



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 32 No. 03

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MARCH 2002

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Next Meeting:

**Thursday, March 21, 2002 8:00 PM
Canadian Aviation Museum**

To Kenora by Cubby

Part 1 of 3

Corvair Powered

Christavia

By Dave Stroud

President:	Gary Palmer	596-2172	gpalmer@nortelnetworks.com
Vice President:	Russell Holmes	820-8572	Russell.Holmes@city.ottawa.on.ca
Ops, Publishing, Tools:	Dick Moore	836-5554	rjmoore@uottawa.ca
Membership:	Wayne Griese	256-5439	wayner@igs.net
Secretary:	Curtis Hillier	831-6352	hillier@mosaid.com
Treasurer:	George Elliott	592-8327	gelliott@igs.net
Editor:	Rodney Stead	836-1410	stitstmp@sympatico.ca
Webmaster:	Martin Poettcker	271-6113	poettcker@rogers.com
EAA 245 Website:	http://eaa245.dhs.org/		

**President's Page
by Gary Palmer**

While March may have come in like a lamb, it has adopted a decidedly surly manner with a vicious wind storm which hit Carp and surrounding airports this past weekend. Three of the old hangers at Smiths Falls were destroyed, and at Carp, Charles Gregoire's hanger was blown down. The only silver lining was that his C-150 was untouched as the roof ended up 100 ft. away and the walls fell outwards, leaving his bird unscathed. Despite not being tied down in the hanger, the C-150 stayed put, the wheels being securely frozen to the ground, a most fortuitous bit of luck. Charles will be looking to rebuild later in the spring and I am sure he would appreciate any offers of help from chapter members. This is our opportunity to demonstrate the EAA can do spirit.

Membership Renewals.

Just a reminder that this is membership renewal time and Wayne Griese is ready and willing to take your cheques. For the procrastinators the March newsletter will be the last you receive if you have not renewed your membership by month end.

Tread Gently on our turf.

Just a reminder that with the arrival of spring, it is once again time to exercise caution until the grounds have fully thawed and dried up. As usual, we always seem to find someone who thinks their vehicle is a feather light low impact wonder, which inexplicably seems to leave a trail of ruts behind it.

Tools AWOL.

Dick Moore is as completely unselfish with his tools as he is with his time donated to chapter projects. Unfortunately, during the recent toilet project, two of his favourite tools went AWOL; specifically they are an **EastWing hammer** and **flat pry bar**. If these tools have mistakenly hidden out in your tool box, Dick would appreciate it if you could return them to home base immediately.

Upcoming meetings.

Looking forward to the spring we have an interesting slate of speakers and topics planned including:

April	Carl Bertrand on the design of his own wing design for his CH701 incorporating self actuating leading edge slats.
May	Phil Johnson on the design and fabrication of a composite three blade propellor.
June	Oshkosh preview. This will be the first of the Summer meetings on Saturday June 15th at 10:00 AM and is an opportunity for those planning to drive or fly to Oshkosh 2002 to review routes and hook up with other chapter members planning to make the pilgrimage.

Claude Roy as entertaining, and inspiring as ever!

Claude Roy provided his usual entertaining and informative presentation on the ground breaking flight of three Challenger ultralight's to Oshkosh 2000. The many pictures clearly brought out the special attraction that low and slow ultralight flight holds for many, particularly if float equipped. If you have ever entertained the thought of trying out this facet of aviation, Claude, as a top notch instructor would be more than happy to help you make the transition. It seems that hardly a year goes by without some new major flight from Claude. I wonder what surprise he is hatching for this year?

Thursday March 21st meeting @ NAM 8:00 PM start: Corvair Engine Conversion: Dave Stroud

Auto Engine conversions are just another challenge to local Christavia builder, **Dave Stroud**. Dave's tandem Christavia is finished in a military observer motif, and has been flying for a few years with a Subaru EA81 conversion. Dave installed the Corvair to get more power and has incorporated a novel reduction drive rescued from a Volkswagen bus. This promises to be an informative presentation, I look forward to seeing you there!

