



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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JANUARY 1988

NEXT MEETING

PLACE.....NRC 100 SUSSEX DRIVE
DATE15 Jan., 1988
TIME8:00pm
TOPICS

*Fiberglass by Lawrence Russell
Canus Plastics*

*Andy Douma
591-7622*

President - Doug Richardson	592-5279	Hangars - Dave Murray	256-3674
Vice President - Roger Fowler	225-6070	Aircraft Operations - Garry Fancy	836-2829
Secretary - Andy Douma	225-1559	Special Events - Gord Standing	224-2879
Treasurer - Deric Dods	692-6121	Membership - Rodney Stead	836-1410
Editor - Ted Chambers	749-0268	Publisher - Dick Moore	836-5554

EAA Meeting November 1987

Date: Friday 20 November 1987
Location: Rm 3001 NRC Building 100 Sussex Drive.
Time: 2000hrs
Attendance: 35

BUSINESS:

Chapter President Eric Taada opened the meeting by commending Laurent Ruel on the acquisition and installation of the generator. The motion put forward to pay him for it was passed unanimously.

Eric brought up the invoice from Bradleys concerning our share of the security fencing. This was for \$893.00 for a "Gate with posts installed". He has not yet gotten a full explanation.

Eric then mentioned that T-shirts etc. were now for sale and that Andy Douma has financed and organized it from his own resources. *Note - Most of the T-shirts are now sold, there are about a dozen Golf shirts left as of this writing 3 December 1987.*

To date several people have bought the Dillon torches which were demonstrated at our last meeting.

Eric then introduced our visitors this evening:

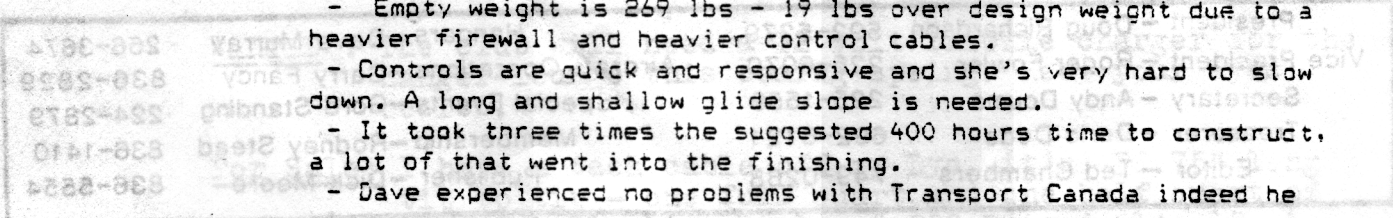
Wolfgang Weichert, President of the Gatineau Gliding Club, Jacques Sicard from Fournier Ontario, Don Labine, interested in a CH600, Richard Taylor, interested in minicoupes, Kieth Ballantyne, interested in the Quicky II.

Gord Standing, Chapter Treasurer, presented the financial statement. After asking for comments it was unanimously accepted by the members present.

PROGRAM:

The first speaker for the evening was Dave Murray.

- Dave took delivery of the Starlight kit on 24 December 1984 and the aircraft's first flight was on Saturday 7th November 1987.
- To date, some 100 kits have been sold and about 25 of these are flying. Dave's was the first in Canada.
- He has accumulated about 5 hours and the aircraft performs beautifully.
- Performance figures indicate that climb is about 2000 fpm at an angle of about 15 degrees- quite spectacular. Cruise in the circuit is estimated at 120-125 mph at 4500-6000 rpm. At 6800 rpm she'll top at about 150 mph. - The two cylinder, two cycle, 40 hp Rotax is still tight and will take about 25 hrs to loosen up. Right now he still has to power back in climb to prevent over heating.
- She burns about 2 gph in cruise.
- Empty weight is 269 lbs - 19 lbs over design weight due to a heavier firewall and heavier control cables.
- Controls are quick and responsive and she's very hard to slow down. A long and shallow glide slope is needed.
- It took three times the suggested 400 hours time to construct, a lot of that went into the finishing.
- Dave experienced no problems with Transport Canada indeed he



said they were very helpfull and quick with the permits - 1 week.

