



Fall/Winter 2004 issue 4

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Editor: Douglas Therrien
Floyd Graham

S.F.F.C. Executive for 2004

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The President's Message

Well summer is over and what a busy year. A lot has been accomplished over the year and here are a few highlights:

We organized a successful Clean Up Day in May and thanks to several of our members and to the local Air Cadets, we painted fences, buildings and cleared brush and rocks, washed windows and cleaned up the club house. Afterwards we had a great barbecue. With Jack's leadership and a beautiful day, we hosted another successful Fly in Breakfast, resulting in over \$2500 of profit. We instituted a new friendly policy that made it easier for new members to build or buy a hanger. And the biggest project of the year, we installed a world class self serve fuel system that is the envy of other airport authorities. More will be said on that topic. The bottom line is that all of these projects were completed through the contribution of volunteer labour and I thank you, our volunteers. While on the topic of volunteers, one of our best, Glenn Davies is just sitting around doing nothing and recovering from hip surgery. Hope you didn't feel too bad at missing the HUNT.

Floyd Graham

President SFFC

The Vice President's Message

Well it's that time of year again, time to get ready for the white stuff. I hope you made good use of the warmer weather we had in the last few weeks, to get caught up with all your undone fall chores along with all the preparation work for the upcoming season. It is nice to be able to install the Christmas lights when they are still flexible.

The Directors have been very busy these past few months. Floyd has been busy looking after the non-conformances from the Canada Transport inspection this past summer. Steve Vokey and son Chris have gone over the runway lights, replacing missing flags and repairing the few lights that were not working. They also replaced one windsock. Steve and I will be checking the approach lights also in the next few weeks. Steve Bennett is due out to look over the snow blower, and the mower has been removed from the tractor and the 3-point blade installed. Snow chains will go on in the weeks ahead. The Airport Operation Manual has been updated and the groundwork started on our fuel pricing procedures.

This past summer we did not get the needed volunteers out to cut the grass, and thus the work fell on the shoulders of a few dedicated members. We are really hoping to see more members volunteer to help out with some of the routine jobs at the airport this coming year. We are looking to set up work pools for some of the different jobs. Hangar owners need to step up for this, as you are the ones that have the biggest investment in our airport. We are interested in finding any members that would like to learn how to operate the big blower as well as those that could find a few hours a week to cut grass around the airport. If we can get a small group for these jobs the work can be shared, and with the grass those volunteers would be able to come and cut it at their leisure.

The plan for snow blowing is to set up a call list that we can use when snow removal is required. Steve Vokey will be making himself available to help out during the week but we would like to have a few more members that can help out with this, so that the workload can be spread around.

The club had received a lot of interest from pilots looking for hangar space or building sites and I do believe that we have had more new hangars built in the last year than we have seen in a long while. Mr. Richard will be building on the last site we have on the east taxiway in the near future. And Peter Wright is hoping to build a new hangar on Bravo come spring.

I want to wish you all a Very Merry Christmas and a Happy New Year.

Douglas Therrien

Vice President SFFC

The Past President's Message

I have enjoyed the past year as Past President .It has allowed me to do more flying and enjoy my Family "especially the Grandchildren". Maxine & I have had many enjoyable hours in our workshop and our outdoor activities. I commend Floyd on his excellent leadership as President and the new fuel terminal. I also commend Douglas on the hard work & dedication that he has shown as Vice-Pres along with his and Barbara's undertaking of running the Canteen. I was out on Sunday and ordered up a hamburger to go, and I have to say that it was the Ex-Presidents Choice. Good luck to Doug, Barbara and family on the Canteen. Hats off to all the dedicated Directors and all who volunteer. It is a tremendous task running an A/P, which Floyd has pointed out to me. Be sure and be there for him with lots of help. Don't forget the Xmas party.