Gary

Trip to Kenora well almost

Part 1

October 16th, 2001

Introduction

Author /back seat pilot	Charles Martel	Hammond, Ontario
Pilot	Tom Smith	Bearbrook, Ontario
Bearbrook Intl	Tom's grass airstrip	Bearbrook, Ontario
Indian Creek	Charles grass airstrip	Hammond Ontario

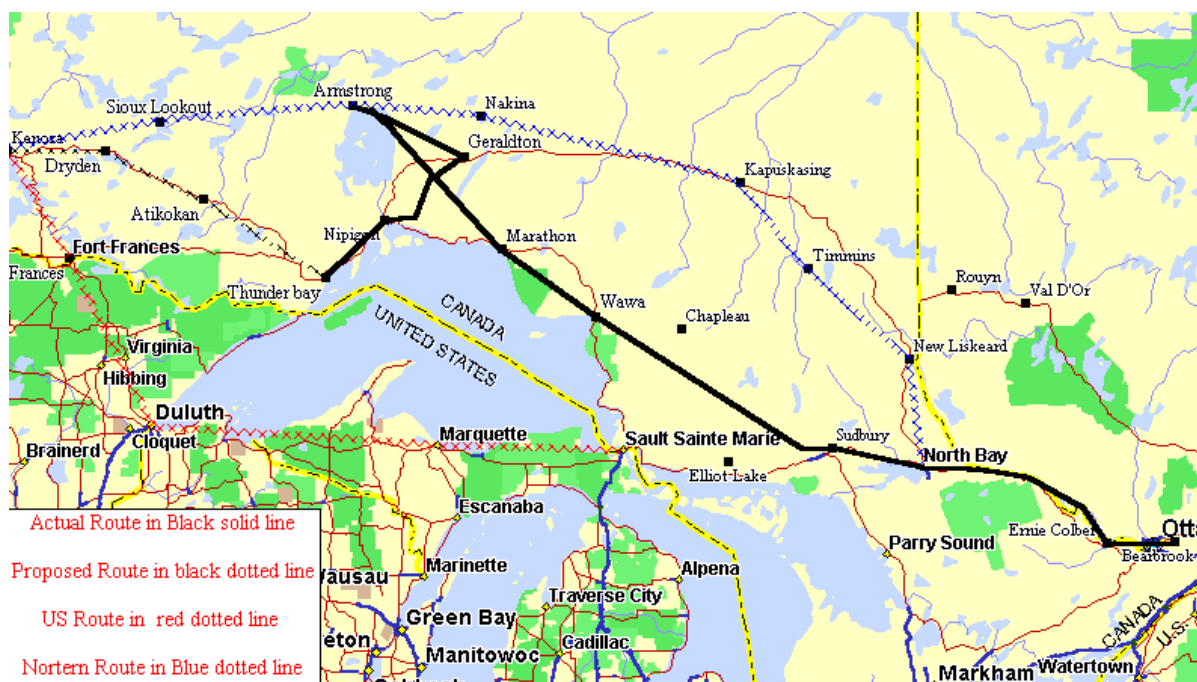
The mission.

Ferry a Cubby homebuilt from Bearbrook International to Kenora Ontario, a trip totalling 900 NM through Northern Ontario in late October.

At first I thought I would be piloting the Cubby with Tom following in his aircraft, which we would use on the trip back. But this would have been too expensive a proposition. So it turns out, I would be riding shotgun and we would return via the big bird, oh well,OK.

This year has not been good for me and I was ready for a bit of adventure. While this trip may not sound appealing to most, it did to both of us. The weather would probably be challenging and maybe a bit of hardship would be encountered along the way. Certainly nothing that would dampen our enthusiasm.

Tom flew the plane to Bearbrook Intl Tuesday Oct 16th, so we could check it out before the trip. An 0-200 Continental powered the Cubby. It had basic VFR instrumentation with no Nav or Comms. Cruise performance, a paint scorching 100MPH at 2400 RPM. Turns out that my 6'1" frame would not fit in the front seat, Tom could barely fit and he is a good deal shorter than I am. The back seat offered much more room....eh....eh! But I was worried about the lack of heat back there, after all we would be flying Northern Ontario in late October.



We managed to jury rig a portable intercom, with VHF radio and a GPS for the back seat. Originally we were to install a GPS in the front seat also, but Tom decided against it. This arrangement worked out better than expected. Several other items were

looked after like cleaning the mud out of the fuel drains, changing the oil, securing the propeller spinner properly, tightening the wheel bearings, etc.... A survival kit was gathered up, extra padding for the seats and proper clothing.

