

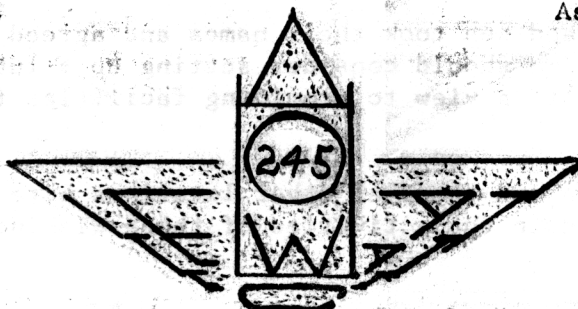
NEWSLETTER

Experimental Aircraft

Association of Canada

Chapter 245

Ottawa, Ontario



HUB

CHAPTER

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Cianfaglione	731-5001
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196 Besserer St.	
Apt 2, Ottawa, Ont.	
MacGillivray	998-3041
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President, Lionel
 V/President, Frank
 (Programme)
 Secretary, George
 Treasurer, Marc
 (Membership)

Newsletter, Fr. John
 Refreshments, Alex

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

JULY 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)

18 JUNE MEETING

The regular monthly meeting of EAA 245 was blessed with functioning airconditioners in the windows at the War Museum on Friday, 18 June as president Lionel Robidoux got things underway. After reminding those present that no meetings would be held during July and August, he welcomed new members and guests among the 48 persons present. The next meeting will be held on Friday, 17 September.

The president announced that Alex Fulton has asked to step down as secretary due to pressing personal reasons and that George Reid would assume the duties of secretary for the balance of the year. Alex, who was thanked for his good work, agreed to look after providing refreshments at the regular monthly meetings.

Some discussion followed concerning the suggestion that formal minutes as an official record of Chapter business and decisions be included in the Newsletter rather than or along with comments by the Editor. It was felt that this would be an improvement and George Reid agreed to supply a copy of the official minutes to the Editor in the future.

The treasurer, Marc Bastien, then reported a balance of \$935.00 minus the cost of tonight's coffee and donuts and gave details of recent expenses in connection with our hosting the junior members of the Sudbury Chapter on the occasion of their previously mentioned visit to Ottawa. He reported 77 paid up members.

The next topic discussed was support of Team Canada in the competition in Russia. It was decided that Chapter should send along a donation of \$35.00 from our funds and a further \$30.00 was contributed by those present. Our secretary agreed to forward the money to Aerobatics Canada.

Ken Cavers then mentioned that he had seen a metal 70 x 30 steel building included in the advertisement for a local auction and asked if any of the members might be interested in this as a possible hangar for the Chapter or a group within the Chapter. Several

members expressed an interest and Ken took their names and agreed to get further details. It would appear that we should consider setting up a future planning group from among the members with a view to providing facilities for the development of the Chapter.

Plans for the Fly-in at Orillia and those at other locations were discussed and Frank Cianfaglione agreed to co-ordinate the activities of those wishing to work in the mobile booth.

The business part of the meeting being completed, refreshments were prepared and the EAA 74 film shown plus some home movies taken at Oshkosh '75 and an old film "Dawn Patrole" were enjoyed by all.

CHECKPOINTS EN ROUTE

1. AC Rally

This will be departing Flint, Michigan at 8 a.m. on Friday, 30 July for Oshkosh and is open to homebuilts and Vintage aircraft (built before 1 August 1956). The deadline for mailing entries is 24 July and your editor has a few extra entry blanks if anyone is interested and calls me at 998-3041. For further details write B.J. Artrip, AC Spark Plug Rally, GMC, 1300 North Dort Highway, Flint, Michigan 48556 phone (313) - 766-4730.

2. Oshkosh 76

Anyone planning to fly to Oshkosh and wishing en route company (there's safety in numbers) should contact Marc Bastien who will be going out in a 4 place Cessna. The last issue of Sport Aviation mentioned that "NON RADIO AIRCRAFT" would be accepted but a waiver must be obtained from the tower in Oshkosh. Even if you have a radio it would be a good idea to write for a nordo wiaver not only in case your radio packs up but because they send you a lot of detailed air traffic information with the waiver which would be especially helpful to someone flying to Oshkosh for the first time. Write to Russ Lincoln, Chief FAA Air Traffic Controle Tower, Wittman Field, Oshkosh WI 54901. Since the airfield is closed daily for the airshow beginning Saturday, 31 July from about 4 o'clock and since no nordo arrivals can be accomodated after the airshow due to the large number of departures, you had better plan to arrive well before 4 p.m.

