



So the elections have come & gone and nobody found it necessary to blow themselves up at the polling stations!! - we're indeed lucky to live in such a fantastic country!- now with some new politicians at the helm.

When you think about it - a politician is a bit like a lady – when a politician says yes he means maybe; when he says maybe he means no, and if he says no then he's no politician!! On the other hand, when a

lady says no she means maybe, and when she says maybe she means yes, and if she says yes then she's no lady!!

What do you guys think about Hazel getting herself elected as Mayor of Mississauga for her eleventh term!! – at age 84 would you believe it!! What an inspiring woman she is – did you see her on TV last summer when some poor troubled soul was perched on the roof of his house and threatening to jump – they had all the police, fire, television cameras & medical teams of psychologists out there trying to talk him down with no luck – along comes Hazel - she said “come on down here - I'm the Mayor and I want to talk to you about your problems - don't worry, I'll get you all the help you need “ -- and he did it! There was that quiet authority and reassurance about her that was irresistible.

So what's happening in the club?

1.0 Annual General Meeting/Club Meeting Fallout -- 19 November 2006

Location:- Durham College, - 1610 Champlain Ave - Whitby

The meeting started at about 7:10 p.m. with Don Mitchell welcoming the 21 members in attendance and got things underway by auctioning the “Trash & Treasures” - there were a lot of “treasures” contributed so most guys went home with something - including one youngster who got an electric “Corsair” kit which was won by Tom Hunt and then generously given to the young guy.

a) Secretary's Report:

Secretary Don Cavanaugh began to summarize the minutes of the last meeting as follows:-

Impounding Transmitters:- it had been announced at the last meeting that the Directors had decided to adopt a rule that all transmitters must be impounded if there were more than three flying at the field at the same time. The rule would be in effect starting next year.

Grass Mowing:- In view of the continuing complaints by the membership about the grass being too long, an attempt had been made by Don Cavanaugh to find a location near the field to store a mower that the club was considering purchasing - but the enquiries made through local farmer Roy Robinson had not resulted in finding local storage. Enquiries of OGS to cut the grass more often

were rejected because our contract with OGS was for once per week and they were too busy to cut more often . Likewise enquiries to cut the grass shorter were rejected because it would require cutting the grass slower and in view of the slim profit margin that OGS was making on our contract, they cannot spend more time with us. It was noted that we had been fortunate to secure the services of OGS on such short notice because they were the only contractor willing to cut our grass. Moreover it will be necessary to treat OGS with care because if we lose their services next year we have no alternative options. It was further noted that the season was exceptionally wet and the grass had needed much more than average attention. It was proposed that possibly we might solve the problem by hand cutting the grass as necessary as we had done once during the 2006 season.

At this point the secretary Don Cavanaugh realized that he had been reading the minutes of the wrong meeting. He searched for the minutes of the 15 October Club meeting and then stated that the minutes of the last club meeting had not been printed. President Don Mitchell decided that the minutes would be read at the next meeting.

Nevertheless Gerry Scheenaard asked if enquiries had been made about buying a concrete bunker in which we could store a mower on site. Don Mitchell replied that this had been looked at and such a bunker was prohibitively expensive and it is questionable in CLOCA would allow it to be stored on the site.

Tom Hunt expressed the opinion that it was beneficial to have the grass cutting issue raised for information of the membership notwithstanding the “out of order” manner that it happened.

Gerry Scheenaard asked if enquiries had been made about how much a new mower would cost. Don Mitchell replied that they cost about \$3000.

Annual Report to the Membership

President Don Mitchell tabled the Annual Report to the Membership. Copies were handed out to the members present. Time was allocated to allow the members to read the report which covered the following highlights of the years operation :-

- Club Executive
- Bylaw Development
- Outhouse Acquisition
- Notification of Oshawa Airport
- Field Maintenance
- Change of Corporate Office Location
- Report To Revenue Canada
- Building of Pit Setup Stands
- Club Promotional Flyers
- Attendance at Oshawa Air Show
- Pylon Racing
- Treasurer’s Annual Report

Treasurer Jeanne Mitchell elaborated to some extent on the details of her Treasurer’s Report as follows:-

The “Receipts “ column had been credited with \$269.64 because MAAC ads payment for 2005 was lost in the mail and never paid. However, this meant that we had to pay \$539.28 in 2006, which was for MAAC ads for both 2005 and 2006.

