



Island 'Tale' - Winds



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



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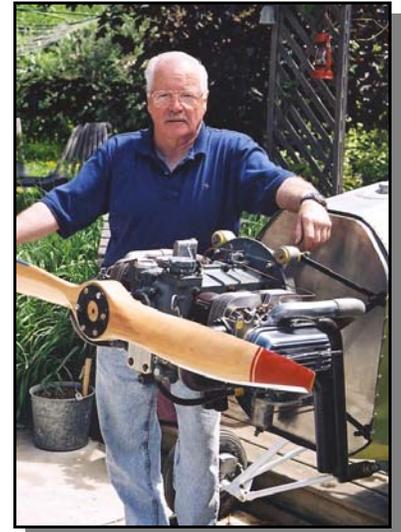
“May I Please Introduce. . . .”

One of the fascinating aspects of the Experimental Aircraft Association is the diversity of backgrounds represented in it's membership. Our backgrounds may differ greatly, but our love of aviation bridges all gaps. The love of flight has no boundaries.

*Our love of aviation aside, the many experiences of our lives makes us who we are, and it is therefore interesting to get to know a little more about our fellow EAA Chapter members. This month we learn more of.....***Bill Williams.**

Most of us probably know Bill best for his aviation related exploits. Perhaps you know him too for his love of the sea and the time he spends pursuing big fish on our west-coast waters. I'll let Bill tell you his 'fish' stories on another occasion however.....this time, we learn of his aviation side.

Bill is no stranger to building airplanes. He has a couple on the go at present. Number one is an RV-8. Number two, a Powell Racer. The Powell Racer is at about the 50% completion stage. With most of the effort going into the RV-8 Bill suggests it's closer to 65%.



John Veale Photo

Bill Williams with his Powell Racer



John Veale Photo

Business end of the RV-8

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At present, work is progressing on the engine compartment, wrap around instrument panel and the firewall. First time builders usually get caught in the numbers game. You know...."I'm 50% done". (80% to go.)

In Bill's case, I think his numbers are believable. He's no stranger to building aircraft! Would you believe his one man shop has turned out a **Smith Mini-plane; Hummel Bird; Rand KR-1; Christavia; RV-4 and a Baby Great Lakes !** I'm sure Bill knows what he is talking about when he states he is 50% or 65% done!



Bill's Shop Companion

Now you might think that a guy with this much experience at building airplanes would have a few skills available to other Chapter members. A couple of those skills are represented in his shop tools....a metal lathe and welder. I asked whether he would be willing to share his skills with other builders and he was quick to say "Yes". I know he does this on a regular basis. I have proof on my Mustang II. Note the nice lathe work in turning out a couple of wing tip tank fuel caps! If you would like to visit Bill's workshop, he says "Anytime". Just call him at (250) 751-2081

Trained on the Cessna 150 and Citabria, Bill has also flown Cubs, Champs, Baby Great Lakes, Christavia, RV-4, Breezy and a Sidewinder. There are more, but Bill simply added "etc" to his questionnaire!

Who best to continue the story than Bill himself. I asked him to tell us more about his interest in aviation. How did it develop? Who introduced him to this fascinating world of aviation and how did that interest grow? Bill picks up the story in his own words:

"Back about 1971 I'd developed a nervous problem and was hospitalized for a short period of time. It was during this time in hospital that I renewed my friendship with a fellow by the name of Joe Hess Berger. I'd fed Joe for a six month period while he was gaining his Private Pilot's License. Joe suggested that I should take up flying to relieve my tensions. Hmmm I thought. I was afraid of heights and wasn't fussy about flying any higher than I could jump, but perhaps this might be a good idea just the same.

Joe had a Luscombe Silvaire with a 65 hp Continental in it and he offered to take me flying. Well...what's to lose? But when I first heard that engine run, (I'd never heard aircraft engines running up close before) I could have sworn the pistons were going up one hole and down the other! I was sure at this point that to get this thing in the air and take off from terra firma would have to be one of the more dangerous things I had done in my life!

