



The Leader In Recreational Aviation



# Island 'Tale' - Winds

The Official Newsletter of EAA Chapter 679  
Vancouver Island, B.C.

February 2002

## Executive & Committees

### President

George Carpenter 245-5605  
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 [fznb@shaw.ca](mailto:fznb@shaw.ca)  
Ladysmith, B.C. V9G 1K9

### Newsletter Editor

John Veale 743-1832  
834 Alget Rd. RR#1 [jpveale@shaw.ca](mailto:jpveale@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

Peter 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 [vvdoyle@island.net](mailto:vvdoyle@island.net)  
Cowichan Bay, B.C. V0R 1N0

#### Central Island

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



Phil Martin at work on his RV-4 (More on page 3)

## President's Corner

I haven't been president of our Chapter for long, but just to prove I take it seriously, would you believe my recent trip to Australia was just an 'idea-generating' trip for the benefit of our own chapter? No? Well I did have a great time, visiting a factory, building 80% Spitfire replica aircraft. (My next project.) I saw lots of aviation stuff...from radio equipment (I bought some) to homebuilts etc. I came home enthused for our own Chapter.

Considering the miserable weather, it was great to see so many of you (complete with smiling faces) attend our last Chapter meeting at the Duncan Flying Club. The agenda was full and covered a variety of issues from the renewal of effort on the Young Eagles Program, to the difficulties of obtaining aircraft insurance, post Sept. 11th. (Rem Walker of the EAA Canadian Council suggests Insurance is still available through COPA ([www.copanational.org](http://www.copanational.org)) and at reduced rates this year.)

We're a part of a great organization...supported around the world. It can't necessarily meet ALL of our needs, but it certainly meets many and provides great support to general aviation and the desire we all have to build and fly our creations. The Chapters alone are a great source of knowledge...good will...help...and encouragement to each other as we build. Looking around our membership the other night was a good example of what I think are a great bunch of guys. Let's all give our support to our growing Chapter. See you next meeting, March 6th and bring a friend!

—George Carpenter—

## Editor's Notes

As recent as a week ago I was thinking I'd made a serious mistake, back in the fall when during a weak moment I offered to try editing a Newsletter for Chapter 679. I recall the old days when it just meant taking a clean sheet of paper, typing it out, adding some frames with a ruler and pen and then photo-copying it all and stapling it together.

Since those days, along came the computer, so the past few weeks in particular have seen countless hours go into educating myself to the mysteries of Publication programs. It was (is) quite a learning curve for this guy but suddenly it has been coming together, and this just might work. I am no longer thinking of 'throwing in the towel' on the whole idea. I think this might even be fun and I hope the information presented over time will be of interest to you.

Let's keep in mind however, that this is *your* newsletter and it will only be as successful as there is material to write about. I strongly believe it can be very useful to help provide cohesiveness to a Chapter. So...articles (or ideas for articles) pictures, anything....I welcome and 'encourage' *your* input.

I don't pretend to be a writer. I just enjoy the process. Not everyone likes to write and perhaps you feel you can't write. Try it, it is fun. Still a problem? Then think of what you would like to say and just write it in letter form. I will be happy to monkey with it and get it into Newsletter form. Nothing is impossible and I welcome the challenge. But I really do want to hear from *you*...not the 'other' guy.

The Newsletter will be E-mailed to most of our members and to those without an Internet connection, we'll make up a paper copy and get it off to you in the mail.

—John Veale—

friends, but when Pete and Ray set up a Young Eagles Day or days, let's all give it our best shot. Remember *your* first flight ever? What an impact our first flight pilots had on our lives! Let's do the same for today's generation! Don't wait to be asked....volunteer your abilities and your airplane. Give Ray or Pete a call.

