



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

Next Meeting

Thursday June 20th , 1991

7.30 p.m.

EAA 245 Hangar, Carp Airport, Carp, Ontario.

Featured Topic

Awards Night, CH 600 First Flight !

Read at your own risk !

The information contained herein may be filled with innaccuracies, halftruths, misinformation and down right fibbing.

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President's Corner

Those of you who read Carb Heat regularly will have noticed a series of articles on the use of auto fuel in aircraft. These articles are researched and penned by our own Dick Moore. Even if you don't have an aircraft or can't use aut fuel in your engine, the information is still very informative and interesting. The safety tips that Dick points out should definitely be observed in any kind of self-fuelling operation. The danger of static electricity sparks when fuelling (or de-fuelling) with plastic cans is very real.

In my other job (the one that pays me), I came across an incident report of a twin engine aircraft which was defuelled inside a hangar for the purpose of doing maintenance on the fuel system. The mechanic had apparently not grounded the aircraft, nor was the plastic receptacle bonded to the aircraft. Part way through the defuelling process, a fire broke out inside the wing tank. The mechanic managed to drag the aircraft outside the hangar and to extinguish the fire, but not quickly enough to prevent extensive damage to the wing.

For an example of careful refuelling, watch Irving Sione refuel the Pietenpol. Irving's setup eliminates as far as humanly possible the potential for a static electricity discharge.

Moving onto other things, thanks to everyone who attended the May meeting; now officially dubbed the "Great Carp Mosquito Feast". I know that the members from the Ninety-Nines very much enjoyed the hospitality which you showed them that evening.

The "Breakfast Fly-In" month (June) got off to a great start with excellent weather at Smith Falls and Tomvale. As usual, Smith Falls was literally packed

with aircraft and hungry patrons. The Chapter was very well represented both in terms of fly-ins and drive-ins. For any Chapter members who have not been to a breakfast fly-in, you really owe it to yourself (and your family) to attend a few, particularly Smith Falls. The tie-down area was full of every manner of aircraft: homebuilts, factory-builts, biplanes, a sleek RV4, and even included a flock of very fast and impressive Mooneys who went on to do a graceful gear-up, close-formation flypast; oops...I mean, of course, a low-and-over at Tomvale, later on.

I was lucky enough to be able to fly the WagAero CUBy to Smith Falls, thanks to the kindness and trust of its owner, Henri Beaudoin. What I wasn't ready for, though, was several people who recognized the CUBy, but not me. They all asked me where Henri was and one fellow rather menacingly demanded to know what I was doing flying Henri's aircraft. I'm not sure whether my explanations satisfied him, but by take-off time, the OPP hadn't shown up, so I'm probably safe for now.

Hearty congratulations to Keith Davidson and his family on the successful first flight of their flashy little Zenair CH600 on June 1st! Stan Kereliuk did the honours on that bright sunny morning and, in his usual flawless style, made the whole flight look like a piece of cake despite the moderate crosswind that Mr. Murphy had so kindly provided. I won't go into detail here, because I want Keith to tell you about it himself. Anyway, well done, Keith and Stan!

That's it for this go-around. Don't forget the display we are putting on at the National Aviation Museum on Canada Day. Do a couple of hours behind the info desk and enjoy the Snowbirds at the same time. 'See ya there!

Minutes of May 16 Meeting Held at Carp International

Call to order: 8:00 p.m.

ANNOUNCEMENTS

National Capital Air Show at Uplands June 29-30

Vern Runnels (bus. 526-1020) appealed briefly at the start of the meeting for some of the 600 volunteers he'll need for security, sales, grounds maintenance, etc. Those who help with the setting up and dismantling (June 28, July 1 respectively) get a superb view of the planes and performers without the distraction of the crowd. Many pilots from the Persian Gulf War will be among this year's performers but both American and Canadian aircraft will be well represented. The Russians may also be back. If you'd like to help, give Vern a call.

National Aviation Museum's Third Anniversary Celebrations June 9

As requested, our chapter provided a static display for the event. Interesting planes flew and others were run up. Radio controlled models, including a helicopter, also put on an impressive show. There were even surplus desserts available just for the asking.

Canada Day Celebrations

We will once again display our homebuilts on the museum side near where the antiques will be run up. This should get us considerable favourable exposure. See Lars about volunteering.

Homebuilt Inspections

V-P Gary Palmers noted that the only way to get an inspection now is through the RAA. Write or FAX the RAA requesting the transfer of your file from MOT. The charges are: sub assembly \$105; pre-cover \$125; final \$175. The form letter many homebuilders signed last May asking MOT to send their file to RAA has proven ineffective. The process must be initiated again.

