



EXPERIMENTAL AIRCRAFT ASSOCIATION

Newsletter - January 2019

The Spirit of Aviation

Happy New Year!

2019

We wish you all a healthy, happy and prosperous year ahead!

2018 in Review

Monthly Members Meetings

2018 was a year full of amazing speakers with inspiring presentations at each of our monthly meetings throughout the year! This continues to be one of our chapter's strengths, and it would not be possible without the never ending dedication from our Director of Programming, Joe Brunski, to secure these presenters in time for the meeting, nor without the presenters themselves!

Many thanks to everyone who contributed, and to those who showed up to celebrate the Spirit of Aviation together. Here is a refresher of what we saw throughout the year:

- EAA65 partnered with CWH to host the most successful Young Eagles event ever, giving the experience of flight to 39 students
- Great guest speakers, including Space Shuttle Astronaut Bjarni Tryggvasson, Southern Ontario Sailplane Organization's Joerg Stieber, CWH Lancaster AME and Crewmember Rick Rickards, DeHavilland Test Pilot Bob Wilhelm, Ornge EMS Helicopter Pilot David Philips and an assortment of our members citing their flying and building experiences
- Wings & Wheels Car and Airplane show and BBQ in July

Farewell to Stoney Creek Airport

December 2, 2018 marked the end of our time at Stoney Creek Airport. EAA65 resided at this location for 15 years, enjoying a clubhouse to host our monthly meetings, store and display items like photos, books and awards, many of which were donated by members past and present, and a location to have hangar space that benefited members with rates that could not be beat in this region. It provided a meeting area to call home for many of our members who attended the events and contributed to the upkeep of the facilities. The end of the lease was not sudden, but it was increasingly obvious that it was a necessary direction as the Board assessed the burden of continuing under the new requirements of the landlord at lease renewal time against the mission of the EAA chapter to support the Spirit of Aviation. As the condition of the airport deteriorated to a condition that we could not improve with regular maintenance, yet we would still be required

to pay a substantial rent increase with no guarantee that conditions would ever improve, we decided to let go of the dwindling benefits of having a property in the chapter's name, to focus on the social side that ever stayed strong, as so many other chapters do! This was a bit of a leap to take, but without rushing into another lease agreement, and maintaining assets to bring forward for the benefit of the members, we can now refocus our energy on other activities to bring the members together.

Christmas at the Canadian Warplane Heritage Museum

Traditionally our chapter has gathered in Decembers past at the Stoney Creek Airport EAA65 Clubhouse for a festive potluck amongst friends and loved ones. This year without the clubhouse, we had the opportunity to break from tradition to experience a fantastic new venue for our EAA65 Christmas Party, this time at the Canadian Warplane Heritage Museum.



In keeping with our aviation mandate, we enjoyed a fine meal catered by CWH amongst the historic aircraft on display! We had a record turnout of over 85 members and guests, and no shortage of good times! That's one for the books!

Construction Corner

History of Wiebe Aero

By Mike Wiebe

(This article appeared in the June 2002 issue of the Falco Builders Letter.)

On Saturday May 18, 2002, after about eight years and somewhere near ten thousand hours of effort, Falco C-FMWW flew for the first time. Actually, we test-flew two Falcos that day, and this isn't the first "first flight" for Team Wiebe. So we've got to rewind the time machine a little bit to fill in the pieces.



Figure 1: Al Aitken, Jack and Mike Wiebe after the first flight

The History: Pre-Falco

This is the sixth airplane my father has built and flown in almost forty years of flying, and the fourth one in which I have played an active part. I was involved in the first two aircraft, but more as a seven-year-old pain in the ass. Though if you ask him, he'll tell you I've been a pain in the ass for all six airplanes.

In the mid-sixties, my father tackled the dream to fly. He quickly realized that he couldn't afford to own or even rent an airplane regularly, so he decided to build. Small airplane construction options in Canada were few at the time, but Dad bought into the clean lines of Claude Piel's Emeraude. The Emeraude is a low wing, two place, side-by-side, wood and fabric craft, and is the pre-cursor to the Cap 10-flown by the French Connection aerobatic team.



Figure 2: Mike Wiebe beside the first Emeraude, somewhere along the north shore of Lake Superior sometime in history.

The construction highlight is that the Emeraude wing is elliptical in shape, requiring the individual jiggging and construction of every rib. The plans were drawn in metric and written in French, neither of which Dad had a clue how to interpret. Whether or not he knew it then, the perseverance required to complete that Emeraude was the first positive indicator on the 'insane masochist' checklist required to scratch-build a Falco.

