

# Carb Heat

January 2018

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Next Meeting:

Thursday 18<sup>th</sup> January, 19:30, at the Bush Theatre,  
Ottawa Aviation and Space Museum



## Flying the CH-113 Labrador



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## Editor's Comments



After the tears had dried from watching the CJ disappear from our lives, the search was on for something to replace it. One of the reasons for letting it go was that our mission has changed slightly as the guys we fly with have become 'wannabe' airline pilots and the talk now is of TKS and RNAV rather than loops and barrel rolls. John Weir takes so much electronic equipment with him on a flight, just getting into his RV-7A is like stepping into Best Buy. It does however, open up the possibility of flying to far flung destinations rather than boring holes in the sky just for the fun of it. The CJ wasn't a great touring aircraft, to put it mildly, and although the flight to Oshkosh was a lot of fun I couldn't help but feel like the naughty kid, out for a Sunday walk with the family, who is constantly being moaned at for dragging his feet.

So, what are we going to buy? The world was our oyster but we soon found out that oysters are expensive. Especially if you buy them in the US and import them. We had a dream of going 200+ knots and fell in love with the idea of a Glasair III. Just the thought of being able to tell the RV's to "*get a move on*" was

intoxicating. We looked at a couple of GIII's and that only fueled our desire to own one. Just getting into the



cockpit reminded me of getting behind the wheel of a racing car. Your legs are almost flat on the floor and the narrow windscreen just heightens the feeling of speed. We found a high-time, relatively low cost GIII in British Columbia and I was able to look at it while we were there on a skiing holiday. Then the reality set in as it was US registered and priced in US dollars. The complexity of getting US licenses (not too big an issue), getting the required transition training within the time window to fly it back (bigger issue), all started to add up. Also, being on the US register would mean we wouldn't be able to maintain the aircraft without an AME and that was another reason we sold the CJ.

I also had a hankering for a Falco F8L as I'd liked them ever since reading a series of articles in the UK's Pilot magazine many years ago. Aviation and motoring journalist Steven Wilkinson built a Falco and painted it in the colours of the Italian Navy. It looked stunning and I've liked it ever since. However, there are not many around and we ran into the same issue in that a US\$70K plane converts immediately a Canadian \$100K plane and then you have to add taxes, delivery and any work required to get it onto the Canadian register.

What seems like a relatively good deal at \$70K, doesn't look so attractive at \$120K.



But chance was soon to intervene with a Saturday morning visit to Mark Richardson's house (airfield). As some of you may know, Mark (along with his partner Linda), built a straw bale house and have enough room for a landing strip. We are planning to build something similar, although without the landing strip, and Debs and I were at their property to see house and to help with the hangar they are building. Mark has a nice RV-8 but is building a Bearhawk to fly from their strip. "So what are you going to do with the 8, once the Bearhawk is done?" I asked after we'd helped put the roof trusses on the hangar. "I'm going to sell it and, in fact, I'd sell it now". It didn't take very long to agree the deal and we are now the proud owners of an RV-8. It might not have the flat out high speed capability of the GIII but it is fast enough to keep up with the rest of the group and it's a well known quantity.

It's also aerobatic and it even has room for an overnight bag! I also suspect that the pucker factor will be slightly less than when flying a Glasair! Anything less than 100 knots in the GIII and you really need to be on the taxiway.

One of the real plus factors was the moving it, from where it was based and into our hanger, took all of 2 minutes. Having Mark around is also another huge plus.

The only downside is that pesky wheel at the back!

If you're at Carp and see either a Tri Pacer or a Wag-Aero, please say "hi" to Jeff Whaley who is this month's pilot profile. Tom Weichert, my C-RV partner in crime, takes us through why he likes aerobatics and Mark Briggs describes the first flight in his brand new Sportsman. Congratulations Mark. Coincidentally, the same day as the Wright brothers first flight only 114 years later!

