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Carb Heat

NEWSLETTER

Hot Air and Flying Rumours

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

Nov. 87

NEXT MEETING

PLACE.....NRC 100 SUSSEX DRIVE
DATENOVEMBER 20/1987
TIME8:00pm
TOPIC

ELECTIONS

VIDEOS

- 1- Tour of the EAA museum
- 2- Aviation insurance by AVEMCO

Also Dick Moore has received his plans for the "FOX" and will have them on display.

President: Eric Tazda 749-4264

Treasurer: Gord Standing 224-2879

Vice President: Roger Fowler

Newsletter: Dick Moore 836-5554 (564-4299W)

Secretary: Andy Douma 225-1559

Aircraft Operations: Garry Fancy 225-0454

EAA CHAPTER 245 (OTTAWA) Meeting OCT87

DATE: Friday 16 October 1987
LOCATION: Sir Guy Carleton High School
ATTENDANCE: 27 plus 9 visitors
TIME: 2000 HRS

Chapter Business:

Chapter president, Eric Taada, opened the meeting by introducing the evenings visitors and guests.

Eric mentioned the previous Wednesday evening's meeting, at Carp, of those people interested in building hangars. At that meeting a set of Operation procedures was agreed upon, this was typed up and copies given to the people at this evenings meeting. Ted Slack made a motion that we authorize the building of hangars and that we vote on the specifics of the proposed operating procedures at the November meeting. This motion was seconded by Doug Richardson and the motion was carried unanimously by members present.

At this point we have names of people interested in the offices of President and Treasurer. We are still looking for someone to take over as Editor from Dick Moore who has been doing the job for 4 years.

About the Security gate at Bradley's - Keep it Closed. That way we won't get any flack from DOT.

The Chapter has received some videotapes from EAA headquarters in Hales Corners USA. One is about EAA insurance and the other is about the growth of EAA and features a video tour of the museum. These tapes are available from Eric.

TOPIC:

Roger Fowler introduced Cliff North, the regional Dillon Torch Representative. The September newsletter carried an extensive article about this very interesting welding torch and Cliff spent the rest of the evening demonstrating its uses. He brought along several demo sets so anyone who was interested could try their hand. The results were impressive.

HANGARS:

Henry brought along a set of plans of the proposed hangars for people to view and comment upon. He is also looking for people with information or access to sources of supply.

NEW MEMBERS:

Gord Standing stayed busy signing up new members and starting to renew current memberships. The November newsletter will have renewal application forms.

New members signed up this evening were:

Murray Rogers, Matt Sattler, David Stroud and Alan Kidd.

The first current members to re-up up for 1988 were Ken Martin and Jim Bradley.

AIRSHOW PHOTOS:

John Perrins also had his photos from the Airshow for anyone to look at and order reprints if they wish.

Submitted by A.G. Douma Chapter Secretary

CURRENT ACTIVITIES:

At this writing, 27 Oct '87, Doug Richardson and Dave Murray's CH250 and Starlight have had their final inspections and they are now waiting for their Flight Permits.

GENERATOR:

Laurent Ruel and Andy Douma went up the valley and Laurent bought a 4000 watt generator. The unit is now hooked up and operating and Doug Richardson has been adding to the hangar wiring. We now have reliable and sufficient, push button electrical power. This will make the shop and hangar more usable. Now all we have to do is buy the generator from Laurent before he decides to go into the power utility business.

We heartily commend Laurent for his efforts in acquiring and rendering the Generator unit fully operational.

VISIT BY PAUL POBEREZNY:

On Saturday, October 31st at the Carp hangar, we had over 40 members present for the visit of Paul Poberezny, president of the National/International EAA organization of which we are Chapter 245. Paul spoke to us about his recent meetings with MOT officials, the EAA liability insurance package and many other topics of interest. Paul stayed with us about one and a half hour before heading for Toronto to talk to more Ministry officials.

Coffee and donuts were organized by Gord Standing.

FIRST FLIGHTS:

At this time, 9 November, I've heard that Tom van Tuyle has flown his recently completed Quickie II, the first flight was on 2 November at Bonechere Airport. The Registration is C-GTII.

On Saturday November 7th, Dave Murray flew the Starlight C-GDLM at 1015hrs at Carp Airport. Dave reports that it is a quick an "sporty" handler.

MEMBERSHIP REVIEW:

A review of the records show that we now have 60 members.

Full memberships = 40

Associate memberships = 20

The above contain two life members and 22 who have paid the Initiation fees.

Something New: Nina and Olav Peterson have agreed to do a newsletter review called "Flight Lines". This is a very needed and I'm sure a greatly appreciated feature. Thankyou Nina and Olav.

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HANGARS MEETING 14 October 1987

Date: Wednesday 14th October 1987

Location: EAA Hangar, Carp Airport

Attending: Doug Richardson,

Garry Fancy,

Garry Palmer,

Eric Taada,

Ted Slack,

Henry Beaudoin,

Irving Slone,

Laurent Ruel,

Terry Peters

Andy Douma

John Van Tuyle

Dave Murray

Doug Richardson opened the meeting stating that this was a follow up to the meetings of September 24th and 25th where the relative merits of building concrete block and pole and beam structures were discussed.