Regarding grass cutting, Jeanne observed that we had paid OGS on a “per-cut” basis and expressed the hope that if we had a more normal amount of rain in 2007 there might be a savings there. Jeanne observed that we had a balance at the end of 2006 of \$1709.17, but we would be paying about \$600 to CLOCA soon for 2007 field rent and \$200 advance for Heydenshore, for a total of about \$800.00 before the end of December 2006.

Don Cavanaugh said that it was necessary to maintain a reasonable balance in the club treasury in case of the need for legal help. Tom Hunt agreed that a reserve for emergency was essential.

There were no further comments on the report from the floor. Tom Hunt raised a motion to accept the report as published. The motion was seconded by Mike Mussington. The report was accepted and entered into the club records.

If any of you members want a copy of the Annual Report to the Membership just give Don Cavanaugh a call (902) 579-9907 and he’ll mail you a copy.

b) Election of Club Executive For 2007

Election of Directors

The three existing 2006 Directors Donald Mitchell, Jeanne Mitchell and Donald Cavanaugh announced their retirement from office and at the same time let their names stand for re-election as a Director for 2007.

The floor was opened for nominations for the three positions as Directors:-

Don Mitchell was nominated by Wayne Challis/ seconded by Tom Hunt;

Don Cavanaugh was nominated by Gerry Scheenaard/ seconded by Wayne Challis;

Jeanne Mitchell was nominated by Mike Mussington / seconded by Neil Benjamin.

There were no further candidates nominated by the membership for the position of Director. President Don Mitchell asked for a vote for and against accepting the above three candidates as Directors for 2007. All present voted in favor of accepting the three candidates so that they were voted in as Directors unanimously.

Appointment of Club Executive:-

New President Don Mitchell listed all the positions subject to change and asked for nominations from the floor of candidates willing to serve. The results were:-

<u>Office</u>	<u>Name</u>	<u>Nominated by</u>	<u>Candidate Selected By Directors</u>
Vice President	Mike Mussington	self	Mike Mussington
	Wayne Challis	Kevin Ward	
Safety Officer	Wayne Challis	Peter Kiar	Wayne Challis
Chief Flying Instructor	Neil Benjamin	Gerry Scheenaard	Neil Benjamin
Pylon Racing Chairman	Kevin Ward	Jeanne Mitchell	Kevin Ward
Events Chairman	Howard Smith	Neil Benjamin	Howard Smith
Social Convener	Gerry Scheenaard	Don Mitchell	Gerry Scheenaard
Communications Officer	Howard Smith	self	Howard Smith

The 2007 Directors have elected Donald Mitchell as President from amongst themselves. They have appointed Don Cavanaugh as Secretary and Jeanne Mitchell as Treasurer. The Directors have

decided that the Webmaster will remain with Kelly Lawson and Don Cavanaugh will stay on as Newsletter Editor. It has also been verified (after the meeting) that Marlene Coulby will remain as Chair of Heydenshore again this year.

c) Audit of 2006 Financial Records

President Don Mitchell asked for a volunteer from among the membership to audit the 2006 books. Tom Hunt volunteered.

d) Indoor Flying Presentation By Wayne Challis -- New Indoor Flying Site

Wayne Challis came forward and made a very interesting presentation with two electric indoor models he'd brought to the meeting. One was a "batwing" shaped indoor model made from foam sheet and another was a small helicopter he'd bought at WalMart for about \$30.00. Wayne flew the helicopter around the room and said that it was easy to fly. It is controlled by the transmitter supplied which operates on an infra-red beam giving line of sight control. The battery gives about 10 minutes of flight and is recharged off the transmitter in about 15 minutes.

Wayne explained that the secret that has made these models practical and fun was the new Li-Po batteries which have the capacity to accept high discharge rates. He displayed a typical 3-cell pack which he'd bought for \$28.00. He explained that one needs to have a dedicated charger made especially for Li-Po batteries. Wayne also said that batteries can explode or catch fire if damaged or mishandled so he displayed a sturdy metal box in which the batteries should be stored when not in use.

