



# Island 'Tale' - Winds



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



## EXECUTIVE & COMMITTEE

### President

George Carpenter 245-5606  
850 Colonia Drive [chipselva@shaw.ca](mailto:chipselva@shaw.ca)  
Ladysmith, B.C. V9G 1N5

### Vice President

Bill Williams 751-2081  
5318 Sherbourne Drive  
Nanaimo, B.C. V9K 1R8

### Secretary

John Balogh 741-1452  
650 Brechin Road [nbalogh@shaw.ca](mailto:nbalogh@shaw.ca)  
Nanaimo, B.C. V9S 2Y2

### Treasurer

John Owen 245-8594  
3826 Shellbeach Road [fzn@shaw.ca](mailto:fzn@shaw.ca)  
Ladysmith, B.C. V9G 1K9

### Newsletter Editor

John Veale 743-1832  
834 Alget Rd. RR#1 [jvveale@shaw.ca](mailto:jvveale@shaw.ca)  
Mill Bay, B.C. V0R 2P0

### Young Eagle Co-Ordinators

Ray Carr 743-2384  
1909 Renfrew Road, RR#1 [racarr@islandnet.com](mailto:racarr@islandnet.com)  
Shawnigan Lake, B.C.  
V0R 2W0

Pete Rees 246-9575  
Gen. Del.  
119 Clam Bay Road  
Thetis Island B.C. V0R 2Y0

### Phone Committee South island

Vince Doyle 746-7702  
1780 Koksilah Road, RR#1 [vdoyle@island.net](mailto:vdoyle@island.net)  
Cowichan Bay, B.C. V0R 1N0

\* Vince is also Chapter Social Co-ordinator

### Central Island

Randy Galusha 741-0906  
243 Derby Place  
Nanaimo, B.C.

## “May I Please Introduce...”

*Vancouver-born Dean, (about 1947) is no stranger to many of you, but for those of you who have not know him long, this month's member profile will help you to get to know this busy guy just a little bit better. Dean is indeed a busy man. For example, he and Ray Carr (Ray's Profile next month)*

Dean Cramb Photo



**Dean Cramb with his Fleet Canuck**

*were responsible for reactivating EAA Chapter 679 more than a few years back. Dean acted as President of the Chapter until this position was taken over by George Carpenter just about a year ago. Dean has also been president of the Duncan Flying Club for the last five years. Spare time? “Not much!” he says.*

*Dean and his wife Mary met in The Pas Manitoba in 1969 and were married two years later in 1971. They have three sons. Jerod, Nathan & Cal.*

*At present, Dean is building a Montana Coyote, though when asked to be more specific about his progress, he admitted he was building ‘Down Rigger Brackets’ for his boat !! As for skills he will be happy to share with other builders, he admits he has a few. In jest, he adds “Bin there, done that.”*

*Dean puts it all into more interesting language though, so we'll let him continue the story.*

It seems that I have always been interested in flying. I can remember when I was in Grade three, running home so that I would not miss Fireball 500 Wednesdays at 3:30. Like many kids, I built Revell plastic model airplanes. It was much later though, during my days as a logger, that the flying ‘hook’ was sunk deep. We were towering down to move our yarder, and the driver of the HDX (A type of large logging truck) started talking airplanes. I had read just about every novel written on the air wars in Europe and the Pacific so we had a most enjoyable conversation. He did mention that he owned an airplane, based at Duncan. “Would I like a ride?”

The question was put to me in the fall of 1967 and by spring the following year I had my private pilot's license. Within another month I was part owner in a Cessna 140 and my flying experience began to grow. It was helped along as well while working for Pacific Coastal Airlines helping to move students and planes between training sites.

(Continued on page 2)

(Continued from page 1)

In the early seventies, still young and full of adventure another fascination began to replace the flying bug. I got into stock car racing. After twenty years of racing, raising three boys, getting a Heavy Duty Mechanic's Ticket from PVI, a teaching certificate from the University of British Columbia and a welding ticket from Malaspina College, I hung up my racing gloves and got back into aviation. Mary, my wife of thirty years loves flying and hated stock car racing, so the transition was easy. Now, finding myself back in the aviation world, I started building a Dragon Fly. After four years though, I



Dean Cramb Photo

Dean's Stock Car Racing Days

wanted something to fly, so sold the project to an Alberta buyer and bought a Fleet Canuck. Then came a series of purchases and sales. The Fleet was sold to a person in Alberta. Its replacement was a Cessna 172. In time, that too was sold and replaced with a Piper PA 12. Next came a Cessna 182. At present, we fly a Zenith CH200 TD. And so the years march by.