Doug also stated that a helicopter company was planning to lease and build on a lot farther down and that other enquiries for lots have been recieved by Alert Aviation who is the Airport landlord.

The majority of the people who wish to build favour the pole and beam construction method and to that end Henry Beaudoin has come up with a set of plans based on the Westair hangars design. Henry's cost estimate came to \$3520.00 per 30 foot by 40 foot rectangular bay.

The plans and building techniques and potential problems were discussed at some length. The majority of the people agreed with the proposal that one row of six bays be started as soon as township approval could be obtained.

Next came a lengthy discussion on how the facility was to be operated. After intense discussion with a number of viewpoints being expressed, the following Proposal was agreed upon by those still present:

Interested parties Proposal 14th October 1987

- 1 - A row of six bays measuring 40 feet wide by 30 feet deep (approximately) is to be built. Each bay represents two shares.
- 2 - The stucture will be owned by EAA Chapter 245.

This was agreed upon because we need a single body to represent the needs of the hangar tenants. The Chapter is an incorporated body that is able to act as the tenants' "front" in dealings with Airport and Township officials. To form another Corporate body to represent the tenants would be costly and can lead to an administrative morass.

- 3 - To ensure that the tenants will be adequately represented it is proposed that Chapter by-laws be changed to allow a tenants committee representative to sit on the chapter executive.

4 - In return for supplying materials and labour, the tenant will be granted personal (i.e. non-commercial) use of the hangar bay for "n" years without a rental charge.

"n" equals as long a lease as we can negotiate with the airport landlord.

5 - The tenants "shares" may be transferred to other full members in good standing subject to approval of the executive board.

6 - A tenant may sell his share(s) at any time to other members in good standing. The Chapter is to have the right of "first refusal" and must be paid any money owing (i.e. membership and "tenancy fee" before the new tenant may occupy the bay. To compensate the Chapter for their administrative costs and to provide some small additional income, the portion of the money in excess of the current assessed value of the shares is to be split on a 75% to the vendor and 25% to the Chapter basis.

7 - Each tenant must be a full member and will pay a cost-of-living adjusted annual "tenancy fee" of \$50.00 per "share" and the "per share" annual cost of operation and maintenance of the lot and building.

The membership and tenancy fees must be paid by the 28th of February of each year. An interest rate of 1.5% per month will be added to delinquent accounts. Arrears in excess of six month will result in loss of tenancy privileges. Privileges may be reinstated upon payment of all debts owing plus a \$150.00 penalty fee.

The "Tenancy fee" and the "full memberships" are the only regular revenue the chapter will realize from the hangers.

8 - Tenants may sub-lease their bay to other members in good standing subject to the approval of the Chapter executive. Storage of items other than aircraft is subject to executive approval. Revenue from this sub-lease belongs solely to the tenant. The tenant assumes responsibility for all proprietary fees such as taxes, insurance, maintenance.

9 - Capital improvements to an individual bay are subject to the approval of the chapter executive and expenses incurred are to be borne by the bay tenant(s). i.e. floor, door, insulation, partitioning, etc.

10 - General improvements to the facility will be undertaken with the approval of a majority of the tenants and the consent of the chapter executive. i.e. wiring, paving, etc.

Flight Lines from the Petersons.

We are pleased to note that C-FQDK, our C172, with its home base at the Chapter tie-down, has flown in the neighbourhood of a hundred hours this summer and has landed at no fewer than 32 different airports, ranging from 48.51N, 67.32W (Matane in the Gaspesie) to 44.01N, 88.33W (Oshkosh on Lake Winnebago).

Unfortunately the flying season is coming to a close, and it is time to carry out the semi-annual summer/winter oil change, remove the battery and ELT, and generally bundle up Kew-Dee-Kay to withstand the blizzards of a harsh Canadian winter.

For aviators and homebuilders the long winter months can be a good, productive time to work on airplane projects and to catch up on reading. We will be reviewing some material from a variety of aviation related magazines, newspapers and chapter newsletters during the coming months in Carb Heat.

The Montreal Chapter 266 has reason to be proud of their member Zig Berzins who flew to Oshkosh this year in his recently finished yellow-and-blue Cygnet and received the Outstanding Workmanship Trophy for plan built aircraft. The aircraft took 6000 hours and seven years to build. Zig Berzins has previously won several awards for his Monnett Sonerai II at Oshkosh '78 and later at Orillia.

Perhaps the two newly finished aircraft in Carp field, the Zenith and the Starlight, will come home with similar prizes next year and put Chapter 245 on the map. How about it Doug and Dave?

The Montreal chapter Newsletter also lists the holdings of their Video Library. Films are rented to members on a weekly basis for a small fee.

Arriving in style:

When the president of the Montreal chapter, Roger Forgues, landed at Oshkosh he was on long final together with a Champ, a Long Eze, a P-51, 3 SNJ's, a Stinson Airliner and the Harrier. One certainly couldn't wish for more distinguished company.

