



Island 'Tale' - Winds



Sept. 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
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
Nanaimo, B.C. V9S 2Y2

Treasurer

John Owen 245-8594
3826 Shellbeach Road fzn@shaw.ca
Ladysmith, B.C. V9G 1K9

Newsletter Editor

John Veale 743-1832
834 Alget Rd. RR#1 jpvale@shaw.ca
Mill Bay, B.C. V0R 2P0

Young Eagle Co-Ordinators

Ray Carr 743-2384
1909 Renfrew Road, RR#1 raccarr@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
Cowichan Bay, B.C. V0R 1N0

* Vince is also Chapter Social Co-ordinator

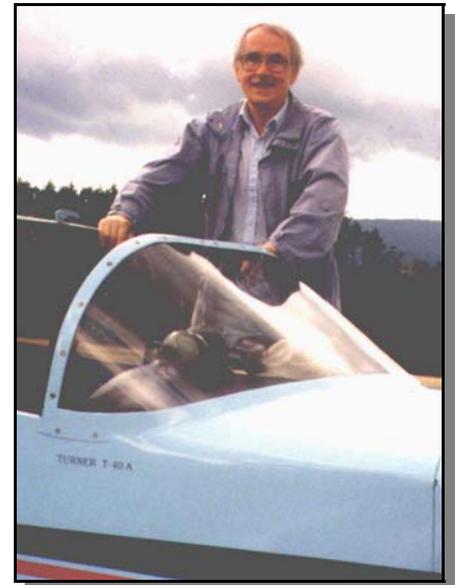
Central Island

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

“An Introduction to ...”

Raymond Carr. *Born in Chester, England, we are glad that Ray decided to settle in the Cowichan Valley. A most active member of EAA Chapter 679, Ray has served in many ways, and at present holds a position as Young Eagle Coordinator. You don't know Ray well? That is about to change. Read on as Ray shares his story.*

Ray Carr Photo



Raymond Carr with his Turner T40A

Perhaps my fascination for flying was cultivated by my interest as a young boy building model aircraft. First, the solid

balsa planes carved with a knife out of a block of wood, later, as I gained experience, I turned to the balsa wood frame with tissue paper coverings that would fly. The flying models were carefully painted with several coats of dope and I eagerly launched them for their first flight; each one powered by the readily available and cheap power source, the elastic band! When these models came to the end of their useful life and a new one was almost ready for flight, a lighted match would be put to the tail feathers and I would send them on the final flight; something akin to Icarus of Greek Mythology; fanciful childhood thinking!

I would cycle with friends several miles to the nearest RAF fighter squadron aerodrome, lunch packed and carried along with a drink on the back carrier of my rusty old bicycle. We would spend many hours sitting close to the fence and watch enthralled as the Spitfires and Hurricanes flew on their missions; each one of us basking vicariously in the glory of the dashing and daring pilots. Occasionally, we had the thrill of witnessing a real dogfight being fought high over our heads;

(Continued on page 2)

(Continued from page 1)

opposing aircraft attempting to outmaneuver one another to gain the advantage. We were far too young and naïve to be fully aware of the intense drama that was taking place. We would gather and look over the downed German bombers that had lost their battle with the Hurricanes, Spitfires, or the anti-aircraft guns. We struggled and pushed to get as close to them as the guarding sentries would allow; hoping that we would be fortunate enough to pick up a souvenir, a spent bullet case, or a scrap of aluminum. The incredibly versatile and attractive Spitfire kindled the urge in me to fly, but, as with many other childhood dreams, it was postponed for a later and more realistic time in my life.