Eric thanked Dave for his interesting and informative presentation.

Next to speak was Charles Martel who has just completed and flown the 4 place Cuby PA-42 as his first project. He stated that - he built the aircraft from scratch over a 5 year period estimating about 3500 hours.

- The aircraft is of traditional tube and fabric with wood wing construction. Charles has previous woodworking and welding experience.

- The aircraft was first flown by Les Staples as Charles was not current. -It was first flown by Charles when a fast taxi test turned into an inadvertant take off. He elected to complete a circuit and followed up with more instruction later.

- The aircraft flys just like a Cub, tops at 120 mph and cruises at 110 mph. Landing is at 40 mph.

He is very happy with handling and performance. Only thing is - its thirstier than Dave's Starlight.

The third person to speak briefly was Doug Richardson. His carburetor problems were located and dealt with and the Zenair 250 first flew on Sunday November 22nd in the capable hands of Stan Kureliuk. The only problem encountered was with the canopy but it's not serious. The aircraft has taken two years to build and it is an excellent example of the type.

CHAPTER ELECTIONS:

The slate put forward for positions due for election were:

President Doug Richardson

Treasurer Deric Dods

Newsletter Ted Chambers

Further nominations were called for, non were put forward. The proposed slate were elected by acclamation.

The Officers continuing into the second year of their terms are Roger Fowler as Vice President and Andy Douma as Secretary.

A few words from the new President:

The new Chapter President Doug Richardson thanked the outgoing President, Eric Taada, for his outstanding leadership and guidance over the past four years. This was heartilly endorsed by the membership present.

HANGARS:

Henry Beaudoin has put together a new cost estimate based on hangar bays measuring 40 ft by 36 ft. That came to \$ 4080.00 less scaffolding or machinery. He will be happy to hear from anyone with sources of supply at good prices.

A proposal was made that we formally apply for the next parcel of land - this was seconded and agreed upon unanimously by those present.

The hangars proposal drafted as a result of the Hangars meeting of October 15th was discussed point by point. Eric Taada proposed we remove point 5 as being redundant. This was seconded by Garry Palmer and accepted unanimously. The ammended proposal was unanimously accepted by the members present.

Hangars Committee:

Henry beaudoin suggested that we hold another meeting soon to formalize a hangars building group. The date for getting in a \$500 per share deposit was set as Saturday 12th December at the next Hangars Meeting to be held at the Carp facilities. Members not present are to be informed by phone over the next few weeks.

The videotapes on this evenings program were cancelled because of a faulty VCR.

That concluded the evenings business.

Submitted by A.G. Douma Chapter Secretary

Dear Members:

I would like to once again thank our past President for the fine job that he did. Eric poured a lot of time, effort, and sweat into the position there by leaving me with a big set of boots to fill. With your help I will try to fill them as best I can.

I would like also to thank our other two departing officers; In the office of Treasurer was Gord Standing. Gord did a wonderful job keeping track of our \$ and ¢ and reporting back to the club in as much detail as he was asked to. Gord will be staying on to look after our fly-in breakfasts. In the office of Editor and Publisher was Dick Moore. As you did see by the volume and quality, Dick likewise put in large amounts of time. Least now they will have more time to build the "Fly baby" and "Fox".

I see this as an exciting time in the Chapter. My yardstick for measurement is based on two events out at the hanger since I have been involved in the EAA. (1) The construction of the hanger door and (2) The final assembly of the Zenith and Dave's Starlite. With the appearance of these two projects the airport grounds have become busy, one by dedication and necessity, and the other by interest. At times this fall work on the Zenith stopped by day as 10 - 15 bodies showed up both club members and interested people off the street. Even in the cool to cold days of early winter were a group out - great.

After years of work on our projects we are starting to bear fruit. Last year 2 first flights, 4 first flights this year, and a promise of at least 2 more next year (right Gord, Henery, John, Gary, Jim, and Alex ?) Also on tap for '88 is the construction of the Chapters first row of hangers, all six bays of them!