My mind kept wandering back to my original thought. If this would scare me as much as I thought it would, then I wouldn't be considering my other problems! I gave in, jumped into the plane and we were away. That short journey of maybe 45 or 50 minutes would take more time to describe than I could put down of paper, but when we finally landed (I sure was happy) it seemed that my whole concept of things had changed. I started lessons very shortly thereafter and finally got my ticket in 1988 after many years of frustration over blood pressure problems.

I must admit I now though, that I get more of a thrill from



"Sylvia....I can't find my Propeller. Have you seen it?"

building than flying. With six projects behind me, and two on the go, I still try to find time for fishing as well as RV-ing with our trailer.

Joe Hess Berger left Toronto many years ago to pursue a career in flying. Today, he is employed by D.O.T. Flight Safety in Vancouver. **"Thanks to Joe for getting me involved in something I really Love".**

Editor's Note. Thanks to Bill for supplying his story and too for opening his shop for a tour of his projects. Very Impressive.

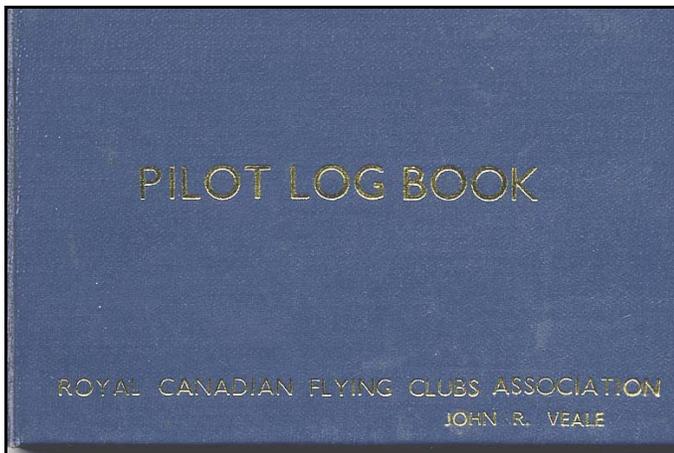


An Old Friend

.....By John Veale

The magic of flight. How else can it be described to your non flying friends? Writers like Ernest K. Gann and Richard Bach have been able describe it so eloquently, but for most of us, the easiest way is to pick a sunny, colour saturated morning and take your friend flying. Some will then understand. Others will not.

Open your pilot's log book and begin reading down the columns of entries. Do the memories flood back to the *IMAX* screen of your mind? How about the early entries, when your stomach still swarmed with butterflies at the thought of your next flight? "I sit in the left seat? I thought that was the pilot's seat!" "What do you mean we practice stalls and spins today?" "Practice what?.. forced landings?" Our instructors heard them all, but how that love of flying grew as we began to understand the complexities of flight.



Remember the aircraft we trained on? Of course. Old friends brought to life again from the pages of our log books. Life being what it is though, we lose touch with old friends, be they people or airplanes. What fun to run across them again, sometimes, many years later.

While visiting family in Edmonton recently, I took an afternoon off from the 'relative' scene and headed south to Wetaskawin for what I thought would be a two hour visit of the aviation exhibits at the Alberta-Reynolds museum.

My first association with Wetaskawin was in 1956 when visiting Stan Reynolds Auto dealership with my Dad. He was there to purchase a new 56' Meteor. That was exciting in itself, but I remember the acres and acres of old

farm machinery and cars sitting out in the fields behind the dealership. We're not talking 'new' here, we're talking old and rusty.

How time has changed that picture! You won't find acres of rusty vehicles anymore, but a most beautiful set of buildings, housing the Alberta-Reynolds Museum, the Canadian Aviation Hall of Fame, and a warehouse chock full of artifacts from the 1870's to the 1970's. This latter building includes a host of beautifully restored aircraft.



John Veale Photo

Alberta-Reynolds Museum. Wetaskawin, Alberta

I'll take you back to that warehouse shortly.

