

C-FEAI

Stan Acres
RR#2
Kinburn, Ont.
K0A 2H0



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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S E P T E M B E R 1 9 8 8

EAA CHAPTER 245

**ANNUAL FLY IN
BREAKFAST**

SUNDAY

Sept. 18 - 1988

8 AM to 12 PM IN THE CHAPTER HANGAR

Rain or Shine ☀️
IFR - VFR

Bacon - Eggs - Pancakes

WELCOME TO ALL

CARP ONT.

Next Meeting

Fri Sept 16, 7:30

Carp

Topics

The Starlite

The Flybaby

*Important Business
Decisions*

President - Doug Richardson	592-5080
Vice President - Roger Fowler	225-6070
Secretary - Andy Douma	591-3801
Treasurer - Deric Dods	692-6121
Editor - Ted Chambers	749-0268

Hangars - Dave Murray	592-8102
Aircraft Operations - Garry Fancy	836-2829
Special Events - Gord Standing	224-2879
Membership - Rodney Stead	836-1410
Publisher - Dick Moore	836-5554

EAA CHAPTER 245 MEETING

DATE: Friday 19th August, 1988
LOCATION: EAA 245 Hangar, Carp
ATTENDING: 21 members and 5 guests.
TIME: 1930hrs

OPENING REMARKS: In a departure from the policy of previous years we are continuing with our summer meetings. Chapter VP Roger Fowler opened the meeting by welcoming this evenings guests.

GUESTS: Marc Proulx, Harvey Westlake- a neighbour of Ed dodson and the owner of a Lake amphibian, Bill Mesmer interested in Homebuilts, and Edward Atraghji - he's building an Ookpik Ornithopter.

NEW MEMBERS: Our newest member this month is Ray Forbes. He has a hangar at the Westaire end and he has a couple of ultralights.

ANNOUNCEMENTS: Thanks again to the crews who installed the drywall on walls and ceiling. Thanks to Laurent who has installed a remote starter for the generator. And thanks again to the Petersons for their efforts on the flower beds and shrubs.

Dick Moore is still hunting up parts for his "budget propeller ballancer".

Ken Cavers brought to our attention the article entitled "EAA 245 reviews building materials" that appeared in the last CGAN. Those were excerpts from the minutes of the May meeting that your secretary publishes each month.

BUSINESS: Roger explained for the benefit of those members seated in the back at last month's meeting that the apparent ELT malfunction during the demonstration was the result of one of our members pulling a fast one by activating his personal ELT. Tsk! Tsk! - No way to treat a guest. A note of appology was sent to Mr. Eric Maule of Canadian Airmotive.

For the benefit of the membership co-ordinator and the treasurer the membership year is from 1 January to 31 December. Those few members who have memberships coming due at this time of the year will be extended to the years end at no extra charge.

Important note:

Due to the expected expansion of operations this winter the executive feel that the time has come to set aside the hangar for Operational and maintenance requirements. We realize that this will inconvenience those who have in the past been using the hangar for dead storage. We feel that the risk of damaging aircraft in storage by active use of the hangar is greater than the prospective users would wish. Since this is a major change in policy from previous years - we are asking for comments from the members potentially affected by this action. Your views should be brought up at our September meeting.

Alex Fulton mentioned that there is dead storage available at Pengelton.

Fly-In Breakfast: Gord Standing is organizing the Breakfast again this year and he is looking for volunteer help and pic-nic tables. Posters have been sent out to all airports in a 100 mile radius and he has published the September 18th date in the CGAN. Gord's phone number is 224-2879.

2018-202	2018-202	2018-202	2018-202
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2018-202	2018-202	2018-202	2018-202
2018-202	2018-202	2018-202	2018-202
2018-202	2018-202	2018-202	2018-202

Hangars update:

At this time we are wrapping up the bureaucratic requirements and we hope to have a building permit soon. We hope to begin construction as soon as the permit is in hand.

At this time we took a break for coffee and donuts.