Turn and Bank, the Newsletter of Chapter 85 in Vancouver mentions their winter Designee program of rebuilding a J5. This is a group project for which some twenty members have signed up. What a lot of fun for wet winter evenings on the misty West Coast!

Of interest to serious homebuilders is the new magazine, EAA Experimenter, which is published by EAA and replaces Light Plane World. It features general level technical and "how-to" articles on designing and building light planes - from ultralights to more sophisticated homebuilts. The May 1987 issue features familiar columns like "Tin Bender" and "Heintz Textbook", as well as material on wing covering for ultralights, cockpit design, steel tube fuselage and much more. A series of articles on heritage planes from the '20's and 30's is planned. Photographs of members' projects are featured and pictures of projects in midconstruction are invited. The EAA Experimenter is a monthly magazine available for \$15.00 US per year for EAA members and is a very good buy for the money.

Chapter 245 has a copy of the EAA Video catalogue offering "how-to" tapes, documentaries, historic films, training programs and even feature films like Top Gun.

Another monthly EAA publication came to our attention: The Vintage Airplane (\$18.00 US per year to EAA members) which contained some interesting reading material but not much useful or helpful information for the homebuilder.

Did you know that 1987 marked the 60th anniversary of Charles Lindbergh's non stop solo flight from New York to Paris in 33 hours and 30 minutes? An anniversary celebration was held in Paris with the re-creation of the landing of EAA's replica of the Spirit of St. Louis at Le Bourget Airport on May 21, 1987.

Note: Most of the books that both Charles and Ann (Morrow) Lindbergh wrote and which have been a source of great inspiration for us are available at the Nepean Public Library.

Canada is taking an innovative lead in aviation policy and is bringing us a step closer to the development of a true aircraft recreational vehicle (ARV):

A new Canadian airworthiness policy for ultralights has been drafted which will allow an increase in weight of both one- and two-place aircraft, and the use of two-place machines not only for training but also for recreational flying.

(From The Canadian Aircraft Operator, Sept. no.1, 1987)

The Primary Aircraft Category Petition from AOPA/EAA was rejected by FAA. The proposal that owners be allowed to do some servicing and inspection work on single engine aircraft which would seat no more than four occupants, was turned down. The FAA director indicated that the concept could be accommodated through further rule changes.

(From The Canadian Aircraft Operator, Sept. no.2, 1987)

What would you do if you ran out of fuel and you were still three miles from the nearest airport? How would you cope if the wing struts of your aircraft suddenly collapsed?

Why not rely on your ballistically-deployed emergency parachute system and descend James Bond style into the nearest farmer's field. Such parachutes were previously available only to ultralights, but now also exist for aircraft weighing up to 1,200 lbs.

(From The Canadian Aircraft Operator, Sept. no.2, 1987.)

Designer-builder Gordon Price demonstrated his new Ultimate 10-300 aerobatic biplane at Oshkosh this year. The 300 hp. plane features wings with a completely novel airfoil design maintaining airflow while under high G loads and extreme angles of attack and many other innovations to ailerons, struts and flaps. The Ultimate plane kits are produced by the Ultimate Guelph Airpark factory.

(From The Canadian Aircraft Operator, Sept. no.2, 1987)

ANNOUNCEMENTS:

T-shirts and Golfshirts with Chapter logos are now available for sale at meetings or by phoning Andy Douma at 225-1559. Quantities are limited.

Decals with the Chapter logo are available free to members who renew before 1988. After that, they may be purchased for \$ 1.50 each.

CLASSIFIEDS:

AIRCRAFT:

Parting out - Mooney M20 complete - including O-320 engine with 800 hours and half inch valves plus a 0 time constant speed propeller. Phone Mike Secoutis 729-3774.

Jodel D11 Falconar kit. Fuselage finished, Wing kit ready to start, Hipec, Wheels, Etc. \$ 4000.00 729-3774.

PROPELLERS:

1A170 metal with logs
Wood pusher
Metal prop for 150 hp
Zenair wood - 68/46

Phone Mike Secoutis 729-3774

PARTS:

Hanlon Wilson mufflers
Spinner and backplate for Grumman
Instruments, Navcom, Wheelpants and more.

Phone Mike Secoutis 729-3774

Brakes and wheels - Rosenhan - suitable for Varieze or Davis etc. Offers - Phone Eric Taada 749-4264

PLANS:

Davis D2A phone Russ Robinson 831-2485.

OTHER:

Golf shirts, T-shirts with the Chapter logo, White, Dark and light blue. \$16.00 and \$ 7.00. Phone Andy Douma 225-1559.

WANTED:

Headset - phone Roger Fowler 225-6070.

Skis - for Cessna 172 Main gear. Phone Les Kornik 828-8976

AIRCRAFT:

GRUMMAN AA1A - 2 seat, 140SMOH, Full IFR, new paint, wheel pants. Excellent condition. \$17,000.

Phone Perry Wilkins 563-0821 home
782-2305 work

Kitstuff

BY ROBRUCHA

**STREAMLINING
IS EVERYTHING!**