Should you ever find yourself in the Edmonton area, you'll want to take a short drive to Wetaskawin to enjoy all that awaits you in these fascinating exhibits. There is something for everyone, and your partner will be just as fascinated as you. The state of the art Reynolds-Alberta Museum is architecturally pleasing and up to date and shows off everything from 'The Open Road' a collection of automobiles from the past, to a grain elevator; machines for farming; an old Service Station; Sales Lot; Drive in Theatre; Library; Restoration Shop and in the main gallery sections showing the prairies through the planting season, winter farmyard, the hayfield & harvest time. It's a fascinating place.

Take a short walk then to another building to enjoy the wonderful displays of Canada's Aviation Hall of Fame. Should you be travelling by air, you can land at the Municipal airport, right on site. After you have parked your airplane, the Aviation Hall of Fame is just across the tarmac with a wonderful display of historic aircraft and a gallery of photos and write-ups on members of the Hall of Fame. Wear your sunglasses. The DC-3 parked inside the main entrance is so highly polished you'll be blinded without them!

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Now, if that's not enough to get the aeronautical juices flowing, you'll have to take in the guided warehouse tour, offered daily from May to September. This you check out at the main museum. In the off season, I just happened to luck into a tour at 1400 hrs.

The warehouse is 9000 square meters. For we older folk, that works out to about 100,000 square feet. There is another 50,000 feet of shelving on which you will find automobiles of every imaginable make and state of restoration. Ah...but for the aviation enthusiast, "Stay tuned." There are dozens of beautiful aircraft for you to look over, and here begins the best part of my journey into the past.

So, with my guide, off to the warehouse we went. Were you ever a kid in a candy store? Well that's how I felt that day. Where to look first...up, down, sideways, I had a sore neck by the time I left that building. There was a 1929 Kari-Keen Sioux Coupe 60. This aircraft is the last survivor of only 30 built. Then a 1930 DeHavilland DH60M Moth; a 1931 Aeronca C-3; a 1937 Waco YKS-7; a Barkely-Grow T8P-1 (Only four are known to exist today) We haven't paper enough to list all the planes. There were dozens, but it was a 1944 Noury N75/Fleet 80 that caught my eye off in a distant corner. I'd taken my flight training in 1958/59 in a number of Fleet 80's. (They were renamed the Canuck when put into production by Fleet Aircraft.)

Upon seeing the Fleet Canuck, the memories came flooding back and I began to review my mental log book.

I can still remember my first training flight. It's logged as August 29th, 1958. I was training with the Edmonton Flying Club, based downtown at the Municipal Airport.

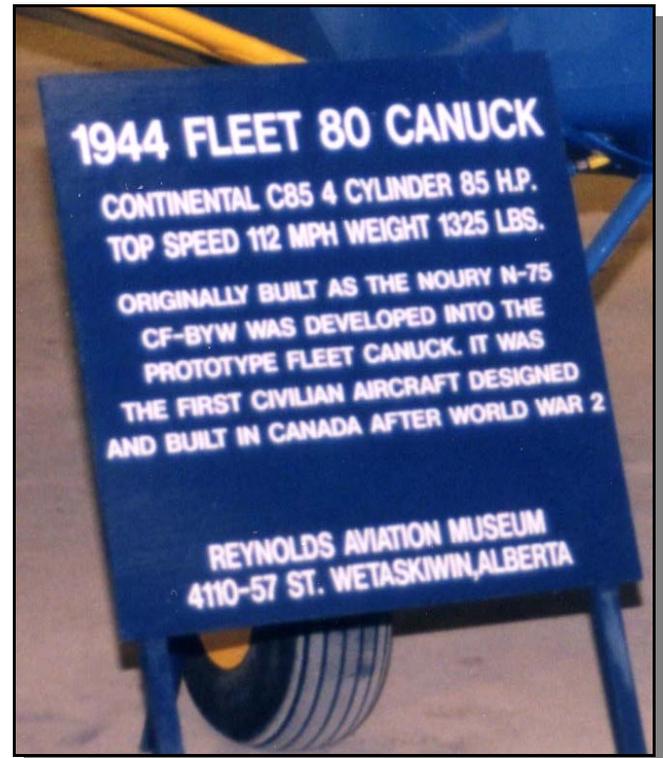


John Yeale Photo

Fleet 80 CF-DYY at the Edmonton Flying Club, 1958

My first flight was in Fleet 80 CF-DYY. O'Neill was my instructor and we headed off on a familiarization flight

