



Part of the 1968 Orillia, Ontario fly-in gathering.

Canadian EAA Fly-In Gets Bigger and Better



Lawrence Shaw's Smith "Miniplane" is normally based at Orillia, Canada.

IN DOLLARD des Ormeaux, an overloaded DC-8 roars overhead rattling your teeth, and you pause from your work in the garden to shake a fist. In Dorval, a Boeing 707 rumbles through your living room and you lunge at the rattling bottles on the shelf. In Orillia, as you lay in your sleeping bag, somewhere across the field a Continental is run up, barely breaking the sounds of frogs, crickets, and fireside hangar flying, and you grin.



Jodel DR.1051 is a factory-built airplane



Jurca "Tempete", CF-REX, with David Marryatt of Ottawa, Ontario.

Early the next morning your ear is aroused to the music of a Lycoming. You arise with the same stupid grin on your face. The wife and kids are asleep. You step into the clear, summer air and pump up the Coleman while watching a "Miniplane" playfully rolling and looping in a cloudless sky. Soon there is the smell of coffee and you sit, listening to the rattle of pots and unzipping of tents. Someone steps from his tent in pajamas, scratches his

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Corben "Baby Ace", CF-REL, was brought in by E. F. Ludwik of Willowdale, Ontario.



Russ Norman's EAA "Biplane", came in from Hamilton, Ontario.



A pair of "Tiger Moths" get set for a fly-by.

Canadian Fly-In . . .

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belly, yawns, and pads down to the lake for a wash.

After a breakfast somehow 50 times better than what you are accustomed to — even though in reality it is precisely the same menu as every other morning — you nearly sprint to the tiedown area. The kids whine because you are walking too fast, but your legs are involuntarily racing each other. There is a Pietenpol being cranked up, and someone has just landed in a Jodel; a Fike circles overhead, and a Volmer is doing touch-and-go landings on the lake. You begin to see familiar faces — Herb Cunningham, Lawrence Shaw, Andre Gauthier, and others. You are torn between heading for an "Emeraude" or a "Tiger Moth", when in comes a "Flut-R-Bug," and right behind it a "Skycoupe." There is a "Tempete", another Jodel and a number of "Volmers."

It is *Utopia* with near irritating inconveniences like eating, sleeping and going to the facilities.

Later in the day, there is a roaring and belching of dust and smoke as the "staggerwing" arrives, dwarfing everything in sight. Out hops Ron Uloth and wife Sonya, Jean-Paul Huneault, Bill Gaylard and Ray Fiset, amid an avalanche of sleeping bags and other paraphernalia. It is like

old home week! With a couple of thousand strange faces surrounding you, it makes you feel as though you had not seen them in years.

Gerard Chaplain is busily stocking up on enough slides to keep our meetings going through the winter. As though in honor of his presence, a factory-built Jodel arrives, complete with a 100 hp-or-so Potez under the hood.

It is hot, and the DOT sign forbidding swimming at the seaplane dock is ignored. The children of aviators are instinctive, however, and the cry of "plane" instantaneously clears the ramp for the docking of a 180 or the amphibious land-crawling of a "Seabee."

In the evening, the *éver* present hangar flying is broken only for a viewing of "The Magnificent Men", and then continues into the night. There are arguments, congenial ones, and discussions on building and flying technique. It is a mammoth and typical chapter meeting, more to be said than there will ever be time to say it. There is trading and buying and selling and giving and receiving. But, most of all, there is happiness.

The next morning, Sunday, is the day for events. A fly-by leads off. Counting the craft on the ground, we estimate seven Volmers, four Jodels, one "Emeraude," one "Tempete", two "Skycoupes," three "Fly Babys," two "Tiger Moths," two "Miniplanes," one "Flut-R-Bug," one Fike,

one Maranda, one Pietenpol, two Corbens, 50 or so Cessnas, several "Cherokees," two "Seabees," a score of J3s, the same number Aerocnas, five "Chipmunks," and many others, not to mention the Beechcraft.

An Armed Force's twin-rotor helicopter performs near-aerobatic maneuvers that are unbelievable. "Chipmunks" demonstrate skillful aerobatics. A "Citabria" struts its stuff. The Ontario Department of Lands and Forests bombs a haystack fire with precision flying of an "Otter." Radio-controlled models perform aerobatic and dog-fight maneuvers in a league fit for pros. But the sun is bright and hot, and the rest of the show is watched waist deep in the lake.

At last the show is ended, and the aircraft begin departing. You experience the mixed-up feelings of emptiness because it is all ending, and fulfillment because it is better than you ever could have expected. You wish, somehow, that you could find someone to thank, but they are all tired and busy, and you have got to get your own show on the road. You feel a little despondent because you never got that ride in a homebuilt, but you never thought that you could see so much so enjoyably in such a short time.

There are two things absolutely positive that you decide. You will be back next year, and you will arrive in your own homebuilt. ☼

There is an old saying: "If it looks like a duck, quacks like a duck, walks like a duck and associates with ducks, it probably is a duck." It may be true in many cases, but don't depend on it when building an airplane. For example, just because a bolt has "AN" marked on it does not mean it is unquestionably safe to use in an airplane. It might have been purchased at a surplus store by the fellow who gave it to you and, if that's where it came from, it could be a reject. Get you materials from reliable, reputable sources!

OFFICIAL PUBLICATION NOTICE OF ANNUAL MEETING OF THE MEMBERS

In accordance with the Constitution and By-Laws of the Experimental Aircraft Association, Inc.: "Notice of the annual meeting of the members shall be given by notice published in the official publication of the Association at least twenty (20) days before such meeting."

Notice is hereby given that an annual business meeting of the members will be held on Thursday, July 31, 1969, at approximately 8:30 P.M. (Central Daylight Time), at the 17th Annual Convention of the Experimental Aircraft Association, Inc., at the Greater Rockford Airport, Rockford, Ill.

S. H. SCHMID, Secretary

PREVIEWS OF ROCKFORD

Because of the fact that the spirit of the EAA, and that a great many of them have been completed to date, an **EAA "Biplane" Row** will be established for the first time this year. A single row in the aircraft display area will be preserved for EAA "Biplane" builders who wish to display their airplanes in that way.

The highly successful **Miss and Mrs. EAA** contests held during the 1968 EAA International Convention will be repeated this year. The winner in each category will receive one of the trophies being held here by Mrs. Regina Kinneman, wife of Mark Kinneman of Washington, D. C. Chapter 4. Runners-up, four in each category, will be presented plaques. Attire for judging can be either street clothes, shorts or slacks.

Bruce Hutton will again be in charge of the contests and details will be available at the Convention.