Take off was planned for the 22nd of October. Weather permitting we would be in Kenora by October 24th, to return the next day on WestJet. This was plan "A", plan "B" would be dictated by the weather. The proposed route to Kenora would take us to Pembroke, North Bay, Sudbury, Elliot Lake, Sault St Marie, Wawa, Marathon, Nipigon, Thunder Bay, Atikokan and finally Kenora. Although the Southern route below lake Superior would have been our first choice it was not considered because of the VFR flying restrictions in the USA since the events of Sept 11th.

First day, 22nd of October, Bearbrook airstrip

6:30 AM Monday morning was cold, humid and dark at Bearbrook. The Cubby was covered with ice. "Darn I should have pulled it under the hangar in front of the Pacer" cursed Tom. He managed to clean the ice off the Cubby and loaded up his gear. By then the sun was coming up, he hand propped the Cub to save wear and tear on the clutch, he had noticed, it was noisy on previous start-ups. From then on, we would hand start it every morning. He took off to pick me up at Indian Creek, 2 miles East of Bearbrook Intl.

Indian Creek airstrip

At 7:15AM, I was surprised to hear the Cubby overhead. From the patio doors I could not see past the windsock, (700 feet from the threshold) the remainder of the landing strip was covered with fog. It turns out there was hardly any fog at Bearbrook Intl when Tom took off. Finding my place in the fog was not easy, but he managed to find it and land. I promptly loaded my stuff and crawled in. For the first time my little voice piped up "Can this plane lift all this weight". It finally dawned on me that maybe this was not such a good idea, we were packed like sardines. The same thought must have occurred to Tom, because after a bit of taxi towards the threshold of runway 09, he turned around, taxied to 27 and aimed it West. "I don't like the wires to the East" Tom said "I can see enough through the fog and I don't know this plane enough to know if it will clear the wires". Because of the fog on the West End of the strip Tom had originally decided to take off to the East because the windsock was noncommittal, but we had no obstacle to the West. At this point the only thing holding us back, was shear fear!

The Cubby shuddered along the length of it's spine as the Continental roared. Within seconds we were rumbling down the runway, the tail came up and when the Cubby reached the windsock it was hopping on its main gear. The Cubby handled the load easily, it finally jumpedwell maybe hopped in the air as we flew through the low lying fog and popped out on top. Although the aircraft had not too many redeeming features, I was genuinely impressed by its take of performance, considering our total weight.

VFR plan was for 3 hours direct Sudbury and we were off at 8:15AM. Once out of the fog it was beautiful and sunny, turns out the fog was a small patch affecting only a small area. I was elated, getting away from work to go flying for a week was excellent "eeh....., ahh".

The noise on the intercom pulled me out of my reverie. Tom is talking to me and I can barely understand anything, all I hear is gibberish. Any adjustment made to the intercom seems to worsen the problem. Nevertheless Tom opened the flight plan with Quebec FSS through all the hissing, crackling and noise on the intercom. He later told me he barely understood Quebec, but somehow he got through. In the meantime, I transferred the two headsets to the airplane intercom (we had chosen not to use it because the owner reported it to be intermittent and we could not tie it directly to the VHF radio anyway). It was a little bit better and the most basic of communication could be entertained. By now we are under the Ottawa Terminal zone nearing Aylmer and then silence. OK what's wrong now? This time we lost all communications adjust the intercomnothing,back to the other intercom nothing,more adjustmentsnothing,OKwhat the heckis going on? In desperation, I pass my headset to Tom, because I could hear side tone in my headset. Tom's headset microphone seems to have packed it in, because I can't hear any side tone. At least he could connect his headset directly to the portable VHF radio and communicate directly.

Time to assess the situation. Here I am packed like a sardine in the back of the Cubby, with the prospect of freezing most of the way, at a snail pace (forgot to mention our ground speed is a scorching 65NM) and now no communications to the front. My little voice came on " You having fun Chuck". Tom hands me a written note. It reads "land at Ernie, fix problem". Ernie Colbert is a friend and he owns an airstrip, just North of Arnprior. I take it Tom wants to stop solve some of our problems before we go any further. Sounds like a plan, Tom always comes up with a plan.