northwest of the city. For my first exercise, I practiced turns and flying toward a point. I was amazing at how three dimensional my world had become! "What do you mean straight?! I can't keep the nose pointed toward anything, let alone that grain elevator!" But I practiced and by weaving around the sky, the grain elevator eventually positioned itself below the airplane. "Hey, that wasn't as easy as I expected!"



I could barely afford the \$13.00 an hour dual in those days so the hours mounted up very slowly. I'd decided to move 'north' to Yellowknife the following January, so flying training was resumed at Raven Air Services, flying off Frame Lake just on the edge of town. Raven was owned by Hank Hicks, a 25,000 hour pilot and a true northern 'Character'. I'd only managed 3:45 hours of flying time in Edmonton and though we'd done stalls and spins I'd still not done more than a landing or two.

My Yellowknife training commenced February 21, 1959. My instructor was Hank Hicks and we were flying Fleet 80 CF-BYW. We were flying on skis and compared to wheel flying, those rudder pedals got a real workout!

As I stood there, alone for a few minutes on the museum's upper mezzanine floor, I could feel the cold. I could hear the crunch of snow compacting beneath my feet as I walked

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President's Message

....George Carpenter

It was nice to see such a good turnout at our June 5th meeting. This was in spite of Stanley Cup Hockey Play-offs as well as World Soccer competing four our time. Our Chapter 679 Members obviously have their priorities straight.

I hope you take advantage of good weather to attend our next meeting. We will tour projects and break for a BBQ too. Bring your wives, partners or girlfriends.

I am at Cassidy Hangar most days so if you are going by, drop in for a coffee and meet my rabbits. (There was one less today. A hungry Eagle had one for lunch.)

We are getting into better weather. This brings more flying and also Show time for the EAA at Oshkosh Wisconsin and closer to home, Arlington Washington.

We are happy to see new members joining EAA International and our Chapter. Remember you must first take out International Membership before you can become a member of an EAA Chapter. It is well worth it. EAA International supports the Chapters in many ways too so this is only reasonable.

Last Meeting

Our last meeting took place at the Duncan Flying Club, with approximately 20 in attendance. Discussion covered a wide range of topics from Sitka Spruce to future meeting content, to the holding of a July Project Tour and BBQ. An invitation was also extended to EAA Chapter members to an RAA BBQ at the Campbell home. Need I say Donuts and Coffee were again on display for taste testing. A good time was had by all. *See note in Next Meeting Column re Project Tour & BBQ