## A Young Eagle Adventure

By John Veale

Because of time restraints on the part of my passenger, it was not a long ride we took for this Young Eagle Flight. However if quality makes up for the shortness of flight time, this was indeed a special flight and rather unusual for us both, in that neither understood the other's language. Though we live in a bilingual country,



*Young Eagle, Catou with Pilot John Veale*

many of us speak only one language. Fourteen year old Catou (Catherine) comes from Montreal and speaks French. I only speak English. Catou was visiting a French friend of ours in Vancouver and wanting to show her a little of the West Coast, she brought Catou to Vancouver Island to visit Victoria, our provincial Capitol, and while here we were privileged to have them stay with us, just up Island a bit at Mill Bay.

Would Catou be interested in an airplane ride while here? A Young Eagle Flight perhaps? Our friend put the question to her and judging by the quick and beautiful smile that spread from her mouth and eyes, we realised we had a passenger. We arranged for a flight the following day. Catou's shyness had worn off somewhat and her enthusiasm for the adventure ahead was very obvious. Breakfast done, we headed for the home of our Mustang II C-GAIF, Nanaimo Airport, a

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## Young Eagle Co-Ordinators

Chapter 679 is pleased to note that members **Ray Carr** and **Pete Rees** have agreed to take on duties of co-ordinators for Chapter 679's Young Eagle Program. Various Chapter members have over the past few years flown quite a number of Young Eagle Flights and as any of them will tell you, it is a most rewarding program. Our thanks to Ray & Pete who have agreed to take on their new responsibilities. By all means continue to take up your young

forty minute drive away. It was an easy drive though with views of farm meadows, forested mountain slopes, ocean shoreline and the snowcapped Coastal Mountains of the B. C. Mainland rising tall across the Strait of Georgia.

With map in hand, our interpreter helped explain our short trip up the east coast of the Island. Noting the landmarks I would likely want to point out, Catou was given a quick accounting of the the English words that she may hear on the intercom while flying. Flight controls and procedures were explained and then we were off.

It is amazing how two people can communicate even without a common language. Catou gave many indications of the enjoyment of the scenery....the boats plying the strait below....the beaches....forest slopes....patterns on the water and of course when I indicated she should take the flight controls, her eyes lit up like bright warm lights. She was a natural and we banked first left, then right, then up then down then straight and level. (Well...more or less, but it was fine considering there was no verbal instruction!) We climbed toward white cumulus clouds, played tag around some of the four thousand foot mountains in the area and then finally slid downhill and back to the airport. Her camera got lots of usage and I know the film went off to the developer quickly.

Following our flight, a well rehearsed and very clear "Thank you very much" was offered and this was followed quickly by "I had a very nice time". Oh that I could learn French as quickly as Catou picked up English.

Catou's Young Eagle's Flight Certificate was presented. The smiles came easily to both of us. So who had more fun? The Young Eagle or the pilot giving the ride? I think it is a toss-up, because nobody could have been having more fun than me!

Thankyou Catou. You were a delightful passenger .

**Bargain of the Year**

Let's be honest here folks. it a bargain when you can be- Chapter of like-minded people, the full benefits of the Chapter; association with other aircraft builders; enjoy the expertise of the builders; enjoy the efforts of the executive; enjoy the donuts (and coffee) and the list goes on and on, **all** for the low low price of \$10.00 per year. Hey, I was paying twenty five dollars per year dues at other Chapters years ago!



Consider long to a enjoying

Back to that bit about enjoying the benefits of the work put forward by the executive. Let's be on time with the payment of our dues. We don't want to give the executive ulcers! The bills have to be paid. I don't know why it is, but it always seems to take some of us until near the end of the year to get our dues paid. Let's change this pattern, either by getting a cheque into the mail, or by bringing a crisp ten dollar bill to the next meeting.

To those who have paid already....a **big** thank-you and to those about to pay, thank you in advance!

**May I Please Introduce....."**

**Phil Martin.** There aren't too many places better than the Cowichan Valley in which to grow up and one of our youngest members of EAA Chapter 679 was born here back in the early seventies. **Phil Martin** has aspired to be involved in aviation for many of those years and credits much of that inspiration to his Uncle John Boby. His school years were spent in Mill Bay where he attended Brentwood College, a four mile row boat-ride across the water from the International Airport where the air-traffic coming and going only added to that inspiration to someday become a flyer.