Since I am suppose to be chief navigator, I set out to do my chores "Hmmm have to figure out a way to communicate to the front". No matter, Tom is like a homing pigeon, he knows this area of the country like the back of his hand, we soon settle in on final to Ernie's landing strip, without help from the back seat.

Ernie Colbert airstrip

Ernie's grass airstrip is nice but it rises to the West and is not too long. Doubts entered my mind again about the Cubby's ability to handle the situation "Sure we could make it in, but could we make it out"? The rumble of the landing pulled me out of my thoughts and we taxied over to a 152 Cessna parked in front of the hangar. We found Ernie sitting in it, ready to go, turns out he was heading for Morrisburg to meet a few friends. Once down, I tested the headsets and intercoms. Sure enough, one microphone had gone bad and the intercom sounded great. Ernie offered us two headsets for the trip and we piled in the Cubby again. Ernie was shaking his head in disbelief "I hope you guys make it" as he mumbled something to the effect that it did not look like we could fit in the Cubby. A few hail Mary's and we lined up on 24, now I was shaking in my boots and it wasn't because I was cold or anything. Not to worry the old Cubby handled the take off like a pro, it was of in good time and we crossed the wires over Highway 17 with height to spare.

Well, we now have communication between front and back, although a little noisy. “Is it possible our communications problems were behind us” my nagging little voice piped up. After takeoff Tom could not establish communication with Ernie, Arnprior or Pembroke “..... Hmmm..... I wonder”. For now we decided to follow Highway 17. At Mattawa, we encountered a layer of cloud below us (no cloud had been mentioned by FSS this morning). By the time we got to North Bay we could see the ground again. By now a few problems are showing up, the right gas tank is nearing the _ mark while the left one remains full, I am freezing in the back, Tom is too hot in the front and cannot raise North Bay on the radio. OK, so there are still a few bugs in our system. I managed to pull a sweater from my pack to warm up a bit, it helped but my legs remained frozen. After several unsuccessful attempts to raise North Bay, Tom plugged his headset directly in the portable VHF in an effort to communicate. After awhile he finally established communications with North Bay to alter our flight plan, allowing us enough time to reach Sudbury. For the remainder of the trip, Tom would connect directly into the portable VHF, radio communications through the intercom were impossible. Bad VHF communications were blamed on a possible bad connection to the antenna, we decided to live with it. Throughout the trip VHF communications were limited to 15 miles at 3,000 feet altitude and 6 to 7 miles at 500 feet altitude. In the meantime, I am still freezing in the back, at the first stop I will definitely put my underwear on. Yep I brought my long Johns along. We stayed South of North Bay airport and skirted Lake Nipissing. The cloud layer underneath us had all but dissipated by now.

Tom needed a break from flying “Charlie can you take over the rods that attach the brakes between front and rear pedals are cutting my legs blood circulation and this seat is darn uncomfortable”. To find the rudder pedals, I had to shove my legs forcefully forward between Tom and the outside wall of the Cubby “Just a sec ... Tom, OKgot it”. The right gas tube was now indicating almost empty, but the left one had started to come down so I relaxed a bit. The Cubby has the same fuel system as the Cessna’s, both tanks feed at the same time. On some flights, not all of them, I don’t know why, one tank will go down while one remains full until eventually the full one starts to go down and they equalise. I was aware of that but this aircraft was new to us and one can’t help but wonder. It did not occur again, for the remainder of the trip. The Cubby had given us a gauntlet of problems on the first leg, looks like we passed the test let’s keep our fingers crossed. “I wonder what it has in store for us” my nagging little voice told me.

Sudbury airport

On final to Sudbury, I handed the controls over to Tom because I had never landed from the back seat of a tandem aircraft and I was not about to tempt fate. Tom made a good landing, but the Cubby started to dart side to side. This behavior was new, but Tom had always flown the plane from grass, it seems the pavement made the Cubby a little squittish. The same pattern emerged every time Tom landed, we attributed that to landing gear misalignment and soft bungees. It was 12:30, 1st leg had taken 4 hours 15 minutes including our stop at Ernie’s. When we both got out of the Cubby, we both looked like we would be crippled for life. Tom asked the fuel attendant for a wheelchair while I hobbled around awkwardly. After 5 minutes or so I finally could stand erect while Tom was joking about the situation. The Cubby’s accommodations were rudimentary and were certainly not adequate for long flights. But we adapted, for reasons I can’t explain it did not seem so bad on the remaining legs. I guess the Cubby was finally rubbing off on us. Lunch over with, my underwear on, my back feeling a bit better, we were ready to take on the wilds of Northern Ontario. The next leg planned is Sudbury to Elliot Lake, Sault St Marie and then Wawa, if time allowed it.