3. Snowbirds

One of the highlights of Oshkosh this year for Canadians will be the appearance of the fabulous Canadian Forces Snowbirds Aerobatic Team which will perform on the first three days of the Fly-in. The team members are superbe pilots and tremendous ambassadors of good will and esteem for our country. Their first appearance should create quite an impact on the huge throng assembled at Oshkosh from across the continent and beyond.

4. Welcome

A sincere welcome is extended to the following new members who joined the Chapter since our last issue.

- | | | |
|--|---|---|
| 75. John Turanchek
93 Ross Avenue
Ottawa, Ontario
K1Y 0N6 | 76. Lydia R. Little
R.R. 1
Manotick, Ontario
KOA 2N0 | 77. R.W. Acheson
P.O. Box 2426, Stn. "D"
Ottawa, Ontario
K1P 5W5 |
|--|---|---|

5. Newsletter ("Available in Canada?")

This will be the last issue before September and its purpose is to keep members who missed the June meeting up-to-date on what the Chapter is doing. In addition to our paid-up members copies go to a number of other Chapters and individuals in Canada, the U.S. and elsewhere. The following note was received from Don Brown in England. Don was an integral part of Miles Aircraft from the beginning and author of a definitive book on the organization and their varied products over the years.

"Thank you so much for the "245" Newsletter. It really does one good to read the accounts of such enthusiasm and it brings back such happy memories of the 30's over here. It is all such a contrast to the high costs and complete apathy which is all too prevalent today. Therefore it is good to know that in Canada at least the former enthusiasm and activities prevail.

I loved the story of the 4 legged horse. I really howled."

Cheers,

Don.

Ed -

Looking back 15 years to the time when your Editor spent some time in Europe and England it is disturbing that many of the restrictions and hindrances to private flying one found there have gradually been introduced over here.

If we are to continue to enjoy some freedom in flying we will have to resist any further encroachment which brings a pilot or owner to the attitude where it is just too much effort to bother, with the result that his plane, licence and proficiency just gather dust. By taking an active part in flying organizations like EAA 245 you are helping to keep things moving.

AEROMART

For Sale

Kingfisher Amphibian project-plans, all hull frame, fiberglass parts, fuel tank and many fabricated fittings \$900.00 firm.

Contact: Lionel Robidoux, 195 Crestview Road,
Ottawa, Ontario K1H 5G1
(613) 731-5814

Wanted

Skis and original type wheel pants for 1941 Taylorcraft BC-65 Deluxe in servicable or repairable condition.

Contact: Newsletter Editor - 998-3041

Note: Anyone requiring a zerox copy of the Skyways KS-15 Radio Handbook see your editor.

Wanted

Prop, engine and airframe parts for restoring a DH 82C 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 1KQ

Wanted

Lycoming 290 Engine (125 or 135)
Preferably with logs.

Contact: Horst Pfaus, 72 Cymbeline Drive
Ottawa, Ontario K2H 7Y1
(829-8583 evenings)

Wanted

Two passengers for Oshkosh to share trip expenses in my 172. If interested call Marc Bastien - 234-8205.

COMING EVENTS

JULY 11 - Brampton Air Show, Brampton, Ontario.

JULY 17-18 - Orillia EAAC Fly-in and Convention.

JULY 31 - AUGUST 8 - EAA Convention, Oshkosh, Wisconsin.

AUGUST 13-15 - Abbotsford BC International Air Show.

AUGUST 20-22 - Air Show & Fly-in - Sudbury.

AUGUST 30 - SEPTEMBER 03 - IAC Aerobatic Competition, Fond du Lac, Wisconsin.

SEPTEMBER 18 - Air Show, Moncton Airport, Moncton, New Brunswick.

If you hear of any events within flying distance from Ottawa, give your editor a call with the details.

Many thanks to all our members for your support. Have a nice summer and fly safely.

