

NEWS AND NOTES OF CHAPTER 245 OTTAWA AREA

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LAST MEETING

At the September meeting Doug Laurie-Lean talked about aerodynamics and control. A very good talk considering he was pressed into service at the last minute and was only allowed a couple of days to prepare.

NEXT MEETING

The next meeting will be held at the War Museum on Sussex Drive, Friday, October 18th at 8.00 p.m.

The next meeting is also the annual election of officers. If you would like to serve in any capacity let any member of the present executive know. If you would like to nominate someone, please check with them to be sure they are willing to serve.

After the election the program will consist of three forums. There will be a chairman to lead a discussion and answer questions in each of three subjects, aircraft engines, fabrics and coverings and aerodynamics and control.

MAIL DELIVERY

You may have noticed that this newsletter is coming to you via first class mail. This is more expensive than the third class mail we used previously but after the September disaster we decided that the extra cost was worth it to ensure that the post office does its thing.

It seems that the post office felt that they were busy around the middle of September and their rules allow them to put second and third class mail on the shelf for eight days. Some members got their newsletter September 16th, others were as late as September 30th and there may be some that never got theirs. If you did not get your copy of the September issue I will have extras at the next meeting. If you did not get this issue please let me know.

Jim Wallace

MESSAGE FROM THE CHAPTER PRESIDENTHELLO MEMBERS

Just a few quick words in preparation for our next meeting. October is election month, and your executive is always open to volunteer replacement. If you wish to contribute to the health and growth of the Chapter, be forward and volunteer. In the past members have avoided election night with the consequence that the meeting has been disappointingly attended; remember, we must have a quorum of members or the whole exercise is a waste of time. And besides, we all have a stake in ensuring that the right people are supported for executive positions.

Once more, let me make an appeal for EAAC support. As you know, in past years two dollars was returned to EAAC from EAA H.Q. when a Canadian submitted membership renewal of seventeen dollars. In some cases, members renewed by submitting only fifteen with the result nothing was returned to EAAC; in other cases, non-members enjoy Chapter membership with no EAA or EAAC contribution whatsoever. Now EAA has indicated they are unable to continue collecting EAAC dues. Consequently, EAAC has a problem. This problem must be resolved by the Chapters. In future, the Chapters will collect the two dollars and forward to EAAC. If you have not contributed to EAAC for 1974, see Don Kernohan who will lighten your wallet -- by so doing, you will be assured of receiving Herb Cunningham's Monthly Newsletter.

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#### "THE PHINEAS PINKHAM SCRAPBOOK"

Attention, aviation enthusiasts! Here's news! No doubt some of you who were youths in the 1930s vividly remember reading the hilarious stories about Lieutenant Phineas Pinkham that appeared in the old FLYING ACES magazine. Those stories are regarded by old timers as the funniest, most amusing aviation yarns ever written. Now a member of the Experimental Aircraft Association who had the foresight to save his old copies of that magazine has reprinted nine of the best of them in the form of a 64 page softcover book called "The Phineas Pinkham Scrapbook". Pinkham was a fictitious character who was a Spad pilot in World War One and also an incorrigible practical joker. Anyone who remembers reading these stories will vouch willingly that any aviation enthusiast today, young or old, will find them most amusing and satisfying to read. The book sells for \$3.00 plus 25¢ postage and can be mail ordered from Bob Whittier, Post Office Drawer T, Duxbury, Massachusetts, 02332.

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#### MACHINE SHOP COURSE

Some interest has been shown in organizing a machine shop course at Canterbury High School. The objectives of the course would be (1) to teach EAA members how to run machine shop tools safely and (2) to provide the machine shop facilities for the members to build the parts of their projects that require machining. The course would be about 10 weeks and requires a minimum enrolment of 12 members. If interested be at the Oct. 18th meeting to put your name down as a possible attendee. If enough interest is shown at this meeting we will persue the matter further.

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#### PARTS TABLE

The last newsletter had a suggestion that we bring any aviation oriented goods to the meeting and put them on a table with a price on them. It could become a good trading area for tools, instruments, books, magazines, or just about anything else. Because of late delivery of the newsletter only Red Morris brought anything. For this reason we will try again this month.

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# Canadian Sport Aviation News

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Canadian Sport Aviation News is available from Canadian E.A.A.Chapters, or by subscribing directly to E.A.A.C. Headquarters at 16 Acre Heights Cr., Scarborough, Ontario M1H 2N9 at a cost of \$6.00 per year.