Off at 13:20 we headed for Elliot Lake. Even with my long Johns on, I was still freezing in the back. Scrounging around, I put a spare map to good use by draping it between me and the door to cover the cracks. It reduced the cold draft significantly. Now why didn’t I think of this before, from then on I would use this system and it made it warm enough well tolerable anyway. With Tom established on a heading to Elliot Lake, I turned my attention to navigation, after all I had to start earning my keep. “Tom ETA for Wawa via Elliot Lake and the Sault is about18:00. This was to close for comfort, flying the mighty Cubby in the dark was out of the question. “Wait a minute Tom..... if we fly direct to Wawa, we save 60NM, ... ahETA17:00”. Oh the wonders of GPS. The prospect of reaching Wawa this afternoon peaked Tom interest “What is the terrain like check the VNC”. “Just a minute Tom according to the map the terrain is extremely rough with no habitations and only a few small roads in between”. A minute later “Sounds good to me Chuck, give me a heading”. His confidence in the Cubby must have been running at all time high, it certainly wasn’t my description of the leg ahead that convinced Tom. The landscape below us was spectacular as the speed of the Cubby allowed ample time to take it in. We altered flying duties and a bit of rain was all we encountered en route. The outside air temperature was about 4 degrees Celsius, so no fear of airframe icing.

Wawa airport

We made Wawa by 16:40. By now Tom nicknamed the plane “the Cub from Hell”. This plane was by far the most uncomfortable airplane we both had ever flown in. Fueling would be done in the morning because after 16:30 there is a call out of \$50.00 in Wawa. Funny because there was 3 people at the airport that night, same guys were there the next morning, yet no charge. With the Cubby secured for the night, we started walking the two miles towards town. Getting to Wawa had been easy with the weather cooperating. We had supper in a great room with a huge fireplace. A glass of wine to calm our nerves and the banter inevitably turned to what tomorrow would bring. This would be the last good weather of the trip, to-morrow we would experience the worst weather the North could offer. Sleep came easy to these old tired bodies. *To be continued*

Videos

Technical resources

1. Tin Man series
 - 4130 Chromemoly airframe construction tape 1 and 2
 - Gas welding Aluminum

2. EAA Building your own plane – getting started
3. Aircraft Engine Rebuild
4. Building your own airplane – Welding, Gregg Ewert and Bill Roerig
5. Building your own airplane – Corrosion, Goe Hindall
6. Canadian Airmotive, Using the ProBalancer
7. Fabric Covering with Ray Stits
8. EAA/BEDE Series
 - video #1 – *damaged-unviewable*, Understanding Aerodynamic Drag
 - video #2 – Selecting The Best Airfoil
 - video #3 – Aircraft Wings Designs
 - video #4 – Height Lift Devices For Aircraft Wings
 - video #5 – Understanding Airplane Stability & Control
 - video #6 – Aircraft Control Surfaces, Design
 - video #7 – Design Procedures For Engine Cooling
 - video #8 – What Pilots Should Know About Aerodynamics
 - video #9 – Understanding The Aerodynamics Of Automobiles
9. Mike Arnold AR-5 Series
 - video #1 – “Why It Goes So Fast”
 - video #2 – “How It’s Made”
 - video #3 – “Wheel Pants”
 - video #4 – “mould-less Construction”

Aviation related entertaining Flight training

1. The wonderful world of floats
2. First Flights in your homebuilt aircraft
3. First Flights in your ultralight aircraft

Demo Videos

1. Europa 2. Zenair CH701/601 3.The RV story 4.Sonex – 2 tapes
1. Those magnificent Men and their flying machines
2. The building of the Voyager
3. EAA’s Ultimate Flight aerobatic footage
4. EAA Oshkosh 1988
5. EAA Oshkosh 1995
6. CBC at Carp, 1993
7. EAA/ESPN Borden
8. EAA TV show

Flight training

4. The wonderful world of floats
5. First Flights in your homebuilt aircraft
6. First Flights in your ultralight aircraft

Demo Videos

2. Europa 2. Zenair CH701/601 3.The RV story 4.Sonex – 2 tapes

Toronto Island Airport under attack!