Our newsletter editor asked me to relate some of the memorable moments of my years around stock cars and airplanes. Aside from personal family memories, there are many, but to name just a few, my first airplane ride would be near the top of the list. I was eight years old then and the flight was on a DC3 from Comox to Powell River. A close second would have been my first flight in a small airplane. This was in a Piper PA22 (Thanks Fred)

Another great memory...my first first race car main event and of course my first **winning** of a race car main event. Will I ever forget 'flipping' a race car out of Cassidy speedway? I think that also belongs in the list of memories.



John Yeale Photo

Dean says....“Fuselage covered & on the gear...wings done...ready for paint and now need \$\$\$\$\$\$”

(Continued from page 2)

Then of course there was the time that Mary & I found ourselves upside down over Oliver, and another where we lost an aircraft engine over the Rockies! (Editor's note: Perhaps those will be future stories for the Newsletter from Dean and Mary?)



Dean Cramb Photo

Mary Cramb.

On a final note, Mary is also amazed at how polite flying people are, and I have to agree. After twenty years of trying to win races and horde racing secrets it was a real turn-

around to be able to help and share in aviation. The people involved in aviation, as a rule, are nice to be around and I hope we can be involved for many years to come. (I still like to watch stock car racing though!)” :-)



Dean Cramb photo

Dean's current airplane, a Zenith CH200 TD

## Excuse:

*The Veales opt for a British Sports Car Event in Penticton and Miss the Chapter BBQ. Shame shame. Ah well. It was a tough choice but special thanks go to John & Lynn Owen for opening their beautiful*

*home and yard to this fine event. Being conspicuous by my absence, your editor is indebted to John for writing up a report on the event.*

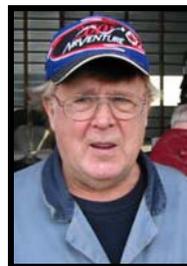
## Our Annual BBQ and Project Tour

was attended by 25 people. A good time was had by all. The weather co-operated and we had a pleasant afternoon and early evening. The projects were toured before hand and the BBQ started on time at 5 P.M. Many lies and fly-

The hamburgers were cooked well as they should be. We barbecued Olympic Pork Sausage and they were well received by all. They BBQ very well and are quite tasty which was a surprise to me because I never thought much of doing sausages on a BBQ. To their credit they stayed intact and produced very little grease. (I don't work for Olympic and am in no way associated with them so this is no plug for the product.)

## President George's Message

...John Owen



After a month off from the Newsletter it is time to say 'hello' again. I hope you have all been enjoying summer.

Bob Mace, Tom Ripley and I drove down to Oshkosh to celebrate the EAA's 50th year. The weather was very hot with little rain. There was a lot to see. The birthday party and cake for the 50th was well attended. We were pleased to meet Paul and Tom and enjoyed a short talk with EAA founder Paul. (Oh, the cake and coffee was free!)



John Owen Photo

"Lies and flying stories....partly believed by some"

ing stories were told and partly believed by some who attended.

There was lots for sale but I see the market is getting high

(Continued on page 4)

*President's Message, continued from page 3*

tech. Very little AN hardware seemed to be available, but the flea market was good.

We stayed three days, and had a good time. The trip was long for (the old guy George) and I think I would go Air Canada next time.

As I write, progress is being made on the three Corby Starlets underway in the Chapter. They are being built by Bryon Calverley, Bill Williams and me. To date we have three spars glued up and out of the jig and four ribs as well.

We'll see you all at the next meeting in September.

....George Carpenter



George Carpenter Photo

Bryon Calverley hard at work on Corby Starlet Spar # 2

## EAACC Chairman Rem Walker Reports



John Veale Photo

Rem Walker

The Canadian Aviation Museum, Box 9724 Station T, Ottawa, Ont. K1G 5A3 is seeking information on early homebuilt aircraft in Canada in the 20's and 30's. These would be registered or non-registered aircraft. If you have any information, pictures or anecdotes, please contact Dr. Ronald Fortier at the address noted.

Jack Dueck, with EAA Chapter 923 in Lethbridge Alberta is a member of EAA's Homebuilt Aircraft Council, a Technical Counselor and a Flight Advisor. In a recent letter, he wrote:

***“There appears to be a great deal of misunderstanding on the role of EAA Technical Counselors. The TC goal is to make available to the builder, an experienced mentor available to help answer questions and offer opinions and suggestions. The Tech Counselor provides his/her services free of charge. It is important that it is clearly understood that the TD concept was designed as a free service for the benefit of all concerned. It was not designed for, nor should it be used for a method to generate business for a commercial endeavor. This does not mean that you cannot provide service for a fee, but you have to make it absolutely clear to the builder or restorer, that when you***

***you are no longer affiliated with the Technical Counselor Program for EAA.”***

Jack has built and is flying his RV-4 while his wife Jean is working on an RV-9.

