



News From...



Experimental Aircraft Association OF CANADA

By Herb Cunningham, Chairman

EAA CHAPTER 154, the Saskatchewan chapter, received its charter on December 12, 1962, although it had been operating prior to this date. At that time there were 12 charter members. At the end of 1967 there were 50 paid members, of these, 7 have built and flown their own aircraft, 31 are in various stages of building an aircraft, and the others are in the planning stages.

EAA Chapter 154 held their second annual fly-in at Weyburn, Sask., in cooperation with Canadian Owners and Pilots Association Flight No. 3 over the Labor Day weekend, 1967. It opened at 2:00 P.M. Saturday, and went through to 12 noon Monday with the Red Knight as the grand finale. On Saturday evening of the fly-in a banquet and dance was held for visiting pilots, wives and guests. Various awards were made, some serious and some "gag awards." The EAA awards of note were: "Outstanding Biplane" award to Al Pietsch of Minot, N.D., for his "Starduster Too" and the "Superb Craftsmanship" award to Art Hinderks of Prince Albert, Sask., for his "Emeraude." The "Cement Truck" award went to Howard Parr of Regina for the hole he knocked in his basement wall to take out his "Cavalier" fuselage. The "Designers" award went to Cecil Goddard of Alida, Sask., so he could draw up plans for his "Mini-Spit." The "Scroungers" award went to Bob Wallace of Regina for his past scrounging trips. An engraved plaque was presented to Cal Kitch of Regina "In appreciation of his work on behalf of Chapter 154." Cal was one of the charter members and held the post of secretary-treasurer for five years.

An EAA display was arranged, thanks to Howard Parr and Bob Wallace. Bob's "Cavalier" fuselage was displayed, as were various parts of Howard's "Cavalier." Art Wyatt's tail feathers for his "Flut-R-Bug" were on



Gerald Bloxham of Prince Albert, Saskatchewan, is shown with the fuselage of his Jodel D-11. Gerald has the wing and tail assembly complete and all that is required are various engine controls and final assembly. He is a member of Saskatchewan Chapter 154.

display along with the rudder from Reg Reeve's Jodel D-9 and an assortment of ribs and small assemblies. The air show crowd enjoyed seeing what is beneath the covering of an aircraft.

Five homebuilts were at the three-day meet: "Starduster Too", Al Pietsch, Minot, N.D.; "Miniplane", Ken Turner, Regina; "Mini-Spit", Cec Goddard, Alida; "Emeraude", Art Hinderks, Prince Albert; Jodel D-9, Rem Walker, Regina. Dozens of commercial types were flown in by COPA and EAA members.

The third annual fly-in at Weyburn is being organized for this year over the Labor Day weekend, August 31-September 1, 1968.

On November 11 and 12, the chapter held its wind-up meeting of the year in Regina. On Saturday, members from all over the province met at the Regina Flying



(Left to right)—Howard Parr, Bob Wallace, Earl Elliott, Ron Fraser and Hank McLaughlin all have a close inspection of Hank's "Sirocco." Hank was a member of Saskatchewan Chapter 154 when he started this aircraft and was instrumental in helping organize Minot Chapter 265.



Taken at the November 11 welding class. Bob Fallu of Eutectic is showing the rod prior to letting the fellows try their hand at welding with it.

Club to have a light lunch. Then followed a full afternoon of demonstrations on fiberglass, aluminum welding, aircraft wood and construction techniques. Cal Kitch handled the fiberglass, Bob Fallu of Eutectic, the welding, and Stan McLeod drove all the way from Calgary to handle the wood, etc. While the men worked hard at the airport the ladies attended a fashion show and tea at Ann Parr's residence and thoroughly enjoyed an afternoon viewing the latest fashions. In the evening a banquet and dance were held at the Vagabond Motor Inn where 50 members with their wives enjoyed a fine meal, held a short business meeting and elected the officers for 1968. The present officers were retained. They are: Rem Walker, Regina, president; Harry Whereatt, Assiniboia, vice-president, and Bob Carman, Regina, secretary-treasurer. A new post, that of publicity chairman, was created, and Mickey Rejzek of Saskatoon was elected.

On Sunday morning, the men gathered at the airport at 8:30 to view films on the 1966 Rockford Convention, a fishing trip to Newfoundland and the films on the 1966 Orillia fly-in. Following this, Stan McLeod continued with his forum on aircraft wood and gluing. He also covered a rudder to demonstrate the ease of using Dacralene. Questions followed and it was 3:00 P.M. before the meeting broke up and members headed for home. EAA members came from out of the province and from all parts of Saskatchewan primarily to learn, and asked for more of the same.

