



Island 'Tale' - Winds



April 2002 — The Official Newsletter of EAA Chapter 679 – Vancouver Island, B.C.



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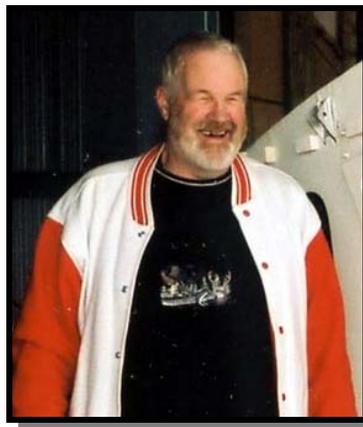
“May I Please Introduce. . . .”

. . . . Tom Campbell.

Let me take you to the town of Ladysmith. The year is **1900** and the town has just recently been established. Coal is to be the industry of the future and there is a feeling of great optimism as the town begins to grow.

Ladysmith, like many emerging towns in the early days had it's share of difficult times, but the good years were predominant. It is even reported that in it's heyday years, there were over a dozen hotels within the town's boundaries supporting the locals and travelers alike. By the year **1921** the population had grown to 1967.

The fortunes of the town began to change in the late twenties however and by 1931 the coal seam, at nearby Extention, ran out and the town's population quickly dropped to 1443. But “never give up” they said and optimism was rewarded when the forest industry picked up some of the slack. Once again the town began to flourish and by mid **1939** the population had peaked at 1699. But again. . . . change.



John Veale Photo

Now I don't have absolutely accurate information here, but popular folklore has it that **Tom Campbell** gave the town a boost that same year when he was born on the 24th of June finally bringing the population back up to an even 1700. Ladysmith again began to grow. The new kid on the block? What ever became of young Tom Campbell, citizen number 1700.

Tom may not be new to Vancouver Island, but he is relatively new to EAA Chapter 679. Where did his interest in aviation come from? As Tom tells it, likely from the time his parents took him to the new Flying School at Cassidy Airport. He was seven years old and his parents scraped together \$5.00 for a fifteen minute flight in a Tiger Moth., which by his choice took him over his home at Ladysmith. (Ed. Note: That's another story in itself that only Tom can put into proper perspective. Have him tell you about it. The story has a '**year 2002**' twist

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to it.)

Over the next few years, Tom flew a number of times on the DC-3 passenger service offered then between Cassidy and Vancouver.

Tom's love of flight finally put him into the cockpit when he attended Air Cadets over a couple of summers. Happily, he won the Air Cadet flying training scholarship for the summer of 1956 and took his flight training at Victoria Flying Club.

That same summer, he joined the RCAF and trained as an airframe technician. After serving five years in the RCAF, four of those at Cold Lake Alberta, he took his discharge and returned to Ladysmith as a civilian instructor for the Air Cadets for five years. Tom made his living during this time, working in the oyster, fish and log salvage businesses.

Major change came in January of 1965 when Tom started work as a Longshoreman at Chemainus. An upgrade to Forman, took him to Prince Rupert in 1979, and eventually back to Vancouver Island and Nanaimo.

And so the years have flown by. Tom will be retiring from Longshoring shortly, after some 37 years in the industry. What will he do in his retirement years? He has recently purchased a Hangar at Nanaimo Airport and is putting the finishing touches to a Maranda-AMF-S14 he picked up as a project airplane in Alberta. Tom says the airplane is about 95% complete and now undergoing preparation for paint.

Airplanes play a big part in Tom's life, but he has other important interests as well. Tom and his wife Alice live at Nanoose where his waterfront property keeps him busy. He also has three children and six grand-children.

Spare time? I can't imagine Tom has a much of that. He also loves to fish, camp, spend time on the water **and** (still in the same breath, working to get in a free commercial) promotes a liquid nutrition product which he says "has brought back my family's good health"

When asked if he would mind having individual Chapter 679 members visit his project, his reply was "**Please Do!**" Tom's phone number, if you'd like to take him up on that offer is 250-468-9596.