Colin

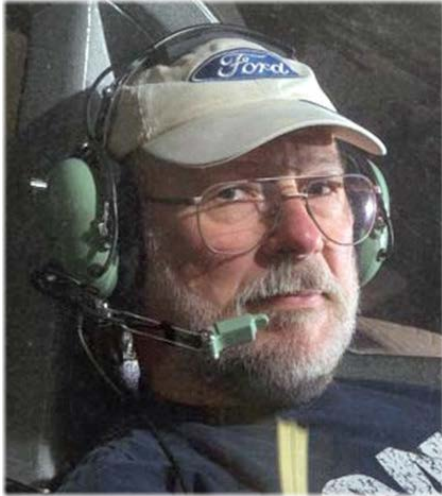


# President's Message



Well here we are in 2018.

I trust you have all had a wonderful Christmas break and a Happy New Year. You have all made new year's resolution and by now most of them have probably been broken if mine are anything to go by.



The cold over the Christmas break has been brutal but a few of you have been flying. Remember to allow for that denser air coming into the engine and understand the engine needs to have more fuel flowing into the induction system to retain the correct mixture. Today, for example, the density altitude is -5000ft.

I would like to take this opportunity to thank the executive for the exemplary work in supporting the chapter over the past twelve months. Without these dedicated volunteers the chapter would not function. Please join me in a hearty thank you.

The Zenith is back in the workshop and the workshop is warm so those of you who are getting cabin fever at home and find it too cold to work on your own aeroplanes, please come and join us, on Sundays, and work on the Zenith.

The chapter has secured a Jabiru engine for the Zenith which will be re-built by some of the chapter members before being installed. The engine was purchased from a chapter member for a good price but needs some work. With support from the members, we could have this bird in the sky latter this year.



Mark Briggs is the new Young Eagles coordinator, and will we be arranging a YE day sometime in the year. Those of you who would like to participate as Pilots, ground crew etc. please contact Mark Briggs. As a reminder, with the New Year comes the need to re-new your membership. The fees have been increased to meet the increasing cost of running the club. The largest draw on our finances have come from the increased Hydro costs now that we stand on our own on that one. The new membership rates are \$100 for full membership, and \$50 for associate and newsletter membership. Please note that the \$200 initiation fee, when moving to full membership, has been removed. For those of you wanting to be more supportive, moving from associate to full membership is a great way to improve our finances.

Those of you wanting tiedown at the Chapter Hangar, we are charging \$50 per month or \$500 per year but that includes full membership. The break-even point is at eight months of tiedown since the tiedown cost will be \$400 plus \$100 membership.

Remember Ritz Bartoli is the new membership executive so please contact Ritz with any issues relating to membership. Dues can be paid as, Cheque, PayPal, or EFT (email). EFT is the preferred method as there are no transaction fees paid by anyone, so we get the biggest bang for the buck. Please contact the treasurer (Ken Potter) to pay by EFT and he will advise Ritz that you have paid.

It has been brought to my attention that some members believe the renewal is on the anniversary of their joining the chapter. This is not the case and renewal is based on the calendar year. If you joined sometime during the year you will have been given a pro rated price if there was less than six months of the year to run. Please be supportive and get your payments in ASAP. Members not in good standing by April 1st will loses access to the hangar (the combination will be changed) and the newsletter will be turned off. We have been getting too lenient over the past years and this is going to stop.

We have not rented out the main hangar yet but are looking to do so. If you know of anyone who is looking for winter hangarage please advise we may be able to

support them at a very reasonable price. They will need to be a member but that can be factored into the price.

The Christmas break is over, and the monthly meetings have returned to the museum using the main auditorium as opposed to the Bush Theater so please mark your calendars accordingly. As usual the meeting starts at 19:30 sharp. Many members also like to meet up at Perkins Restaurant before ambling down to the museum. Typically, we start gathering people at around 17:30 at the restaurant with the late stragglers getting there as late as 18:30. Everyone is welcome so don't be shy about coming. It is helpful to send me an email by 15:00 on the day of the meeting if you anticipate coming to the restaurant so that I can give numbers to the restaurant staff in advance.

