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NEWSLETTER

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SEPTEMBER 1995

**Next Meeting: Thursday 21st September
1930hrs
Bush theatre
National Aviation Museum**

Program:-General Business

***-Meeting Topic: A Talk by Buzz Kennedy
W.W.II Spitfire Pilot***

***Inside: a reprint article in Ottawa Business News
about Carp Airport by Anita Lahey***

Chapter 245 on the Internet-

Yes we have a WEB page courtesy of Hugh Frampton

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President's Corner

With the summer now behind us, and Oshkosh a fading memory, we start another year of chapter meetings. As usual in any volunteer organization, we rely upon the contributions of a few to provide benefits for the many. If you would like to help make your club run more smoothly, or would like to be an instrument of change and progress, I encourage you to volunteer to fill some of our open positions. Our annual elections will be held at the October meeting and the positions up for re-election this year include: President, Treasurer, Newsletter Editor, and Operations Director

In addition we need a volunteer to man the coffee post at our meetings. The successful applicant receives the exalted title of **Captain Caffeine**, and gets to choose the type of cookies.

As always we need **speakers** for our meetings, and **articles** for our newsletter. If everyone pitches in, we will continue to have one of the best EAA chapters in North America.

Chapter Fly-in Breakfast.

Once again Barney de Schneider and his stellar team of volunteers combined to host a first class fly-in breakfast. The weather gods smiled on us this year with a near record attendance of 65 aircraft, while drive-ins were down somewhat from last year. This event managed to net near \$500, and a well deserved round of thanks is due to each and every participant who made it such a success; **THANKS !!**

Carp Airport Saga

There is no further definitive news as I write this column on the fate of Carp airport. However things do seem to be looking a little more positive, and just possibly we will see an announcement by the end of September, with work starting early in 1996. Stay tuned for the latest developments.

Oshkosh Pilgrimage

Tuesday July 25th saw Luc DeSadeleer and I start out for Oshkosh at 7:30 AM. One and a half hours later saw us land at Arnprior, thwarted by persistent fog at our planned first stop of OBO (Oro, Barrie, Orillia). A couple of hours later conditions had improved enough to launch again and pick up Luc's friend Ray, before heading further westward. Conditions steadily improved from marginal VFR to scattered clouds based at 4500' through Michigan.

Flint was our customs stop this time to avoid the normal crowds at Port Huron, and I have seldom been into a busier airport. Nonetheless we received excellent service at Flint Aero Services including use of a courtesy car for lunch, as well as complimentary gifts and a healthy fuel discount for Oshkosh bound travelers.

We were able to maintain 8500' most of the way across Lake Michigan descending to 4500' for the run from Manitowoc into Ripon, Fisk, and Osh. As we started our gentle descent towards Ripon, I couldn't resist passing the Mooney and Bonanza also inbound; ah the joy of Homebuilt performance!

At 6:30 PM local time we touched down on runway 36 and were lead efficiently to our

tiedown spots in the showplane area. The usual welcome wagon simplified the task of getting our camping gear to the campsite area by the Quonset hut hangar cafe, and the tents were soon ready for habitation. Another stimulating week of aviation at its best was off to an excellent start.

Our return trip was on Sunday morning to avoid some weather moving into the area. I was a little reluctant to leave so early, but it turned out to be the right decision since those who stayed ended up taking up to five days to make their way home. Perhaps Rodney Stead will write an article to chronicle his second flight to Oshkosh. It seems weather either gets you going or coming; very seldom is it clear sailing both ways. We also were able to try out the new customs service which requires just a couple of phone calls and clear at Goderich. This is a big improvement and similar changes are coming on the U.S. side next year.

Sept 21st Meeting Topic:

Our September meeting is being held Thursday Sept 21st at the National Aviation Museum at 8:00 PM sharp. **Buzz Kennedy**, famous local **W.W.II Spitfire pilot** and author will share with us some of the more memorable moments of his flying career during the last great war. This promises to be a truly memorable evening, so plan to arrive early to get a good seat!

Hope to see you there!


Gary

Turning point coming for Carp privatization

By Anita Lahey

The long and often tedious negotiations to privatize the Carp Airport will hit a turning point sometime in August. That's when the Region expects Transport Canada to decide whether it will sell the airport to the Regional Municipality of Ottawa-Carleton for a dollar.

The negotiations hit a standstill in March, when Transport Canada changed its mind about what would happen to revenues from the development of excess land. Originally, the Region would have been allowed to reap benefits from selling or leasing the land after it had run the airport for two years. The Region says it needs the money to fund renovations and to offset the annual \$55,000 operating shortfall, but Transport Canada is now saying it would claim all revenues generated during the first 10 years.

Brian Doyle, chair of the Carp Airport Task Force (CATF) that was set up by the Ottawa-Carleton Economic Development Corp. (OCEDCO) earlier this year, says the federal government is being unreasonable. "The feds put on these stringers. They said 'Oops, there's a formula we're applying here and this is how Carp fits in.' But the Region is buying an ongoing responsibility to keep this thing funded. It was prepared to live with the two-year issue, but the federal government standing there with its hand out for that long is unacceptable."

Carp is a small commercial airport that cannot compete with the Ottawa Macdonald-Cartier International Airport in terms of passenger service, facilities, or precision technology. Nevertheless, it employs 175 people full time, and has found a niche in specialty services: Carp is home of Huisson Aviation, which runs the air ambulance operation for all of Eastern Ontario, Bradley Air Services uses

Carp as its base from which it delivers \$50 million worth of supplies each year to the far north; Westair operates 10 training and corporate charter craft from here, as well as providing refuelling and service to visiting corporate craft.

