



Island 'Tale' Winds



Oct. 2003 -The Official Newsletter of EAA Chapter 679 -Vancouver Island, B.C.



“May I Please Introduce..”

Editor's Note: I'm disappointed that our expected Profile with President George Carpenter was not available after-all this month. I am sure George has many an interesting story to tell, so hopefully the new editor will be able to continue this series. There are still Chapter members I have not been able to corner for their stories! My thanks to those of you who have so generously taken us into the nooks and crannies of their lives in past issues. It has been most interesting to get to know you better.

“Houston, we've got a problem”

...John Veale

I reached for the alarm clock, attempting to shut it off, but the noise continued. A quick glance at the numbers showed 0230. Only then did I realise it was the phone that was making that infernal noise. I cleared my throat and did my best to sound wide-awake. Why, I am not sure, but the news that greeted me cleared my senses immediately. “John, there has been a problem aboard Apollo 13. Would you get down to the station as soon as possible, sign on, and go to the network for live coverage of the events.”

World wide, it was ‘edge of your seat’ listening as the drama unfolded. The relief that followed when the Apollo 13 crew finally landed safely in the Pacific was immense.

For many of us, it seems almost like yesterday and I know we still marvel at what has been accomplished in space in the intervening years. The younger folk who have grown up with it however see it as a pretty ordinary fact of life.

This year we celebrate the 100th Anniversary of Flight. I still remember the 50th anniversary, and even then, it seemed like ‘recent’ history. Perhaps because it is more in reach for most of us, flying in light aircraft is still a thrill and even for young folk, their ‘first flight’ generates many emotions and is an event never forgotten.

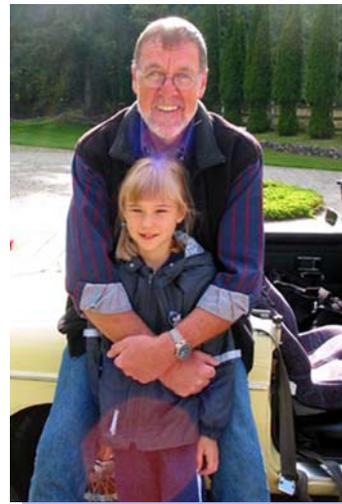
The **Young Eagle Program** of the past ten years is a good example. Collectively we have introduced (at this writing) over 986,520 young people to the world of flight. We've picked up our pace in October and I am



confident (with your help) that we will manage our goal of one million before December 17th.

I think we ALL remember the thrill of our first flights, and it is just as much fun to give that experience to a young person as it is for them to receive it. Circumstances have not allowed me to fly too many Young Eagles this past year, but I've been flexing my wings again since August and just recently was able to realise my own dream of getting my two Grandchildren up for Young Eagle flights. Let me relate the experiences.

The Mustang 11 has only two seats of course, so the flights we took were separate.



Brianne with Grandpa

Let me introduce you first to my Granddaughter, Brianne Zinkiew. After her school day, Brianne was at home and ready for the road when I arrived with the MG to head off for the airport. It was a might cool for the drive but she preferred to travel in the MG so with the top down we bundled up and with hair flying, we headed for the airport, about forty minutes away. We arrived invigorated and in

short order had the airplane pulled from the hangar.

With briefing complete and a walk-around done, we added car-seat and cushions to give her better visibility

(Continued on page 2)

(Continued from page 1)

and lifted the wheels from the runway shortly there-after. You know what it's like. As your young passenger watches the world below and quickly notices the changing perspectives of cars, houses, trees and rivers, their eyes, voices and motions show an excitement that is just so very rewarding.

Our destination that day was Mount Washington, about 30 minutes away via the Mustang II, and traversing the beautiful east coast of Vancouver Island as we passed familiar beaches, resort towns, lakes and sites seen before only by car.

Brianne, with her brother and Mom and Dad are skiers a n d



Mt. Washington – Georgia Strait in the distance.

Mount Washington is a frequent winter destination, so our arrival over- h e a d

sparked a steady stream of exclamations as she recognised the sights below. "There is the Condo we stay at, and Oh... the Blue Run, and the Red & Yellow runs...that's where I wiped out..." etc. etc.

A few turns around the village, now without snow and then it was off to Comox Lake and down the west side of the Beaufort Range toward Port Alberni. It was over Elsie Lake that I gave Brianne the controls. She was a



Brianne at the controls

natural and though she had to strain to see over the cowling, she kept the Mustang tracking toward Mount Arrowsmith. I introduced Brianne to some shallow turns and then a slight roller coaster ride. That was a huge success and she quickly learned how to do the roller

coaster herself! It was love 'at first motion' and we roller-coasted toward the mountain.