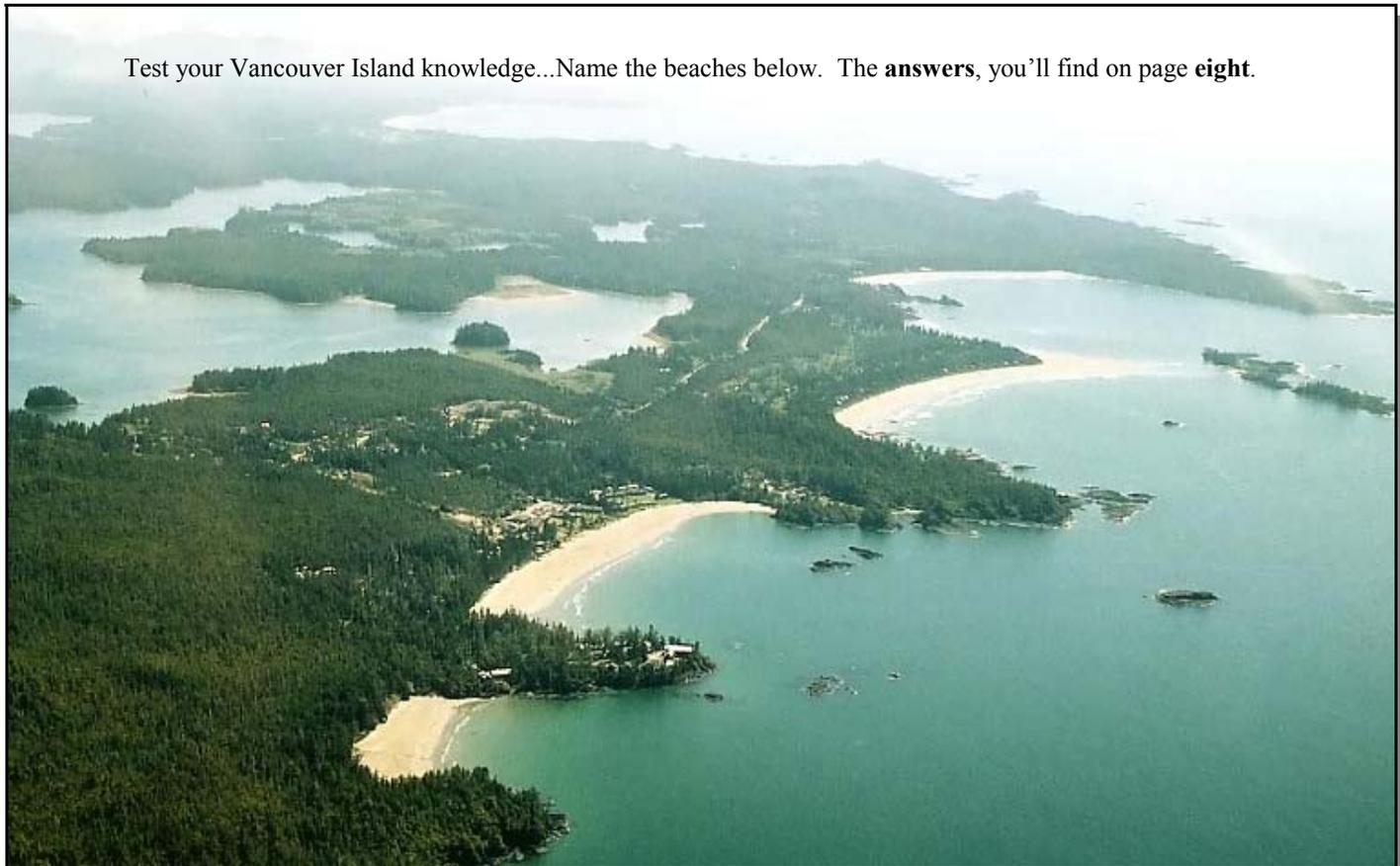


Beneath My Wings

Photo's from the Mustang II C-G.IIF

Test your Vancouver Island knowledge...Name the beaches below. The **answers**, you'll find on page **eight**.

John Veale Photo



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to the skiplane. I remembered cleaning snow and frost from the wings before flight. I remember taxiing onto small diameter poles laid out on the snow to stop the skis, warm from taxiing from sticking to the snow. I remembered the long rope tied permanently to the tail ski when assistance was needed in breaking free of the snow.

The memories were good but about to become better. I shifted slightly to see if I could read the call letters on the plane below on the museum floor. Could it be?! Impossible! **CF-BYW** There she was! Again the memories



John Veale Photo

flooded back.

April 7th, 1959. Ice still three feet thick on



John, reunited with Fleet Canuck CF-BYW, forty three years after his first solo flight. The flight was off Back Bay on Great Slave Lake when BYW was then fitted with skis.

TOM & ALICE HOST A BBQ !