The following is a letter sent to W.M. McLeish, Director, Civil Aviation, Ministry of Transport, Ottawa.

On behalf of the 2,500 members of the Experimental Aircraft Association of Canada, we wish to express our views on the subject of mandatory proficiency rides for all pilots.

While we are in favour of any proposal that will result in greater flight safety, we do not believe that mandatory proficiency rides will accomplish this objective, and for that reason, we are opposed to them.

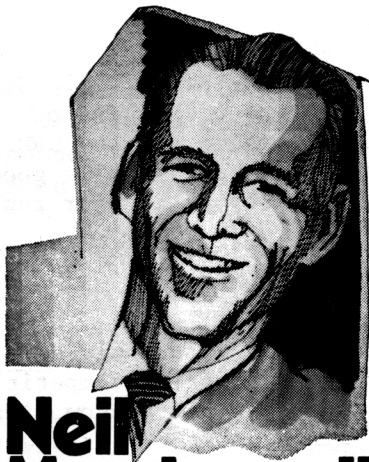
Improved flight safety is, in our opinion, a matter of education, not regulation. There are regulations governing every aspect of flight in Canada, and in spite of these regulations, accidents still happen. If we study these accidents, (neglecting the small percentage caused by mechanical failure), we find that the accidents are caused by pilot carelessness, by a pilot exceeding his capabilities, or in a few cases by a complete lack of common sense on the part of the pilot.

Let us examine the accidents caused by pilot carelessness. The pilot who forgets to switch tanks and attempts a forced landing is one example. Another is the helicopter pilot who lifts off with the refueling hose still attached to the helicopter. Another is the pilot who lands gear-up, in spite of warning horns. All of these pilots allowed themselves to be distracted from the job at hand - and an accident results. But these people knew better, and neither education nor proficiency rides will prevent this type of accident - nor will they prevent accidents caused by pilots who display a complete lack of common sense.

In contrast to the above, there are accidents involving pilots who exceed their own individual capabilities and find themselves in situations they are not equipped to handle successfully. Examples are continued flight into deteriorating weather, attempting to operate from a runway not suitable for the type of aircraft involved, excessive cross-winds, and changes in aircraft performance due to density - altitude combinations. Pilots can be educated against such dangers, and we feel that continuing educational programs by aviation organizations such as COPA, RCFCA, Flying Farmers, etc. are a better solution than mandatory check rides. Unfortunately, the majority of pilots both in Canada and the United States do not belong to any aviation organization, and as a result, are not exposed to the valuable information offered by such organizations.

We are fortunate in Canada in that the Ministry of Transport has formed an Aviation Flight Safety Division, with safety newsletters sent to all pilots. Such information is of vital concern and the Ministry is to be commended for its action.

Our E.A.A. Chapter in Toronto operates a Flying Club, and our club members fly about 5,000 hrs. per year on various types of aircraft. We have had a proficiency ride system in effect for three years, and it is interesting to note that all of our pilots involved in accidents were judged to be quite proficient by an instructor prior to their accidents.



# Neil Macdougall Flight Notes

## We'll pay more

DON'T GET TOO ELATED over the MoT's delay in increasing landing fees for light aircraft. The 18-month study of all landing fees has given us a breather, but rising Government expenditures suggest the private pilot is likely to be gouged sooner rather than later.

Just look at the way MoT spending on air transport has increased, and then compare MoT unit costs with those of the U.S. Federal Aviation Administration:

	1973-74	1963-64	% Change	U.S. FAA
Budget .....	\$365,209,000	\$135,255,600	170	\$1,741,495,000
Employees .....	11,763	10,599	10	56,500
Aircraft .....	13,365	6,270	113	141,570
Pilots .....	44,125	23,238	89	811,200
Planes/employee	1.1	0.6	91	2.5
Pilots/employee	3.8	2.2	71	14.4
Cost/aircraft ...	27,326	21,572	26	12,301
Cost/pilot .....	8,277	5,820	42	2,147

U.S. costs are not strictly comparable because of different responsibilities, economies of scale and population densities. American pilots are complaining about the \$36 the FAA costs for every hour they fly.

The MoT costs \$50 for every hour you fly. Or \$128 per hour, if you include capital expenditures, based on an estimated 3,100,000 hours flown in 1973. For what it costs to run the MoT, you can give every licensed pilot in Canada a Citabria for Christmas.