This month's meeting is "*Flying the CH-113 Labrador*" by Greg Holbrook which should be an interesting topic for everyone.



We have been using Perkins Restaurant for a few years now and although it's turned out to be reasonably successful I have had feedback requesting a different venue. Previously we had used Swiss Chalet. I'm open to change so if you have some suggestions please advise me/us accordingly. Maybe we could rotate the venue.

Regards to all

*Phil*



## Meetings and Events Schedule

### **EAA Chapter Meeting –18<sup>th</sup> January 2018 @19:30**

Presentation: **Flying the CH-113 Labrador**

Presented by: Greg Holbrook

Where: Aviation and Space Museum

### **EAA Chapter Meeting –15<sup>th</sup> February 2018 @19:30**

Presentation: **TBD**

Presented by: Paul Bisson

Where: Aviation and Space Museum

### **EAA Chapter Meeting –15<sup>th</sup> March 2018 @19:30**

Presentation: **Buying and completing a ½ built Sportsman**

Presented by: Mark Briggs

Where: Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: [president@eaa245.org](mailto:president@eaa245.org)

# Going Places



## Cancelled

There is no where to go until the spring!

**CANCELLED**



# Aresti Development



I've had my private pilot's license for some XX years longer than I care to share. Note that there are only two X's! And, like many of you, I've always looked skyward and wanted to fly. The first hurdle was actually obtaining a private pilot license which, at the time, seemed like the penultimate achievement.

As I grew up, and like many a young lad, I watched movies of daring do and heroics. Of course, any movie that featured airplanes was a must see. Does anyone remember "*The Great Waldo Pepper*"?

My father flew aerobatics when I was a youngster, and a few times when he took me with him he would perform a maneuver or two. Sadly I did not have the head or stomach for this and easily succumbed to the motions of even a simple aileron roll. Usually, one or two maneuvers were about all I could handle before

reaching for the air sick bag. I think back, years later, and I'm sure he was messing with me.

Strangely, this did not deter me and somewhere in the back of my mind this was something to be conquered. So, many years later, as career and family took their turns in the hierarchy of responsibilities and with a bit more time on my hands, I decided that I wanted to improve my skills as a pilot.

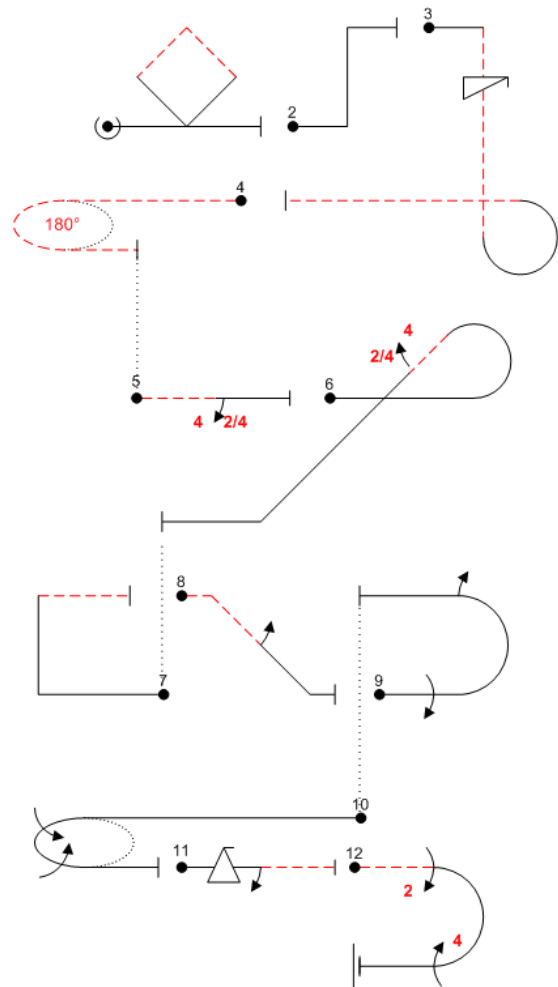


At the time I was flying out of Carp and heard that OAS had purchased a Grob 115C model that was aerobatic. This was going to be my ticket to ride and finally learn aeros. My first few lessons were with a CF-18 jockey and ex Snowbird #4 pilot, who was in Ottawa on assignment at HQ, and was teaching aerobatics for fun on the weekends. Needless to say the first few lessons were interesting.

