



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours
Vol 28 No. 9

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 Hazeldean R.P.O., Kanata, Ontario, Canada, K2M 2C3

October 1998

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Classifieds:

Information on Joining Arrow Alliance:
1998 CHAPTER MEMBER LIST;

Next Meeting:

Thursday October 15, 1998 8:00 PM
National Aviation Museum

Presentation by our own:

Uwe Stickel
Trip to Arizona and the Grande Canyon in his Citabria

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Fall colours and crisp fall weather made for some excellent flying last weekend. Luc and I joined about 9 RVs in a fly-out to Bancroft last Saturday and then many of us went on to the breakfast at Stanhope in the Haliburton Highlands. Sunday saw about 14 chapter members fly into Smiths Falls for a boisterous breakfast. Conditions were nearly perfect for both days.

Elections

October is the time of year that we renew the executive of the club, hopefully with some new blood. It has been encouraging to see capable, enthusiastic members step forward to fill important positions.

Robert Erdos has just joined us as an **EAA Flight Advisor**. His role is to help you make the crucial first flight decision.

The positions this year are **President, Operations Director, and Membership Secretary**. Both Dick and I have agreed to continue for another term, but would really like to look forward to retirement soon, so don't be shy about volunteering to fill our shoes.

As noted last month, **Barney De Schneider** is stepping down as both the Membership Secretary and coordinator of the fly-in breakfast to accept a one year term as president of a professional work related organization. I know you join me in thanking Barney for his

stellar contributions on our behalf. Please give serious consideration to volunteering for this role if you have access to a computer and printer.

Arrow: Truth at last!

Peter Zuuring left many of us with shattered illusions after his meticulously researched presentation on the real story behind the demise of the legendary Avro Arrow.

While John Diefenbaker ranked high on my personal list of traitorous politicians, he was not the villain in the Arrow debacle I had believed him to be. In fact had the Liberals won the election, the Arrow would have been cancelled earlier than it was.

The Americans, another favourite scapegoat, had actually offered to fully equip several squadrons with Arrows, but our politicians were too proud to accept a perceived American handout.

The RCAF were ultimately responsible for the fateful decision to kill the program, and destroy the existing aircraft. However, Avro itself was equally to blame, having contributed to an increasingly poor relationship with the RCAF. In large part this was apparently due to many serious problems with the Arrow's predecessor, the CF-100 Canuck.

The Arrow was a fine aircraft with much potential; however it

was not the world beater that legend would have us believe. The **Orenda Iroquois** engine however, was a true breakthrough according to Peter.

As fascinating as the presentation on the history of the program was, I found Peter's plans for the future the most inspiring aspect of his presentation.

Peter plans to reconstruct a full scale static display Arrow from many of the remaining parts, and ultimately a flying scale model. The purpose is to instill a pride in Canadian achievement in our next generation, and inspire them to even greater achievements, by learning from the history of the Arrow, and participation in the re-building.

Further information is available in his book which comes with membership in the Arrow Alliance. See their website "www.arrow-alliance.com"

Thursday Oct. 15th Meeting

Our feature speaker will be our own **Uwe Stickel**, who will share with us slides of his flying vacation in his Citabria to the **Grand Canyon**. Having been fortunate to enjoy a helicopter tour of the Canyon nearly two decades ago, I know this presentation will be a real winner. I look forward to joining you there.

Gary