The HANDBOOK published by the EAACC has been rewritten to include the new regulations as outlined in the CAR's 507 Appendix C. The number of changes is small. The most significant are the increase to 5000 pounds for the gross weight and the ability to import Foreign-Built homebuilt aircraft with at least 100 hours of air time. You may ask for a copy of the HANDBOOK for yourself, or a bulk shipment to your Chapter's address for distribution at a future Chapter meeting. It is FREE !

Another free publication is the FLIGHT TEST MANUAL that is recommended reading for anyone about to test fly an Amateur-Built Aircraft. Written particularly for you, or to your buddy with this important task at hand. The manual also contains a list of Flight Advisors who are prepared to help you put things in order for the flight. Contact the EAACC for your own copy.

Rem Walker is Chairman of the EAA Canadian Council and can be reached at 2348 Garnet Street, Regina, Sask. S4T 3A2

Phone: 306-352-6442

Fax: 306-565-0694

## NOISE FROM THE EDITOR.

I did volunteer for this position of newsletter editor didn't I? Actually I quite enjoy the challenge, but it does take a huge amount of time, and as any of you retirees know... spare time and retirement just don't go together. Am I complaining? A definite **no!** But.....

It was in the last issue that I threatened to carry on with writing my own stories if some of you didn't come up with your own. Not a problem....I do have some good flying memories, but hey....you will get more than a little tired of them. After all this is YOUR newsletter. I know. We newsletter editors beg and beg and beg for material, but we beg for a reason. We NEED your stories. You guys sit around the hangar and trade stories all day long. Why not sit down at the typewriter or computer and tell me the same story and perhaps it can become newsletter material. We all think our own stories are pretty ordinary...me included, but we're not writing Pulitzer Prize stuff here. We are just trading flying or building stories. So please, write some-

thing about one of your flying experiences....or building experiences. Send it as an article or as though you were writing a letter to a friend. I'll do my best to spin it into an article. Please...it's **you** I'm asking this of, not the other guy.

Wants and For Sale's. We certainly have room in the newsletter to present your wants and for sales. None have come to me yet, but I'll be happy to run them for you. I don't want to make mistakes when writing them out so only ask that you write them out clearly, along with your phone number and address (or e-mail address) and get them to me no later than the 15th of each month.

Food for thought. Any of you interested in Business Card sized advertising in the Newsletter? Good advertising for you, and helpful to the coffers of Chapter 679. We run a pretty fair ship on probably the cheapest membership costs of any Chapter in North America!! Think on this and let your Chapter executive know you thoughts.

...John Veale



## *Beneath My Wings*

*Photo's from the Mustang U C-G.HF*



Recognize this lake on Vancouver Island? It's identity is revealed on page eight.

## Tall Ships

.....John Veale

Tall ships is a fairly 'lofty' title, but in this story, it is really about the enjoyment of home-built wings. If yours are already flying, you'll understand. Then again, if your airplane is still under construction, the events I relate are the types of dreams that keep you building.

My story began on a very hot July 10th. We'd just attended a British Sports Car Rally at Penticton and then a further few days touring the Cariboo Country and were now on our way home. With a forecast of 37 degree temperatures, we got an early start on the day, leaving our hotel at Clinton about 0700. Top down, it was a beautiful day as we toured southward in the MG. Arriving in the Fraser Valley we hit warmer and warmer (hotter and hotter) temperatures, and decided to make a stop at Whiterock, to visit friends, renowned for their cold ice tea recipe. Indeed the Pattisons were home and the ice tea break was wonderful.

Our hosts suggested we might like to take the ferry over to the mainland on the 9th of August to take in the Tall Ships Festival at Seveston with them. "Or, better yet, why don't you fly across. We could pick you up at Boundary Bay Airport."

Being a little shy on experience in busy mainland airspace, and unfamiliar with Boundary Bay Airport, I thought an 'advance' trip might be interesting. So....on the 8th I flight planned for Boundary Bay and was off the runway at Nanaimo airport at 08:57. It was a beautiful sunny morn-



**The Martha Washington**

John Veale Photo

ing. The winds were light, and hoping for clearance for a direct flight I made a climbing turn toward Valdez Island. Clear of Nanaimo Airspace and level at 2500 feet I called Victoria Terminal on 127.8 and asked them for clearance to 6500 ft for a direct as possible flight to Boundary Bay. (I know that's high, but I'm a poor swimmer) Victoria Terminal quickly gave me a transponder code and almost immediately clearance to my requested altitude, though indicated my direct route was not possible at that time, but to fly down to Active Pass and they would give me routing from there.