Aeros always start with the basic stuff and, while some teachers will mix this up a bit, the typical syllabus is to learn and perform basic maneuvers that teach the student to fly in coordinated fashion and to start placing the aircraft further and further into the flight envelope. These maneuvers also build confidence in the student. Typical maneuvers at this stage are the Chandelle, wingover, spins (if you have not been practicing). The first roll that is taught is the aileron roll. This is the simplest roll to learn and, with some aircraft, can be performed with your feet practically flat on the floor. My old CJ-6 is not one of those planes, requiring rudder input to get the nose going around without inducing a pile of yaw.

Of course, you should always give your instructor some stick time to show you the ropes and show you some of the maneuvers that you have yet to master. This is like telling your Kung Fu master to beat the crap out of you. "Hey show me what you got". I quickly learnt that I was nowhere near the edge of any envelope for the aircraft, evidenced by the world going from grey to black as we pulled into an almost 6 G entry. It is interesting to keep communicating with someone that you no longer see and wish to impress on well how you can handle the G's that are pressing you firmly into the seat. The trick is to turn your head as you would when in a pullup and look to the outside. Continue to communicate with the words "cool" and "uh huh", perhaps throw in a "yes I see". When the G's subside your vision will return and you can turn your head back into the cockpit and say "may I have another?" It was a good early experience in understanding G tolerance (positive). My limit is about 5.6 G. In the old CJ6 and less than 4 is all that is needed to pull a nice loop. Any more and it just starts to feel uncomfortable.

As you progress through the training regime you will learn progressively more maneuvers such as barrel roll, slow rolls, loops, Hammerheads, Cuban 8's, Split S, etc. These are maneuvers that can be performed by basic trainers. However, many basic trainers lack an inverted fuel system so cannot sustain any negative G's (inverted flight). As you progress through the training and, if you are up for the extra challenge of sustained inverted flight, look for a trainer that has an inverted system. The



Super Decathlon, which I fly out of Rockcliffe, has a header tank that provides about 2 minutes of inverted flight.

In Canada there is no official rating for aerobatics but the CARS define what aerobatics is and what experience a pilot must have to carry passengers (20 hours solo instruction or 10 hours with an instructor, Ed). You can legally go out on your own and try to learn to fly aerobatics from a manual (there is a funny video of someone doing this exact thing in a

Pitts ([Pitts Aero Video](#)) but I would strongly recommend getting professional instruction before attempting any maneuvers on your own. There are several schools in the Ottawa area providing instruction in the Grob and Super Decathlon that are worth checking out.



So why would I choose to fly upside down?

For me it started with the cool factor (remember those movies?), "*Tally ho*" and all that stuff. But once I had completed the initial training, I think it made me a better pilot by having learnt how to fly closer to the edges of the envelope than we are accustomed to in our daily 'right side up' flying.

In closing I'd like to impart a bid of wisdom; next time you are flying with your buddy and you utter the words "*Watch this!*" take a moment to rethink the plan.

Tom



# Pilot Profile: Jeff Whaley



One of the joys of writing this column, and I hope of reading it, is that you get to know something about our Chapter members that you'd probably never find out from just chatting over Timbits and hot chocolate at the end of a Chapter meeting. When I think of '7 of 9', Jeff doesn't immediately spring to mind and, if you like Star Trek (Voyager), you'll know what I mean! However, as annoying as it will be, I'm sure I'll think of Jeff the next time I watch!