As a result the Chapter is moving into a new phase, one of a higher profile. I believe this will only help to put an even bigger desire in you people who are presently building, to finish as now there could be more home built than production aircraft on the field.

As our Bylaws state, one of our aims is to promote interest in Home built aircraft. Now after talking to the builders of various types of construction and different configurations, builders can show them off, and possibly give buddy hops. Our non builders and the general public may well leave better educated and much more enthusiastic about aircraft in general than when they arrived.

Might even understand why we lock ourselves in the garage for days at a time, or why the "LYC" has priority on the kitchen table and aircraft catalogs are used for place mats.

I can also see developing Chapter activities involving the 245 aircraft as a number of us do and will have good cross country capacity. This will allow us to fly to other fuctions put on by various other Chapters and organizations as well as us. Of course our usual fly in events will be in place as well.

With this higher profile and enthusiasm, I think we should all be able to help put Chapter 245 on the map of active EAA. Chapters.

Doug

HANGARS MEETING 12 December 1987

Date: Saturday 12 December 1987

Location: EAA Hangar lounge, Carp Airport.

Time: 1400hrs

Attending:

Henry Beaudoin

Garry Fancy

John Van Tuyl

Garry Palmer

Terry Peters

Dave Murray

Roger Fowler

Doug Richardson

Deric Dods

Irving Slone

Andy Douma.

Doug Richardson brought us up to date form the last Hangars meeting in October. He pointed out that at the regular November Meeting the membership authorized a Hangars Committee be formed to oversee and manage the construction of a row of hangars on the vacant EAA lot. The members also approved that we apply for the next lot to build another row when the need arises.

Doug has formally applied for the next lot and has formally informed Alert Aviation of our plans to construct a row of hangars. Alert will take our application to build to the Land Use Committee in Toronto when we make plans available to them.

Henry will do up a set of plans based on the Westair design. We need an Engineers to look them over and we need his signature. Henry will first approach the Township Building Inspector with what he has to find out what is required for approval.

We will probably need a survey of the property and we need to find someone to do it. Ask Dick Moore what is required.

Doug has set up a working bank account and he has recieved deposits of \$500.00 per share for five of the six bays available in the first row. The Hangars proposal of October 14th was read of with the following changes being made:

- point 1 - The hangar bays will measure 40 feet wide by 36 feet deep.
- point 5 - delete as redundant.

FORMATION of HANGARS COMMITTEE

Andy Douma proposed that the EAA elected individuals should not act as either Chairman or Treasurer of the Hangars Committee so that conflicts of interest do not arise. This was agreed to by those present.

For the position of Chairman everybody nominated and seconded Dave Murray. He accepted. Dave is also automatically appointed to sit on the Chapter Board of Directors to represent the interests of the Hangar Tenants.

For Treasurer Dave Murray nominated Garry Palmer. This was seconded by Roger Fowler. All were agreed and Garry accepted.

For Project Manager Dave Murray nominated Doug Richardson, seconded by Roger Fowler, accepted unanimously.

Henry was appointed as plans and materials consultant and Terry Peters will act as the Secretary at Committee meetings.

To Summarize:

The Hangars Committee consists of:

- Chairman - Dave Murray
- Treasurer - Garry Palmer
- Secretary - Terry Peters
- Project Manager - Doug Richardson
- Plans and Materials - Henry Beaudoin

Meeting Ajournd 1530hrs.
A.G. Douma

MEET THE MEMBERS:

BUILDERS: I have already started to call you and call on you for pictures - pictures of you and your plane/ project for the club house lounge along with a little blurb about you and the project. Please include your EAA. #

THINKERS: We need your pictures for sure- how about plans too? Please include your EAA . #.

All to often we are talking to people and about them and thier birds, without having faces attached to the name. That makes it obvious that the guests have not got a clue as to the size of the Chapter or what is going on.

Flight Lines

by Nina and Olav Peterson, Jan., 1988.

