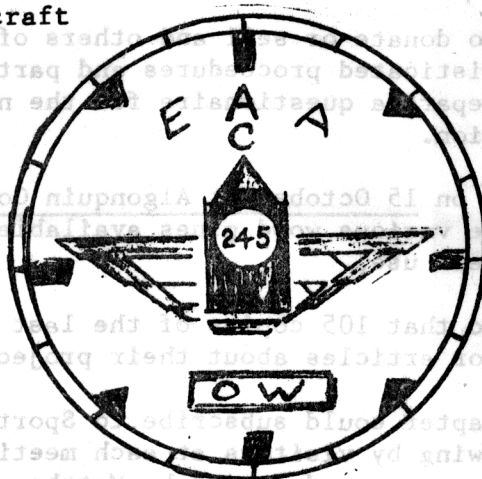


Experimental Aircraft

Chapter 245

President, Lionel
 V/President, Frank
 (Programme)
 Secretary, George
 Treasurer, Marc

Newsletter, Fr. John
 Refreshments, Alex



Association of Canada

Ottawa, Ontario

Robidoux	731-5814
Cianfaglione	731-5001
Reid	749-0792
Bastien	234-8205
196 Besserer St.,	(Home:
Apt 2, Ottawa, Ont.	234-3220)
MacGillivray	998-3041
Fulton	234-6753

(Chapter Dues - \$7.50 per annum payable 1 January to Treasurer)

OCTOBER 1976 - OTTAWA, ONTARIO

Meetings - 3rd Friday (normally) at the War Museum, 660 Sussex Dr. - 8 p.m.

(Opinions expressed in this Newsletter are those of the contributors and not necessarily the Experimental Aircraft Association of Canada)

MINUTES - SEPTEMBER MEETING

1. The President called the meeting to order.
2. Among new members and guests who introduced themselves were Earnest Hamilton of Russell, Jim Tyler and Eslon Burke of Ottawa.
3. The minutes of the previous meeting were reviewed and on motion by Fern Villeneuve, seconded by Gary Fancy, approved as printed in the newsletter. Carried.
4. The President recalled the request our chapter received to handle responsibilities for registration at the Orillia Fly-in. Frank Cianfaglione received a vote of thanks, in turn thanked all who assisted. At Orillia Frank and Marc Bastien also flew the Zenith and their impressions supported those expressed by our President in the last newsletter.
5. Ten of our membership present at the meeting attended Oshkosh this year.
6. The members were reminded of the CBC TV programmes "Flight, A Passionate Affair" beginning Sunday, 19 September at 10 p.m.
7. Considerable discussion followed on the question of the chapter purchasing a supply of seldom used, but expensive to rent, tools for the use of the members on a loan basis. It was felt that a compressor for rivetting and spraying, Dzus installation equipment, nicopress tool and the like should be purchased from chapter funds and loaned or rented to the members. It was felt that approximately \$400.00 would be required to start such a fund. The President asked for a committee to be formed to investigate and report to the next meeting on the needs, organization and administration of such a "Tool Bin". Frank Cianfaglione assisted by Peter Plaunte and Jean Marc Bastien volunteered to constitute such a committee. Since some members may have

surplus tools they may wish to donate or sell and others offered to assist in technical fabrication of sophisticated procedures and parts, the chairman of this ad hoc committee will prepare a questionnaire for the next newsletter to elicit the necessary information.

- 8. The next meeting will be held on 15 October at Algonquin College and will be a practical demonstration of the various wood glues available to the homebuilder and techniques involved in their use.
- 9. The newsletter editor reported that 105 copies of the last issue were mailed out and appealed to the members for articles about their projects.
- 10. Peter Plaunte asked if the chapter could subscribe to Sport Aviation in order to have a copy available for viewing by visitors at each meeting. After discussion it was moved by Peter Plaunte and seconded by John Matthewson that the chapter take out such a subscription if available. Carried.
- 11. The business meeting was adjourned on a motion by Greg Milne.
- 12. Part two of the meeting followed coffee, consisting of a talk on aerobic training by Larry Baldwin, instructor of the Rockcliffe Flying Club and a film on the RCAF Golden Hawks with insights by LCol Fern Villeneuve, first leader of the famous Sabre Team.

George Reid
Secretary

TOOL BIN

The September minutes mention the fact that a committee consisting of Frank Cianfaglione, Peter Plaunte and Jean Marc Bastien has been set up to look into the possibility of establishing a stock of tools that most homebuilders need in the completion of their projects, but ones that are expensive to buy or rent and may be required only once and then only briefly. If the chapter had such an instrument or contraption available it would save duplicating the cost of the item and encourage our members to get on with their projects instead of wasting a lot of time and expense looking for such a gadget and parting with a lot of cash to buy or rent it.