## **Where were you born?**

I was born number 4 son, and the "7<sup>th</sup> of 9" children, in the Kemptville District Hospital. I was born at 4:45am and I'm still an early riser. I was raised on a 200 acre farm just south of Oxford Mills; with my grandparents' farm to the east and my best friends place to the west. We had about

800 acres to roam and roam it we did. When we weren't either eating or sleeping we were outside – worked a lot in the bush cutting wood and played sports whenever we could.

## **Where do you live now?**

My wife and I now live about 5 miles south west of the Carp airport; if you turn 220 degrees off the

end of runway 28 you'll fly right over our house. Other than a summer job in the Alberta oil patch, a short stint in Delhi, Ontario as a painter and a year in Saskatoon, I've lived my entire life in the Ottawa valley.

### **What's your occupation?**

I started working for a neighbourhood farmer when I was eleven years old for \$1 per day and all I could eat – it wasn't about the money; kept that summer job until I got out of high school. I did enough manual labour to know I didn't want to maintain that lifestyle into my 50's and 60's. After a year of painting and working in retail at a sport's shop for minimum wage I elected to go to higher education. My current occupation has become my life. I've held the same job (Manager of Test and Repair) for nearly 25 of the 33 years working for International Datacasting Corp (IDC), a small high tech company just up the street from The Palladium. I like my job but have to admit that loyalty doesn't pay. My previous high tech experience was with SED Systems and The Nabu Network – which spun into IDC in 1984.

### **How did you get interested in aviation?**

I've never known life without aviation. My father learned to fly when I was 2 years old and by the time I could remember anything he was a flight instructor – a passion he maintained for 30 years at the Smiths Falls Flying Club. Growing up on the farm every time an airplane went overhead I thought it was my Dad with a student. We could get a ride in a plane any time; we saw air shows for free, where my mom sold a few soft drinks. My sisters worked the canteen and my brother Bob learned to fly before I did. At age 14, I rode in the back seat of the Tri-Pacer down to Sanford Florida on March break.



### **When did you learn to fly?**

I learned to fly when I realized I needed some discipline in my life – it was spring of 1987 and let's just say some of my distant Irish heritage was catching up to me. I called up my Dad and asked him *"What kind of a deal can the son of a CFI get if he wants to learn how to fly"*. *"Well your brother Bob paid for his gas – how about that"*. *"Sounds good to me"*. A decision I'll never regret and in hindsight turned out to be my greatest contribution to any aviation organization to date. My Dad said he was about to let his instructor rating lapse but due to my interest he did not and it kept him in the game for another 15 years.

### **What do you fly now?**

I fly 2 different airplanes; the 1954 Tri-Pacer (CF-HDC / Hound Dog Charlie) which took me to Florida so many years ago. That airplane is older than I am and has the distinction of being the first ever Owner Maintenance registered aircraft in Canada. It was owned by my father from 1978 until he gifted it to me prior to his passing in 2002. I also built a Wag-Aero 2+2 homebuilt (C-FJWW) during the 90's and initially completed in 2004. My homebuilt has the distinction of being the second loudest aircraft to ever fly out of CYRP (there has to be one louder) due to the Mazda 13B or Wankle rotary engine under the cowlings.

### What else have you flown?

Not much; a few hours in a 172 while the Hound Dog was being overhauled and several hours in a 150. The Tri-Pacer was not certified for spins (we spun it anyway) so the 150 was required for the stall/spin portion of my flight test. Aside from that, one circuit in a Taylor Craft and one landing in a Mooney.



