

CHAPTER 245 NEWSLETTER

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LAST MEETING

At the last meeting we had an audio-visual presentation on flying in the Ottawa area presented by two controllers from the tower at Ottawa airport. It was a very good presentation, designed to explain why certain requests are made of pilots flying around the Ottawa area.

NEXT MEETING

The next meeting will be held at 8.00 P.M. at the War Museum on Sussex Avenue, Friday, May 16.

Frank Cianfaglione (bet half you guys can't pronounce it) will speak on fiberglass and fiberglass techniques. Frank made the fiberglass hull and other fiberglass parts for his Coot and is probably one of the more experienced fiberglass workers in the chapter.

JUNE MEETING

Just a little advance warning about the June meeting. Ladislao Pazmany, designer of the PL-2 and PL-4 aircraft will be speaking at this meeting. Let your flying buddies know and invite them to attend. More details next month.

NOTES

If there is a red mark beside your name on the address of this newsletter it means you are not on record as having paid your dues and are not one of those entitled to a complimentary copy. If the red mark is there, make haste, forthwith to rectify this abominable situation lest you find to your horror, your reception of future issues ceases.

If you are interested in going on the chartered DC-3 to Oshkosh this summer I will have some information sheets at the next meeting. Ask me for one.

Father John MacGillivray was kind enough to write the following for the newsletter.

CROSS COUNTRY

Recently I had a short visit to Nova Scotia and happened to be in Dartmouth the evening of the EAA 305 meeting. It was held at Rothman's (with complimentary cigarettes much in evidence) and was attended by about 30 members. The main presentation of the evening was a discussion of the KR-1 and KR-2 type of aircraft and three members from the Annapolis Valley had components in various stages of completion for examination by those present, along with samples of the different types of plastic material used in construction. The components were strong, light and durable and according to the builders, much easier to repair than fabric or metal covered conventional structures. Most materials are locally available and considerable experience and expertise is being built up in this chapter in the use of this type of construction. The material is shaped by a hot wire from a battery which is stretched tight and guided along a root and tip rib, for example, to give a smooth and uniform shape. One interesting item mentioned was that this type of construction requires only about one quarter of the man hours necessary to complete a project. If it takes 4 or 5 years to complete say an Emeraude, a comparable aircraft, using this new type of construction, could be built in one year. Whether or not this is the wave of the future remains to be seen but certainly it presents a flexible and challenging approach to building aeroplanes. The flight line of Oshkosh should be interesting this year.

The Flying Club hangar at Shearwater contained several interesting aircraft, including a new amphibian built by Joe Frizzel, retired CO at CFB Portage la Prairie. "The Drake" appeared to be about ready to fly. No one at the meeting knew whether it had actually flown or not, and the builder was not there that evening. Since the two seats under a bubble canopy were arranged in tandem rather than SBS, the hull was quite narrow with the wing mounted in a sort of shoulder position. The center section, about 1/3 of the span was flat with the outer panels having considerable dihedral. Small floats were fitted at the dihedral joints and the main u/c legs retracted into these floats, a nose wheel completed the tricycle arrangement. It's a most interesting and well constructed aircraft and we will be looking for further details of its progress with great interest.

The three aircraft flying up from the Maritimes together for Oshkosh should be departing the East coast July 25. No details about the AC Rally have appeared but it will probably depart Flint Mich. Sunday 27 July. This would have the advantage of arriving at Oshkosh that afternoon, the day before the Fly-In begins with, hopefully, less traffic and no worry about getting there before the field is closed for the aeroabtic display in the late afternoon.

The Dartmouth Chapter donate an annual trophy for the best Canadian Homebuilt at Oshkosh. Last year it was awarded to Eric Glew of Toronto for his Diamant. Perhaps EAA 245 could present an award to the top Canadian Aircraft in some category and garner a little publicity for the National Capital Chapter.

POETRY CORNER

I recently came into possession of a book, *Into the Blue*, by Captain Norman MacMillan, M.C., A.F.C., published in England in 1929. It recounts the authors experience as a R.F.C. flight cadet during WWI. I thought you might like this as much as I. It is based on an actual incident, but first some definitions:

- Hun - besides referring to all Germans it also applies to R.F.C. student pilots.
- Rumpety - a Shorthorn Aircraft
- Ack Emma - Air Mechanic
- Split-Air - the closest the author would put in print. The second half of the term varied but was always unprintable, at least in 1929. Any out of the ordinary manoeuver including loops, slips, spins, rolls and Immelmann turns.

THE FIRST SOLO

He hun clutches hold of the joystick,
And opens the throttle wide,
The Rumpety starts moving,
While the Renault roars with pride.
The pitot is showing forty
And she's nearly off the ground,
When his foot comes off the pedal
And the old bus slews around.

He hurriedly hauls back the throttle
Wash out her split-air stunt,
When tries to steer her head to wind,
But she swings her tail to the front
The taxies around in a circle
For a good ten minutes or more;
At length, he soothes her temper -
While the onlookers simply roar.

He opens the throttle gently
And keeps her as straight as a die,
All the red-ink pitot column
Says, "Time to begin to fly."
He pulls the joystick backward
Till he zooms and nearly stalls;
When he shoves it madly forward -
Nose down she shudders and falls.

He continues the awful switchback
With the right wings three feet low,
The Rumpety shivers with terror,
The Renault begins to go.
He misses the hangars by inches
Hits the ground with a terrible thud,
Bounds twenty feet upward and onward
Seeing visions of crashes and blood,

So he opens the long-suffering engine,
And circles again round the 'drome,
Cuts out, and comes down in a nosedive
That's heading her straight for home;
Flattens out at the fifty-ninth second -
The Ack Emmas fly for their lives -
And right through his own hangar's doorway
Thy soloist rides and survives!

The pilot actually flew through the open
doors of the hangar and crashed against
the inside of the back wall.