Winter arrived with a sudden onslaught of wet, heavy snow during the last week of November. Worried about possible accumulations causing negative wingloading problems on our C172, we paid a visit to Carp field and found the Chapter tiedown area under a foot of snow with a three foot ridge along the edge of the tarmac. Gone was the happy face of summer, grinning with nuts, bolts and wrenches; gone were the hot gusts of propwash, prattling with Lycomings, Continentals and Rotaxes. A coat of cold whitewash obliterated all signs of life and offered a new clean page on which to write the hieroglyphics of snowploughs, winter-boots and airplanes on skis.

By the beginning of December Chapter snowremoval operations had begun and access to the Club House was once again quite effortless.

Newsletters from across Canada:

On reading the Chapter Newsletters which, incidentally, are available in a special book-case in the Lounge, we were impressed by the sheer amount of cross-country flying done by the Stanley Sport Aviation Association (or Chapter 305) in Stanley, N.S. According to the Windsock, they are avid airmen who fly together with a great sense of camaraderie and much 'joie de vivre'. During the summer of 1987 their "Armada", "Touring Club", or "S>A>F (Stanley Air Force)", as they like to call themselves, flew as a team to Maine (3 aircraft), Bathurst (5 aircraft), the Charlottetown Air Show, the Shearwater Air Show, the Mount Pleasant 'Steak and Lobster Fly-In' (9 aircraft), and the Yarmouth Air Show (15 aircraft, all of whom departed together during a break in the airshow program).

With so much flying activity and with 55 planes regularly filling up at their pumps, one of the main concerns must obviously be the cost and availability of fuel. To alleviate these problems they have been enterprising enough to install their own fuel tank!

* * *

Perfect workmanship, attention to detail and use of high-tech features like computerized checklists which talk to the pilot have won a prize at Oshkosh for a VariEze from Debert, N.S.

Flight Lines Jan., 1988 (cont'd)

Doug has formally app
 Alert Aviation of our plans
 take our application to buy
 we make plans available to
 Henry will do up a set of
 Engineers to look them over and we need his
 approach the Township Building Inspector with
 what is required for
 We will probably need * * *
 someone to do it. Ask Dick

While Maritime flyers feast on crustaceans and use seafood suppers as an excuse to get together and discuss the latest avionics purchases from Oshkosh, pilots in more central regions of Canada have to contend with less aristocratic fare like corn roasts or bean suppers to meet and compare notes on homebuilding techniques, composite materials or engine repairs. The Windsor, Ont. Chapter 185, according to their Log Sheet, had an active social season with a Corn Roast and a Southwest Ontario Regional Airmingle, attracting visitors from the Chatham, Sarnia and London Chapters.

* * *

Propwash, from Brandon, Man., Chapter 4907 informs us that one of their more ambitious members is building a Cozy, much to the puzzlement and consternation of conventional aircraft builders and flyers. What is a Cozy? Could it be one of Rutan's creations? A search in back copies of Sport Aviation proved our hunch to be true. The January 1983 issue carried a well-illustrated article about the Cozy, a modified, wife-friendly Long-Ez with side-by-side seating, full dual controls and a Lycoming engine.

* * *

Ground Effect, from Chapter 142 in Victoria, B.C., contains an article on resin problems with fibreglass fuel tanks. Apparently "finishing resins" containing paraffin wax cause fuel flow obstruction, if fuel tank flushing compound is used. In spite of intensive homebuilding activity the Victoria, B.C. Chapter found time for social activities and celebrated summer with an Air Show and a Picnic at Holroyd/Butler Airfield. The ultralight Renegade performed during the Picnic as well as the Playmate which flew around Saanich mountain.

Readings and Reviews:

With near-misses and operational errors on the increase recently, we are all concerned about invading someone else's airspace. The danger of a mid-air collision is very real, especially in the vicinity of larger airports where a controller might be handling as many as 20 aircraft at the same time. Therefore it is not surprising that many collision alert systems are being designed and are becoming available for general aviation use.

