



News From...

# Experimental Aircraft Association



OF CANADA

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The following letter was received by Paul Poberezny at EAA Headquarters and forwarded to us. We have reprinted it here because it is typical of the approximately one letter per month we receive pertaining to the \$2.00 collected from Canadian members by EAA Headquarters and refunded to EAAC. To avoid any possible embarrassment to the author, we have omitted his name.

"Gentlemen:

Enclosed is my annual renewal fee of \$15.00.

Inasmuch as I am a member of the EAA at Hales Corners, Wisconsin, I have not submitted the requested \$2.00 donation to the Canadian ("Ontario," in other words) EAA.

You chaps down there will have to learn a bit about "Canadian" social, regional, geographical, and historical variations.

Out West here, we are British Columbians first and "Canadians" second. When the word "Canada" is used out here we think of Ontario. (Well, maybe it's not that extreme.) In any case, people in Toronto are like people in New York and London. They think that those areas are the center of the universe, and out here we could care less.

British Columbians have more social contact with Washington and California than with Ontario.

In this country, when something is being passed off as "Canadian" it has usually originated in Ontario.

But, don't misunderstand me. I wish the Ontario chapters all the best of luck — but I'm not financing them."

We have no way of knowing if the majority of people in British Columbia share our writer's views on our country, but we are well aware that the vast distances involved and the Rocky Mountains do provide a barrier between British Columbia and the rest of Canada. One has only to listen to our political leaders to realize that one of Canada's major problems is the lack of a national identity or unity, combined with the regional concept expressed by the writer. Unfortunately, it seems that the antagonism caused by regional feelings carries over into the field of sport aviation as well.

The last sentence in the letter requires some clarification. The \$2.00 refunded to us by EAA Headquarters is used for the day to day running expenses of the organization, and covers costs such as postage, long distance telephone calls, office supplies, travel expenses, the costs of our Technical Committee in Ottawa, and the films which we stock in Canada. None of this money is used to support fly-ins, air shows, aerobatic competitions, or Chapter activities, and the suggestion that this money is used to further the Ontario Chapters is completely erroneous. In the past, our main source of income was from air shows and fly-ins, and it became apparent about a year ago that the organization could no longer be sustained by such uncertain sources of revenue.

We have received some criticism from members who feel that the EAAC is merely duplicating services that could be obtained from EAA Headquarters. Our Ministry of Transport does not look upon us in that light, and if we are to have representation at government levels in Canada we do need a Canadian organization to do this. Also, if you have tried to bring films into Canada through Canadian Customs lately, you will begin to realize the value of being able to obtain these films in Canada. While on the topic of films, we have two copies of Cam Warne's Oshkosh 1970 film, "The Eagles Nest," and these can be obtained by writing to us and giving us as much advance notification as possible.

## EAAC PROVINCIAL ADVISORS

Our Board of Directors have for some time been considering ways of involving members from all parts of Canada in the EAAC, and at a recent board meeting it was decided to appoint Provincial Advisors for British Columbia, Alberta, Saskatchewan, Manitoba, Quebec, and the Maritimes. Ontario was not included since Ontario is well represented on our Board of Directors.

It is our hope that our Provincial Advisors will be able to keep us informed of activities in their areas and also will be able to pass along complaints or ideas as to how the EAAC can better serve its members coast to coast. Also, our advisors can send us news items to be included in this column so that our members will have an idea of what is happening in other parts of Canada.

The following Provincial Advisors have been appointed and have indicated their willingness to accept these positions: **Maritimes** — John Smith, 19 Jayden Dr., Dartmouth, N.S. (902-469-2097). John is President of the Dartmouth Chapter and has been active for many years in the promotion of sport aviation activities throughout the Maritimes. John has recently been involved in the development of an airport for light aircraft at Stanley, N.S.

**Quebec** — Dan Mackie, 406 Walworth Dr., Dollard Des Ormeaux, P.Q. (514-626-0485). Dan is Secretary of the Montreal Chapter and is well known for his excellent editorials and work in editing the chapter's Newsletter. He has just completed a Smith "Miniplane," and coordinated the Quebec Aerobatic Championships and Air Show which were held on June 12 and 13.

**Manitoba** — Doug Robinson, 141 Forest Park Dr., Winnipeg 17, Manitoba (204-338-0391). Doug has been President of the Winnipeg Chapter for several years, and has built a Sportsman amphibian as well as doing welding work and helping other members of the chapter with their homebuilt aircraft. Doug owns and flies a Beech "Musketeer" and travels extensively in the prairie provinces.

**Saskatchewan** — Rem Walker, 2348 Garnet St., Regina, Saskatchewan (306-523-6442). Rem has been active in sport aviation for many years in the Regina area and has



flown his Jodel D-9 to Rockford twice. Rem is the editor of the Chapter's newsletter and was president of the Regina Chapter for many years.