If you are in this pickle at the moment or have experienced this difficulty in the course of your project, your suggestions on the "Tool Bin" questionnaire would be much appreciated. You can do yourself and a lot of members a favour by sharing your ideas. Maybe there's no problem, or maybe it's there and important. Your chapter will never know unless you take a minute and fill in the form.

Our President feels that such a service should be free, a benefit that comes from paying your chapter dues. Other members at the September meeting suggested that a small rental fee be charged to repair and build up the supply of tools. The biggest objection to this is that it sounds too much like the "User Fee" the Government has been talking about inflicting on private aviation. Whatever your views are, now is the time to put your 2 cents worth down on paper. You can use the form on the next page or use a separate sheet of paper with numbered response.

1. The "Tool Bin" should include:

- A.
- B.
- C.
- D.

comments: _____

2. I have the following equipment for sale, loan, donation (indicate which) to chapter 245 for the price indicated.

- A.
- B.
- C.
- D.

comment: _____

3. I am experienced in the following procedures, activities and would be happy to help another member:

- A.
- B.
- C.
- D.

comment: _____

4. With regard to the idea of a "Tool Bin" and how it should be run, my suggestions are:

comment: _____

5. My particulars:

Name _____

Address _____

Telephone Number (s) _____

Please complete the above and bring it to the meeting or mail it to Frank, Marc (see letterhead) or Peter Plaunte - 3005 McCarthy Road, Ottawa, Ont. K1V 8K7.

CHECKPOINTS

1. The gratitude of all the members is due Larry Baldwin and LCol Fern Villeneuve for their most interesting and informative presentations at the last meeting on the topic of aerobatics. Larry's talk covered what, according to MOT regulations, constitutes aerobatics and the rules and regulations pertaining to same. He stressed the fact that the average light plane pilot should not attempt to teach himself aerobatics even in an aircraft like the Citabria or Cessna Acrobat because of the danger of overstressing the aircraft structure and maybe returning to terra firma minus the wings.

Several recent accidents to light aircraft in this province are suspected to have come about in this fashion. Some basic training in aerobatics can be an added safety factor should the aircraft end up in some unusual attitude due to wake turbulence, avoiding conflict traffic or other circumstance. Wake turbulence behind a heavy transport aircraft is quite capable of shattering the average light aircraft. A knowledge of basic aerobatics can contribute greatly to the efficiency with which a pilot operates his aircraft especially at the slow end of the scale approaching stall. He becomes more part of the aeroplane and more aware of the forces acting on the wings and control surfaces. He lands it the way it was designed to land instead of trying to drive it on at 90+ mph.

2. Following a film on the RCAF Golden Hawks aerobatic team in action, LCol Fern Villeneuve spoke of the origin of the idea and the development of the team and its programme. The basic approach was that the display should impress the general public and at the same time be of such caliber as to be appreciated by the expert. A selection of pilots was made from those expert in aerobatics and formation flying. Very little time was available to develop the team and it required long hours of practice to make the deadline. A few accidents occurred in training and one in transit (at Calgary Airport). One of the more spectacular was when the two solos collided in passing from opposite directions and each lost several feet of wing tip. Both landed safely. About half the team was rotated and replaced each year. Although a candidate for the team might be good at aerobatics and formation flying, if he was a "loner" on the ground he was usually not selected. Since the pilots literally placed their lives in each others hands, team spirit and mutual trust and respect was most important. Fern was high in his praise for the current Snowbird Tudor Team. He suggested that some of their formation changes were a bit too subtle, appreciated by the expert, but not obvious enough for the average show viewer to notice. When an aerobatic team enters a loop in line astern and finishes it in line abreast or arrowhead it is more obvious what is going on. Leading the team was a great honour and a most rewarding experience for Fern especially when they performed outside the country. It was worth a million dollars a minute to the local embassy officials in good will and esteem for Canada. The most critical manoeuvre in their whole repertoire was the converging crossover at ground level following the bomb burst at the end, especially after the low man clipped the wind indicator on the top of the tower at Sydney, Nova Scotia and lost his air speed indicator. However, the unfailing good luck of the Hawks came through and the pilot landed OK being escorted in by one of his mates. Fern spoke of communication between the aircraft, the difficulty of picking out the other aircraft when they dispersed in different directions as part of the routine and many other fascinating insights from the cockpit of the Sabre.

From all the members a sincere thanks to Larry and Fern for a most interesting and informative presentation and good luck and happy landings to Fern in his new job as Base Operations Officer at CFB Baggotville, Quebec.