GUEST SPEAKER:

Dick Moore spoke to us about methods and materials used for surface filling of irregularities. Your secretary Andy Douma was keeping notes and mixing batches of filler as specified by Dick. Dick mentioned that pollyfilla and plastic wood do not bond very well to surfaces exposed to the elements. Automotive "bondo" does work but it is quite heavy. He pointed out the virtues of using epoxy and polyester resins mixed with microspheres of silica (white) or phenolic resin microballoons (red). He brought in examples of small cubes he'd made up. The mixtures can be mixed very dry and can be trowelled into the irregularities with relative ease. The mixture must be dry so that after everything sets, sanding will be easy. It is recommended that several test mixtures are made up and applied to a similar surface in order to gauge the correct mixture of filler to resins.

Epoxy and hardner must be accurately mixed at a 4:1 ratio to properly set whereas polyester needs but a small amount of hardner to set up. Epoxy will give more working time for the inexperienced but it is a more expensive material.

Polyester the microballons may be premixed to the desired consistency before the hardner is added. The mixture must be thoroughly mixed and applied immediately. Set up time is short.

Epoxy must be accurately and thoroughly mixed before the filler is added. The surface to be filled must be cleaned and sanded and "painted" with freshly mixed epoxy to give the filler mix a surface to stick to.

In warm weather epoxy will set in about 24 hours whereas polyester will set within an hour or so. Test batches were made up and passed around and Dick concluded the demonstration by applying the mix to the turtle deck of the Jodel. The epoxy mix will take a day to cure before sanding is done.

AJOURNMENT: 2145 hrs.

SUBMITTED BY: A.G. DOUMA, SECRETARY, CHAPTER 245

PHOTOGRAPHY AND WELDING

These two activities aren't usually thought of together but John Perrins combines them in a highly professional manner. John is listed in our chapter membership sheet as a photographer and that is how many of our members probably think of him. I recently had occasion to use his welding expertise, however, and the terms of the deal were too good not to share with fellow members. John is interested in getting flying experience and is generally happy to swap his skills for some flying time. He can handle most of the kinds of welding that would be encountered in our sort of aviation and also take pictures of your bird that will make you proud of your possession. His home number is 820-8812 and his pager number is 593-3811. You won't get a better deal!

Roger Fowler

CLASSIFIEDS:

AIRCRAFT:

Volmer VJ-22 Sportsman, Lycoming 02900 125 hp, 415 hrs SMOH, 483 hrs airframe, needs paint. \$11,000 negotiable. Guy Lefebvre 463-3211.

Ercoupe 415-C, 1946, C-75 Continental, new fabric and paint, 1250 Total time, \$8500.00, for information call Tim at (613) 744-6438. Rockcliffe.

Steen Skybolt, 260 HP Lycoming, Aerobatic waiver, \$48,000.00, contact Dan Cybulski (613) 962-0458.

Quickie I, 110 TTSN, Koenig engine, \$8000.00, Contact Pierre Marcotte, Kingston, (613) 549-3273.

KB2 Gyroplane G-SAVP, 90HP McCulloch, ~~Completed 1987~~, \$6000.00, contact A. Ricketts at (613) 825-4385.

Cessna 120 on Floats and skis, 135HP conversion, C-140 wings, 2400 TTSN, 1125 hrs on the engine, many aods and upgrades, \$31,500, (819) 242-0621 after 5pm.

Parting out - Mooney M20 complete. Mike Sacoutis 729-3774

Minicoupe - Partially completed. Unable to continue due to discontinued kits. All offers considered. Richard Taylor 596-6913. After 7:00 pm.

ENGINES:

0-320 engine with 800 hours with half inch valves

PROPELLERS:

0 time constant speed propeller. 1A170 metal with logs. Wood pusher. Metal prop for 150 hp. Zenair wood - 68/46. Mike Sacoutis 729-3774.

PARTS:

Hanon Wilson mufflers. Spinner and backplate for Grumman. Instruments, Navcom, Wheelpants and more. PHONE MIKE SACOUTIS 729-3774

Brakes and wheels - Rosenhan - suitable for Varieze or Davis etc. Offers Phone Eric Taada 749-4254

3 REM 40E's, 1 Goodyear 5x500 nose wheel tire with tag. Contact H. de Witt at (613) 722-4685.

PLANS:

Davis D2A Russ Robinson 831-2485.

CH600 Zodiac plans and tail kit. Make an offer. Ray Forbes (613) 828-3223.

PROJECTS:

CH300 Zenith project, all sheet metal, spars ready to drill, all ribs completed, tail plane completed and more, \$3495.00, Phone A.G. Douma at (613) 591-3801.