Flight Lines Jan., 1988 (cont'd)

A new, unique aircraft lighting system is now available and is marketed by Canadian Airlines pilot Murray McDonell. Called Pulselight, it is a landing light system, alternating in intensity from 95% to 30% power between 40 to 90 times a minute. Pulsing lights are detectable much sooner than steady-beam units or flashing wingtip strobes, especially in haze. Birds also seem to perceive a threat in pulsing lights and avoid them, whereas they ignore a steady landing light beam. (Canadian Aviation, Oct. 1987, p. 12)

Another new arrival, designed to help insure separation between fellow flyers is Flight Components Anti-Collision Light Systems which puts out up to 400 effective candle power through a red lens and will be distributed in Canada by DeVore Aviation Corp. This device is lightweight, streamlined and is available for commercial as well as general aviation aircraft. (Canadian General Aviation News, Nov. 1987, p. 10).

Last, but not least, is an EAA, Oshkosh, award winning collision alert device which is scientifically progressive in that it uses radar instead of lights. It is called the Binaural Doppler Collision Alert System (BiDCAS) and was designed by inventor and EAAer H. Paul Shuch. A Doppler radar transmitter in an airplane's wingtips detects the presence and relative position of a nearby aircraft through Doppler frequency shift. Since the system is self-contained, i.e. stand-alone, it does not rely on compatible equipment in other aircraft to participate, and can thus protect all airplanes instead of only those equipped with highly expensive transponders. This device received recognition at the 1987 EAA Fly-In Convention in Oshkosh winning the EAA-AVCO Lycoming Safety Achievement Contest. (Canadian Homebuilt Aircraft News, Oct. 1987, p. 7).

Technological advance need not always come from large companies or institutions. The basement workshop or homebuilder's garage may just as well bring forth the next significant step in the evolution of aviation.

Join us in our New Year's resolution to follow Air Canada's recently introduced Nutri Cuisine. Eliminating fats, salts and sugar, this diet claims to be nutritionally balanced and is available as an option for Executive Class passengers only. If you are anxious to increase your corporate status and decrease your corporeal bulk this plan may be the key to your success.

CURRENT EVENTS

Well to all, may we all get our fill of aviating and enjoy a prosperous New Year.

Out at the hanger. many new endeavors have been tried and tested in the last couple of months. I suppose that the biggest test was on Nov. 22 when Doug's Zenith CH 250 took to the air for the first time. Pilot at the time was Stan Kereliuk, who consequently reported an uneventful flight, of 40 minutes duration. There were three defects which showed up during the test. The airspeed was proven to indicate aprox. 40 mph slow, the canopy was forced away from the fuselage, and the trim was so fine as to be useless. These problems were rectified in due course and Doug along with the guiding eye of Terry Peters, took to the air early in the new year. Both pilots thought that the plane handled every nicely, and the builder thought that in comparison with other Zeniths that he had flown, it was quite similar in the areas tested (to date.) More on it later.

Since the last meeting of the club there has been a meeting of interested people with regards to the new hangers. With the approval of the EAA. directors, a hanger committee was formed from the people who are going to build this year. By the way, the builders are A. Douma, L. Ruel, R. Fowler, D. Richardson, T. & J. Van Tuyle, Garry Palmer elected as Treasurer of the as yet unnamed group and lastly, Dave Murry as Presedent of the body. As Pres, Dave will sit on the EAA. board of dir. In this way, the people building will have a voice in matters to them. The plans have been drawn up but as yet not stamped, but they are resourceful. Doug drafted up a letter to Alert Aviation outlining the scope of the project, which was received with no problems. At that time, a third parcel of land was applied for. Oh-yes - I understand that there is 1 more bay left - first \$1000 takes it.

Something else that is new, we are open. This is the first year that the EAA. grounds are being cleared of snow. Early in the season it was indicated that there would be enough interest in this to make it cost effective for the five or six who wanted to. The snow removal at the begining was handled by Bill Argue and his 4 wheel drive tractor / blower, but after discussion it was felt that Alert might serve us better. Just a word about parking your car this winter, as you will see when out there space is at a premium so parking at Bradley's lot would be welcome as it is tough to taxi if the allyway is full. This might seem to indicate that people still come out to the hanger in the winter. - yes we do to shoot the breeze, shoot a few circuits, or just to check the bird and prehaps have a hot coffee or chocolate and watch. By the way there were a bakers dozen movements in Dec. Not much you say? Well more than other months with no snow on the ground at least some.) All for this month.