I let her fly for about fifteen minutes and the smiles I got in return were worth their weight in gold.

We made a couple of turns around the 6000 foot summit of Mount Arrowsmith and then headed downhill at good speed to an eventual landing at CYCD after a total of 1.4



Young Eagle, Brianne Zinkiew – Sept. 23/03

hours of flight. We fuelled up then and put the airplane a w a y before b u n - dling up in the MG for our short trip to 'dinner-out' in nearby Ladysmith. We re-lived the flight and talked of many things over dinner.

Darkness had fallen by the time we headed for home. Bundled up for warmth in the cool September air, the ride home was great fun and Brianne expressed the fun of having the wind blow her long blond hair into knots. We enjoyed the star-filled night sky, and by the time we got home, we both knew we'd had a very special experience together.

For Grandpa, the fun had just begun. It was seven-year-old Drew's turn now and the four days between flights had given Brianne plenty of time to indoctrinate Drew to the pleasures of airborne roller-coaster riding, so he was primed and ready to go!

We again did the MG routine and arrived at the airport with great expectations. The day was picture perfect with hardly a cloud in the sky. After showing



Drew & Grandpa – Time for Adventure!

(Continued on page 3)

(Continued from page 2)

Drew the components of the aircraft in seven-year-old language we too put distance between the runway and the wheels for another flight to Mount Washington. The reactions I've come to expect when taking youngsters on their first flights were text-book, and again **my** pleasure at seeing him enjoy this new experience was all the reward I needed!

Drew too was excited to discover his skiing playground from a somewhat higher elevation than the 5279 ft. mountain. We did come down



Comox Glacier (6430 ft. ASL) from the north.



Mt. Albert Edward – (6868 Ft. ASL)

low over the runs and the village though so that he could enjoy the same sights as his sister.

Drew and I had a little better weather with which to enjoy some of the neighbouring mountain tops so we then went on a flight of discovery to the flank of Mount Albert Edwards. We also did a turn or two around the Comox Glacier before heading down the valley toward Port Alberni and Mount Arrowsmith. Like Brianne, a little 'flight school' instruction came as we approached Elsie Lake. After a couple of turns and a little straight and level (done very well) Drew was anxious to learn more



"Get ready for the ride of your life Grandpa!"

about this 'roller-coaster' ride his sister was so excited about. We began with a gentle nudge forward and back on the stick and then it was his to try. Well, if I had not brought an end to it finally, we would have roller-coasted all the way home to the airport some 20 or so minutes

away. It was finally the Chief Flying Officer who suggested that perhaps we should practice our turns for a few minutes instead!

It was a great flight home. There were moments of elation; introspective thought; discovery...and I am sure personal

(Continued on page 4)

NEXT CHAPTER MEETING: November 5, 2003 at the Nanaimo Flying Club. 1930 Hrs.

Please make every effort to attend this next meeting. It is an important one for the continued viability of our Chapter. It is ELECTIONS night and I know we don't particularly look forward to this but if you hold membership in EAA International and the Chapter, your vote counts. More importantly your ACTIVE involvement counts.

The Chapter needs officers who take their jobs seriously and are willing to work hard, not only on their own, but involving all executive members as well as other members of the Chapter. Don't vote just to get it over with. Vote for people you feel are ABLE to do the job, and give consideration to offering YOUR services.

(Continued from page 3)

thoughts, but it was so interesting for this Grandpa to observe his young passenger in the right seat. What kind of



Drew Zinkiew – Young Eagle — Sept. 27/03

memories would this day evoke in the years to come? It did not matter really. We were 'enjoying the moment'. If you have flown a Young Eagle Flight...you will understand. If you have not, do make the effort. It can be a life-changing experience for both of you.

BUY SELL OR TRADE

Two Eastern Aero Marine Life Jackets (Adult/Child)



These are FAA-TSO jackets. They have never been used and are in absolutely new condition, but re-certification on their CO2 system should be done. Paid \$98.00 ea. will sell for \$45. each or both for \$80.00.



Narco Escort 110 – 14 Volt Nav-Com. 210 channels, 0.1MHz spacing 108.0 through 128.9 MHz. Works fine, but upgrading my avionics. Includes panel mounting tray and installation manual. Only \$60.00

Contact John Veale for either of the above items by phoning 250-743-1832 or e-mail at jpveale@shaw.ca

Photos from the Vince Doyle Gallery & Workshop

Thanks to Vince for the updates on his Nieuport! Looking good!



THOUGHTS FOR THE NEW EXECUTIVE.....*John Veale*

Before losing my post as editor, I would like the platform to pass on a few thoughts about Chapter operations to the incoming executive. We can presume, since you let your name stand, that you are anxious to see chapter 679 grow. Perhaps you are without experience. Not to worry. If you want progress, there are many sources from which to learn your craft.