Many years later, with school and college finally completed, married to Doris, complete with a fine family, and settled in a teaching career, it was time to consider flying again. My first ride in a small plane was in 1976 when my son Michael and I decided to take an introductory flight with Juan Air in Victoria. The pilot unwittingly imagined that I would like to experience slow flight, tight turns, stalls, and incipient spins during the horrifying 30 minute introduction. After landing and safely ensconced in the office, he was speechless when he received a royal bollocking from me for his arrogance and stupidity. Michael's experience was the opposite so he decided on the spot to take further training. Not to be outmaneuvered by my son; I too signed up providing a different instructor would teach me. We both enjoyed the training and flew their Cessna 150's and Cessna 172's. The magnificent view from the plane was exhilarating and I was thrilled with the ability to travel considerable distances in a short period of time. Michael, as one would expect, soloed before I did and found it difficult to allow me to forget that! I soloed shortly afterwards and reveled in the freedom of flying the plane on my own. The final examinations were duly passed and we had the pleasure of renting their aircraft whenever we had the time to spare. Long distance cross-country and mountain flying were later challenges that increased my desire to fly even more frequently. Later, when the children had grown and left the fold, apart from our teenage daughter Sarah, the time was fast approaching to realize my childhood

daydream to build and fly my own aircraft.

I joined the EAA organization and studied the *Sport Aviation* magazines for the suitable plane to build. After considering the numerous choices and being totally confused, I made the trip to Oshkosh in 1977 to settle on the aircraft design that would suit my skills, working with wood; there were no aircraft kits available at that time. Burt Rutan had recently introduced the VariEze built entirely out of fiberglass, a very forward thinking idea. Not too many of the aircraft builders I spoke with had faith in the fancy new construction methods, and most builders were choosing the conventional materials, wood, rag and tube, or aluminum. At least, that's the impression I had, but the hundreds who followed in the footsteps of the Guru of the homebuilts built the fine fiberglass plane that was related to space craft in the Star Wars movie; they proved the rest of us to be wrong!

I noticed a lone Turner T-40A on the field, painted a



Don Eide Photo

“...a head spinning flight and feather-soft landing”

bright yellow, an extremely well constructed plane made chiefly out of wood, built by Don Eide, an airline pilot. I lingered around the plane until Don showed up and I expressed an interest in building a similar model; he kindly offered me a ride; I could barely believe my luck! Flying in a plane at the foremost homebuilt air-show in the world was something I hadn't dared to think about. I was very impressed with both the plane and Don's flying ability as we soared over the convention grounds at Oshkosh, which included a fast low and over alongside other planes as a crowd-pleaser. Don left the busy circuit for a leisurely 30 minute flight around beautiful Wis-

(Continued on page 3)

(Continued from page 2)

Ray Carr Photo



Turner T-40 'Beginnings' with proud daughter Sarah

consin. He explained in detail the performance of the plane and asked me to take the controls for a few minutes. After a head spinning flight he did a feather soft landing and taxied to his tie down spot. We discussed the plane over lunch, after which I was convinced that this was what I would build, but not the conventional gear such as his; I'm a training wheel pilot! He promised to assist me when he could with any questions that would arise during the construction. I visited the plane every day to drool over it and to reinforce my decision to build.

Arriving home in Shawnigan Lake, my head still in a

spin, and some loose change in my pocket, I ordered the plans from Gene Turner, an aircraft engineer who lived in Texas. I found the bulk of the material for the framework and the spars, old growth, edge grain B.C. fir, at the local building supply. Don was true to his word and he was extremely helpful during the construction period. I discovered that I was one of two people actively building this design in Canada. After some ten years or so, 5,500 hours of work, and my very understanding wife Doris, without whose encouragement and persuasion it would never have been finished, the plane was ready for flight. Dean Cramb

Ray Carr Photo



built me a very fine trailer and Doris and I towed the plane to Cassidy airport. After some hours of solo ground taxi work I took on another pilot to give me an opportunity to ground test it with a passenger on board. Flying it at this time was far from my mind, this was supposed to be a fast taxi only; I was very surprised when it leapt off the runway and climbed at 1200 fpm! This was going to be a very different flying experience from my Cessna 150! I was very pleased with the flight characteristics, and I had no problems handling the stick control. The landing 45

(Continued on page 5)

President George's Message



It is time again to say hello to chapter members. I hope your summer was well spent.