.A Report by John Owen

It was a nice afternoon with the sun shining for a change. Tom and Alice Campbell hosted a BBQ of RAA and EAA members at their home on Nanoose Bay. Their home is at

Frame Lake. Twelve feet thick on the deeper Back Bay, on Great Slave Lake, off Old Town Yellowknife. Hank and I bundled into the Fleet 80, BYW and took off from our base on Frame Lake to do circuits on the Back Bay ice runway. After three take-off's and landings, Hank had me taxi off the strip, where he got out. "Off you go John. Do one circuit and then come on back in." "You're ready" he said. My log book now totaled 7 hrs. 25 min.

I taxied back to the threshold of the runway, and at 1950 hrs advanced the throttle on those 85 horses and before long was airborne, this time by myself. What an incredible feeling. I was too excited to be afraid. So many emotions and yes, (after I'd landed) one of them was pride! If you've flown your first solo, you will know exactly how I felt.

It was a flight of only ten minutes duration but the beginning of a lifetime of wonderful experiences. Now here we were, together again. John Veale, no longer twenty years of age and CF-BYW, no longer fifteen years of age. Did I feel good about this reunion? You bet. I'm pushing 63 now. CF-BYW is pushing 58, **but guess who's relegated to the Museum !** Life is so good !

the head of Northwest Bay, and the view of Mt. Arrowsmith is quite spectacular with it's snow covered peaks to draw your gaze. I always thought Mt. Arrowsmith reached close to 7000 feet in height but was corrected with it's actual height, 5900 feet.

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The ocean is right at their doorstep. Tom told me that sometimes in stormy conditions it is in fact nearly at the doorstep. There were seals barking, and otters frolicking right in front of the guests gathered there. There was a constant drone of aircraft overhead heading to Qualicum, so everyone in attendance could practice their aircraft recognition skills. Boats were coming and going from the marina close at hand.

Conversation was the norm, and everyone mingled very well. When the dinner bell rang, there was the usual stampede to the food, but it was quite orderly and I must say I witnessed no significant injuries to any of Tom and Alice's guests, other than those self inflicted wounds gained by eating too much strawberry shortcake for desert. For the other more weight conscious guests, they could indulge in a variety of home baked pies of blackberry, apple, rhubarb, or homemade fudge.

(I think a few of our EAA Chapter 679 donut eaters would have been quite at home here!)

The appetizer was a crab dip with crackers and chips etc.

The main course was salad, chicken drumsticks and wings, potato salad, extremely delicious roast beef. Tom spent a grueling shift over the hot BBQ making cheeseburgers for those that wanted a little extra. Hot dogs could be cooked over an open pit fire near the beach. All this was washed down with generous portions of water, soda's or coffee.

All in all, it was an enjoyable afternoon and new friends were established. I would like to thank all the other fellow EAA members that attended this event. Most of all our thanks again to Tom & Alice Campbell, our hosts.

... John Owen

Next Meeting – July 6 / 02

Project Tour, BBQ & Potluck

Departure from the usual: *Note our July meeting will NOT be held on the first Wednesday of the month as usual, but rather on Saturday, the 6th. Vince Doyle regrets he will not be able to host the BBQ after-all, so John & Lynn Owen have kindly stepped in to fill the hosting duties.*

This month's event is being billed as a project tour, BBQ and Potluck. Many of us are more handy in the workshop than the kitchen so why not call on the food expert in your home for the "Potluck" offering of the day. That way there will be plenty to go around..

John proposes that the men, and interested wives look at the aircraft projects that are being arranged and then arrive at the Owens home on Shellbeach whenever they feel comfortable. Any time after noon will be okay, and the BBQ will be around 1700 hrs. John adds, "Make sure your wives come with you and Pot Luck will be the order of the day". John & Lynn will supply the hamburgers and cokes.

The Owens hope to have a few games such as lawn darts, bocca ball, croquet etc, but suggest if inclined bring your needles and wool as well. Rumor has it there will be a prize for that

event.