Because of the relatively small number of members scattered over an area of 144,000 square miles our meetings are held at the homes of members in all locations where a homebuilt is being constructed. In 1967 we met in Saskatoon, hosted by Frank Stevens and his wife; in Wynyard, hosted by Charlie and Ruth Dell; in Lanigan, hosted by Ernie and Audrey Klatt; in Assiniboia, hosted by Harry and Ann Whereatt; in Prince Albert, hosted by Art and Helen Hinderks and Canadian Forces Base Moose Jaw, thanks to EAA member F/L Darrell Mawhinney and Donna. Our final meeting was in Regina.

Chapter members deserve a great deal of credit for the loyal support given their executives in traveling to these meetings. It is no easy matter to get up early in the morning to drive 150 to 200 miles to a meeting, watch a few others fly in and then drive the same number of miles home again. Our hosts at these meetings have gone all-out to make the trip worthwhile by putting on the most sumptuous feasts imaginable. Several fellows, who regularly attend all meetings, and drive many, many miles (until their aircraft are completed) remarked, "If we keep getting all this delicious food we'll get to be fat old men and won't be able to get into our planes!" One of the hazards, fellows!!

If all goes well we will have two and perhaps four new aircraft flying in 1968. This will be a separate story for a future issue. The seven within the chapter now flying are: "Emeraude", built by Art Hinderks; "Minicab", built by Earl Elliott; "Emeraude", built by Bill Jones; Jodel D-11, built by Basil Rashbrook; Jodel D-9, built by Rem Walker; and two built by Cec Goddard, a Stits "Skycoupe" and an original design "Mini-Spit." A "Baby Ace", built by former chapter president, Larry Siebert, is now in Calgary, and a "Miniplane", purchased by Ken Turner from an eastern EAA member, helped to balance the books for the chapter.

Chapter 154 members are meeting their responsibilities to their chapter and to the organization as a whole. In 1966 the chapter pledged \$50.00 yearly for five years to the Museum Fund and is being paid in addition to in-



Taken at the Prince Albert meeting of Chapter 154. Fellows and wives drove as far as 250-300 miles to attend. Hosts were Art and Helen Hinderks.

dividual member donations. A yearly check is sent to the fly-in work fund and to EAAC. All are proud of EAA and what it stands for. Paul, Herb and our other elected representatives can count on our support for their leadership. With much talk about "crowded skies" and further restrictions on the small, general aviation aircraft, EAA members must be ready to give undivided support to the men we have elected to responsible positions in our organization. The incorporation of EAAC in 1967 was significant. We now have knowledgeable people ready to meet with the Department of Transport who have given the nod to EAAC to cooperatively provide realistic regulations for those who build their own aircraft.

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News From Oshawa

By L. Quinton, EAA 22231
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Just a couple of thoughts I'd like to pass along to anyone with similar problems.

Like other active chapters we too have our annual fly-in. Ours starts Friday and runs through Sunday. We hold it at Lake St. John Airport, which is donated by Orillia Flying Services. This is a fly-in layout beyond your wildest hopes with two good grass strips, as well as excellent seaplane facilities in an ideal setting in the heart of Ontario's vacation land.

It's actually a combination fly-in: Air show, amphibian meet, camp-out, barbecue and bull session; and as always with so much going on it is a problem to get enough help for such menial chores as latrine digging, car parking, ticket sales, soft drink booth, etc., etc., and we found an answer.

My wife had brow-beaten me into taking on a Scout troop the previous fall and I suddenly found 30, 15 year olds who wanted to go to the fly-in. So, I picked the best 10, borrowed a trailer, loaded four tents, 14 sleeping bags, one aviation-nut type wife, one two year old daughter and one eager-beaver type EAAer plus about two tons of miscellaneous gear into two cars and drove the 75 miles to the fly-in.

It worked fantastically well from the time the boys arrived until we left. They couldn't do enough. Boys of this age and training can do most anything an adult would do, except better—they have more enthusiasm.

Also it was a terrific opportunity to introduce 10 boys to the best of sport flying. For eight of the ten it was their first plane ride.

So, if you've got problems with manpower, don't overlook these groups of energetic youths—you won't find a long-haired hippie in a DC-8 load.