Next month will be elections. An EAA Chapter is the 'sum' of each person's efforts in the Chapter.

Those that take office should be there for only one reason....to do their best.

So when you offer to take office, or nominate another member for office, ask yourself whether he or she will be

suited and willing to do the job. We elect a new executive every year so think who will best do a job. We as a Chapter are there to help other members in so many ways. Even members not holding office can be of help to other members.

So after the donuts and before the next meeting offer to run for a position or nominate someone you think will do a good job.

I have been President for the past year. It has been fun and thank you for letting me serve. I hope I have lived up to the job.

...George Carpenter

EAACC Chairman Rem Walker Reports

On April 23rd, 2002 a ministerial exemption was signed by Merlin Preuss, Director of General Civil Aviation, for the purpose of implementing the provisions of NPA 2001-050. This will allow persons who apply for Special Certificate Of Airworthiness Amateur-Built Aircraft to contract for progressive assistance in the construction or assembly of parts of the aircraft, provided the work is subject to the builder's overall control.

It will also enable Canadians to import, register and operate foreign-built Amateur-Built aircraft in Canada, subject to a Transport Canada (MD-RA) inspection of the aircraft. There is also a provision for a gross weight up to 5000 pounds as compared to the 4000 pound limit noted in AWM 549. For more info contact http://www.eaa.org/communications/eaanews/020906_canada.html

There is a wealth of information based on practical common sense in the AMA's now in AWM549 and it is expected they will survive in one form or another. To this end, the EAACC wrote to Transport Canada over a year ago, to suggest ways and means to ensure the AMA's do survive. So far, one AMA 549.5 Evaluation of Amateur-Built Aircraft Kits to Determine Compliance with the Major Portion Requirement: NPA 2002-2003 has been accepted by the CARAC Part V Aircraft Maintenance and Manufacturing Technical Committee for inclusion in Standard 507.

We will keep you informed as more of the AMA's are dealt with by Transport Canada. In the meantime, please keep your copy of AWM 549 and associated AMA's as they are still valid and will always be of benefit to Canadian builders of Amateur-Built Aircraft.

You may obtain your copy of the Exemption and a copy of the CAR's 507 by asking for your free copy of the HAND-BOOK which contains the latest information on home-

built regulations and requirements. Contact the EAA Canadian Council.

In addition to the 5000 pound gross weight there are provisions that enable you to import an aircraft from the U.S. provided it has at least 100 hours air time, and passes an MD-RA inspection.

There is also provision for a new warning placard and an option as to where you may place it. Also, you now have an option as to the size of letters if placed inside the aircraft.

AME Sign-out.

There were calls received regarding the item in COPA's August 2002 issue of Canadian Flight, page C-10 re AME sign-out required for amateur-built repairs. This has been fixed by Transport Canada and you will find the exemption on COPA's web site. Transport Canada indicates that it was not the intention to require an AME sign-out for repairs to Amateur-Built aircraft but the wording was such that it could be (and was) taken the wrong way.

Young Eagles.

Over 800,000 Young Eagles have been flown by you and others like you. Thank you for your interest and help. Please support your local Young Eagles committee.

...Rem Walker....Aug. 21/02

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

Pilot's Medical Renewal

(A little story)

...by *John Owen*

In June I took my TC Medical and got the signature from my doctor, but he advised me to go to the optometrist as my eyes had changed. Of course, I should have done this

first but I didn't, so beat me.

Subsequently, Civil Aviation Medicine sent me a letter stating that I had to see an optometrist within 60 days or my license would be revoked. As I had already been tested by an optometrist and new grounds were done and worn by the time of receiving the letter it was a simple matter of a

(Continued on page 6)

(Continued from page 3)

Ray Carr Photo



Doris, Ray and a Young Eagle in Creston, B.C.

minutes later was fast but reasonable, and the satisfied grin on my face remains to this day. My T-40A is the only one of its type registered and flying in Canada, although other builders had made a start. There are

few moments in one's life one can exchange for the thrill of flying the plane you have built. Every time I fly it the thrill returns and the grin becomes wider! It has proven to be a very stable aircraft with no nasty habits which has exceeded my expectations; it is a credit to the designer, Gene Turner.