The sea sparkled that day. The view was grand and life just could not have been better. Very quickly I was over Active Pass and level at 6.5. Another call to Victoria Terminal on 127.8 and I was told to proceed directly to the tip of Point Roberts. Wilco I replied as I swung into a left bank and pointed the nose to the northeast. With six thousand five hundred feet, I was quite comfortable with the 28 miles of open ocean ahead of me. (Remember, I used to fly the prairies, and the only oceans we crossed there were made of wheat!) It wasn't long however before Victoria Terminal called up with clearance to begin my descent to 3500 ft. A good idea I thought, because I had a lot of altitude to bleed off before arriving in Boundary Bay Airspace.

I called in at 3500 feet and was given further clearance to descend 'at my discretion' to 1500 feet over the marina at Point Roberts and at that point call Boundary Bay Tower on 118.1 Radar Service was now terminated. Would I please change back to code 1200. (Very friendly and clear instructions)

I called Boundary Bay Terminal and advised them I was on a flight plan from Nanaimo and now over Point Roberts, but also unfamiliar with their area. The frequency was very busy, but they advised me to join a right base for runway



Glen Pattison Photo

**Captain Kid from the Good Ship C-GAIF**

07, calling two miles back. They also indicated I would be number four in the circuit and I am sure there were another four behind me. (somewhere out there!)

Having just been to a runway incursion course at the Duncan Flying Club, I recall our speaker saying Boundary Bay was a busy place and somewhat difficult because many of the students are not fluent in English. Now, I could hear this for myself, as the two aircraft ahead of me (which I spotted) were in conversation with the tower and I had not the foggiest idea what they were saying. Happily, the tower did, but it was a time for paying close attention to communications!

My landing was uneventful and I was given instruction as to where I could park the airplane.

It was hot by the time I'd landed at 0920. Some of that heat was generated by the sun and some of it I am sure by a little tension. I did feel good though and really, it was not as difficult as I thought it might be.

I walked around looking at airplanes for about an hour and then had a bite of lunch before filing another flight plan home again. I was given runway 12 this time and when cleared for take-off, told to climb to 1500 feet over Point Roberts and then call Vancouver Terminal on 125.2. This I did, requesting 6500 feet again. Terminal responded with a transponder code and clearance direct to Nanaimo Airport and then called back a few seconds later to confirm my identity on radar.

The winds favored me a little more this time and I realized 4500 feet would be plenty, so called Vancouver Terminal requesting that change. I received a prompt affirmative and was soon calling again for permission to begin my let-down. At this time I was given a yes, and asked to call Victoria Terminal on 127.8. This I did with a simple "Victoria Terminal, Mustang II C-CAIF is with you." Victoria Terminal confirmed my clearance to descend at my discretion.

Within minutes I was nearing Thetis Island and below 2500 feet. Victoria Terminal then advised they were terminating radar service and asked that I call Nanaimo Radio when nearing their zone.

This I did within seconds, and the wheels were on the runway, only 20 minutes after leaving runway 12 at Boundary Bay. 'Piece of Cake' and I felt much more ready for my flight over again the next day, this time with my wife Pat.

Did I need to take that extra flight? No, but I felt much

more relaxed the next day and it made for a much more enjoyable flight, for both of us I'm sure. Experience is a **good** thing.

Oh yes. Tall Ships. Our trip over the next day totally impressed our friends. Aren't tail winds wonderful? I was able to report it took only 14 minutes...wheels off Nanaimo to wheels down at Boundary Bay. In fact I was rather impressed myself! The crossings were very comfortable and the friendliness of the Terminal controllers was reassuring.

Our visit with Glen and Lois (friends of many many years) was wonderful. We had breakfast on the wharf at Steveston at 0830...toured some of the Tall Ships on display...enjoyed Fish n' Chips at

lunch time at PaJo's down on the water and then took off for a 19 minute flight home again at 1405.

It had been "one of those special days" and they don't get



John Veale Photo  
Post Lunch Smiles – Glen, Lois & Pat



Glen Pattison Photo

Taxiing For Runway 12 – Boundary Bay

much better. Your airplane not finished yet? Don't give up. Building is fun, and the rewards you will reap when you eventually get to fly on your home-made wings is almost indescribably wonderful.!