Shown to perform better than most commercial airports of its size in terms of revenue generation, perhaps Carp Airport's most noted success is the loyal client it has found in Newbridge Networks, which flies its two corporate aircraft in and out of Carp at least 500 times a year. Don Mills, vice-president of administration for Newbridge, has described the airport as the "lifeblood" of the company. It uses Carp to fly employees between offices, to bring in clients from the U.S. who refuse to fly commercially to Ottawa due to the time involved, and to air freight products to the U.S. It's because of Newbridge's commitment to continue to use the airport, the guarded interest other high tech companies have shown in Carp, the hope that teams and organizations headed for the Palladium would choose to fly in to Carp, and the possibility of turning the excess 250 acres around the airport into a revenue generating commercial industrial park, that the regional government has set sight on the property.

The Carp Transfer Review, commissioned by OCEDCO and released in August 1994, said that transferring ownership to the region would be the most viable option not only for survival of the airport, but also for ensuring that its economic benefits would continue to flow through the region. The region would commit itself to reviewing management operations, cutting down bureaucracy, increasing revenues from various users, and gradually making the airport a self-sufficient operation. The report said there are two reasons that a sale to commercial interests wouldn't guarantee the airport's future. First, because the airport doesn't currently make money on its own; it has, in fact, run a deficit since

1993. More importantly though, the report indicated that the "airport infrastructure has been allowed to deteriorate to minimum licensing standards in recent years" and that it would need immediate renovations to ensure safety. It would be unlikely for a commercial owner to be willing or able to invest the money needed to repair and expand the runways. But the region was able to apply for a grant under the Canada-Ontario Infrastructure Works Program, which was approved at \$2.1 million, to be split three ways between federal, provincial and regional governments. The construction could not now begin before next spring, as it has been put on hold until the issue of who will take over the airport is settled. Doyle emphasizes that whatever the outcome of negotiations, the airport shouldn't be shut down. CATE's report, which was released in April, indicated that the value in keeping the airport would extend beyond current economic reasons, and into the future of business in the region. The report stated that there are new ways to utilize airports for industry and commerce that are just being discovered.

Doyle expands on this by saying "Airports are going to continue to become more important to business and commerce. And if you try in 10 years to reconstruct or build an airport you won't be able to, the costs would be enormous. If you kill the airport now you're killing a long term opportunity for the region." If Transport Canada responds that it is sticking with its 10-year hold on revenues return to council for further debate on how to proceed.

ANNUAL FLY-IN BREAKFAST

Once again the fly-in breakfast came off without a hitch. Volunteers rallied on Saturday morning and within two hours had the hangar and grounds looking very presentable, and all the

necessary set-up was complete. The Saturday morning work was quicker than normal thanks to some who found time earlier that week to get some of the clean-up complete.

Sunday morning the volunteers were in place and cookin' just after 0700 hours. No sooner was the bacon on than aircraft began arriving. John Chowns, in his Sorel Hiperlight, was the first to arrive, signing in at 0735 hours. Of course, the real record for early arrivals was Mr. J. Graham who arrived from Pembroke in his PA-22 Saturday morning during the clean-up -- claimed he had expected more of a head wind! Not deterred, Mr. Graham was back again Sunday morning.

Throughout the morning a total of 63 aircraft flew in and just over 275 breakfasts were served. While neither of these numbers beat our 1993 record, it was certainly a great turn-out.

The aircraft that flew in this year included one or more of the following: Cessnas (120, 140, 150, 170, 172, 185), Pipers (PA-12, PA-20, PA-24, PA-28), Grumman (AA5A), Dehavilland (DH82C Tiger Moth), Aeronca (7AC, Citabria), Aerocommander, Christavia, MacGregor Biplane, Modified Acey Deucy, Challenger, Kestrel Hawk, Pelican, Pegazair, RV6, Sorel Hiperlight, Supersport, Wittman Tailwind, Zenith 250.

In closing, I would like to thank everyone who again this year gave of their time to make the breakfast a success.

I would once again like to thank everyone who so willingly pitched in and helped. A special thanks to Garry Fancy who did much of the grocery shopping leading up to the breakfast.

Chapter 245 and the Internet
Hugh Frampton

I am pleased to announce that Chapter 245 now has a presence on the Internet. Why you ask,? Why not. I've always wanted to try setting up WEB pages and I learn by doing, so here it is. Our club can be accessed using your favourite WEB browser at URL "http://infoweb.magi.com/~birdman/ea245.html".

Curently the Chapter WEB page is a bit sparse. It consists of where and when the Chapter meets, who the executive are, what the upcoming activities are (Fly-in Breakfast) and a few aviation related links (National Aviation Museum, and the CARs and the EAA home page).

What the Chapter Web page evolves into depends a lot on the membership. Currently the membership list is not part of the home page. It could be. Anyone who already has a Web page and/or an e-mail address and wants to be linked into the Chapter page, can be. E-mail me at birdman@magi.com or give me a call at work: 765-2170 or at home at 228-1477. Other possibilities include scanned images of member's aircraft or projects, an online newsletter, online membership renewals, the ads section and Young Eagles information. The ossibilities are limitless.

I welcome any and all suggestions for the direton of the Chapter 245 Web page.

Hugh Frampton,
birdman@magi.com
<http://infoweb.magi.com/~irdman/in dex.html>

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