During the construction of the Turner the nearest EAA chapter was in Victoria. I attended their meetings for some years but thought that there ought to be a chapter locally. I, along with four others, founded Chapter 679 and held our first meeting in the garage, which is now owned by Budget Rentals in Duncan. Chris Beel was renting the garage for his work as a motor mechanic and he hastily threw an old rug across the cement floor to hide the grease and oil spots; it was there we held our first Chapter 679 meeting in the early 80's. It is very satisfying to see how the chapter has grown and become very active with several mem-

(Continued on page 6)



Beneath My Wings

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

John Yeale Photo



Identify the Lake & Mountain on the right. Within an 85 mile radius of Nanaimo Airport. (Answer on Page 8)

(Continued from page 5)

bers flying their homebuilt planes, and others constructing planes.

I would like to return to Icarus. He was a brave, spirited young man, and I would like to imagine that he did not fall into the sea without his wings. To me



Ray Carr Photo

Another Sunrise.....Another T-40A Adventure.

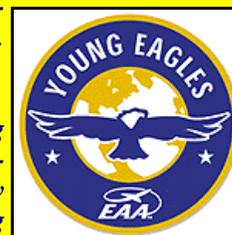
that's a better image; I prefer to think that courageous young Icarus has been flying for these thousands of years; that he has flown around the world and seen all there is to see. Perhaps he continues to encourage others in aviation as he did me when a boy. We too can encourage young people to fly by taking them for a flight under the aegis of the EAA Young Eagle's program, and perhaps, help make their dreams come true.

...Raymond Carr

Editor's Note: Thanks to Ray for this very complete article. No input needed from the Editor! Wonderful!

Ray Carr has perhaps flown more Young Eagle Flights than anyone in the Chapter. This may explain why he is one of two Young Eagle Flight Co-ordinators for EAA Chapter 679. (Pete Rees shares duties with Ray)

Offer YOUR assistance by calling Ray at 743-2384 or Pete, at 246-9575. As a Chapter of EAA, how have we done our share in offering dreams to young people?



Pilot's Medical Renewal (Continued from page 4)
form which I sent in two days later.

The 60 days were getting closer all the time so this morning I contacted TC and quoted my file number, which the lady brought up on computer right away. She stated I passed Cat 3 as of July 31, almost a month ago. I asked why I had not received a renewal in the mail, and she asked how many boxes were checked on the back of my medical certificate. Of course I had to be stupid and tell her that I didn't know cause I carry it in the aircraft. She told me that the new deal is they don't send out a renewal till all four boxes are stamped by the doctor. This is to save trees, ha ha, and postage. I told her that a friend just had a medical same day as I had eye test and he has already received a new certificate. I was told that it was either a fluke, or because of the computer software marriage a mistake was made, or all four boxes were checked. One failure in this system is that there is no ability for it to tell you when you need an ECG. This is something for you to keep track of and if you can't you can call TC and ask them when you are due.

So, if you are wondering where your certificate is after the doctor's medical, if he signed it you are ok till all the boxes are signed. And, to the person that told me that he never got a licence renewal last time around, I hope this solves that problem.

P.S. I know some of you out there will find this as not too enlightening as you were already were aware. This then is for those that are as uninformed as me and have to be struck between the eyes to get the message.

...John Owen

FOR SALE

WANTS &

For Sale:

60 Amp Ford Alternator from Cessna 172 \$200.

Lycoming baffling \$75.00

Contact John Owen 250-245-8594

Your Wants and For Sales ads in this space. Free to EAA Chapter 679 Members. Send your type-written adds to Editor, John Veale 834-Alget Rd. Mill Bay V0R 2P0 E-mail: jpveale@shaw.ca

Pen Scratching

From the Editor

The Annual Business Meeting and Election of Officers takes place in October and it is time to give serious thought to this most important event in the operation of our Chapter. Ask any of our members who have held office in the past whether or not it takes a lot of work. The answer am sure will be a resounding "yes". But who said it had to be easy? Our's is a great organization, but without work and dedication from YOU, it will slowly fade and fall apart.

