



At left:
A dozen Challengers (or so) flocked in for a photo-op during the Edenvale Gathering of the Classics on Saturday, August 10.

Photo courtesy Peter O. Walpole

Below:
The interior of the B-25 — Alex's favourite shot.

Photo courtesy Alex



A kid at the Classics



Yes, it's the 'Bessy' we have all read about in COPA Flight.

Above:
Give a kid a camera, and take him to the airport and see what develops.

At right:
A muddy grass runway grounded the Tiger Moth, but it still attracted lots of attention.

Photos courtesy Peter O. Walpole



See page B-2 for more pictures and the story



At left: Sometimes the most basic transportation is perfect.

Below: No the props have not stopped. Just a fast shutter setting.

Photos courtesy Peter O. Walpole

Take a kid to the Classics ... and see what develops

By Peter O. Walpole

Last year I took Alex to the Edenvale Classics. The original date had been washed out. The replacement day was less than CAVOK but we had a good friendly crowd — and lots of fun.

Alex wanted to return this year and ‘volunteer.’ As the date grew closer, he became reluctant to commit to attending the Classics. Something was worrying him about the ‘volunteering’ thing—what would he be expected to do? Would he be able to cope? What would all those ‘old men’ want from him?

Every group, like the Edenvale Classic Aircraft Foundation, depends on an aging group of volunteers. Sadly the old hands (and I use that term carefully) are not what they once were. Body parts (like old hands) are stiff and damaged and not able to swing a sledge hammer or carry heavy loads. We need new, young helpers. But there is sometimes a tendency to impose too heavy a load on the youngsters, or fail to treat them with respect.

So I ‘employed’ Alex as my Media Assistant. Later we can find him a niche

suitable to his age and abilities.

The day dawned bright, not too hot, a light breeze — perfect flying weather, except for the black cloud and cold wind over the airport. The storms of mid-week had passed, but the grass runway was too wet for flying the Tiger Moth. We had a filling slate of flight bookings.

The antique cars and old aircraft

arrived early. Then the public crowded in. A vibrant atmosphere of bonhomie was in the air — along with a dozen aircraft. And the sun came out.

My task was to photograph the visiting aircraft. They spread in three, then four long rows along the shorter runway. This was used as the main taxiway to the plane parking areas. We walked the rows and

photographed — well over 150 shots each.

I was able to share some of my passions with Alex: aviation (all around us); military history (B-25 and the Doolittle raid); photography (Alex has his own camera and shadowed me).

Alex has a good eye for creativity. His favorite shot was one of the interiors of the B-25. He poked his head up the access way in the plane’s belly and quickly got the shot.

At the four-hour point, like all lads his age, he was overcome by hunger, thirst and the need to do something else. We headed home as crowds still flooded onto the airfield. We off-loaded our cameras and quickly inspected the results. I showed Alex how some OK shots could be boosted into ‘Excellent’ by using a program like Lightroom.

Fed and watered, and with his photos inspected, he wanted to do one thing: fly Aerofly FS, one of my flight sims. So I shared another of my passions.

The Edenvale Classics was a wonderful day, and initial observations indicate a financial success too. These events need a number of volunteers with passion. I hope I’ve helped develop a new candidate.



This all-silver Stearman was dazzling in the sunshine.



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Weather perfect for a fly-in and fly-in they did

By Dave Hadfield

Nearly 300 aircraft – and as many show cars – attended the Edenvale Gathering of the Classics on Saturday, August 10. The wind was right down the runway, no rain was in the forecast, and the OAT was 22C.

The first aircraft showed up at 8:10 a.m., a rare Meyers OTW biplane, and from that point the pace increased steadily. That makes Edenvale easily the largest fly-in in Canada. The crowd off the street was huge.

Ten years earlier it couldn't have happened. Milan Kroupa flew over the derelict airfield while getting his pilot's license and asked his instructor, what is that? When he found out it was a WWII training airfield and it was for sale, he bought it at a give-away price.

Since then he has turned it around, and made it a showplace of general aviation. A new 4,000-foot paved runway, rows of new hangars, acres of paved ramp surface, lights for night-flying, a fine restaurant – the list is endless. For Milan, Edenvale is a passion. Every airport should be so lucky!

The Edenvale Classic Aircraft Foundation has matured. Although Gathering Day is always tough-sledding for the hard-working volunteers – more are required – they form a core of experienced organizers who know how to make an aviation event work.

Gathering Director Robin Hadfield, along with ECAF President Bryan Quickmire and host Milan Kroupa, make formidable team leaders.