### What's your favourite piece of music?

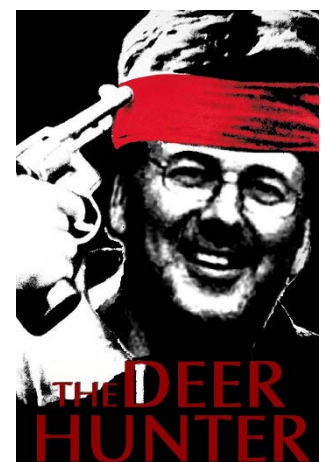
The majority of music I listen to falls into the genre of classic rock; however, I find good music in everything from Cash, Cohen and Dylan to Steve Earle, Warren Zevon and ZZ Top. In general I don't listen to "Music" but rather to songs and in songs I concentrate more on the lyrics. As much as I can appreciate the talent required for 10 symphony orchestra violinists to belt it out in unison, I don't get their message – unless you add that message to a motion picture. Some of my favourite song writers are not known for their vocal performances – take Bob Dylan and Leonard Cohen for example, especially in their younger days. I much more enjoy their life-worn voices. My Cohen favourite is "Closing Time" and a Dylan song I just recently discovered is "Things Have Changed". But for what it's worth one song that has always stuck in my head is just that "For What It's Worth" by the Buffalo Springfield, so I'll call that my favourite. The opening note gets your attention and the message within remains valid today.

### What's your favourite book?

I can't say that I have a favourite book as I honestly don't read books anymore. I stopped reading books or novels many years ago; the total number would be less than a hundred and not one ever read twice. A portion of those were forced upon me in school days, the others I read mostly when I was single as a means to fall asleep after playing late night sports. I read several of Farley Mowatt's northern and east coast novels, a few Hemingway, a few about Carlos Castaneda experimentation with peyote (*I too suffered through "Journey to Ixtlan" at the behest of a girlfriend's father, Ed*) and a few Steven King novels. Decades ago people didn't have much choice but these days Hollywood is starved for content and any good book is turned into a movie within 2 years. So, I won't spend the better part of my spare time over a month to read something I can watch in 2 hours. It takes ten pages, a thousand words or 15 minutes to read what can be portrayed on film in a split second. I read constantly but mainly on-line articles and periodicals like Sport Aviation, COPA Flight and Ontario Out of Doors. The best periodical ever was Readers Digest; they had enough stories to get you through a month's worth of bathroom breaks and not interrupt your day.

### What's your favourite movie?

I will say it is 'The Deer Hunter' with Robert de Niro and Christopher Walken. The pre-war, one-shot mentality of De Niro's character is something I can relate to as a hunter myself and the Vietnam river scene is riveting. My viewed movie list would be in excess of 1,000 but only a handful more than once. Those would be: Caddy Shack, Christmas Vacation, Home Alone, Forest Gump, Deliverance and The Deer Hunter. Ironically, the best movie ever, according to the critics list for 40 years running "Citizen Kane", is



a movie I have never seen. So to any of you reading this, I'd love to borrow it from your DVD library.

### **What's your idea of perfect happiness?**

Drifting on a remote lake in my aluminum boat with my wife curled up in the front getting a little sun, I've got a fishing rod in one hand, a beer in the other and we don't have a care in the world at that moment.

### **What's been your most memorable flying experience to date?**

Without a doubt, the flight to Timmins on the way to Oshkosh. Weather was moving in, my Dad was on the phone with FIC and repeating "500 feet - clear of cloud - 2 miles vis" / "yes I know VFR not recommended" / "yes I've been here before". We took off, I was flying in the left seat but dad was PIC in the right and my bride-to-be was in the back left seat of the Hound Dog. We took off and set course direct to Timmins where we planned to over-night and visit a relative. Within five minutes we hit rain and saw a couple lightning flashes; Dad said head for the river so I did. These were dead-reckoning days before GPS. We flew up the Ottawa River, first in heavy rain, followed by steady rain all the way to the top of Lake Timiskaming before we broke out into the clear at Earlton. Along the way I questioned about turning back; the answer I got was "*the airplane doesn't know it's raining out*". The lesson learned from that trip is that in a pinch, large bodies of water are great navigation aids.

### **If money was no object, what would you fly?**

The short answer is I wouldn't care because somebody from the government would be handing me the keys. If the money was my own endless supply it would probably be a turbo Cessna Caravan on wheel floats. I would be flying back and forth to my cottage on a remote lake full of fish and the shores teeming with wild life.