We all have different talents. Some are leaders...some not. Others know how to handle money...some how to organize events...some how to cook hamburgers...some how to write letters...some to give Young Eagle rides...some to encourage...some to clean up after a BBQ...some to give technical advice and the list goes on and on.

Let us NOT however just look for a slate of names. (Anybody will do.) If this Chapter is to be worth it's salt and to thrive and grow, then it needs people willing to do what is necessary of a good leader from the President on down to the Directors willing to tackle most everything.

So folks give it a LOT of thought. If you think you have or can develop skills to do a job, be willing to let your name stand. When the nominating committee comes calling, present them with well thought out candidates for office.

Below I print a summary of an article from Bill Hanna, Chapter Advisory Council for EAA International. If you have internet capability, go into the Chapter site and look around the Chapter Operations Handbook. It contains a wealth of information and SOUND advise.

...John Veale

EFFECTIVE CHAPTER LEADERSHIP, One step at a time.

....By Bill Hanna, EAA Chapter Advisory Council.

The success of any organization depends on many factors, but the most critical element will always be the caliber of it's leadership. In business and industry, leaders are carefully selected, trained and developed – a long-term process. In a Chapter, the selection process for leaders is less rigorous. Frequently, willingness to serve is more of a factor than perceived or proven leadership experience and skills. However, good leadership is just as essential for a Chapter as any other organization. While many Chapters are fortunate to have experienced, professional people serving in leadership positions, others will be led by persons with good intentions, but only informal leadership experience and training.

GENERAL

There are several different meanings for the term leadership:

- To be the first
- To be the best
- To get things done through other people.

This discussion is about the latter aspect of leadership where success is achieved through followers. In this case, leadership is all about people or activities that cause a desired result.

While many different styles of leadership are found, all effective leaders apply the principles and practices that are found in the following five steps.

LISTENING

The effective leader recognizes they do not have all the answers and will demonstrate a willingness to listen.

DEVELOPING A VISION

Understanding the value of a long-term strategic direction for their organization. People who are capable of setting goals.

COMMUNICATION

Communicating your plan to the organization in terms it can understand. People's willingness to do the mundane is amazing when they understand how it contributes to a great cause. Motivation is all about WHAT the Chapter is going to do and the enthusiasm of the members to get it done.

DELEGATION

Establishing a functional structure is very important, but should not be over-done. The Chapter Leader's job is not to define HOW tasks are to be done. Rather, it is to determine WHO will do them.

People need some sense of accomplishment and reward for their efforts for the Chapter. The effective leader will take conscious action to assure this vital step always occurs. A WELL-DONE is the reward for efforts and contributions and fortunately, there is never any budget constraint on offering it.

SUMMARY

At the beginning of the Chapter's Business year, when new Officers or Directors are seated – The Chapter Leadership will concentrate on reaffirming the Chapter's Mission, setting Goals and making sure the Motivation for the Chapter Membership is in place: What we are going to do. Generally, in a mature Chapter, the Organization step will be one primarily of delegation, making sure good people have been selected for the key tasks and responsibilities: WHO is going to do it. Follow-up will involve the majority of the Chapter Leader's time through the year as work and activities are implemented.

There are many different personalities and styles exhibited by good leaders, but all are aware of and will apply the basic principles discussed here. Many times it will seem easier to take a short cut and avoid the effort dictated by one or more of the principles...poor leadership is always easy. However, every Chapter Leader can grow and become more effective if he makes a CONSCIOUS effort to understand and apply these principles.

Good Luck!

Bill Hanna, EAA Int. Chapter Advisory Council.