Ottawa Chapter of CASARA Successful in First Official Exercise

Recently, local CASARA members responded to an ELT alert in the Pembroke area. They soon pinpointed the signal to downtown Pembroke but had to call in a DOT "tracking truck" since they were securely locked IN the Pembroke airport late at night. The offending ELT was located--in a car trunk!!! Congratulations to the Ottawa chapter on a very successful mission.

FEATURE PRESENTATION: THE NINETY-NINES

BACKGROUND Back in 1929, an attempt was made to unite the women pilots of the world. This initial membership drive evoked ninety-nine replies--hence the name. Its first president was Amelia Earhart and the organization has since grown to 7,000. This international body of female pilots--the only 2 requirements for full membership--has its headquarters in Oklahoma and is structurally divided into sections (large

chunks of a country) and chapters (serving much smaller areas). Canada, for instance, has only an eastern and a western section at present.

ACTIVITIES The Ninety-Nines promote a wide variety of flying-related activities. They are perhaps best known for their "flying companions seminars" which are designed to make the non-pilot passenger both more knowledgeable and more relaxed. At about \$15, the one-day seminar is a real bargain. In addition, the Ninety-Nines offer a Canadian Award in Aviation and the Amelia Earhart Scholarship to a suitable candidate for advanced pilot training. The Ninety-Nines are also well-known for organizing such popular fund-raising events as Poker Runs. In air racing, they organized the famous Powder Puff Derby--an all female trans-oceanic test of point-to-point speed. This event evolved into the Air Race Classic, held at various venues. Sadly, rising costs and difficulties with sponsorship have taken their tolls and the last such race was in 1976 when 200 aircraft competed. Environmentally, these female pilots participate in "Operation Skywatch," a government-subsidized movement which closely monitors polluters.

FEATURE PRESENTATION NO. 2: EAA CHAPTER 245

Now that we understood the Ninety-Nines better, it was time to tell them about ourselves. Pres. Lars began by briefly noting that as a group we are interested in both building and restoring planes. We enjoy flying and are strong advocates of safety in aviation. Education is a very important part of our chapter activities. Having thus at least partially dispelled the stereotype homebuilder as a sleep-deprived, financially-irresponsible, fanatic, Lars called on numerous other members to address various facets of the chapter. First was Irving Slone, who spoke of his experience in joining the chapter and participating in a 23-member group who were building a Pietenpol. (That was back in 1967). Countless Monday nights later, the completed project took to the air (in 1982) and has logged some 250 hours since.

From a group effort on a traditional aircraft, Gary Palmer took us into the high-tech world of advanced composite construction and design with his Lancair 235. This plane is sleek, slippery, sexy, and with about 2500 hours of Gary's loving attention, is very close to needing its final inspection.

Typifying the variety found within the chapter were two other builders: Luc Martin who is well along on his scaled WWI SE5 biplane; and Ed Atraghji, who is experimenting with his own man-powered ornithopter design. In a one-minute summary, Treas. Deric Dods pointed out that our chapter caters to a wide variety of interests, from ELT's, compass swinging, spark plug maintenance, oil choices, to automotive engine alternatives, etc.

Thanks to the very friendly and informative presentation of the Ninety-Nines, we now have a much better idea of what they are all about. Hopefully, they came away from the meeting with a similar feeling about us.