Roger Fowler

You know you are in a small airport when;

- ... You can figure out the total candle power of the runway lights by counting the candles.
- ... The ticket counter is a card table.
- ... Nobody there has jet lag.
- ... Most of the time the metal detector's on loan to a kid looking for lost coins, and the rest of the time it's used to look for tie-down hooks.
- ... The hangar is a two-car garage.
- ... The security guard wears a flea collar and barks at cars he doesn't recognize.
- ... The luggage cart is a wheelbarrow with grass stains on the wheel.
- ... The only "instrument landing" they've ever had there was when the airport mechanic knocked an altimeter off his workbench.
- ... The landing strip can be "socked in" by a heavy smoker.
- ... It has all the "Wright" stuff, but not necessarily in all the "right" places.
- ... It doesn't take a computer to keep track of a plane --- you just look out the window and it's either there, or it isn't.
- ... Your car's radar detector is turned up as high as it will go, and still you don't hear a peep out of it.
- ... Its only claim to being an "international airport" is that the TV set in the lounge was made in Japan.
- ... It doesn't take very much to shut down operations there --- a stray cat, a tumbleweed or two, or maybe just a broken fingernail.
- ... The flight instructor has to moonlight to make ends meet.
- ... If you've seen one runway, you don't need to bother looking around for any more.
- ... The wind sock is on a clothesline and needs to be darned.
- ... The only "50-foot obstacle" in the area is a football field with both teams and three officials on it.
- ... Getting "cleared" for takeoff is as easy as cleaning the windshield.
- ... The only "holding pattern" they're familiar with is the way the local poker players hold their cards.

A small plane feels at home there!

* * *

Flight Linesby Nina and Olav Peterson, September, 1988.

The following is a list of some of the airports at which we landed this summer and were able to obtain 80/87 octane fuel:

80/87 OCTANE FUEL PRICES
JULY 1988

AIRPORT	Price per liter
Lindsay	67¢cents
Orillia	68¢ "
Muskoka	73¢ "
Midland	69¢ "
Port Elgin	63.5¢ "
Kincardine	67¢ "
Perry Sound	70¢ "
Sudbury	74.5¢ "
St-Hubert	69¢ "
Rimouski	80¢ "

On cross-country flights one of the most important problems, apart from weather, is the availability of appropriate fuel. In July, for example, we landed at Sherbrooke Airport for a brief visit and a fuel stop, but found a note on the fuel operator's door that he would be back in half an hour. After waiting for over half an hour, and with no personnel in sight, we departed for Drummondville, Que., a 30 minute flight away, where we were able to obtain 100LL. Another of our fuel stops was at Trois-Rivieres, which in 1987 dispensed 80/87 octane fuel, but now carries only 100LL.

The August issue of Canadian Seaplane News (COPA General Aviation News, p.13) describes a fuel availability problem involving seaplanes. Suppliers no longer allow aviation fuel intended for seaplane use to be sold in five gallon cans. Concern over possible fuel contamination and ensuing lawsuits is thought to be the reason for suspending the sale of fuel in this manner.

Newsletters from across Canada:

The June issue of the Windssock of the Stanley Sport Aviation Association, EAA Chapter 305, features the winning design of their emblem competition on its cover. An individual number for each aircraft is incorporated into the design for purposes of "positive identification".

The "Food service", put on by the ladies of the village of Stanley during weekends appears to be successful and is a useful way for the members of Chapter 305 to become involved with the local community.

The Chapter Fly-In breakfast on Sunday, June 12th, was an exciting event with a fiercely competitive flour bombing con-

Flight Lines September, 1988 (cont'd)

test between a Valley Champ and a St. John C-172. The Valley Champ, piloted by John Haayer with Ron Hazlett as bombardier, emerged as the winner of the first "Stanley Air Force" bombing plaque. Some forty aircraft flew in from St. John, Fredericton, Amherst, Debert and Waterville to enjoy the aviation activities and sample the delicious pancakes.

The June Newsletter of the Oshawa district EAA Chapter 364 informs us that George Hedges, with the help of other amateur aircraft builders, restored a Grace Stevens Special, now called the Ritson Road Special. It is further interesting to note that the project was considered sufficiently important to rate local press coverage.