Wayne announced that he had secured a new flying site in the auditorium of a school house in Bowmanville - about three times as big as last years site in Pickering and ideal for the purpose. Flying is at selected Sundays from 1 to 3 pm and anyone interested should contact the website for flying dates and directions to the auditorium. If anyone has any questions Wayne can be reached at 905 420 2030.

e) Visitor at Meeting

President Donald Mitchell noted that there was a visitor attending the meeting. The visitor introduced himself as Bob Woodall. The club certainly hopes that Bob will give serious consideration to joining the club next year. He's already volunteered to help out and he's just the kind of guy we need.

f) December 2006 Meeting Canceled

President Don Mitchell said that the December meeting was to fall on 17 December - very close to Christmas and so indicated that he was intending to cancel the meeting unless anyone objected. Since nobody objected Don said that the December meeting was canceled.

g) Next Meeting Format Change

Don Mitchell said that the next meeting to be held on 21 January 2007 will be less involved with normal business and instead members are invited to bring in their new projects with the view of gaining advice on problem areas from some of the older more experienced members. This changed format is designed to be particular benefit to newer members but many of us can benefit from other opinions.

h) Pylon Racing for 2007

Don Mitchell said that his latest contact with the Keswick club revealed that they were involved with 60 to 90 size scale combat (that must be something to watch) and were likely not too interested in joining our club in 15-size racing.

Gerry Scheenaard suggested that we should be making plans for constructing new racers this coming winter.

-Coffee Break Coffee & Cookies were again generously supplied by Don & Jeanne Mitchell -

i) Guest Speaker - Steve Osborne from Spectrum Hobbies

Don Mitchell introduced the guest speaker for the evening - Steve Osborne - proprietor of the recently opened hobby shop - Spectrum Hobbies on highway 2 in Whitby.

Steve said that he had been modeling since the mid-1980's and had quickly got involved with 90-size ducted fans including Byro-Jet models which were the rage at the time. There were reliability problems with the ducted fan engines of the day - unlike today's turbines which idle at about 32,000 rpm and turn up to 120,000 revs at full throttle! Steve had also run racing boats which were quite light with turbines that developed an unbelievable 28 horsepower at the gearbox. He ran these boats at several locations, including Darlington.

Steve bought two electric ducted fan models to the meeting. - an F-18 which was about 32 inches long, with a single fan developing about 4 pounds thrust which flies the model at a speed of about 120 mph! The other model was a slightly smaller A7 "Corsair" made in Czechoslovakia, also having a single ducted fan. Both models were very attractive. The F-18 and the Corsair cost about \$325 and \$215 respectively including the fan units. The Li-Po battery is the heart of these models. The A-7 flies on three cells and the F-18 flies on four. Running times are about 10 to 12 minutes. Smaller models such as these are generally hand launched but larger models require a catapult. Presumably even larger ships would need a landing gear.

Spectrum Hobbies is new to the area and Steve reminded the membership that he will give 5% off to all members producing a current Whitby Aeromodellers membership card.

It was very interesting to hear more about this rapidly growing branch of our hobby. From listening to Steve, it is obvious that he is a dedicated modeler whose knowledge and experience will be very helpful to all his customers - so if you have a problem - take it to Steve at Spectrum Hobbies and he'll put you on the right track.

Much thanks to Steve for taking the time to come to the meeting and talk to us.

The meeting ended at about 9:00 PM

2.0 Passing of Lothar Stein

With regret we inform the membership of the recent passing of Lothar Stein, a one time member of the Whitby Aero Modellers. He had been ill for some time and unable to visit us at the field particularly in the last couple of years. Lothar had been a watchmaker by trade and will be remembered for his exceptional building skills and his amiable disposition. We will all miss you Lothar.

3.0 Lost Hex Driver

I found a small hex-driver at the field by the parking lot - has some red tape wrapped around the shank - I'll keep it in my toolbox til the owner claims it. (Don C.)