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Activities in Alberta

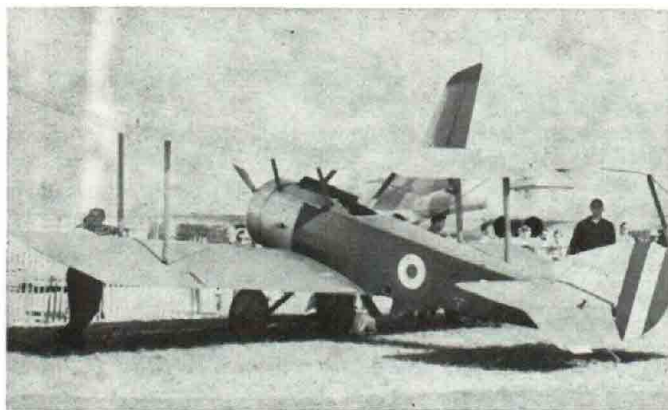
By Chris Falconar, EAA 2083

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AIR SHOWS IN WESTERN CANADA

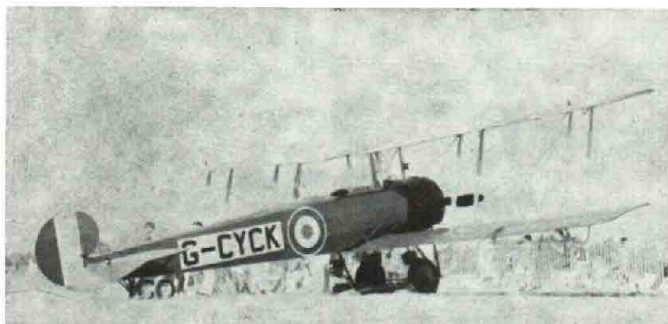
Time surely flies. We are now well into 1968 and look back on 1967 as a great year for aviation in western Canada. Many of us saw the Abbotsford International Air Show at Abbotsford, B.C., which was sponsored by the EAA Vancouver Chapter 85. It was ruled so important that it was classed as a Centennial project, a national activity commemorating Canada's 100th birthday. It was an outstanding success.

This three day show was, without a doubt, one of the most interesting, well organized and well attended air shows I have ever seen. Excellent location, airport layout, good weather and extremely good organization all contributed to the success of the show. About 350,000 people attended the three-day event. Aircraft ranged from the Bensen Gyrocopter to the enormous bat-winged British Avro "Vulcan" jet bomber. From 10:45 A.M. to 6:15 P.M., every day was packed with flying events. Included among the well known pilots was Mira Slovak and his aerobatic Buecker "Jungman", Pete Bowers and his 1912 Curtiss "Pusher", Cliff Howard with Taylorcraft aerobatics, Sally Wagner with her "Chipmunk", Art Scholl also performing aerobatics with a "Chipmunk", and many others. In fact, all the events are too numerous to mention here.



(Photo by Chris Falconar)

The Sopwith "Pup" at the Abbotsford International Air Show with the tail of the giant Avro "Vulcan" looming in the background.



(Photo by Chris Falconar)

One of two 504K replicas at the Abbotsford International Air Show. The registration letters "G-C" were originally assigned to Canadian aircraft in the post-World War I era. Later on Canadian registration reverted to the symbols "CF-" followed by three letters.



(Photo by Chris Falconar)

The beautifully built "Emeraude" with 125 hp Lycoming by Jerry Bakeng of Everett, Wash., at the Abbotsford International Air Show, sponsored by EAA Chapter 85, Vancouver, B.C.

As for antique replicas, we witnessed the flying of two Avro 504K World War I type aircraft, a Thomas Morse "Scout", a Sopwith "Pup", a Fokker Triplane, and the old 1916 Boeing B & W seaplane replica. We even saw a mock dog fight. Another interesting event was the tailless sailplane, BKB 1, flown by Witold Kasper. This all-wing sailplane was designed and built in Montreal. There were many pretty homebuilts, including Jerry Bakeng's beautiful 125 hp Lycoming powered "Emeraude."

There were some amazing demonstrations by commercially built aircraft, including the "Turbo-Porter", deHavilland "Turbo-Beaver", and "Turbo Twin Otter." The famous RCAF Golden Centennaires aerobatic team, flying Canadair "Tudor" jets, amazed everybody. A crazy clown act featured an Aeronca flying some wild maneuvers with only one aileron — the other aileron fell off just before take-off!

The noon grandstand ceremonies included introductions and speeches by many famous aviation and other prominent dignitaries. These included many government officials, such as the well known Phil Gaglardi, B.C. Highways Minister, also known as "Flying Phil." Many old time bush pilots were also on hand. There was even a representative from the USSR.

There were many, many other air shows in western Canada during the summer and fall; almost every weekend there was a show somewhere. Weyburn, Saskatchewan, was especially well attended by homebuilders. Innisfail, Alberta, had a big soaring meet; Red Deer had a fair sized air show with many homebuilts. Edmonton's air show was held at the Air Force Base at Namao and drew an enormous crowd. Aerobatics by the Centennaires, Avro 504K and a brand new addition to the Edmonton Soaring Club — a Blanik sailplane from Czechoslovakia — were among the many events.

So much for the air shows. They were packed full of action and certainly have shown a vast improvement over the rather dull, under-programmed events of the past.