Doug

I NEED YOUR HELP

It's time for action again, as I have listened to the builders breeze and caught some more hanger "Chit Chat".

We need, have you got?. do you have?. Do you know where?. I have, etc. It is all talk about tools and a place to find them. Well you might be surprised to find out that 245 has a tool crib. But at the moment there is nothing in it and it has to be built back up. Even I am not sure as to what is in it or it's whereabouts, but a few things do come to mind - nicopress tool, home made nicopress tool, 37° flaring tool, and go-no go gauge, bending brake.

I am going to put some effort in this area to re-establish the tool crib. The reason being that the people who frequented the grounds this past fall will agree that all my tools lying around to use was nice and handy. (I have no grip with them who used them as the tools were there and not a one was lost all fall.) Now I would like to find all the harder to get tools and keep track of them. Of course it does not mean that you who have them presently are to surrender them, but merely to let me know who has what. That is where I need your help.

I would like to expand the crib so that we all do not end up with our own tools, when we need them for one week in the entire project. To that effect and to help promote the crib, I will start the ball rolling by including my homebuilt air compressor and hose, Magnetic quick clamp as shown at show and tell, cable tensiometer, hand nicopress and flaring tools, riveter, and maybe my four foot bending brake when things get started. If some of you will do the same 245 could end up with a super crib at no cost to all.

I have been talking to other clubs and Chapters as to the best way or concept to use and am also open to suggestion, but here is the way I see as good to start from.

Tools would be cataloged, and identified as to owner so that in event of what ever they could be returned to their rightful owner. Also documentation would be by means of the news letter so that all would know what was going in, and by document to the member so as to retain ownership or donation. I will keep an eye out by means of calling monthly to verify that "A" is still at "B's" and keep on top of it. As for the cribs whereabouts, the best place to keep it would be at the hanger as every one knows where that is and to date so far some of us fliers are endeavoring to keep it open year round. i.e. (snow removal)

I hope it will work because if you have to buy a riveter to buck say 30 rivits - it costs (I had I3 K and it still cost) and now it collects dust....

More on that in the Jan. meeting.

250-3674
836-2829
224-2878
833-1410
838-5554

CLASSIFIEDS:

AIRCRAFT:

Grumman AA1A 2 seat, 140 SMOH, full IFR, new paint, wheel pants. Truly excellent. \$17000.00 negotiable.

Phone Perry Wilkins 563-0821 home,
782-2305 work

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

Minicoupe - Partially completed. Unable to continue due to discontinued kits. All offers considered.

Phone Richard Taylor 596-6913.
after 7:00 pm.

ENGINES:

O-320 engine with 800 hours with half inch valves

PROPELLERS:

O time constant speed propeller.

1A170 metal with logs

Wood pusher

Metal prop for 150 hp

Zenair wood - 68/46

Loran C Model 11 Morrow
Avenger For Sale
\$600.00 (like new)
Phone Mike Proulx
(819) 827-3676

PARTS:

Hanlon Wilson mufflers

Spinner and backplate for Grumman

Instruments, Navcom, Wheelpants and more.

FOR ALL OF THE ABOVE ITEMS PHONE MIKE SECOUTIS 729-3774

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

Forged VW crank and propeller hub for details

Phone Richard Taylor 596-6913.
after 7:00 pm.

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:

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

WANTED : The club will need a 12 volt trickle charger for the hanger-lounge this coming spring. Keep your eyes peeled.

For Sale: I have a tach cable off my Lyc. it's 38.75" long tip to tip - one full quart and one half quart of Randolph Sloshing Sealer # 802 Priced \$14. 18. & 6 Doug at 592-1486 most evenings.