Special thanks to Jim Crosbie who maintained the runway system for many years. Let us never forget the many years of dedication that he put in, and to Doug for assisting in the repairs also. On the personal side of things my heart reaches out to Jim McKenna, whom I have nick-named "SKY-KING". I introduced Jim to flying a few years back, he is now a licensed Pilot and working on advancing his skills. When I was losing interest, Jim jump started me and got me doing much more flying than I would normally have done, WHAT A FRIEND. Many thanks to Bob Labelle for his friendship & support. Well, I am almost at the end of my term as Past Pres. and this will be my final input into the newsletter.

Thanks for the wonderful years that I was involved in the Club as Pres.& Past Pres. I wish you all a VERY MERRY CHRISTMAS & A HAPPY NEW YEAR.

Jack Tedford

Past President SFFC

Flightline Café is open again

I am very happy to report that the Flightline Café is open for business. My wife Barbara and I, along with our 3 girls have taken it on for the winter season as a trial and will then be deciding whether or not to continue come spring. We had our first day of business Saturday Nov. 13 and followed that with a bigger crowd on Sunday. I want to thank all of you that came out and gave us such a nice start.

I will be handling most of the grill work with Barbara looking after the preparation of the lunch special. It is our plan to open Saturday and Sunday, as has been the practice in the past. We will be open by 8:30 in the mornings and will turn the grills off at 1:00 PM, however we will continue to serve the lunch special after that time until demand ends. Closing the grills at 1:00 PM will allow us to start the clean up that goes along with the responsibilities of running the canteen. I am not sure if you know, but the operators of the canteen are also required to look after the eating area and washrooms as well as keeping the kitchen area clean and tidy.

There will be times that Barbara will be unable to help me at the canteen as she has another part-time job, which requires some weekend shifts, so please bear with me if on some days I get behind without her help. Also with my other responsibilities there may be days that the canteen will not open. We will endeavor to keep this to a minimum. We will be posting any dates that we are planning to be closed as far in advance as possible. This information will be on the Club's answering machine, posted on the website and also written on the white board in the clubhouse. So with this in mind the canteen will be closed Sunday Nov. 28/2004. We will also be closed Dec. 25, 26 and Jan 1/2005.

We will be serving your normal breakfast menu of eggs, bacon, pancakes etc. Homemade muffins and cakes will also be available. Lunches will be hamburgers, westerns, BLT's, grilled cheese etc and most days a special of one type or another. Last weekend Barbara made beef barley soup, biscuits and lemon cake. This meal was enjoyed by many and at \$5.00 including drink and desert is a very good buy. This weekend we will be serving pasta with meat sauce, fresh bread and desert.

Both Barbara and myself are new to the canteen business, so we are learning as we go. I know that I have more to learn on getting eggs cooked to order, learning the grills as to their hot spots and cooking time so that food is served to you hot and fresh. Please do not be afraid to let me know if something is not up to par.

I also want to take this time to remind the members that the canteen is open for them. Many complained after it was closed the last time. It is up to you to support us, so that we feel justified in remaining open. The canteen and all the work that goes along with it is a big undertaking. Barbara and I are not doing this just so that the airport has a place to eat, we are also expecting to earn a return on our hard work and time. This requires that members make it a habit to support us as much as possible. Barbara and I will do our utmost to serve you good food at very reasonable prices and to keep the canteen and area clean and we look forward to your support.

Credit Card Controlled Fuel Pumps

By Floyd Graham

Well our new pump controller is working and man is it great. The nuisance of all the paper work and the processing of transactions by hand is now a thing of the past. Visiting fliers are now purchasing fuel at all hours without having to count on a member being present to start the pumps. To quote a visitor flying a Cirrus, when asked what he thought about our system he replied, "I am ecstatic and will be back".

The installation was completed on the 6th. of October and in 3 weeks we generated almost \$12,000 in sales. At the onset, our target was to double our sales in the first year and at the going rate we will surely exceed our target.