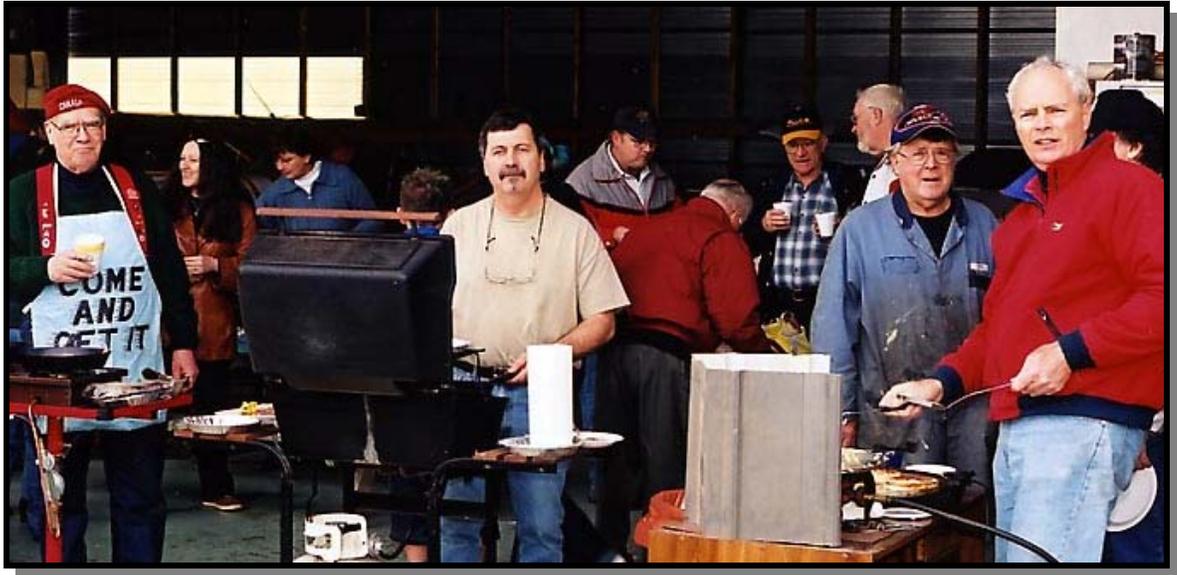
Good flying Tom and welcome to EAA Chapter 679 !



John Yeate Photo

Tom Campbell & his Maranda – AMF – S14

CELEBRATING WITH PANCAKES!



John Yeale Photo

Vince (Bacon, Bacon, Bacon) Gord (Sausages) George (Toast & Coffee) Bob (Pancakes & Eggs)

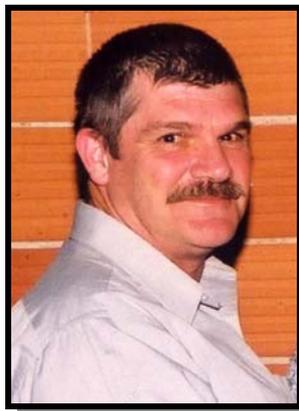
... By Vince Doyle

"Kick the tires, and light the fires!" Fuel, on...Igniters, on...sizzle scorched the tarmac at Nanaimo-Collishaw Airport as EAA chapter 679 blasted off into a new flying season with an Easter weekend breakfast, Saturday, March 30.

On the 'firing line' Bob Lord leads off with pancakes and eggs (the only thing missing in his setup was an after-burner), next to him Gord Henne behind the grill with sausages and in the clean-up position, Vince Doyle with bacon, bacon, bacon...sizzle, sizzle, sizzle! On the tables, real maple syrup from Quebec...real butter (and margarine) toast by the ton and coffee by the gallon! What a deal. And all this for only five bucks! Where can you beat that?

Wot hopen? Our president, George Carpenter, was putting the finishing touches to the new wings on his Powell Racer when he casually dropped the info that our brother EAA member **John Owen** (you remember John? Our secretary for many years?