NIMBY's are busy trying to close down the Toronto City Centre airport. Those who are email equipped have already seen my forward of an email from Brent Rogers. I am including the text of Brent's email for the benefit of all members.

This is our own version of Meigs field in Chicago. If we don't act now, Toronto Island Airport will be closed before we know it, based on false allegations from a few NIMBYs. I encourage you to read the enclosed email clearly, do a bit of research on the facts, then make your thoughts known to the appropriate politicians, preferably in writing via snail mail, they seem to place more weight on written responses.

I have found in dealing with politicians in the past that raising the spectre of them being indirectly responsible for deaths of unfortunate victims, a real possibility if "Hope Air" emergency medical flights provided free by a public spirited aviation community are ended by the unfortunate closing of Toronto City Centre, can have a real impact. It is perfectly appropriate to use terrorist tactics to fight terrorists in my humble opinion. If we move quickly, and in overwhelming numbers, with lots of reason and a reasonable amount of passion, we can definitely win. If we stand idly by we will most certainly lose another airport; don't let it happen!

From: Brent Rogers: (1brogers@rogers.com)

I have never been an alarmist BUT unless WE, the aviation community, get involved NOW, these could very well be the headlines you see in your newspaper THIS FALL. If you live in or near Toronto you know that the Island in general has been a recurring issue for years. WHAT I HAVE LEARNED IN THE PAST WEEK LEADS ME TO BELIEVE THAT THERE IS A VERY REAL RISK THAT A FINAL AND PERMANENT DECISION TO CLOSE THE TORONTO CITY CENTRE AIRPORT WILL BE MADE THIS SUMMER.

First of all, I apologize for the length of this note. It is IMPORTANT that you read it through and, if you value aviation in the GTA area (or elsewhere in Canada for that matter) that you make YOUR voice heard. At the end of the note I have provided means for you to do this in the simplest way I can. I am very mindful that everyone is busy but the small amount of time you spend NOW responding to this issue is ABSOLUTELY CRITICAL to the future of general aviation in the GTA area and protecting your interests.

Following Federal Transport Minister David Collenette's ill-considered and careless remarks several weeks ago indicating his willingness to consider the closure of Toronto City Centre Airport (and replace it by building a multi-billion dollar rail link between Union Station and Toronto Pearson Airport) local anti-airport groups have become energized and mean to seize the opportunity to have the Island Airport closed NOW.

Spearheading the anti-airport effort is a group called "Community AIR" lead by sometimes Toronto Island resident and former Toronto City Councilman, Allan Sparrow. Relatively speaking, this group is well organized and have successfully garnered support from a multitude of other obscure and not so obscure organizations, local residents, associations etc. (who I might add, represent a very small but very vocal minority). What is most disturbing is that Mr. Sparrow's organization, to further it's cause, has presented as fact many, many, inaccurate and outright misleading pieces of information regarding the Toronto City Centre Airport (TCCA) and is using this fictional information to prey on people's emotions to stir up support for the cause of closing the TCCA. Mr. Sparrow's own motivations are not clear either. Supposedly he is representing his interests as an Island resident and "concerned citizen" without any compensation but as often is the case, there may be another, hidden agenda.

Last Tuesday, February 19th I was invited to attend a meeting of the Toronto City Centre Airport Association (TCCAA). I attended in several capacities, as a COPA and Buttonville Flying Club member, as a Hope Air Volunteer Pilot, as representative of Island Air Flight School and Charters Inc. who are base at the island and my own interests as part time aerobatic instructor and aircraft operator there. At the meeting I learned that Mr. Sparrow's group had organized a large representation of "concerned citizens" to attend and present their views at a meeting of the Waterfront Reference Group committee meeting the following evening at Toronto City Council Chambers which was being held to seek the views of the public with respect to the Toronto Waterfront Plan.

I also was shocked to hear the information that Mr. Sparrow was using to support his views and gain support from the innocently ignorant and emotionally susceptible minority of Toronto citizens he was rallying to his cause. I also was provided (for the first time) the REAL facts surrounding the issue.