4.0 Final Thoughts

Show me a guy who thinks the years after age 65 are the Golden Years, and I'll show you a guy who didn't do anything very interesting in his youth.

5.0 Canadian Aviation History -- Found FBA-2C

Much thanks to the company, Found Aircraft Development Inc. for supplying much of the information in the following article. Since data derived from all sources may be erroneous, the following is the author's opinion.



Wingspan -	36 ft.
Length	26 ft - 8 in
Height	8 ft - 4 in
Empty Weight	1550 lb
Max Take-off Weight	2950 lb
Occupants	four
Cruise Speed	129 mph
Initial Climb Rate	1100 ft/min
Service Ceiling	16000 ft
Range	310 miles
Engines	One 290 hp Lycoming 0-540-B horizontally opposed 6 cyl engine

In the same way that the Norseman and the Beaver were developed to operate in the particularly tough Canadian northland, the Found FBA-2C was developed to fill the need for a smaller utility machine which was adapted to carry either cargo or passengers as the need arose.

To go back a bit - the Found brothers grew up in the 1930's on a farm in Alberta. Times were tough indeed on the prairies during the "dirty thirties" as they were referred to when the country was in the grips of the great depression and the severe drought conditions which prevailed at the time - so it became necessary for the Found family to move to Edmonton. Here they found an interest in aviation since Edmonton was in many ways the gateway to the north and served as a major air terminal for bush planes which were the only really practical way to move goods and people around up there.

S.R. "Mickey" Found became an air engineer and a commercial pilot. He worked for awhile with Mackenzie Air services which flew along and around the Mackenzie river - which as you all know flows from Great Slave Lake, which is north of Alberta, more or less along the eastern border of the Yukon and finally enters the the Arctic Ocean (Beaufort Sea) near Inuvic. In this beautiful but forbidding territory, Mickey Found gained a real appreciation of the value of a reliable and rugged aircraft - his life depended on it. Mickey later became a pilot for Trans Canada Airlines (TCA). Grey Found also became a pilot for TCA. Dwight Found went into the business of aircraft repair as did his brother N.K. "Bud" Found however Dwight subsequently moved to Yellowknife and entered the mining business. So these were the four brothers - all hard workers and bright lads who admired the beautiful Norsemans and Stinson Reliants of the day, but saw the need for a smaller aircraft - cheaper to operate and easier to service- but still capable of carrying a 45 gallon drum of fuel, rum, fish barrels, sled dogs, or whatever was needed into remote northern settlements. They sketched their ideas and finally settled on a four passenger aircraft with a fully cantilevered (no struts), straight tapered wing having an airfoil thick enough to provide enough strength..

They migrated to Ontario in 1946, formed Found Brothers Aviation Ltd. and started constructing their prototype new design in the cellar of a farmhouse near Agincourt Ontario owned by Fred Staines who had been the Chief Engineer for Mackenzie Air Services where Dwight had worked. The cellar proved inadequate so they quickly moved to Malton and set up shop. The prototype FBA-1 was fabric covered over welded steel framework with a Gypsy Major engine and a Tiger Moth propellor. It was a high wing airplane with a tricycle landing gear. Mickey Found first flew the FBA-1 at Malton on 27 June 1949. The Founds were pleased with the handling and performance of the airplane and quickly decided to build another pre-production airplane - the FBA-2A which had an all metal wing with the planform changed to a constant chord center section with tapered tips. - Costs were rising and they tried to economize by having as many common components as possible so they made the elevators and rudder interchangeable. They planned two models- the FBA-2B with a tricycle gear and a FBA-2C with a tail wheel. Both could be ski or float equipped and had a large cargo compartment with a big cargo door to allow carrying such things as drill rods, stretchers, fuel drums, beer kegs and what have you. Financing remained tight so Dwight and Grey defrayed some of the costs from the proceeds of an aircraft salvage business they started in back in Vulcan Alberta where, among other things, they dismantled Lancaster

bombers and their engines - selling the components and Merlin engines mainly to the Canadian Government. Dwight also brought in money by flying for TCA.