Your faithful scribe,



Roger Fowler

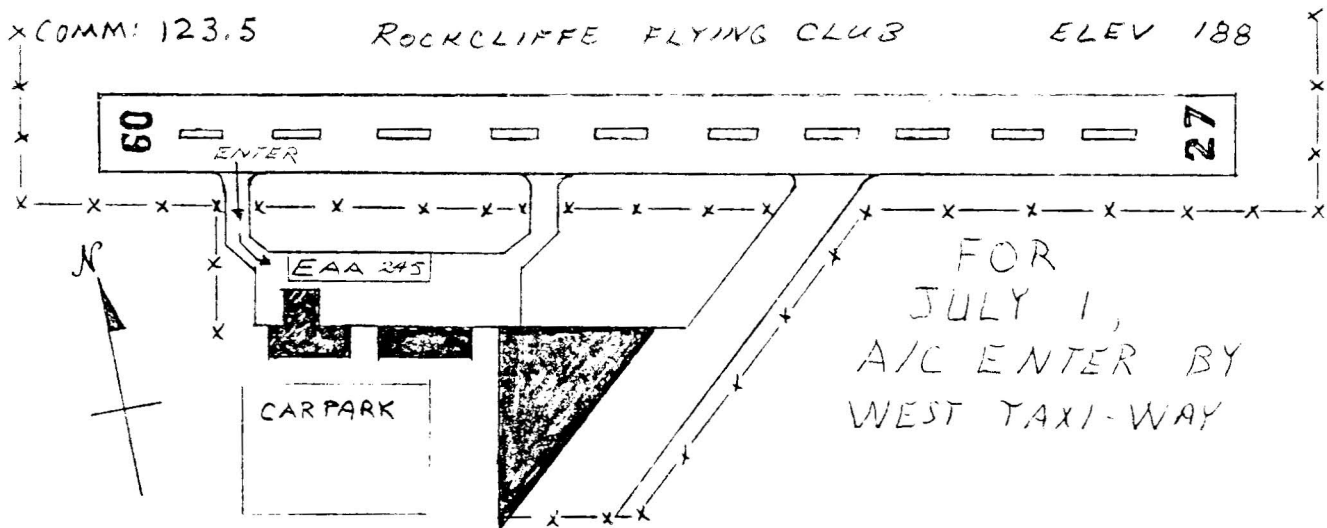
NATIONAL AVIATION MUSEUM / ROCKCLIFFE FLYING CLUB

CANADA DAY CELEBRATION

MONDAY, JULY 1, 1991

The Museum and the Flying Club have invited members of EAA Chapter 245 to exhibit their Amateur-Built Aircraft on Canada Day.

LOCATION



ARRIVAL

Aircraft may be flown in and parked at the Museum anytime Sunday afternoon, June 30, or on Monday morning, July 1, before 8:00 am.

DEPARTURE

Anytime after 5:00 pm Monday, July 1. Overnight outdoor tie-down (bring own stakes and ropes) is possible in case of bad weather. Fragile aircraft may be hangared overnight, if necessary.

WHAT ELSE TO BRING

Photo albums showing construction of aircraft, wing jigs, samples of materials used in construction, etc.

COORDINATION

Please advise Lars Eif of your attendance either with or without your aircraft no later than Thursday, June 27, so that we can advise the Museum of how much space we need.

CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Two-Place Lazair, KFM engines, less than 10 hours TT. \$5900 negotiable. Contact owner through George Reid 749-0792.

VF 2. Signed off for cover by MOT. Complete except for engine and landing gear. Includes covering material, wheels, brakes, AN hardware and many extras. Asking \$1800. Contact Keith Gillespie at 592-4742 Kanata.

PROJECTS AND PLANS FOR SALE:

Everyone interested in Group Building or Group ownership of Amateur-Built Aircraft, please contact Peter Patton at 731-2269.

44-1 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will sell for HALF or reasonable offer. Contact Mike Proxuk (819) 827-1930.

Easy Great Lakes Project: Fuselage 90% complete; all ribs and spars; Continental C-85; MacCaulley metal prop; all instruments. \$6500. James Oliff 724-6123.

Zenith CH 250, 75% complete, trike gear. Signed off by DOT, ready to finish cossing. Wings and tail nearly complete. Includes gear, cowling and fairings. Reduced to \$4900! Will consider trade for CH 201. Call Jim Robinson at 830-4317.

Davis D2A plans. Call Russ Robinson, 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts:

Propellers - 0 time constant speed
- Wood pusher prop.
- Zenair wood 68x46

Hanson Wilson mufflers. Mooney Parts: Complete retract gear with 6.00x5 main wheels, 5.00x5 nose wheel. Also seats, fuel tanks, gauges, gyros, and control surface pushrods.

Airpath magnetic compass, 0.811 1447, rear mount. \$100. Alex Fulton, 254-0755.

Brakes and wheels, Rosennan. Suitable for Vari-Eze, Davis, etc. Offers welcome. Errol Taada 749-4264.

Vari-Eze landing gear legs, new. Contact Peter Flaunt, Carp, Ont. (613) 839-2100

WANTED

Aluminum needed, 2024-T3, 3 pieces approx 22"x52"x.040". If you can help, contact Ron MacMillan at 837-6665.

Classified Editor: Lars Eit 837-6660.

Carb Heat June 1991.

HOME BUILT SUPER CUBy FOR SALE

less than 100 hrs since built

full gyro panel, lycoming 0320, 80 hrs SMOH

2-20 gallon wing tanks Excellent condition,

contact, Henri Beaudoin at (613) 749 -9720