The people at Applied Technology Inc have been great to work with. Because we did not go with a local distributor and purchased directly (saving \$1800 US), we did all the site planning, engineering and work ourselves. In the course of this project we had a lot of questions and the ATI people were always there for us. The fear in dealing with distant suppliers is that there may be surprises that inflate costs or things don't work as promised. This didn't happen except for one minor snag. We had purchased a "pull the ground cable or the pump won't start" feature, but the system software was not ready and will not be written until Feb 2005. As a gesture of good will, ATI will extend our warranty for an additional 5 months for the inconvenience.

Our total cost for the installation was planned at \$25,000 Cdn and we have come in under our estimate, thanks to a ton of volunteer work and free help and equipment from the Township of Montague, a computer donated by Bob Hanson, lumber by Ron MacEwen and many hours and kms of pick up and delivery by the writer.

The project is complete except for insulating and sheeting of the interior of the kiosk. Do we have a volunteer who could not get out in the summer? In the course of this project I could always count on Douglas on evenings and all weekends to be out and helping me. Jack's expertise on the electrical wiring and the donation of his labour was a godsend. Thanks also to the many other volunteers who made this happen.

We are now in the process of developing a Member Discount feature and we will soon be honouring AMEX cards as well as the Visa and MC now in place. Have you seen the article in the COPA paper?

Crack Sealing

You may have noticed that the runway has been sealed. The Township Reeve Gary Doyle and John Spence his road supervisor came through again and with a local contractor completed about 80% of the runway. The remainder will be finished in 2005.

Smiths Falls Flight Center

By Keith Kelly

Summer's gone and winter is fast approaching. So just a little reminder to our rental pilots and students to dress for the weather and to please plug the aeroplane in at the end of your flight or the day. With the fall here, we have started another ground school. We have a good turn out this time with 7 people attending. Ground school is running on Saturday morning from 9:00 to 12:00 at the flying club.

Rhonda has been doing a great job out here and is getting a couple of students ready for their flight test including Alex Tolton who passed his PPL flight test this past Sunday. Congratulations Alex.

Enjoy the cooler weather, and happy winter flying.

Do you have hangar space for rent?

The club has been receiving lots of inquires about hangar space. If you have space that you would like to rent, please post it on the board or better, let Glen Davis know. You can contact Glen @613-283-7111.

AMCO Conference

By Floyd Graham

For two days in October, I participated in the Airport Managers Conference in Huntsville. This is a great venue to discuss and plan the resolution of common issues surrounding the operation and survival of small to medium sized airports in Ontario.

These managers have all the same issues that we have and the meeting was a good opportunity to meet and talk to the key players in Transport, Nav Canada, the insurance industry, tourism and vendors of airport equipment and supplies. For more info contact Floyd.

MPAC the Assessor

By Floyd Graham

In October I was intimidated into escorting our friendly assessor around the grounds. He wanted to measure and peep into the 4 newest hangers on the field. They sure have a strange and subjective way of determining the relative value of hangars. For more info contact Floyd.

New Faces

Welcome to new members, Michelle Steward, Bill Wood, Fred Grey, Michael Richard, Kevin Foisey and Sabah Towaj. Our bookkeeper Margaret Ransome has tendered her resignation and we will be welcoming our friend and club member Lorne Caldwell as Margaret's replacement.

NON-Precision Approach

Our instrument approach to 06 was closed by Transport in September because of some trees on the neighbour's property that were too high. By the time you read this, the problem should be corrected but we are looking for volunteers to help handle and deliver the firewood to the landowner. Contact Floyd or Douglas.

Attention C172 Renters

By Lary Loretto

With the cold weather coming here are a few important rules that all C172 renters should keep in mind.