In these tough times a severe blow was dealt to the project with the announcement in January of 1952, of the new Cessna 180 which, with its 225 HP engine and 2950 lb gross weight at a cost of \$12950 - swamped the market selling about 750 aircraft in the first year. The discouraged Found Brothers closed up the shop, but at least it proved that they had the right product - if a bit late. Things remained quiet until they reopened activity in 1958 when T.L. Treleman agreed to join them as chief engineer. The first FBA-2A was finally completed and flown for the first time on August 11, 1960 at Malton by Stan Haswell, a former Avro test pilot. Performance was good. About then they also got a real "leg-up" when the National Research Council in Ottawa, who have as part of their mandate, providing assistance to smaller Canadian industry, stepped in and conducted structural strength testing, aerodynamic testing and flight test analysis for the Found brothers.

With the data produced by the NRC, in the period between 1960-62, the brothers built the first FBA-2C with an increased all-up weight of 2950 lb (same as the Cessna 180). This machine was first test flown at Malton on wheels and on the Toronto harbor on floats . Performance was excellent. Unfortunately the airplane crashed in Brampton on 26 June 1962 due to fuel starvation on take-off. Nevertheless the aircraft received Canadian certification on 2 February 1964 and they immediately sold two aircraft to John Eaton, owner of Georgian Bay Airways in Parry Sound Ontario. John Eaton also bought shares in the company and became a source of revenue for the brothers who had struggled with finances so long and hard. Through 1964 production reached 2 ½ aircraft per month and the 2C obtained FAA certification in 1965. Immediately after this the brothers contemplated improvements to the airplane - they wanted to produce a "Centennial Model 100" with a gross weight up to 3500 lb. Things were looking up and through 1966 they sold an additional twenty two FBA-2C aircraft!

Unfortunately, costs continued to rise, and then disaster struck! – John Eaton pulled out of the enterprise!! - Without financing, the Found brothers were forced out of the company. New management was formed immediately and they continued to develop the Centennial 100 which first flew on 7 April 1967. Performance was very disappointing and only four machines were produced before the company folded in 1967.

However the 27 FBA-2C machines were out there speaking for themselves! - and over the next forty odd years the aircraft developed a legendary reputation as a safe, reliable, rugged and economical aircraft - about a third of these aircraft are still flying! - a real tribute to the Found brothers who had dedicated so much of their lives to its development.

In 1996, Found Aircraft Development Inc. acquired the rights to the FBA-2C and started to develop and produce an improved model which they designated the FBA-2C1 "Bush Hawk-XP". The Company located in Parry Sound - 200 miles or so north of Toronto and about half way up the eastern shore of Georgian Bay. Consultants were brought in to improve the design including the former Vice President of Engineering and Director of Research from deHavilland. The current Bush Hawk-XP has an upgraded Type Approval basis which was certified by Transport Canada in March 1999, and by the FAA in March 2000. In securing these approvals, much of the structure and systems were improved to meet the requirements of the upgraded certification basis. Found's current chief engineer, Bill McKinney, credits the National Research Council for conducting the

essential research leading to the refinements in the design. For example, with the help of cutting edge computerized technology, slotted Fowler wing flaps were developed which greatly increases lifting capacity. Also the landing gear was improved and streamlined and the rear cargo doors on each side of the airplane were enlarged for improved cargo handling.

Still, - selling airplanes has not exactly been all beer & skittles for the new company. The 9-11 fiasco has hurt the economy and then the Iraq war has focused government spending on military and security issues at the expense of small aircraft sales. Nevertheless, Tony Hamblin, the company vice president in charge of sales points out that they have probably the finest aircraft of it's type in the world. Tony adds and the only real competition the Bush Hawk faces is from reconditioned Beavers and Otters - and these remain uneconomical to operate because of the rising fuel costs and their outdated technology. Moreover these aircraft get older every year which increasingly places Found in the replacement market. Facing limited sales in Canada, dealerships have been established in Boise Idaho, Alaska, (their largest market), Fiji and the company is looking at establishing dealerships in Asia, Australia/New Zealand, and Africa. The company is currently producing about 10 to 15 aircraft per year and things are looking good for Found. Look for them at airports and if you're ever in Parry Sound, drop by the airport and have a look at this truly fine all-Canadian aircraft.

Don Cavanaugh