Vince Doyle Photo



John Owen

Our producer of the web

site? The builder of web pages for members? The builder of RV4 aircraft? Yeah, that's the one.) retires on the 30th of March and wouldn't it be nice if we combined our congratulatory best-wishes with a breakfast that would surely



Vince Doyle Photo

Breakfast to die for at Cassidy Hangar

bring out a crowd. And wouldn't it be nice if their wives were invited. And wouldn't it be nice if we could hold it in the hangar so everyone could look at the 'planes'. Now just hold on there a dang minute George! First of all it's too early in the season,...it's gonna' rain...four days of rain right on the weekend (well two anyway)...the chapter hasn't been consulted, they haven't voted the money for it etc. etc. The nay-sayers were out in force.

But you know, George. We couldn't talk him out of it. No way, as far as he is concerned it's a done deal. Who's got a fry pan, stove, chairs? "I'll take care of the rest and buy the food", says he. He

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Vince Doyle Photo



The President's Message

... George Carpenter

April is almost over and the first quarter of the year went by in a flash. Members are working on their planes and there should be some new ones on the flight line this summer. Vince Doyle is hopeful to have the Nieuport flying, and other members working on their planes too.

The turnout of members to our meetings has been great. I think the Newsletter is really helping to keep the members informed of what is going on and the members are helping by keeping the editor informed. So many members are helping in many ways. The phone committees, the volunteer for managing our magazine trades. Remember bring your used aviation magazines so that others can enjoy them.

Everyone is helping. That makes my job easier and I'm looking forward to our next meeting, May 1st.. Do attend or you'll miss a great time.

Dan Patenaude 'Volunteer'



It is exciting indeed to see our members volunteering so willingly for the inevitable jobs that open up within the operation of the Chapter. The latest example was a call for someone to take care of the distribution of Aviation Magazines our members bring to our meetings for each other to read. Our thanks to **Dan Patenaude** who very quickly volunteered to take on this new service to the membership.

Magazines were donated to the cause at our March meeting, and happily it was Dan who offered to carry them home, rather than the donor with tired arms!

The magazines will be returned at the next meeting, along with, we hope, **your** used aviation magazines. So...dig deep...cart them to the next meeting in a strong 'easy to carry' container, pick from the latest assortment and take a bunch home with you.

** Be sure to offer Dan a hand at carrying the magazine supply to and from his car. They're heavy !*

Web Site — Web Site — Web Site — Web Site — Web Site



So.....What is it with all these buttons? What are they for? Who

made them? Why? The Chapter Web-Site you say? So...What is a Web Site? Read On !

Editor's note: What's behind our Chapter Web Site buttons? A wealth of information presented in first rate fashion. A flag indeed in the Chapter's cap and all through the work of our Chapter treasurer John Owen. (Obviously John has **many** talents!)

I asked John to give us the background to this fascinating aspect of EAA Chapter 679. Enjoy his explanation and then check out the Web Site regularly. You'll enjoy it too.

The Making of a Web Site

. . . . By John Owen

The reason I started the chapter web site was one of selfishness. I became interested in computers when the other members of the family decided it would be a great idea to have one of these new things on the market. So I gave in and purchased an XT clone computer running at somewhere between 4 and 5 megahertz. It had 640 k of memory, and two 360 kilobyte floppy drives. The programs were accessed by typing their file name on a blank screen. EXE. COM and BAT file extensions required to make nice things appear on the screen, which was either amber or green monotone. The whole thing frightened the wife and kids.

I spent a lot of time reading DOS manuals to understand the commands, and how to make things happen. After nine years on that machine I discovered that technology was far beyond dos. There was something called Windows. Colour screens, hard drives. I purchased a pentium 1 233mhz and entered a new world of computing. People

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it seems could now talk in real time with others half a world away. You could make friends with someone you have never seen.

I became interested in HTML, the language needed to create web pages and wondered if I too could master a web page. I needed a subject. Because I was an EAA member, I thought that it would not cost anything to experiment with the chapter as a guinea pig. I found it at first a little frustrating, until the light bulb came on. My endless hours of learning dos were now paying off. A lot of the structure needed was accomplished by using principals I had learned with dos. I was away. Now I needed some imagination, which I have none. So by trial and error, does this look good, no, well lets try this the page began to take shape. It takes an endless amount of time to maintain.

From time to time you discover a broken link, caused by another web page going out of existence or changing their web address. Those links must be repaired or deleted and it is with your help that it can be done. Just let me know what doesn't work and I will try to fix it. There are numerous technical problems. One being that Internet



“NO, class, this is NOT our web site. Please pay attention !!”