1) Cold starts are to be avoided at all costs, at Smith Falls we are lucky to have a hangar in which the aircraft is out of the weather and can be left plugged in at all times thus avoiding the damage which is done by cold starts. The problem with engines with magneto ignition is that they will in fact start when very cold. The enormous spark from the impulse delayed magneto will in fact start the engine at very low temps, the problem is that in so doing the engine does not have adequate lubrication and the thermal shock can cause piston skirt fracture and severe cam wear. So if you get to the hanger and the heat has failed it is prudent to either use a hot air heater for at least an hour or wait for the "Rief" heater to do its job, the top of the cowl should feel warm to the touch.

2) On cold days the cowl should be covered between flights to avoid the engine cooling down and receiving a thermal shock on re-start.

3) Cables for mixture and throttle can be very stiff until the aircraft warms up, don't force them and cause them to buckle, be patient!

4) If the aircraft has been in a heated hanger wait five minutes once you pull it out, before starting if OAT is very cold, the windshield needs to cool to avoid cracking due to thermal shock and vibration.

5) Don't set parking brake until discs have cooled off or brakes will freeze on.

6) If you do lose control on ice and are going to hit something, TURN THE IGNITION OFF! If you hit with no power the engine should be OK, if under power it will probably be due for a tear down.

7) Never try to take off with a contaminated wing unless you want to become a test pilot of a whole new wing section of unknown characteristics at ten feet in the air! Many have tried; few lived to tell about it! If the wing is contaminated brush it and use a 50/50 glycol water mix to remove any residual frost, if ice covered scrape and then spray with the glycol water mix.

8) Try to do power approaches on cold days to prevent the engine cooling and be easy on the power application on the go-around to avoid those embarrassing splutters, carb heat may be required to get a smooth response from the engine.

9) Ensure winter kit is installed as required (the temperatures for this are both in the POH and printed on the baffles).

10) Last but not least, dress for survival!

Remember with the cooler air comes increased aircraft performance so get out there and enjoy it.

Next General Meeting

Our next general meeting is set for Jan. 8/2005. The main item on the agenda will be the election of Officers for 2005. We will be electing a new Secretary with the retirement of Don Grant and we are always open to new Board members. Not happy with the way the club is run, then run for office. All active members should come out and vote for the people that they feel will help move the club forward into the future. Any active member interested in running for a position on the board should make it known as soon as possible.

The meeting will start at 7:30 PM with the reading of the financial report and other general information, followed by the election of officers. This is one of the most important responsibilities we have as active members in our Club.

Christmas Party 2004

By Peter Ceravolo

The Legion is booked for our annual Christmas party this year on Dec. 17/2004 (Friday) starting at 5:30 PM. Interested members should contact Peter at 295-0107 or email him at peter@ceravolo.com.

Payment will be collected at the door and if you commit to attend but do not show up you will be billed by the club. We also cannot accept last minute walk-ins so I will be phoning members we do not normally hear from to encourage them to participate. The cost is still \$25.00 per couple and the Legion Ladies go out of their way to put on a nice meal.

Commission Member Needed

The Flying Club is currently looking for someone interested in holding a seat on the Airport Commission with fellow members Floyd Graham and Jim Crosbie. This position is now vacant with the retirement of Jack Tedford. I want to thank Jack for his years of hard work and dedication on the Commission and for his recommendation to the Commission that I be his replacement. I have been setting in on the last few Commission meetings as a non-voting member but I will be unable to fill this position due to my other obligations. Any member of the Club interested in this position is welcome to approach any one of the Directors. The commission usually meets 4 to 5 times a year, and is responsible for the operating budget and long term planning to name a few.

Secretary Retires

By Don Grant

I am stepping down after 12 years as secretary. I have enjoyed the experience immensely and strongly recommend that all members should be involved in running the Flying Club. I have seen a lot of changes over the years (just being on the Board of Directors with Russ Beach was a privilege and an honour) and I am sure that the Flying Club is in good hands with Floyd as President. I would like to thank the members for their confidence in supporting (railroading) me in the elections in the last 12 years.