Details are a little sketchy at Press Time, but John says as details are worked out he'll get another e-mail out to members along with a map and details on the initial meeting place and time. The phone committee will also advise you. How to get to John & Lynn's? Turn off the Island Highway roughly two Km south of the Nanaimo Airport onto Brenton Page Road. Turn from Brenton Page Rd onto Shell Beach Rd. The Owens are at the intersection of Shellbeach Rd and Tideview.

If all else fails and if in doubt, John & Lynn can be contacted for directions by phoning 250-245-8595.

The Owens address is 3826 Shell Beach Rd, Ladysmith.



Goal Setting !!

(An Editorial Comment)

..... John Veale

I believe in EAA and I believe in the importance of the Chapter system under the umbrella of EAA International. This is not 'their' organization. It is OUR'S. With this in mind, I would like to offer each of our members a personal challenge. That challenge is to be a part of making EAA

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Chapter 679 one of the most successful EAA Chapters around. Is it possible? Of course it is possible. Most of us have either completed construction of an airplane or are working hard toward that goal. Is your project easy? Not likely. Does it take patience? Yes. Is it a challenge? For most of us, yes. Is it worthwhile? Yes. Is it strictly a do-it-yourself project or does it require the help of your friends at times. Probably yes. Anything worthwhile we do in life takes effort. If we can build airplanes, we can also build a Chapter we can be proud of within the whole aviation community. Let us strive for the standard set for us by our parent organization.

The Experimental Aircraft Association has helped countless thousands of individuals realize their dreams of flight. They have provided assistance and encouragement in countless ways. Much of this help filters down to you and me through the Chapter system, so fully supported by EAA International, and here in Canada the EAA Canadian Council. Let's reward the tireless effort made on our behalf.

EAA is an International organization. It is highly respected internationally both inside and outside the aviation world. .

We owe much to EAA International considering what it has made possible us for. Not only here in Canada but around the world.

Our job as a Chapter is to embrace the EAA...become the

The Ray Carr Hangar...One of a Kind ! It's worth a flying trip into Duncan airport to see Ray Carr's hangar, painted by Cowichan Valley Artists Paul & Shirley Harding. A nice touch, and as Ray says, it makes looking at the hangar from across the valley, just a little more pleasant. Now that is being a good neighbour !



Classy hangar home of Ray Carr's beautiful Turner T40A

best Chapter we possibly can be and to serve our members well. Our executive is working hard for all of us. Most of us have no idea the hours that are put into planning and organizing events you and I eventually get to enjoy.

So what can you and I do? Embrace the principals of EAA...become a progressive Chapter through regular Executive Meetings...Well planned membership meetings... events on our own and sharing of our good fortune with others **inside** and **outside** the aviation realm. Young Eagle rides etc. Work, work and more work.

Let's continue to work together to create a Chapter we can be proud of...a Chapter that benefits of the whole community. Dwell on the positives and negatives will diminish. **Celebrate our 'common ground' with other aviation organizations, not our differences.** Be willing to volunteer. Don't know how to do a job? The executive will help you. This is our Chapter and we must all pitch in. Are you up to the challenge?

... John Veale

P.S. Oh yes. Getting tired of the editor writing about himself all the time? Write up some of your own experiences. They are probably a lot more interesting and if you think you don't know how to write, well I don't either, but I will be happy to help you. Please...don't leave it for someone else. Remember the challenge?

The Final Word. When offering to edit a Newsletter for the Chapter I promised to shoot for 10 to 12 issues a year. I will be away for a portion of July so have decided to limit publication to eleven issues this year. There will be **NO** July issue. "Island 'Tale' - Winds" will continue in August. This will allow me a little more time to assemble material for future issues and for you too to fill my mailbox with your own newsletter articles. Have a great summer. Sell the EAA Lifestyle to your friends and thanks for your continued support of Chapter 679. ... John Veale

Beneath my Wings.....Answer.

Just south of Tofino. From the foreground, looking to the distance. First is Middle Beach, McKenzie Beach, Chesterman Beach and then Cox Bay. Long beach away off in the haze!