Largest item in the air transport budget, a toothsome \$157,596,000, is for the airports revolving fund. Much of this will be swallowed by the new international airports at Montreal and

Toronto, both, in my opinion, unnecessary. Another \$135,557,000 feeds the bureaucracy which dreams up directives, emits exams and limits licenses.

Aviation seems over-regulated everywhere, but Canada seems to have more than its share of rules. If all the regulations are necessary, our safety record should be outstanding. In fact, our accident rate is higher than in the U.S., where things are slacker. The latest figures (1971) show 1.92 accidents per 10,000 hours in Canada, compared to 1.82 in the U.S.

The control tower boom shows how MoT expenses can soar. In 1968, there were 42 control towers. By 1973, there were 56. During the same period, traffic at controlled fields increased 29.6 per cent.

It costs about \$250,000 to build a new tower and equip it with radios. Surely a standardized, prefabricated tower could be built at half the price. But that's only the beginning. A small, two-shift tower has a staff of nine controllers and a chief. Operating costs are about \$89,000 per year.

Towers do improve safety. They don't eliminate the need to look out the window, as evidenced by the mid-air collisions in control zones. But do we really need so many towers? During their busiest hour during a recent

month (Feb. 1974), the following towers handled fewer than 40 aircraft: Gander, Fort St. John, Grande Prairie, Inuvik, Sault St. Marie, Port Hardy, Sydney, Yellowknife and Wabush. The prize for wasted money goes to Wabush, which handled only 19 movements during its busiest day, and only 534 during all of the month.

At many of these locations, an existing aeradio station could provide an airport advisory service at practically no additional cost (and providing they had an adequate view of the airfield). The MoT is vague about its criteria for installing towers. It depends, they say, upon the frequency and type of operations and "environmental aspects".

The following article by Neil Macdougall appeared in the September issue of Canadian Aviation Magazine, and is reprinted with their permission. I think it should be read carefully by all our members, as it points out very clearly how much it costs to operate the Ministry of Transport.

But you can bet pressure from the airlines is a major consideration. No 737 captain wants to burst out of an overcast to find a scud-running Champ.

"The cost of handling a single aircraft movement varies according to tower location, time period and many other factors. The cost varies over such a wide range that an average figure would have no meaning and would be completely unrealistic," the MoT says sternly. Nonetheless, if you divide total aircraft movements at controlled fields (5,253,970 in 1973) by the operating cost of towers (\$10,000,000), you get a rough cost of \$1.91 per aircraft movement. That's expensive coverage for 15 minutes' insurance.

Light plane pilots shouldn't take these costs too casually. The MoT has been tending towards a user-pay policy (except for pleasure boaters). This could lead to a formal apportioning of costs among all types of fliers. If that were done, the Cessna and Cherokee drivers could easily end up paying more than their share.

Just look at some recent MoT outlays: \$504,000 for a runway extension at Deer Lake; \$855,000 for modifying baggage areas at Halifax; \$96,000 for high-intensity approach lights at Charlottetown; \$3,580,000 for an area control centre at Dorval; \$106,500,000 for land at Mirabel (formerly Ste. Scholastique); \$2,013,000 (!) for the control tower there; \$2,315,000 for terminal building modifications at Ottawa; \$2,671,000 for terminal at Timmins and Sudbury; \$9,000,000 for a runway extension at Windsor. And so on. All this money is primarily for the airlines.

The whole economy benefits from the airlines, and they need good facilities. But we must be sure the MoT's landing fee study does not allocate costs on the basis of aircraft movements alone. Light aircraft do not need 3-step VASIs, ILS, and 6-ft. thick runways. Moreover, the MoT's supervision of the Dorval and Toronto terminal construction shows they are not notably frugal with our money.

An Ottawa mandarin who's close enough to the top to see the overall picture told me, "Only the Post Office is a worse-run department than the Ministry of Transport. They have some good people, but there are too many committees, too much red tape, too many entrenched bureaucrats. The system gets in the way of getting things done."

A/C TYPE -- TYPE D'AÉRONEF	A/C REGISTRATION IMMATRICULATION	DATE/TIME -- DATE/HEURE	LAT. -- LONG.
Baby Ace	CF-ADT	22-8-74 1800EST	45/25N 73/10W
PLACE -- ENDROIT	INJURIES -- BLESSURES		DAMAGE -- DOMMAGES
Marieville Aerodrome, Que.	1 serious		destroyed
REMARKS -- REMARQUES			
The pilot took off normally and climbed to approx. 100ft. Ast the Pilot attempted to reverse course, the a/c stalled and crashed near the strip.			