May 2012

WAYPOINTS

May 3rd meeting will be at the SAIT Aviation Facility in Calgary

WAYPOINTS

Newsletter of the EAA Chapter 1410
High River, Alberta, Canada

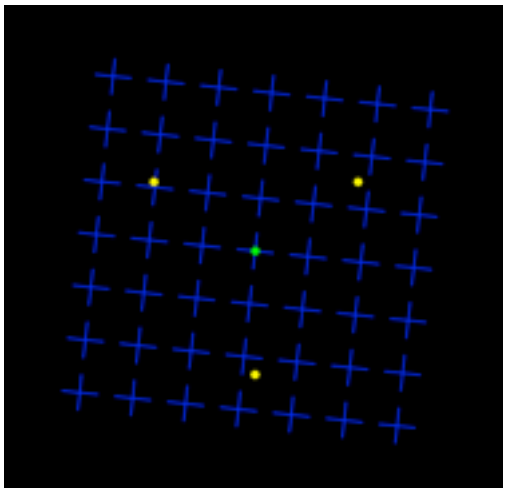
www.eaahighriver.org

Who We Are

We are an enthusiastic group of like-minded individuals from various backgrounds who share a passion for recreational aviation in Southern Alberta and we offer the chance to meet others who combine fun with learning.

Motion Induced Blindness

http://www.msf-usa.org/motion.html



Jeff Seaborn provided the following two web pages dealing with the problems encountered during visual scans outside of the cockpit. The above URL (you need to go to that web page to see the moving picture) from the MSF (Motorcycle Safety Foundation) illustrates what happens when we fixate. The visualization graphic is provided by Prof. Michael Bach PhD, Ophthalmology, University of Freiburg, Germany, from his collection of Optical Illusions & Visual Phenomena.

The second article is from AOPA on collision avoidance:

Collision Avoidance

Strategies and Tactics

http://www.aopa.org/asf/publications/sa15.pdf

"The scan is the technique used to optimize our vision for collision avoidance. However, the term may be a misnomer; scan implies a sweep of the eyes, while a proper scan for conflicting traffic is actually a sequence of intense, fixated observations. The eyes need one to two seconds to adjust before they can focus; a continuous sweep blurs the vision."

Necessity is the mother of invention: Making aluminum shims on a budget

While working on my Zenith CH250, I noticed that the shim for the flap support bracket was half the thickness as specified in the plans. Since I had thicker material available, I decided to make a better one. The only problem was that I didn't own a milling machine.

At first I tried filing the aluminum plate to a wedge shape, but after 30 minutes, I achieved very little. Frustration started setting in. After pacing the garage floor for a few minutes trying to think up a better solution, I noticed my chop saw with a carbide blade in the corner.

I ended up making a support for the aluminum plate from 2x4 pieces and mounting the plate to the support with countersunk screws. The assembly was then mounted to the saw fence with C-clamps and the saw cut angle was set to the required 7 degrees.

I made a number of small cuts in order to avoid binding the saw blade. For each cut, I moved the holding assembly closer to the saw blade by 1/16".

There was significant flexing of the assembly, as can be seen by the cut marks on the aluminum in the picture. This was probably caused by not having enough rigidity in supporting the aluminum plate.

I had to file down the cut marks to clean things up and use a hack saw to make the individual wedges.

The whole process took about 45 minutes. See the next page for more pictures.

-- Robert Fridman

EAA1410 2012 Executive		
President	Derek Riphagen	zuluangus@yahoo.ca
Vice President	Donavon Bentz	bentzd@shaw.ca
Treasurer	Jay Burrows	jburrows@westernfeedlots.com
Secretary	Andrew Crocker	anmcrock@telusplanet.net

Please Update your web member profiles

On our web site, in the member's section, there are many pictures and profiles that are quite dated (clecoed aluminum parts which are now beautiful flying machines). The updates should be sent to Paul Gregory (eaahighriver@shaw.ca) Please supply: Name, project or aircraft, facts about your project and area of aviation interest.

How to Join Our Chapter

Attend our next chapter meeting. Ask for anyone and they will be pleased to help. All the required forms will be made available for you to fill out. You must be a current member of EAA International, so please have your EAA membership number. If you are not a member, you can join EAA at the meeting.

Contact us by post at
EAA Chapter 1410
Box 5280, High River, Alberta
T1V 1M4
Or by email at
eaahighriver@shaw.ca

We can send you the registration forms if you like. Contact Marv Fenrick (see the last page with the list of the executive).