## Chapter 679 Magazine Exchange

Remember to bring your used Aviation Magazines to the next meeting to add to the suitcase full that Dan Patenaude brings for exchange. There is no charge for the magazines you borrow and offering your own used magazines to other Chapter members for their enjoyment sure beats their sitting unused, and gathering dust in some corner. Only bring the magazines you don't want back though as everyone is free to either return the magazines when they are finished with them, or keep them.

**NEXT MEETING...September 4th 2002**

Arlington and Oshkosk events are over...some of you have taken other vacation time...the Chapter Executive is rested up and we're ready to go with another Chapter Meeting after a little break. Bring your stories; enthusiasm; magazines; photographs AND coffee/donut money and enjoy an evening with other Chapter Members on the 4th of September. The meeting will be held at the Duncan Flying Club and begin at 1930 hrs. See you there !

**NEWSLETTER ADVERTISING.....something to think about.**

As has been explained before, Chapter 679 running on annual dues of only \$10.00 per member is the bargain of the year. However it leaves little in the way of funding for projects...events...newsletter expenses etc.

Chapter funds may be bolstered somewhat by offering advertising space in the newsletter. We could offer monthly rates on Business Card size...2" X 3.5" Quarter page 4" X 3.5" Half Page, Full Page or even Back Page. Rates would have to be worked out by the executive.

Think it over, and let your executive know your

***“Answering some of Life’s Tough Questions”***

A mother and her son were flying WestJet Airlines from Edmonton to Calgary.

The son (who had been looking out the window) turned to his mother and asked, “If big dogs have baby dogs and big cats have baby cats, why don't big planes have baby planes?”

The mother (who couldn't think of an answer) told her son to ask the stewardess.

So the boy asked the stewardess, “If big dogs have baby dogs and big cats have baby cats, why don't big planes have baby planes?”

The stewardess responded, “Did your mother tell you to ask me?” The boy admitted that this was the case.

“Well, then, tell your mother that there are no baby planes,

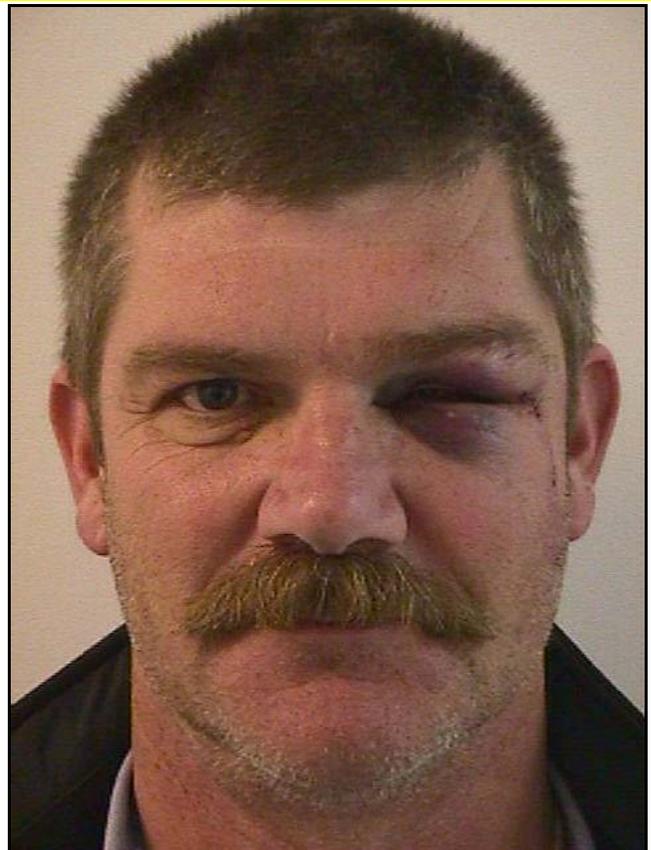
because WestJet always pulls out on time. Your mother can explain it to you.”

***Wind Beneath My Wings*** Answer...from Page 5.

This is a rather aptly named lake because of its many 'legs' and if you recognized it as Spider Lake, congratulations! For those of you not familiar with Spider Lake, it is about 60 km north of Nanaimo and about 8 km west on Horne Lake Road. Spider Lake is actually a provincial park complete with small mouth bass. Flying from Qualicum Bay to Horne Lake? You'll pretty much fly right over Spider Lake...small but beautiful.

**EAA Chapter 679 Web**

<http://www.angelfire.com/bc2/chapter679/index.html>



***Now you don't want to make Web Master John Owen Angry. So....check out his Chapter 679 Web Site often. He likes it when you do. (Actually, he is a much nicer guy than this photo suggests.) By the way, John Owen supplied his own photo. Nice guy !***