Ed -

The following letter was received as the Newsletter was about to be dispatched and we thought it important enough to add, even if it means being a bit late with this issue. Please give these recommendations your careful consideration.

ROCKCLIFFE FLYING CLUB (1961)

P.O. Box 7310, Vanier, P.Q.

Ottawa, Ontario K1L 8E4

1 July 1976

Dear Sir,

Enclosed is a letter outlining the position of the Rockcliffe Flying Club, holders of the airport licence, towards visiting pilots. We would appreciate it if you would publish the letter, and this covering note if possible, to inform your readership of the current status of the airport. Pilots seeking permission to land here should contact either the manager, Alan Wood, or the Chief Flight Instructor, Gean Hemming, in writing to the above address, or by telephone to (613) 746-4425.

We are currently trying to ensure that local pilots know the rules, and this base of knowledge will hopefully be expanded depending on the success we have. However, we believe, and we have fifteen years of experience backing the belief, that if the field was open to all pilots, the complaints from the neighbors would reach a level that would more or less force the Department of National Defence to close the field to all general aviation. This is something we are trying to avoid, but we need the co-operation of the aviation community to do this. In time, with luck, Rockcliffe could become an open air-park, but this certainly cannot happen overnight and, unless pilots and commercial operators adopt a responsible attitude to the problem, may never happen. We as a club would like to survive, and we would really like to survive at Rockcliffe.

If you have any further questions or comments, please do not hesitate to contact either myself or the Manager at the club.

Yours truly,

Robert W. Burkill
Secretary to the Board

ROCKCLIFFE FLYING CLUB (1961)

P.O. Box 7310, Vanier, P.Q.

Ottawa, Ontario K1L 8E4

Dear Sir,

The purpose of this letter is to inform you of the current status of the Rockcliffe airport. The Rockcliffe Flying Club holds the airport licence, which is a private licence, and is currently granting landing permission to members of the flying club and bona fide visitors to the National Aeronautical Collection only. To all other pilots and aircraft, the status of the field is the same as it always has been - closed. You will be advised by letter or public advertisement if or when this status changes.

We are adopting this seemingly selfish stand, not through a dog-in-the-manger attitude, but because we face a rather unique survival situation here. We have sensitive residential areas situated right under the normal departure paths for both runways - Manor Park and Rockcliffe Village to the west, and Beacon Hills and Rothwell Heights to the east - as well as DND personnel and their families living on the base, and it is because of complaints from these areas about aircraft noise that we have instituted noise-abatement procedures. Whether we consider the complaints justified or not, we have a duty, both as a member of the community and as a club seeking survival, to react to them. As we are currently the sole active occupant of the field, all noise complaints come to rest on our shoulders, whether we were responsible for them or not.

We have, and have had for a number of years now, well-published noise-abatement procedures for take-off from either runway, yet a large percentage of visiting pilots ignore them, through ignorance or indifference, and as a result further antagonise local residents towards our club (and as a side effect, towards general aviation as a whole). We have a well-published non-standard circuit for runway 27, yet a large percentage of visiting pilots use a standard approach to that runway, which creates not only a noise problem for the families on the base, but also a safety hazard with two uncontrolled circuits to one runway - especially with one of the circuits possibly filled with inexperienced student pilots.

As I mentioned previously, it is a question of our survival. I am sure that, when we can educate pilots to the situation here, we can throw the field open to all, and all will be welcome. Until then, please realise that if our club is moved out of Rockcliffe because of complaints, it is very unlikely that anyone else connected with general aviation will take our place, and the area will lose one of its most attractive airports.

R.W. Burkill
Secretary to the Board

Ed -

With Rockcliffe's long and historical association with aviation it would be a shame to see it gobbled up by housing developers or diverted to some other non aviation use. Any members flying in to visit the museum please check on the procedures mentioned in the above letter and follow them carefully.

Stats -

Of 18,313 civil aircraft registered in Canada, 15,704 are single engine.

Good Deal

The Toronto Chapter of CAHS has published a 68 page booklet "Vintage Aircraft In Canada" with pictures of 28 of the most interesting among them. Anyone interested in obtaining a copy should send two bucks to:

Walter Henry
12 Silverview Drive
Willowdale, Ontario M2M 2B3