Explorer and Netscape read the pages differently. I wrote with IE in mind and some of its nice features are ignored by Netscape. Even though I prefer Netscape, I use IE because of it being included with Windows Program.

Why would anyone bother with this. For one reason, a web page can put this clubs information in an accessible location for all members with computer to view. It can be instantly or nearly so, within a day of information becoming available, placed here for all to make themselves aware. Links to other aviation organizations, builders groups, EAA, RAA, COPA, the list is endless. No need to open a book and hunt for information. It is all a simple click away. If you want pictures of aircraft, you can re-

quest a search engine to find it for you. It will scan the world wide web for what you want and display it on the screen for you. All in a very short time.

Do you feel chuffed about your own aircraft or project you are working on. You can take pictures, and send them to me and I can create your own page or section on the chapter web page displaying those pictures for the world to see. Or if you feel like an adventure, you can create your own page. There are a lot of sites around that will give you free web space on their server to create and save files of your own. Then it is a simple thing to place a link on the chapter web page directing members to your web site for the content that you wish to present.

We present a lot of chapter information that is easily accessible. We introduce all the executive with his or her phone numbers. No need to ask someone else if they know who the executive are and how to contact them. We display the next meeting date, time, and site. If it is an out of the way site, detailed directions are also given so the meeting site can be easily found. Have something for sale? We have the spot available for that. No charge. We love to advertise for you. Coming events and functions are available here. We have a members only section where the current members addresses, e-mail addresses reside. No outsider can view this section. The current newsletter resides here but with members approval we will move that into the public domain for all to read. The minutes are available here both current and past minutes.

So as you can see, for the cost to the Chapter and the service it provides, this web-site is invaluable. I hope you take advantage of it. Please make suggestions, because as I stated earlier, I have no imagination. We are continually evolving and you can be a part of it with you suggestions, pictures, and write ups.

.....John Owen

Next Meeting – May 1st, 2002

It's time to give our more northerly drivers a break. The May meeting will be held at the Nanaimo Flying Club. Meeting time: 19:30 hrs. Make President George smile by planning to be there. Have some distance to drive? Why not call other members from your area, and Car-pool.



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immediately recruited all within earshot to his plan.

With only hours remaining the phone committee springs into action. It's all hush-hush. Don't anyone tell John what's afoot or (modest guy that he is) he won't come.

Luck. Some guys are just plain lucky. It has rained for weeks, but this Easter weekend is fabulous in comparison. We could have held the thing outside...not a drop fell that day.

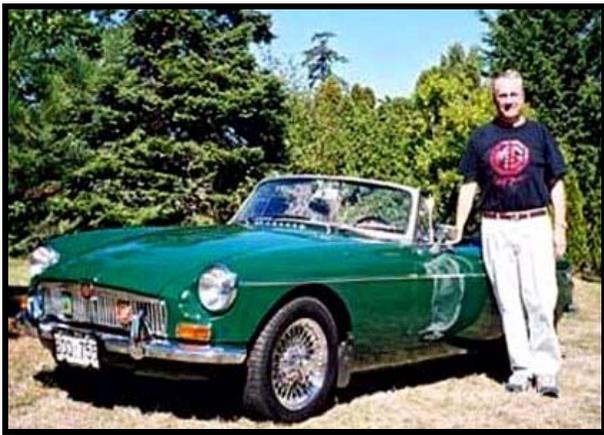
And everyone had a great time...talking with old and some new friends. Munching. Planning where to go, what to build next. The excitement was contagious. The food was good, the company better.

And NEVER AGAIN TELL GEORGE THAT IT CAN'T BE DONE!

And, oh, yeah...Congratulations again on your retirement from BC Hydro John. May the wind always be at your back.

coincidence: an accidental and remarkable occurrence of events, ideas, etc.

Editor's Note: I asked Wayne Watkins, a friend of mine from the Victoria MG Club, to share this **'coincidence of events'** with us. Wayne, though not a pilot, does a little 'flying' very low to the ground in his beautifully restored 1968 British Racing Green MGB Roadster. Upon seeing his impeccably restored car, you would understand why fellow members of the Victoria MG Club refer to him as 'Mr. Detailhis is **not** a car story however, but a story with a **real** aviation connection. With thanks in advance for sharing it with us, I'll let Wayne get on with the story.