One of the first places to look for information (next to the outgoing executive that is) is the **EAA Chapter Squadron Handbook**. This will be passed on to you by the outgoing President. On the off-chance it has gone missing, one can be had by contacting EAA International, or, it can be downloaded from the EAA International Web site address <http://www.eaa.org>. It contains a wealth of information concerning all aspects of operating a Chapter.

Perhaps you have taken on the office of the President. One of the most important aspects of the presidency is to

not do all the work yourself! Really. Delegate, delegate, delegate. This way, the rest of your executive is INVOLVED. If you are not involved...why be on the executive? You soon lose interest and so does everyone else. However, be sure to be involved with the person you have delegated to do a job. Perhaps he is overwhelmed by the job. It is your job to give guidance.

Why do we have directors on the executive? To help come up with ideas....to help with decisions re the welfare of the Chapter....to share the work load of operating a chapter. If you are not given a job, ask for one! This is great training for future positions down the road and your president will be thrilled to help you.

The sky is the limit for Chapter events. Sit down with your executive and barnstorm until you come up with an Event's Calendar for the year. Settle on the dates in January. If you have to make changes, this can be done,

(Continued on page 6)

Beneath My Wings

Photos from the Mustang II C-G.AIF

John Veale Photo



How well do you know Vancouver Island? I doubt you'll have trouble with this one! Answer on page 6.

EXECUTIVE & COMMITTEE**President**

George Carpenter 245-5606
chipselva@shaw.ca

Vice President

Bill Williams 751-2081

Secretary

Mike Wilkey 246-5442
mike_wilkey@hotmail.com

Treasurer

Bryon Calverley 751-2174
bcalverley@telus.net

Directors

Leonard Bennett 749-4724
leo-b1@shaw.ca
 Dan Patenaude 743-4833
 Gordon Cluchey 722-3267

Volunteer Positions**Membership**

Phil Martin 743-9964
martinphily@hotmail.com

Social Co-ordinator

Vince Doyle 746-7702
vdoyle@island.net

Phone Committee

Vince Doyle (South Island) 746-7702
vdoyle@island.net

Randy Galusha (Central Island) 741-0906

Young Eagle Co-ordinator

Pete Rees 246-9575

Newsletter Editor

John Veale 743-1832
jpveale@shaw.ca

Newsletter Distribution

Hard Copies – Bryon Calverley
 E-mail copies – John Owen

Chapter Web Master

John Owen 245-8594
fzn@shaw.ca

Chapter Web Site

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

(Continued from page 5)

but at least set some goals. (Your editor will thank you and it will give him something to promote and talk about in the newsletter!)

So what can we do? Here is a short list of ideas to get you started.

1. A fly-in breakfast not only for ourselves, but to invite other flyers to. (Good PR and we might make a little extra cash for the coffers.
2. Seminars on aircraft construction. One on welding. (Call in a Pro from an aviation shop) How about another on riveting. (We did that once...and it was very successful) There could also be a seminar on woodwork...gluing...working with plastics...instrumentation...fiberglass...engine hook-up...the list goes on and on. MOT safety seminars. We certainly have many people with expertise in one or more of those areas. If not...ask someone from a professional shop and buy his lunch or give him an honorarium.
3. How many of our members are building airplanes that you have never seen? How about a full day, or maybe two separate events where we car-pool and drive to two projects in the morning...stop somewhere for lunch...and take in some more in the afternoon. That gives you a boost and certainly encourages the builders of the projects we are visiting.
4. An organised fly-out to a nearby airport for lunch. We could even invite our wives to go along. Now wouldn't that be a novel idea. They put up with a lot from we builders, and a little lunch out now and again would be a good idea.
5. What about an Annual Meeting Banquet for members and wives. Book a hotel banquet room and do it up right! Awards can be given out at this time as well!
6. I am sure the Young Eagle Program will continue in some form. Very few in the Chapter have made an effort in this regard. I think we could do a LOT more to encourage the next generation to fly, continuing in the footsteps of we, the lucky few..
7. You get the idea. There are many many opportunities to make ours a vibrant chapter. Let's rise to the challenge, and make our Chapter something to be proud of!

So, if you let your name stand for office and you are one of the lucky ones to serve the rest of the membership, be sure to tag them for a job now and again. How else are we going to train our leaders? Good luck....we will be thankful for your efforts, and I hope we will stand behind you with encouragement and an offer to help now and again!

Finally, a **HUGE** thank-you to the outgoing executive for their efforts over the past year! We've appreciated it!

Wind Beneath My Wings Answer: Having just popped over the hill from Great Central Lake, this shot is looking east down Sproat Lake toward Port Alberni & Mount Arrowsmith.