Chapter 34 now has a repair ramp for aircraft servicing, which was granted by the City of Oshawa and a Mr. Sam Kincaid. The repair ramp consists of an unused parking spot south west of the Tower and will be used for maintenance on the Chapter's homebuilts. Guidelines for the operation and maintenance of this area are being drawn up.

According to the May/June issue of Kent Flying Machines, the newsletter of the EAAC Chapter 4975, the amateur aircraft builders in Southern Ontario are planning a Fly-In, rain or shine, on Sunday, August 21. It is an attempt to replace the Orillia Fly-In and will feature a Fly-Market and a barbecue.

Newsletters from American EAA chapters:

The June issue of The Air Scoop, which is the newsletter of EAA Chapter 504, or the Finger Lakes Chapter, in Canadawaga, N.Y., contains a three page article about the use of autogas in 80 octane engines. It is written by EAA autogas consultant Harry Zeisloft and refers to FAA test reports as well as EAA surveys which indicate that after a five year testing period autogas compares well to 100LL with regard to engine durability and reliability as well as aircraft operation. The article stresses the importance of availability of autogas at the airport operator's facility and notes an increasing trend in airports which now dispense autogas.

Readings and Reviews:

In an effort to raise standards and increase safety, pilots are now required to fly regularly in order to make full use of the pilot's licence. A pilot who has not operated an aircraft for five years will be required to pass written examinations before re-qualifying, and private pilots who wish to carry passengers must make a maximum of five take offs and landings within the last six months. (Canadian General Aviation News, Aug. 1988, p1). These recently adopted DOT standards are very welcome indeed, since they emphasize the fact that piloting an aircraft is a very complex skill, involving a great deal of knowledge, judgement and multi-level concentration.

Well the major project of the year is now finished and painted and the hangar looks like a new building. On the weekend of Aug. 27 Dick, Henri, Gord, Laurent and Doug burnt the midnight oil and completed the project ensuring the hangar would look great for this years fly in breakfast. Everybody seemed enthusiastic about finally drywalling the hangar but the work parties were small and sporadic. You don't have to come out and waste a whole day working but surely there must have been a loose hour or two in the summer. It's your chapter but I trust that Gord will see a better turn out on Sept 17 for the clean up and set up, and on Sept 18 for the breakfast and teardown.

On top of recognising the afore mentioned people and the list from the last Newsletter, Jim Bradley donated two gallons of paint as did Gord. Other donations of drywall mud, tape, screws and paint were recieved.

Talking about the breakfast weather permitting, our ace photographer John Perrins, will try to get a group picture right after the breakfast (12:00 PM) along with shots of some planes built by the members. Please attend the event, fly in and smile.

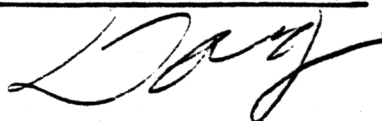
If you have or you know anybody that has a set of oxy- acetelene bottles for sale please contact me at 592- 5080. Same goes if you know the where abouts of a small size propane frig that we could purchase.

As we have a growing pile of materials out by the generator shed and much is not to useful to our nresent needs, some energetic people have designed a long low shed to store things like ladders and lumber. This is also a result of an attempt to keep the hangar kleen of things that do not need to be in there. The hangar is for aircraft building and maintainence not ladders and shovels.

Speaking of building in the hangar now we have the second Starlite. Alex Fulton has brought his creation out for final assembly and painting. As of this time it is a dull black color and not that attractive a paint scheme. It is a good thing it is only a UV block! Rumour has it that Gord is fast on his heels with his Flybaby fuselage painted the same color as his shoes or is it the other way around? I also understand that the Robinsons were up to there armpits in paint on the Labour day weekend ,,ridding the silver look to thier Cessna 172 once and for all. Any body have a spare AM 7 - 22 bolt? Ken Cavers is short one. Tom Van Tuyl's Q2 is flying again this summer up at Bonnechere, and in talking to John Van Tuyl, the drive / fly up to the strip from the Dunrobin area is becoming a bit of a boar. Garry Fancy has been doing some more testing on the Skybolt getting it closer to it's airobatic waiver. The other two home builds on the field, the Pietenpole and Jodel are busy flying on the weekends and occasionally through the week.