### **What trait do you most deplore in yourself?**

I'm a day dreaming procrastinator. Lots of ideas and dreams but I sole search far too long before pushing ahead.

### **What trait do you most deplore in other people?**

Coming from very humble beginnings I deplore people who exhort any sort of inherent entitlement.

### **What's your motto?**

Honesty is the best policy.

### **How would you like to be remembered?**

As a guy who was modestly capable and persevered.



## John Weir's Photo of the Month



As you can see, I've given up. A semi-reasonable photo of Matt Pearson's lovely Cirrus SR-22 above a broken cloud deck.

Please send any photos for next month's edition to me at [newsletter@ea245.org](mailto:newsletter@ea245.org). I'll take cats skateboarding, dogs rollerblading, anything.



# First Flight



Some of our chapter members have been following the progress of our Glasair Sportsman 2+2 build, perhaps most recently when I announced that we had made it through the final Airworthiness Inspection process. On Sunday, December 17th we took the next big step as Sportsman Kit # 7121 became Sportsman C-GVLF, a fully-fledged airplane.

After a gestation period of twelve years, three months and twelve days our Sportsman took to the air for the first time. Some folks thought I was nuts, building an airplane type which I had never flown. I would imagine they think I'm really crazy when my first flight in a Sportsman was also the first flight in our Sportsman!



Over the past couple of months I've been trying to get some stick time with a local GlaStar owner and fellow EAA Chapter 245 member, Bruce Wheaton. Whenever our schedules worked, the weather went into the dumpster. It was frustrating for both of us (thanks, Bruce, for your patience!). Then we

went through a six week wait for a Special Certificate of Airworthiness. Once it arrived we had one last hurdle to overcome - obtaining insurance. What an adventure that turned out to be. Our previous insurer, Global Aerospace, purchased through EAA's C-PLAN insurance program, had been quite happy to take our money when little or no risk was involved with "work in progress" insurance. As soon as I started to talk about actually taking flight they ran for the hills. Needless to say I'll be sending a note to EAA HQ to suggest their choice of affiliation with Global Aerospace should be reviewed. After five weeks of messing around with various brokers and underwriters we finally received a bound policy on December 15th.

As usual, the weather once again became a challenge. Somebody cut the bottom off the thermometer and let all the mercury run out, or so it seemed, with overnight low temperatures dipping below -20C. Yes, you read that right. BRRRR! Saturday came with strong winds which combined with low temperatures to produce a wind chill of -30C in the morning. Saturday night the temperature had again dropped below -20. When I awoke on Sunday morning I saw a cloudless blue sky - something we haven't seen here in weeks. With faint hope I headed out to the airport, having set personal limits at -15C and 10 knots of wind with no more than 5 knots across the runway. Maybe, just maybe it would warm up enough that I could fly. Getting a little warmth and low winds seemed almost too much to ask.

Lo and behold by late morning the temperature had come up to -15C where it stubbornly hovered.

The winds picked up to 15 knots but then dropped off a bit. Hmm, maybe this was possible after all.

It had long been my plan to conduct our first flight with a minimum of fanfare. Sunday is the busiest day of the week at our EAA chapter hangar where our Sportsman hangar is co-located. If we were to fly on Sunday it would be a very public affair. Sensing what was going on, the usual gang of airport bums wandered into our hangar, quietly offered their help then walked away, knowing I would reach out to them if needed, but also knowing I needed to get my head together.



While the Additional Pilot Program is new in the USA, in Canada we've long had the option of accompaniment during the early hours of flight. In fact the limitations which govern our Special Certificate of Airworthiness read, "Carriage of persons other than for dual instruction are prohibited." Having had only a couple of brief exposures to flying a GlaStar (the little brother to the Sportsman) and having never flown a Sportsman, I opted to engage the services of a local flight instructor to come along with me for the first flight. Mike Lamb is a member of EAA Chapter 245 and himself a homebuilder with two projects on the go, a BD-4 build project as well as the restoration of an amphibian, so he understands

what first flights are all about. His presence on the flight was a huge contributor to it being an enjoyable and safe first flight. I can't stress this enough - if you have the option of bringing along experienced hands, eyes and ears on your first flight, do it. You won't believe how much of a stress reliever it is to have that other person there beside you to backstop you, cross-check your actions and take the controls when you need a break from flying so you can catch your breath and absorb the magnificence of the moment.