Newsletter Advertising

An idea was put before the Chapter Executive in the last newsletter that we consider bolstering Chapter finances with monthly advertising. It was suggested this would be a service to members wanting to promote their businesses or others wishing to advertise to our members.

This idea was accepted by the Executive and very inexpensive rates per month, have been set as follows.

Business Card Size.....	\$3.00
Quarter Page.....	5.00
Half Page.....	10.00

The above rates are for 'publisher ready' material. Contact the Newsletter Editor or Treasurer for further information. Phone numbers and contact information on front page.

Events Calendar.....

A Question....What would you like to do ?

Question. What was it that sold you on becoming a member of the Experimental Aircraft Association? I am sure our reasons would vary slightly, but for the most part it was a love of sport aviation and an interest in building a set of wings on which to fly.

Being EAA International Members also gives us the opportunity to be a part of a local EAA Chapter. We gain many benefits from being Chapter Members...certainly a variety of technical skills from other members and of course loads of encouragement when the going gets tough.

Sounds good so far, but hey, many of us are getting a little longer in the tooth. Where are the younger members? What is it that we are NOT offering them. What about attracting new members? There are many EAA International Members around who do not belong to our Chapter. Why is that? Should we not be trying to attract them?

I think your executive should be given some direction in this regard. What is it YOU, AS A MEMBER would like to do beyond the usual monthly meeting....a little business and donuts? Sure we enjoy socializing. That is a good thing, but might there be more? How about technical sessions? How about tours local related to aviation? How about fly-outs on a summer's day? How about a real honest to goodness "Young Eagle Day" where we can attract some of those new and younger members? How about a

Pancake Breakfast to which we invite a variety of aviation groups within a 300 mile radius? (Hey, if we make any money perhaps we could pass a bit on to the food bank. It would hurt none of us to do so, and generate a little good publicity for EAA and Sport Aviation)

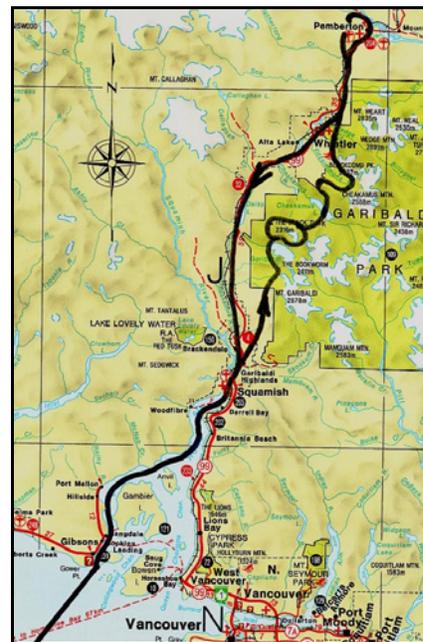
How about a Media Day, inviting a television crew or two to view our airplanes...perhaps even set up a ride or two with a camera-person on board? Might the publicity help our cause?

The list can be as long as your imagination, and do you know what? Our Chapter will grow. We'll have a greater sense of purpose as a Chapter.

Think of yourself as being on the Executive. Think what it would be like if FEW of your members showed any interest in anything other than the donuts at the end of a meeting. Not too encouraging is it?

Oh, and one more thing. Your Editor would be thrilled to be able to write about something other than himself all the time!! Now there is incentive for you!

EAA Chapter 679 Web
<http://www.angelfire.com/bc2/chapter679/index.html>



“Beneath My Wings” Answer: The page five photo was taken August 16th of this year when on a flight from Nanaimo (CYCD) to Pemberton. I crossed the Strait of Georgia at 6500’ to Gower Point and then flew down Howe Sound and over Squamish where I climbed to 9500 feet. This is where I took the picture of **Garibaldi Lake and Mountain**. I do hope you recognized the

view and if you didn’t perhaps it will trigger your own flight to this beautiful park so close to home. Happy Touring!

...John Veale C-GAIF