David Morton Photo

Wayne Watkins with his award winning 69 MGB

Vintage Restored Gypsy Moth Discovered By Pilot's Son

...By Wayne Watkins

This is a story about the discovery of a beautifully restored Gypsy Moth by the son of one of the pilots who learned to fly in it. To our family CF-ADI is a very special airplane. It is a de Havilland Gypsy Moth Number 781, built in England in August 1929. It is one of a number of Tiger Moths and Gypsy Moths that my Dad flew out of the Moose Jaw Flying Club to obtain his pilot's license. Christopher Leonard Watkins was issued his "Private Pilot's Certificate of Competency" No. 2052 on September 30, 1936.

This particular airplane, CF-ADI, was crated and shipped to North West Aero Marine Ltd. in Winnipeg in 1929. It was then registered to a number of owners who lived in Manitoba and Saskatchewan. It's condition had deteriorated badly



Photo by Christopher Watkins – 1937-Moose

when it was sold to an Air Cadet Squadron in 1970 intended as a rebuild project. It then went to the Western Development Museum in Moose Jaw. In April 1977 an arrangement was made with **EAA's South Saskatchewan Chapter 154** that would see the Chapter rebuild CF-ADI to airworthy condition. As the story goes Rem Walker who spearheaded the project would enjoy five hours of well deserved seat time when the aircraft eventually flew again. Many aircraft enthusiasts and flying club members participated in the rebuild under the direction of Rem. The restoration project was completed and on September 14, 1979 CF-ADI was flown from Regina to the Western Development Museum in Moose Jaw where it is today. The specifications of CF-ADI are length 23' 11"; height 8' 10"; wing span 30'; engine Gypsy I 95 HP; empty weight 988 pounds and gross weight 1,555 pounds.

My Dad passed away in 1997. Two years later I was looking through Dad's pilot's license and the log book that listed all the Gypsy Moths and Tiger Moths he'd

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learned to fly in. I was rather excited about my discovery and wondered who I could share my excitement. Being in Cobble hill at the time, I thought of John Veale, flying enthusiast, and fellow Victoria MG Club Member. I had not known John long, but I stopped by his home in Mill bay. I chose the right guy, as John was fascinated by the small hard-cover Private Pilot's license...nothing like the simple unimpressive cardboard license issued today. John asked about the registration of the aircraft my Dad had learned to fly on, so it was back out to the car to get the log book. A strong interest turned to excitement when John recognized the plane's registration CF-ADI as those of the Gipsy Moth that became the rebuild project for Experimental Aircraft Association Chapter 154.. Your esteemed editor reported he was involved with the restoration in a **very** small way and recalls the day well because he was a little late getting to Rem's workshop and was issued a speeding ticket while driving his MGB at what the RCMP thought was slightly higher than necessary speed! (Ed. Note. **Essentially a \$40.00 lesson on how to spray dope on Gipsy Moth Wings!**)

Some phone calls and letters to Rem in Regina resulted in a photograph from Rem's scrapbook which I copied for all our family to enjoy. The picture was taken of CF-ADI's final flight in 1979.

In the summer of 2000 my wife Lou and I drove back to Regina and Moose Jaw in our MGB to see CF-ADI. It



Wayne Watkins Photo

Wayne & Lou at the Western Development Museum Moose Jaw

was a pleasure to meet Rem Walker and his wife Alison. Rem showed us his scrapbook detailing the restoration and then escorted us through the Western Development Museum where we saw his own homebuilt Jodel D-9 (an

aircraft he flew many times to the early EAA International Conventions at Rockford Illinois) before it's eventual donation to the museum. Rounding the corner then.... we cast our eyes on **CF-ADI**. With Rem's nod of approval (it was a quiet day for the museum) I excitedly climbed up into the cockpit and cherished the mo-



Wayne Watkins

Wayne...62 years after his Dad last flew CF-ADI

ment. According to my Dad's Pilot's Log Book, the last time he flew CF-ADI was September 8, 1938 a few hundred feet above where I was sitting. Same blue sky, same prairie landscape and I am sure a similar big grin on the pilot's face.