A year after the Emeraude first flew, Dad and I flew it from our home in Hamilton Ontario (near Niagara Falls) to visit his family near Winnipeg-a distance of about 1,000 miles. This was 30 years ago, in a home-made airplane, around the rugged north shore of Lake Superior. Oh, the powerplant was an 85 hp Continental that Dad rebuilt, after buying it in the insurance sale of an Ercoupe that he had previously crashed.

But that's another story, best told by him after a couple of beers. Though reasonably uneventful, this trip earned him the second check mark on the 'insane masochist' list, and of course committed my name to the list as well. It also committed my mom, who despite suddenly realizing that both her men might perish together in an airplane has always kept a reasonable facsimile of a smile on her face when encouraging our dreams. Thanks Mom!

It didn't take long for Dad to dream of more speed, just about the time that Ken Rand was making a splash with his KR-2. This was the perfect homebuilder's airplane-cheap to build and operate, but fast and pretty good looking. Unfortunately he developed an allergy to the early epoxies used in such craft, which made me an active partner at age 12. Unfortunately during the building process, I grew from about four feet to six feet in height as well. Those of you who know what a KR-2 is, will know that it's no place for two six-foot guys. So Dad flew it, and built another airplane, a Cavalier, while I went away to university.

It was at university that I met Lee Anne. While most of my buddies were taking good care of their ladies on the weekends, I was travelling home to glue spars, install engines and test fly airplanes. Ultimately on a weekend visit to Mom and Dad's, Lee Anne went for a ride with Dad. Since she put up with me building airplanes through four years of school, and since she seemed to like the ride (she didn't throw up anyway), I put her firmly on the potential "insane wife of a masochistic airplane builder" list.

Fast forward two years. Lee Anne and I are newlyweds, when the phone rings. It's Dad. "Hey son, I got a line on a partially built Emeraude project. Ya want half? Don't worry, the ribs are already built." A few hours later, after much genuflecting to ATC (A Temperamental Cohabitator), I officially owned half-of half-of an airplane. I had graduated to full-fledged partner in the Team Wiebe aircraft skunkworks! We made short work of that project, subsequently flying it lots of places, including down to the Florida Keys for some fishing.



Fishing! A big part of Dad's-and therefore my-life. Dad always wanted a floatplane, and with the evolution in kit aircraft, we finally got the chance. Plane number five was-or more correctly, still is-our Murphy Rebel on amphibious

floats. Now this was a real compromise for Team Wiebe's senior partner and wood craftsman. The Rebel was a) aluminum, and b) (gasp!) a kit. However, the end justifies the means, and eighteen months later we were on the lake fishing. Insert any number of fish stories here.

Looking Forward to 2019... And Beyond

2019 Board Members

During the 2018 EAA65 AGM, the positions for the board members whose terms were up were opened for new nominees to be elected. This time, all of the nominees were the same as those who had just finished their term, so they were welcomed back to continue to serve on the board with a familiar team!

Returning for another two-year term:

- Joe Brunski
- Tim Kavanaugh
- Marcus Pfeiffer
- William Yaworski

Continuing the second year of their term:

- Phil Pozer
- Mark Rataj
- Desirée S.
- Mike Wiebe

Monthly Member Meetings

One of the highlights of our chapter activities are our monthly member meetings. As we've continually enjoyed presentations highlighting various facets of aviation in the past, we'll strive to continue to bring you entertainment, information, and comradery each month. The current plan is to continue meeting on the second Thursday of each month, unless the notices to members specifies otherwise. Make sure you provide the Board (secretary@eaa65.org) with your preferred email address, keep checking your email, and/or stay connected with us on Facebook for the latest news on upcoming events!

If you have suggestions for speakers, program topics, or if you would like to share your story or knowledge on matters of interest to our chapter, please let Joe Brunski know.

Programs Director, Joe Brunski: Programs@EAA65.org 905-746-3593

News from Other EAA Chapters

Did you know?

There are currently 12 EAA chapters in Canada!

1. EAA 30 – Edmonton, AB
2. EAA 63 – Winnipeg, MB
3. EAA 65 – Hamilton, ON
4. EAA 115 – Plattsville, ON
5. EAA 154 – Regina, SK
6. EAA 245 – Ottawa, ON
7. EAA 266 – Montreal, QC
8. EAA 366 – North Bay, ON
9. EAA 1051 – Annapolis Valley, NS
10. EAA 1126 – Timmins, ON
11. EAA 1410 – Calgary, AB
12. EAA 1477 – Chilliwack, BC

Upcoming

Next Members Meeting

Thursday January 10, 2019 at 7:30pm in the Thomson-Gordon Lounge of the Canadian Warplane Museum. Come early and browse the Museum's exhibits, if you wish.

Stay tuned for location and time for our February meeting

EAA65 Online

Website:

<http://eaa65.org/>

Facebook:

<https://www.facebook.com/EAA65>

Twitter:

@EAA65