I was encouraged and did attend the Waterfront Reference Group committee meeting the following evening, Wednesday, February 20th at City Council Chambers. This session went from 5 PM until midnight as the committee members listened to 72 "deputations" or presentation from various citizens and groups. The vast majority of these were in favour of closing the City Centre Airport. I heard a vast number of impassioned, emotional pleas "not to allow City Centre to become an "international jet port", "pollute the Toronto skies", "ruin the waterfront vista and natural habitat" and even "not to permit it to become a major carcinogenic influence" over the citizens of Toronto (I kid you not! There is an official motion to have the City Medical Officer investigate the carcinogenic threat posed by the TCCA and the City Solicitor prepare a report on the potential liability risk that could arise from this threat).

TCCAA did have some representation there (about a half dozen of the 72) including the TCCA airport manager, the Toronto Port Authority, The Toronto Board of Trade and several operators based at TCCA. Unfortunately most of the "pro" presentations were scheduled very late in the list and were as a result made after many interested parties had grown weary and left the meeting.

From that meeting it was clear to me that:

- 1) the opposition is a very small, but vocal and visible minority of residents physically close to the waterfront
- 2) accurate facts are not being presented by this very visible and vocal minority and therefore there is a very real risk that a very final decision will be made on flawed information and emotions of a select few.
- 3) as a result of "2" above, the issues are not well understood by most interested parties
- 4) at THIS POINT, there is significant support for the "closure" by a number of City Councilors based on their PERCEPTION that this is what their constituents wish.

Leading the contingent in "4" above are Councilors Olivia Chow, Jack Layton and Pam McConnell.

When Mr. Sparrow had selfishly exceeded his allotted 5 minute presentation time (having managed to stretch it some 20 minutes) and Chairman Joe Pantalone attempted to have him finish, Olivia Chow in a slick and obviously pre-arranged move, and in her right as a Councilor, continued to ask Mr. Sparrow leading questions, permitting Mr. Sparrow to complete his lengthy but inaccurate tirade against the evils of aviation on Toronto's waterfront. Mr. Sparrow clearly felt his cause justified his monopolizing both the committee's and the public's time.

At the conclusion of the presentations, Councilor Layton moved that the Toronto City Centre Airport be IMMEDIATELY closed and further moved that City Council IMMEDIATELY request the assistance and support of Federal Transport Minister David Collenette in doing so. Fortunately, Chairman Pantalone quashed this motion as "not consistent with the mandate and objectives of the Committee" or the purpose of the meeting.

Lastly, I attended an "ad hoc" meeting of the TCCAA at noon on Saturday, February 23 with COPA President Kevin Psutka to discuss what assistance COPA may be able to offer. There was discussion of a mail campaign to local area membership, information in the Canadian General Aviation News and perhaps more significantly, the possibility of some funding from the COPA Action Fund, the purpose of which is to "do what is necessary to remind politicians of the importance of general aviation".

Further there was discussion of a fly-in, or airport open house sometime this spring to raise awareness about the airport and develop support for it.

Below are some facts as I understand them but please take the time to investigate the websites below to educate yourself and be in a position to educate others.

- 1) there is NO plan to expand the airport beyond it's current physical size.
- 2) a fixed link bridge HAS been approved by City Council subject to certain conditions which various parties are working on now to satisfy
- 3) while the airport (on the financial statements of the Toronto Port Authority who operates it) does operate at a relatively small deficit NOW, the benefits of the bridge and some additional activity would eliminate this deficit entirely.
- 4) the TCCA represents an economic benefit to the City of approximately \$75 million NOW and this would increase to an estimated \$115 million if operations were increased and the bridge constructed.
- 5) the loss of these revenues will result in a commensurate decline in tax revenues to the city.
- 6) Emissions from aircraft operating at the TCCA represent a TINY FRACTION of the daily emissions from automotive traffic on the Gardner Expressway each day.
- 7) increase traffic does not mean increased noise levels. Aircraft operating from the island now are required to comply with strict noise limits and newer aircraft (even turboprop or fanjet) meet these requirements.
- 8) simply re-locating the aviation services to surrounding airports is not viable, surrounding airports are now saturated.
- 9) there are many, many unseen benefits to the public of having TCCA. One of these is Hope Air, a volunteer, not for profit organization that arranges free air transportation for Canadians who must travel outside of their home communities for medical care, but cannot themselves afford the cost of the flight uses the TCCA extensively due to it's proximity to Toronto hospitals. The MAJORITY of Hope Air flights in Ontario use TCCA as terminus for one or both flight legs.