It had been a wonderful adventure, and to cap it off, we donated Dad's pilot's license and log book to the museum for display.

I know EAA Chapter 679 members won't believe it, but we literally *flew* all the way home in our MG after seeing and actually sitting in CF-ADI.

.....Wayne Watkins

"The Chapter Tool Chest"

Tool Man Carpenter

The Chapter has a few tools for your use and these can be accessed through our resident 'Keeper of the Tools' George Carpenter. George can be reached at Cassidy Hangar by phoning 250-245-0662 **OR** his home at 250-245-5606. **(Please limit your call to a reasonable hour.)** (Ask George for the definition of 'reasonable').

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Our supply is limited but at present includes the following tools.

1. Tachometer Check Instrument for checking RPM
2. Nicro Press
3. Accuracy Checker for Air Speed Indicator

I M P O R T A N T

These tools are for **EAA Chapter 679 Members Only**. We ask that they be borrowed for short periods of time only, and returned in good condition for the next person to use. Tools must be checked out through George and noted on a master list with the date and your signature.

The Tool Man asks that you return the tools quickly so that he (**a volunteer**) does not have to beg for them to be brought back.

John Owen Takes Over

I don't know what it was. Perhaps I was talking to John Owen and complaining that I didn't have enough time to go flying. In any case, before I knew what was happening, I had a volunteer on my hands!

John Owen, who already does so much for the Chapter was offering to take over the distribution of the Newsletter. That is, I would produce it...get it ready to send off to the members, but instead of that, all I had to do was to e-mail him the master copy and then it would be out of my hands. He would add it to the Web Site...e-mail copies to the membership...print the necessary copies for Snail Mail receivers and hey, I could go on working at the next months Newsletter! Now does that sound like a hard-to-refuse deal or not?! I declined weakly and then before he could change his mind, say "Sounds Like A Great Idea John...You're On!!" Many thanks John. It will indeed make my job more streamlined. Much appreciated.

Those of you checking the Newsletter on the Chapter Web site will notice the newsletter is now produced in color. Those receiving it by e-mail will also receive it in color and can print it off on your own that way if you prefer. If you are a snail-mail recipient of

the newsletter, yours will still be in grayscale printing as the club cannot afford to print off color copies. We hope you like it.

A Grinding Hazard

Submitted by John Owen

Most metal workers know that a spark can cause an explosion in air filled with fine wood dust. Other hazards, less well-known, can exist for a number of other finely divided materials; the explosive destruction of flour mills is one example. The flammable properties of steel wool show how this works. Steel wool is like kindling. You could hold a match to a nail and never get action. But touch the match to fine steel wool and it starts burning immediately. A recent accident suffered by a British Columbia craftsman shows a danger that may lurk in the use of sander / grinders. First a bit of background: Thermite has long been a source of intense heat for welding large items such as railway rails and bridge sections. In wartime it was the primary constituent for incendiary bombs. Thermite is composed of powdered aluminum and iron oxide. The aluminum acts as a reducing agent; when it reacts with the iron oxide, the result is molten iron, aluminum oxide and large amounts of heat.

The incident in which the craftsman was injured began when his son used his belt sander to remove the heads of some aluminum pop rivets. This loaded the sander belt with fine aluminum particles and deposited more on the surface of the grinder stand. When he then used the sander to smooth the edge of a piece of rusted angle iron, the conditions were right for existence of what was, in effect, a small amount of thermite. A brilliant two-foot diameter fireball erupted, then instantly vanished, leaving dense white smoke with little odor. The intense heat blistered his hands and arms and removed a good bit of his hair and mustache. Fortunately he was wearing eye protection, so has fully recovered.

The message here is that any time you are grinding aluminum, be sure to clean the belt or wheel thoroughly before moving on to other metals, as well as cleaning up any accumulation on or around the dander / grinder.

The Final Word. Thanks to all who have helped the Chapter in many ways this past month. Thanks too for submissions of Newsletter Articles. Keep them coming! Build well folks and fly carefully.John Veale