that I'm a Cardinal owner.

"Ah, but be careful my young friend," he cautioned, "the Cardinal has a reputation!" The way he put it, I thought that I would find the Cardinal working the downtown streets. "What do you mean, a reputation?" I inquired sheepishly. "Ah my young friend, you have much to learn," Tom jilted, "the girl has a reputation and she was doomed from day one."

The Cardinal was introduced in 1968, with a 150 hp powerplant. It was underpowered, nose heavy and had a useless stabilator. It couldn't hold the flare in a landing configuration - and thus the nomenclature, the "Cardinal Hop". The stabilator was ineffective and would stall out before the plane landed, causing a nosewheel touchdown and hence the expensive outcome, a stressed/broken nosewheel/firewall, and a probable prop strike. But that was an easy fix for Cessna. Just add thirty more ponies up front, add slots to the stabilator, and a constant velocity prop for good measure. The Cardinal was back in business.



Stabilator Slot

But as Tom said, the Cardinal was doomed from the onset. It initially got a bad rap due to Cessna's pre-mature introduction of an unproven airframe and powerplant combination. Although a big gaffe by Cessna, it was just the tip of the iceberg.

Our lady was just doomed; she loved money and lots of it. The Cardinal airframe commanded 70% more production labour than the Skyhawk. The darn thing was just too expensive to build. Cessna introduced the RG in 1971 at a base price of about \$25,000. They held the horses back until 1974, selling it for \$26,000. Cessna was then bent on recovering their costs, the 1975 model commanded over \$30,000 and the Cardinal increased in price by \$5,000 per year until Cessna decided that enough was enough. In 1978, the base price was over \$45,000, that's \$10,000 higher than the competition. That was it. Cessna ceased production of both the fixed gear and retractable gear Cardinals. Cessna had produced 1366 177RG's in Kansas and 176 177RG's in Reims, France.

As I was telling my friendly visitor, the Cardinal had always caught my eye. As years went by, business got better and finances fell in to order. I had traded up to a Skyhawk, but it didn't quite have the "oomph" that I was looking for. I wanted a bit more speed and better range; I was basically looking for a touring machine. I was disappointed that my ramp friend Tom had sold his Cardinal. Keep in mind that I

was just as proud of his plane as he was, and he would have been the guy to ask for advice.

I spent 2 years looking for the perfect plane. I joined CFO, "Cardinal Flyers Online", an excellent Cardinal support club (as an aside, the club president, Paul Milner had bought Tom's plane and moved it to California). I looked at quite a few planes and I was disappointed at what I saw and even surprised that some of these darn things even flew; those that would have been worth a look at, were bought and registered even before finding out about them.

Then one day, I got a tip from a CFO member that knew of a Cardinal for sale in Smith Falls, Ontario. The owner, a dentist, had built a HATZ Classic, C-FHTZ, and found that he just didn't have the time to fly his Cardinal (by the way, Bob's HATZ won the Bronze Lindy Award at Oshkosh, in the Custom Built Plans Category, 2002). While checking things out, I learned that my cousin knew of the plane and he recommended that I buy it.

For what its worth, my cousin Emil is a check pilot/instructor for Bombardier, and somehow I just had to take his advice and "fly with it". Gudrun, my wife, just happened to be in Gananoque, Ontario at my in-laws. I asked her to pop over and look at it. Just imagine how I felt when she told me it was nicer than Tom's. It was a done deal. We arranged for an annual inspection and the regular "due diligence". The plane turned out to be everything I expected. No regrets.



Panel

As the years have gone by, we have enjoyed our Cardinal. Flying is a great gift enriched by the friendships that we've made through the years. We occasionally visit our old stomping grounds at Airdrie, Springbank and the Calgary International where I learned to fly. I even noticed a different Cardinal parked next to my old spot at Victor Aviation. I was curious of course, so I verified the ident on the Transport Canada website. I was not surprised. "You just couldn't do without a Cardinal, could you Tom."

Lionel Ste. Hilaire is a charter member of EAA Chapter 1410 and an active volunteer for the High River Regional Airport. He flies his Cardinal 177RG out of CEN4.

I Could Never Be So Lucky Again!

Unflattering Aircraft Names

◇ "100,000 Rivets flying in loose formation"—Avro Shackleton

◇ "Ass-ENDER" - Curtiss Wright XP-55 Ascender (Hint: It's propeller was located in the rear)

◇ "Jug"- WWII Fighter, Republic P-47 Thunderbolt (Short for either "Juggernaut" or "Flying Milk Jug.")

◇ Gabelschwanzteufel" - Lockheed P38F Lightning. This is what the Germans called this deadly twin-tailed US fighter during WWII. It means "Fork - Tailed Devil"



Jim Terry's B-25 Mitchell Bomber "Pacific Prowler", is ably escorted by P51 "Valhalla", at the Abbotsford Airshow

So Said Jimmy Doolittle, Flight Leader of the Tokyo Raiders who in 1942, led a formation of B25 Mitchell Bombers on an historic bombing raid off a carrier deck, into Tokyo and then on to ditch the airplanes in China.

So (would have) said Ron Janzen, who, sixty three years later was invited to climb on board the Mitchell bomber and fly in the warbird formation, with a P51 Mustang and T28 Trojan, at the Abbotsford Airshow.



Ron and friend, Sheldon, finagled a ride from Lethbridge to Abbotsford with the B25 crew, and flew with the bomber on two airshow days.



When the flying was over, Ron bid the crew 'Adieu' and said 'Well, I guess I better find myself a ride home'. The crew clearly enjoyed Ron's appreciation of their aircraft and invited him on board once again, diverting to Lethbridge on their way to Saskatoon.

Your lucky day, Ron. Thanks for the PIC's.



AVIATION EVENTS SUMMER, 2005

Chapter memberships are \$25 for singles and \$35 for families, along with current membership in EAA. Contact Jessica Pugh or any "Chapter Volunteer"

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Chapter Pres: Jack Dueck
Vice President: Jim Gunnlaugson
Sec/Treas: Brian Jones
Young Eagles: Jessica Pugh
Community: Rob Greisdale, Eileen Bahlsen
Newsletter: Jean Dueck, Doug Murray

August 24 to 28 50th Anniversary of Homebuilt aircraft in Canada at Goderich, ON

September 1 EAA Chapter 1410 Meeting
Excel Hangar, High River

September 24 Ron Jansen's Fly-in, Coaldale

There are many more events and fly-ins taking place throughout the summer and fall. If you have notices or events you would like to see posted, please contact the editors and we'll include them in the upcoming newsletters

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Brought to Oshkosh in 1992 was a handful of parts of a P38F Fighter, part of the Lost Squadron, recovered from beneath more than two hundred and fifty feet of ice in a Greenland glacier. This year, *Glacier Girl*, after a painstaking restoration made its inaugural appearance at EAA Airventure. Oshkosh crowds marveled at the graceful fly-bys and later swarmed around *Glacier Girl* parked in Aeroshell Square. A standing room only forum gave the crowd a pictorial re-enactment of the incredible salvage and the ten year restoration.

A Fighter Pilot's Friend

She has a language
All of her own
Which you understand—
Now that you've flown.
She's made of something
More precious than gold
And will stay always with you
If you don't get too bold

Don't force her
Or push her
She'll let you know

As out on that mission you go
When she's really ready
To give you her all;
And that's when you
Have to be on the ball.

Don't fear her—respect her;
And she'll treat you right,
And bring you home safely
From every flight
Remember to thank her
Once in a while

For bringing you back
Over many a mile.

So love her, be kind to her
For there's nothing so great
As an ever—true friend—
A P-38!

- Author Unknown