3. One of the nice things about Ottawa is the interesting people one gets to hear. On Wednesday evening, 22 September, Sir Douglas Bader, CBE, DSO, DFC etc. spoke on his experience during the Battle of Britain with 242 (Canadian) Squadron, RAF. The talk was given at the Museum of Man auditorium, Metcalfe Street which was packed long before the appointed time. He was introduced by Patrick Watson who also has retractable undercarriage and did such a wonderful job on the CBC hour long Flight series. Sir Douglas has aged a bit, but if anything looks even more distinguished, formidable and gung-ho than in his prime. He mentioned the familiar incident when he first arrived at his new squadron of unruly Canadians. He was not impressed by their deportment and dress and proceeded to tick them off in fine style, being unaware that most of them had barely escaped from France with what they were wearing. Finishing his tirade with a flourish he asked if anyone had anything to say. A long pause, then a flat Canadian accent from the corner slowly offered a one word comment, "Horsefeathers" (or something like that!). After an even longer pause the same voice uttered a second word, "Sir". Bader and his wild Canadians went on to run up an enviable score in the Battle of Britain and cover themselves with glory 36 years ago this month. The interesting thing is that that same voice from the corner was present on this occasion and W/C Stan Turner, DFC, Bar, DSO etc. etc. was persuaded to join his old CO on the stage. For many youngsters in the audience who were not even born then, a bit of dry history became vividly alive before their eyes. And the rest of us thought it was great too.

4. A recent letter (14 Sep) from Don Brown, noted author and former test pilot and engineer with Miles Aircraft reads in part:

"...the purpose of this letter is to let you know that Miles is dead. He became increasingly sleepy and eventually lapsed into a coma and died without suffering. His body was cremated and I have the melancholy task of writing obituaries and arranging for a memorial service in London. Blossom (Mrs. Miles) bore it with characteristic courage but it must have been very hard on her because they were such a devoted couple and had never been separated for longer than a day or two."

Over fifty years ago two brothers, Fred and George Miles, a couple of homebuilders really, who started out restoring and modifying older planes like the Avro 504, began to design and construct a series of aircraft beginning with a couple of single seat biplanes. These activities grew and prospered and the organization known as Miles Aircraft came into being. During the war they built basic and advanced trainers, fighters, transport, liaison and experimental aircraft, some models of which achieved a production run of over a thousand. Blossom (Mrs. F.G. Miles) was very much part of the enterprise and produced most of the early drawings. Several years ago Doug Bianchi gave your editor the original 1935 general arrangement drawing of the Hawk with her initials in the corner block, a treasured keepsake.

With the passing of F.G. Miles, a page is turned in the history of aviation. His restless spirit, vision, vivid imagination and willingness to experiment and push beyond the orthodox and ordinary are a legacy to all in aviation, especially those who build their own wings. Miles produced aircraft of classic beauty, simplicity and purity of form and function. There could be no more fitting memorial to his creative life than his aircraft which embody the beauty and purity and line of the clouds and sky that welcomed them, and him.

5. Bad news sometimes arrives in formation. At a CAHS meeting 29 September, President Hugh Haliday announced that word had been received that Raymond Collishaw had passed away at Vancouver. He was one of the top aces (60+ victories) of WW I as leader of a flight of black Sopwith triplanes all flown by Canadians in the RNAS

and served as a senior air officer in the Middle East during WW 2. His distinguished career in aviation should make us all proud to be Canadians and encourage us to formate on his spirit of service to others.

6. Don't forget our next meeting will be October 15 at Algonquin College and will be a workshop session on glues and woodworking.

AEROMART

For Sale

King KY95E 360 channel communication transceiver (in working order when removed from twin otter)

24 volts \$200.00

or

converted to 12 volts \$300.00

contact: John Larsen, Laurentian Air Services, Uplands Airport.

For Sale

Plans - Midget Mustang II - \$150.00

contact: John Matthewson - 746-9494 (after 5:30 p.m.)

Wanted

Prop, engine, and airframe parts for restoring a DH 83C Tiger Moth.

Contact: Tommy Lee (514) 457-9605

Wanted

Black faced Cub instruments (Bradford Penn) also zenith height meter (altimeter

WW 1 surplus or 1930's one needle)

Continental A-40 engine parts

E2 and J2 Cub parts.

Tachometer for above manufactured by Consolidated.

Contact: Garth Elliot, Meadowvale, Ontario LOJ 1K0

Wanted

Lycoming 290 engine (125 or 135)

Preferably with logs.

Contact: Horst Pfaus, 72 Cymberline Drive, Ottawa, Ont. K2H 7Y1 (829-8583 evenings)

INFORMATION WANTED

Does anyone in the chapter have a set of plans for the metal floats designed by Stanley Dzik?

These plans are currently advertised in Sport Aviation by L. Landermann, Laval, P.Q.

If you know of anyone phoning or having access to these plans, please contact Lionel

Robidoux 731-5814.

CANADIAN SOURCE FOR SITKA SPRUCE AND PLYWOOD

Stan Wilkin is secretary treasurer of the Brampton Chapter and operates on a part-time basis, Aircraft Wood and Specialties Co., P.O. Box 383, Islington, Ontario M9N 4X3.

He stocks most sizes and types of aircraft plywood and his sitka spruce is claimed by EAA'ers in the Toronto area to be the highest quality available in North America.