**Alberta** — Tom Fitzgerald, 3311 Caribou Dr., N.W., Calgary (403-282-4870). Tom has been president of Chapter 318 in Calgary for the past two years and is well known for his enthusiasm for sport aviation and his efforts to assist all those who are constructing their own aircraft.

**British Columbia** — Bill Fleming, 2937 Edgemont Blvd., Vancouver, B.C. (604-987-6447). Bill is president of the Vancouver Chapter and in 1969 won the Keith Hopkinson Memorial Award for having constructed the best homebuilt aircraft in Canada — a Cavalier. Bill works for Air Canada and is able to travel a good deal, and was involved in the construction of a new hangar for the Vancouver Chapter at Delta Air Park.

All of our Provincial Advisors will be kept informed of the latest developments involving the EAAC, and in this way they should be able to answer many of the questions which arise concerning our operations.

#### EAAC TECHNICAL COMMITTEE

Our Technical Committee, headed by Ted Slack in Ottawa, has been holding meetings with MOT officials, and a presentation on the Pitts "Special" has been made. We anticipate that the Pitts "Special" will be approved for aerobatics by the time you receive this, and as such they should be able to compete this year at the Ontario and Canadian Aerobatic Championships. Several members of our Technical Committee attended the Chapter Officers' Meeting at Headquarters in April, and were able to plan their presentation after discussing the Pitts at length with Bob Heuer, president of the International Aerobatic Club who flies a Pitts "Special," and other people familiar with the characteristics of the aircraft.

#### MOSPORT AIR RACES

Air races which were tentatively scheduled for Mosport in July have been postponed until next year. The decision to postpone the races was reluctantly made by the management of the Mosport Race Track when it became apparent that they had no way of knowing if there would be sufficient entries (at least a dozen) to have a successful race. Mosport has a good reputation to protect, and the fear that, after much publicity, etc., the race would be unsuccessful due to a lack of entries forced the postponement. However, the management is still enthusiastic about the idea of holding air races at Mosport, and we have been asked to work with them with the hope that there will be a race there next year.

#### CANADIAN AEROBATIC CHAMPIONSHIPS

The Canadian Aerobatic Championships will be held at Centralia Airport on the weekend of August 28 and 29, and we are already receiving entries from as far away as Hawaii. We anticipate that this year's competition will be just as great a success as last year. ☺

#### SALLY WAGNER

It is with deep regret that we announce the death of Sally Wagner. Sally, an EAA and IAC member, was one of the most colorful women pilots in Canada and was well known for her air show and aerobatic competition performances. Sally was killed on Sunday, May 23 when her Chipmunk aircraft crashed a few miles north of Oshawa Airport shortly after take-off. Reliable eye witnesses stated that the aircraft entered a shallow spiral dive while quite high and crashed moments later without any apparent effort to recover from the spiral dive.

# Deadline Nears For EAA-AC Flight Rally

**O**UR CONGRATULATIONS TO Sam Winters of McHenry, Illinois for being the first to return his entry form for the 1971 EAA-AC Flight Rally. The deadline for the 9th Annual Rally is July 19, 1971, so if you haven't sent your entry in, do it now, today!!

Entry forms have been mailed to about 100 pilots, which includes all participants of last year's rally plus new applicants for this year. Last year we had 61 contestants and we are hoping to see more this year.

The purpose of the rally is to add some friendly competition and fun on your trip to the EAA-AC Fly-In. You will also have a chance to demonstrate the use of amateur-built and vintage aircraft in sport flying; plus the bonus of showing your aircraft to a most appreciative audience at the rally stops and at the convention.

As mentioned in an earlier article, the planes will be divided into two categories, Amateur-built aircraft and Factory-built aircraft manufactured prior to **August 1, 1950**. Cash prizes and trophies will be awarded to the first three spots in each category. In addition to the prize money, the winner's names will be added to the AC Flight Rally President's Trophy, which is on display at the EAA Museum at Hales Corners. Every contestant receives a plaque and add-on plates for each year's participation in the AC Spark Plug Rally.

The Louisville Section will not be used this year due to a lack of requests. It takes the efforts of four EAA Chapters for each section so we have to have more participants to make all of this worthwhile.

This year's Rally will use the following routes:

The Eastern Section starts at Flint Bishop Airport with stops at Elkhart Municipal Airport; Morris, Illinois; Waukesha County Airport, Wisconsin; and on to Oshkosh for a total of 448 miles.

The Northwest Section starts at Minneapolis Flying Cloud Airport with stops at Mason City and Dubuque, Iowa; Watertown, Wisconsin; and on to Oshkosh covering a total of 427 miles.

The Western Section will start from East Kansas City Airport at Kansas City, Mo.; with stops at Ottumwa Antique Airport and Davenport Municipal Airport in Iowa; Morey Airport at Middletown, Wisconsin; and then to Oshkosh for a total of 437 miles. ☺