One last thing, as per our bylaws the annual general meeting and elections are to be held on the October meeting on the 21. The positions of Secretary and Vice President are for two years. If you believe some one would be suitable for these positions or you yourself plan to get involved, as the present people may not wish to run for office again. We have also recieved notice of a retirement of Garry Fancy from the position of Safty Officer / Aircraft operations Manager.

PLAN TO GET INVOLVED



Spent a few days in Aug. hopping around New England in the Zenith enjoying the montians, the airports, and mostly the Americian hospitality. I was enroutte to Rhinbeck and it's airshow in a round-about way with no definiteplan in hand. A glance at the Montreal and New York sectionals made selecting a route several times more difficult than I was used to. Anywhere I dropped my finger on the chart, it was less than an inch from an airport. The spots I dropped into were kept well groomed and maintained and populated by some of the most hospitable groups I have met in my flying travels.

But at Great Barrington Mass. airport owned and operated by Walter Berkshire, an ex Corsair test pilot, and his most friendly team pulled out all the stops. From 70 years old to grade schoolers people all come out to socialise and fly. Instead of a quick turn around (which could certinally have happened), I ended up talking about everything from home-builts to Norman Rogers A/P layout. Dusk set in and I wound up staying the night. They didn't want me to pitch my tent and made me stay in doors in the classroom. I slept on a hospital bed high and dry. A couple of transient pilots flew in as the sun went down, and the three of us motored out to dinner in the courtesy car made available to us. Over grilled shark the Mooney drivers confirmed my own feelings about the airport ambience, I had recieved not the Red Carpet treatment but the standard fare.

With a case of cheap Aeroshell for a passenger, I bid farewell and hoped I would someday return.

Off to Old Rhinebeck where again I was surprrised by the incredible display of old planes that Cole Palen has. Probibly nowhere else could you see Jennie, Fokker Triplane, Sopwith Pup and a 1911 Bleriot plus more all flying; and knit into a story. As they one by one took-off 1988 is forgotten and you are in Europe in the early days of avaition booing the "Black Baron" and cheering the good guy "Sir Percy Goodfellow" as they fight over the girl of thier dreams "Trudy Trulove".

The setting is in the wooded hills with a doglegged grass strip complete with vintage buildings, cars, bikes, and clothes. As if this was not enough, there is a forty plane museum across the road.

All too soon it was time to head home and 2.4 hours after filing with Poughkeepsie FSS., I was clearing customs in Ottawa. But at 8500 feet looking down through the clouds at the Adirondack peaks - I remember speaking out loud "Flying Just Dosn't Get Any Better."

SHORTCUTS!

CHECKING YOUR AIRSPEED INDICATOR

ON THE GROUND

This article is being reprinted from the Feb. '81 Designee Newsletter after a conversation with Eric White about how to go about this procedure. It was felt that perhaps other members might be interested.

Materials

- Ten feet of clear plastic tube (inside diameter to fit outside diameter of pitot tube)
- One eye dropper
- One measuring stick (inches or centimeters)
- One board
- Water

Procedure

Bend the plastic tube to form a skinny 'U' about 3 feet long and attach this to the board. Fill the bottom 4" of the tube with water. Attach one end to the pitot head on the airplane (water should be the same height in both sides of the 'U').

Now add water, a drop at a time, until your airspeed indicator reads 60 mph (52 kph) tapping the tube to make sure all the water gets down. Measure the difference in the heights of the water and record your reading. Repeat with the airspeed indicator reading 10 mph higher each time. Readings should be close to those in the table below.

CAUTION: DO NOT ALLOW WATER TO ENTER PITOT TUBE.

Next, check for system leak by checking for reading changes after five minutes at the highest pressure. There should be no change.

<u>MPH</u>	<u>KPH</u>	<u>DIFF</u> <u>(cm)</u>	<u>DIFF</u> <u>(in)</u>
60	52	4.5	1 13/16
70	61	6.2	2 7/16
80	69	8.0	3 1/8
90	78	10.0	3 15/16
100	87	12.5	4 15/16
110	95	15.0	5 7/8
120	104	18.0	7 1/16
130	113	21.3	8 3/8
140	121	24.5	9 5/8
160	139	32.5	12 13/16
180	156	41.5	16 5/16
200	174	51.0	20 1/16

P.S. I FOUND THIS
IN THE MAY 86 NEWS
LETTER OF CSEAWA
CHAPTER 564