Robin says, "We are supported by a dedicated group of fine aviation people who work very hard, all day – boots on the ground – to make it happen."

The Gathering is remarkable in several ways. It gets done with almost no budget, nearly 300 aircraft land and park with no positive ATC control, there are only about 40 volunteers, many of them somewhat elderly, and it covers its expenses even in rainy years (2012, shudder...). How does this happen?

The first priority is to prevent anyone from getting hurt. In 2009 there were several close calls, and afterward the whole event was re-examined. Positive ATC control was considered, and then thrown out. ECAF cannot afford the liability (No one can these days.) Pilots would have to bear the liability themselves.

But in this day and age of the Internet, the arrival could certainly be made easier, and thus the Arrival Procedures document was drawn up and published on the website (At least 80% of the pilots appeared to be familiar with this plan in 2013). It was very simple – it had to be if it was going to work – being a completely standard over-the-field-to-left-downwind circuit joining.

The secret was to start farther out, the way Oshkosh does it. Thus a town eight



This Stearman was one of several classic aircraft to attend the Edenvale Gathering of the Classics on Saturday, August 10.

miles away was published as a starting point, and aircraft were encouraged to begin their inbound route from there, following a highway. They got a chance to get in trail, space themselves out, and form an orderly stream. A target speed was suggested. [Procedure: www.classicaircraft.ca]

It was truly wonderful to stand by the radio located on the hill-top of the old Bunker on the airfield, and watch the steady stream of beautiful classic aircraft pass overhead in an orderly fashion.

There were a few go-arounds, but not many, and a go-around is not an unsafe manoeuvre – it prevents one!

It is a considerable testimony to the ability of the average general-aviation

pilot that 300 aircraft were able to land in three hours or less with no fuss, no significant incidents, and no control tower.

ECAF Unicom volunteers limited themselves to passing useful information. No ATC-style interventions were attempted. About the most directive anyone got was to say, "Cub on short final, if you exit on Delta, you'll make it a lot easier for the B-25 behind you."

And this is the way that Warbirds (B-25 from Canadian Warplane Heritage, Harvards from Canadian Harvard Aircraft Association) and Ultralights (Challengers, even a gyrocopter) and Classics (Howard DGA, Cessna 195) were able to fit themselves in together – common

sense and good airmanship. And if someone had not read the procedure, no sweat: the circuit joining was CARS-standard.

Costs – having no air show, no air-space closure, and no actual air event keeps the expenses way down. The airfield and the ECAF are merely the hosts. They don't profess to control anything. They provide port-a-potties (more required for next year!) and use common-sense methods for crowd control (often a person with a whistle riding an ATV or bicycle, acting as an escort). But the pilot bears the responsibility, just like in every aviation exam you ever wrote.

Being a car event is a recent innovation that works brilliantly. It acts like an insurance policy in case of bad weather, because people will still bring their cars if there are showers in the forecast, and a crowd will still drive in off the road to see them. That covers the bills.

Also, many people driving by who know nothing about airplanes are hesitant to stop and enter. Aviation can be a very unfamiliar world – they keep driving and end up at some other festival. As Bryan Quickmire says, "But if they see a '57 T-Bird, shining red and parked with many other beautiful cars close to the road, they are very likely to drive in."

And once they find airplanes there too, all the better. They stay, and become aircraft enthusiasts – and we are all benefactors when that happens.



A beautiful Piper Tomahawk.

Photos courtesy Gustavo Corujo

• see photo coverage on next pages

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A Piper Tomahawk aircraft is shown in flight against a blue sky. In the foreground, a silver digital camera is shown from a rear-quarter view, with its LCD screen displaying a photo of the aircraft.

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Above:
A Nanchang taxis to the ramp.

At right:
Aerial view of the Edenvale Gathering of the Classics.

Photos courtesy Gustavo Corujo



Above:
Fleet Finch on short final.

At left:
A rare Meyers OTW biplane.

Below:
Piper Super Cub pretends there is a cross-wind.



This youngster definitely looks as though he's been bitten by the flying bug.





At left: B-25 from Canadian Warplane Heritage is escorted to the ramp.

Below: This Seabee really stands out against the brilliant blue sky.

Photos courtesy Gustavo Corujo



A classic view of a classic.



Canadian Harvard Aircraft Association's aircraft.

Above: The Edenvale Gathering of the Classics was a fun event for both participants and spectators.

At left: The sign says it all.

Below: A beautifully polished Ercoupe.