As in all good stories, Phil has realised that dream and has since gained his Commercial Multi IFR license. His educa-



*Phil Martin*

tion continued with a sheet metal course at Camosun College in Victoria.

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He is also taking a correspondence course for aircraft mechanics and until recently had been working fabricating prototype machinery for a company in Chemainus. Phil is currently looking for work in the aviation industry.

As noted by the front page picture in this month's newsletter Phil has already made good use of his sheet metal training by beginning construction of an RV-4.

Your editor has visited his workshop and Phil can be proud of the workmanship he is putting into this project. Since the pictures were taken, he has received his wing kit and is now hard at work on that phase of his project.

If you have not met Phil yet, seek him out at one of our meetings and get to know him. He is most personable and should you like to see his project I am sure it would not take much arm twisting to be invited over!

Keep up the good work Phil. We wish you great fun in your project, and success in your future in aviation.

### EAA Chapter 679 Web Site

If you have not yet visited the EAA Chapter 679 Web Site put together and maintained by our own **John Owen**, you are missing out!

John has created a great site for the Chapter and you owe it to yourself to not only visit it, but to take part by providing John with material.

The site covers many topics: Coming Events; Projects; Membership lists; Young Eagles Flown; Meeting Information; Chapter Minutes; Executive contacts; Links to other aviation organizations and even home pages of some of our members.

Stories to tell? Pictures of your project to show off? Items to sell, or items you want to purchase? What better place than the Web Site:

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

Our thanks again to John for this great Chapter 679 Site.

### Next Meeting....March 6th - 1930 hrs.

John & Pat Veale will host the next meeting of EAA Chapter 679. Held at their home at 832 Alget Rd. in Mill Bay the meeting will deal with the usual Chapter business brought forward by the Chapter Executive.

As well....**Who Says You Can't Go Home?** will take you on a Mustang II flight from Regina, Saskatchewan to Hazelton B.C., an old home town from 1950 through 1955. This was not just "any" old trip home however. John moved away from Hazelton with his parents in a 1952 Pontiac sedan in 1955. **This** trip home bypasses the gravel roads of the 50's and takes far less time!

Can you really go home again after 33 years? I know slide shows are "old technology" but the story is good and John's presentation will give you a good idea of what you too can do with your homebuilt aircraft after you get it flying.

Food seems to be important with this Chapter, so Coffee & Snacks will be served.

**How to get there?** If you are coming down the island from north of Mill Bay, turn right (west) at the traffic lights at Deloume. (On this corner is an A & W drive-in and a Shell station.) Deloume takes an "S" turn. Stay on Deloume until your first available left which is Lodgepole. Follow this to the top of the hill where your first right is Alget. Follow Alget about a block and a half. 834 is a LOG HOUSE on the left side of the road.

If you are coming up the island highway from Victoria.... turn left at the traffic lights on Frayne Rd. (A little strip mall on your left) Take the first right onto Lodgepole and then your first left from Lodgepole onto Alget. Again...the Veales is a log house at 834 on Alget.



### Newsletter Information

Island 'Tale' - Winds is the official publication of Vancouver Island EAA Chapter 679. Opinions expressed in it's issues are not necessarily those of the EAA, EAA Chapter 679, of it's officers and members or of the Editor. Island 'Tale' - Winds will be published 8 to 12 times a year and will be distributed via e-mail to all 'paid-up' Chapter members and by surface mail to those who do not have e-mail capability. Newsletter articles, pictures, For Sale's, Wants etc are welcome but must be typewritten and submitted to the Editor at least two weeks in advance of publication. Please confirm with the Editor that there will be an issue published in that month if your submission is time sensitive. Submissions by the membership is encouraged. Island 'Tale' - Winds by be reprinted with permission, provided credit is given to both the author and the source. The Editor's address's are on the front cover of this publication.