INTERESTING NEW WESTERN CANADIAN HOMEBUILTS

It is with great pride that we report the first "Teal" amphibian prototype flights in December. These took place from the Kamloops, B.C. Municipal Airport. The builders were Don Reimer who owns a plumbing and heating firm, and Bud Gillis who owns a saw service. The workmanship on their "Teal" was excellent. The Plastithane finish used on the interior and exterior turned out especially well. Bud and Don both flew it during the first few days test flying and liked it very much. The "Teal" was designed by Falconar Aircraft, Ltd. of Edmonton, Alberta, and has attracted an enormous amount of attention due to its versatility for the sportsman, prospector, and many inter-



(Photo courtesy Stan Green)

The Stits "Playboy" of yesteryear — commercial pilot Gordie Fryer flies Stan Green's beautiful deHavilland "Hummingbird" replica over the prairies just east of Calgary, Alberta.

ested in fast personal transportation where land and water must be used for take-offs and landings.

The first Piel "Emeraude" to fly at Edmonton was recently completed by Gordon Raymond. It is powered with a 108 hp Lycoming. Gordon used ¼ in. fir plywood ribs to speed wing construction, a slightly bigger canopy enclosure, as Gordon is quite a big man and, of course, a modified cowling to accommodate the Lycoming. It is certainly a beautifully constructed and finished aircraft.

Other good looking aircraft emerged from Calgary, including movie producer Bill Marsden's very finely finished Jodel D-11, Bob Miller's Pazmany, and a "Westwind." Commercial pilot Jack Johnson of St. Albert, Alberta, finished his HM-290 "Flying Flea", which did quite a bit of flying out of Wetaskiwin Hemsworth Field. This is quite a sight to see when in the air. It is the closest thing to a bug that I have ever seen. At Fort Nelson, B.C., the first F-12 built in that province is now flying. It is the product of the careful and meticulous craftsmanship of Harris G. Hanson. Fort Nelson is situated quite far north on the Alaska Highway, somewhat remote from other homebuilders. Fortunately, he had at his disposal some pretty good shop machinery and equipment.

The first Jurca MJ-5 "Sirocco" was completed and test flown by Red McKean of Ladner, B.C., a Canadian Pacific Airlines pilot. He was very happy with this new aerobatic airplane.

The foregoing is a list of the homebuilts that I know of. There are probably several more that I may have missed, especially in Manitoba and Saskatchewan. Coming up for 1968 seems to be even a larger group of aircraft that are now rapidly approaching completion.

EAA CHAPTER 30 EDMONTON CELEBRATES 10th ANNIVERSARY

In December, the oldest chapter in Canada celebrated its 10th anniversary. We were most honored to have as guest speaker Stan Green of Calgary. Being in charge of the aircraft maintenance engineering course at the Southern Alberta Institute of Technology in Calgary, he is an excellent lecturer. His colorful past includes many years pioneering aviation in Canada's north land. We hear a lot about the bush pilots and not too much about the engineers and mechanics who kept the aircraft going. This was one of the most interesting parts of Stan's career. He has a fascination for pre-1925 vintage aircraft. In Calgary, he built a Bleriot replica which, after having done quite a bit of flying in the Calgary area, was taken to France by Edmonton businessman Jean de la Bruyere and flown across the English Channel to celebrate Louis Bleriot's crossing in 1909. This Bleriot replica is now a part of the Tallman collection in California. It has seen action in several movies.



(Photo by Chris Falconar)

The Falconar "Teal Amphibian" built by Bud Gillis and Don Reimer, at Kamloops, B.C., Municipal Airport.

Stan Green's next project was the construction of an exact replica of a Sopwith "Pup" of World War I. It was complete with a zero time rotary engine (80 hp Le-Rhone). Stan has great admiration for this design. With only 80 hp it would take off from a dime, climb 800 fpm, had a service ceiling of approximately 14,000 ft., cruised at 105 mph, was fully aerobatic with full military load, and was an absolute delight to fly. "What airplane today can do that?" he says. In his talk, Stan related some of the construction problems he met, his costs involved, and his method of shopping to find the best place to have parts like flying wires made. According to Stan, a vintage aircraft must be exactly as vintage as possible. For instance, the dope must be brushed on as was done in World War I, never sprayed. Tapes are not pinked, they are frayed and then doped on. Only a few coats of dope were used during World War I, barely enough to fill the fabric. He says anyone who builds up a shiny coat and polishes it many times does not have the authenticity. His "Pup" is now in the U.S., and is owned by Bob Cansdale. It appeared at the Abbotsford Air Show.

Stan's latest creation is a 1920 vintage deHavilland "Hummingbird." This is one of the few deHavilland monoplanes of the post-World War I era. Here again, this aircraft is a prime example of very fine craftsmanship and authenticity. The "Hummingbird" first flew this summer at Calgary and has proved to be an excellent aircraft.

At the conclusion of this 10th anniversary meeting, Stan presented EAA Chapter 30 with a beautiful enlargement photograph of this "Hummingbird" in flight. ▲



"Good grief, man . . . get a hold of yourself!"