What can you do?

Speak up. Politicians respond to what they THINK their constituents want. At present, the opinions they are hearing are from the opponents of the airport.

10 letters a day from citizens in favour of closure will have that result. Those same 10 letters when offset by 20 letters in favour of keeping the airport open will result in a change of attitude. The group headed by Mr. Sparrow has been very effective at making it's small but noisy voice heard. We have to do the same.

We are a minority you say? So are the people who populate the Toronto Island and harbour front condominiums (actually, there are MORE OF US).

Speak up. NOW!

Follow the 5 simple steps below. If you live in Toronto, make certain that you also write your Councillor. If you live outside Toronto, write David Collenette, your Federal MP, Mayor Mel Lastman (if you have ever VISITED Toronto, your opinion counts), and your Provincial MP. All levels of government have influence in this issue.

1. Educate yourself at the sites below and understand the REAL facts:

City Centre Airport Facts:

<http://www.canairradio.com/island.html>

CYTZ.com:

<http://www.cytz.com/>

TCCAA (Toronto City Centre Airport Association):

<http://www.torontocityairport.com/>

2. Write the Federal Transport Minister and your Federal MP:

Transport Minister David Collenette

E-mail: Collenette.D@parl.gc.ca

Phone: (613) 995-4988 Fax: (613) 995-1686

Find your Federal MP's e-mail address using your Postal Code:

http://www.parl.gc.ca/common/SenatorsMembers_house.asp?Language=E&parl=37&ses=1&Sect=hoccur

3. Write Toronto Mayor Mel Lastman:

City Of Toronto

Mayor Mel Lastman

Toronto City Hall, 2nd floor

100 Queen St. West

Toronto, ON

M5H 2N2

E-mail: mayor_lastman@city.toronto.on.ca

Phone: 416-395-6464

Fax: 416-395-6440

City Of Toronto: Waterfront Revitalization

<http://www.city.toronto.on.ca/waterfront/index.htm>

Place your ads by phone with Rodney Stead
 @ 836-1410 or e-mail to stitstmp@sympatico.ca
 Deadline is first of the month. Ads will run for three
 months with a renewal option of two more months.

For Sale: 500 Watt Toro Generator, as new condition
 \$200 firm call Ken Mackenzie @ 613-839-2861 01/2002

For Sale: Federal 1400 Skies 9 " wide \$850
 Scott 2000 Tail wheel steerable Recently rebuilt \$275
 Call Brian McKinley @613-487-2451 night or 299-8424
 Daytime 01/2002

For Sale: C-65 engine 1400 hrs includes McCauley IB90
 74-45 metal prop 900 hrs \$4000
 Call Henry Dyck @ 613-726-1339 01/2002

For Sale: brand new battery G-25
 1972 Bellanca Citabria -7GCBC 40 hour on airframe
 since rebuild Lycoming O-320 (160 hp) Zero time
 call Uwe Stichel @ 266-6686
 email; jungmann@ottawa.com 01/2002

For Sale:
 - 2 Cessna 150 Ailerons
 - McCauley Prop for 65 HP
 - McCauley Prop for O320
 - C-140 Exhaust, Engine Mount, Baffles \$500
 Jim Robinson 830-4317 10/2001

Airspeed indicator by AeroSonic Corp., U.S.,
 20 - 250 kts, MS28021-4, manufactured in 1988, last
 calibrated in 1996. For RV series of aircraft and others.
 \$180.00
 Wolfgang Weichert 836-1318 09/2001

SUBARO ENGINE FOR SALE
 1731 CM3 displacement engine suitable for homebuilt power
 plant
 \$1000 obo
 contact David or Pauline @ 225-7381 11/2001

Articles Wanted

I am always interested in receiving submissions for this,
 your Newsletter. You may bring articles to the monthly
 meetings, or mail information to the post office box, or
 e-mail stitstmp@sympatico.ca



EAA Chapter 245 Membership Application

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Annual Dues: January 1st to December 31st. (porated after March31st for new members/subscribers).
 Associate Member ___: \$30.00 Newsletter plus Chapter facilities
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 Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

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