The two of us met in the EAA Chapter 245 lounge to conduct a pre-flight briefing. We went over the aircraft-specific information and the plan for the flight, all the while watching the wind sock snapping straight out in the wind. I was pretty sure the day would be a no-go for flying. By the time our briefing was done the wind had died to 5-7 knots with only a very slight crosswind component. We agreed we would give it a try. As we made our way from the lounge one of the EAA chapter regulars asked if we were going flying, to which I answered, "Yeah, we'll give it a try if the winds stay as they are." Well, you should have seen the commotion as everybody pulled on their cold weather gear to help us move the airplane. I still don't know who slid open the hangar doors - they just miraculously opened, like Moses parting the seas. Out our bird came, into the light of day for the first time in two months.

Before I knew it we had boarded the Sportsman, got our belts on and doors latched and were running the pre-start checklist. Mike was quite comfortable reading the checklist in challenge-response format so we were sure nothing would be missed. This was the first really cold start our aircraft had experienced - as with previous starts she fired right up, no doubt as a result of having had several hours of preheating via the installed Reiff preheaters. Immediately after startup we were concerned with the rate at which the windshield was icing over so we applied full defrost - the custom 2" stainless heat/defrost valve and related plumbing (thank you, Lars, for your welding on the muffler heat shroud!) did the trick and cleared my side of the windshield in a jiffy.

This was a day of many firsts, starting with the first time taxiing the aircraft under her own power. The tires were badly flat-spotted from sitting in the cold. Otherwise the ride was smooth and handling very predictable. We taxied past my lovely wife, Micheline, dressed in her warmest gear, taking photos. Once in the run-up area the engine behaved as expected. Frankly, we had run out of reasons not to fly! The "GO" decision was made so we backtracked RWY 28, applied power, and then the fun started!

The engine responded perfectly to my command and we accelerated down the runway with authority - the crisp, dense air and a few knots of breeze coming down the runway had the airplane feeling light on its wheels in no time flat. I glanced at the EFIS and saw 56 knots scroll by, then we lifted off without a twitch or a burble. Oh my, what a feeling! The main gear legs shook slightly as the wheels spun down to a stop, then things got smooth, very smooth. At 85 knots we were going up like an elevator.

Nothing could have prepared me for how the Sportsman would feel once in the air. She's like a big old Cadillac - solid, comfortable. And fast.



With a new engine to break in our flight profile called for circling near the airport at 75% power, monitoring the engine and staying within gliding distance of the field. The engine ran hard and strong, although maybe a bit thirsty at full rich mixture (this comment coming from a guy who is more accustomed to burning 5 GPH!).

Temperatures were all well within spec except for the oil temp which hovered just below 170 degrees. We have a butterfly valve in the oil cooler SCAT duct - even with that valve fully closed we still could have tolerated the oil being a bit warmer, but with an OAT of -20C at altitude I certainly wasn't complaining.

Strangely, we noted the aircraft needs left rudder pressure to centre the ball. Hmm, I wonder what's causing that? I've noticed there's a very small amount of right rudder bias caused by the return springs - in the hangar I see the rudder sitting slightly off centre. The force applied by the springs is only a small fraction of the force needed to keep the ball in the centre in flight. I'll likely scratch my noggin for a while over this quandary. Once trimmed for level flight and with the ball held centered she flies perfectly hands off. No heavy wing - yippee!

Without wheel pants our trike-configuration airplane showed 127-129 knots indicated. Two-way runs correlated with GPS ground speed seem to show the indicated airspeed to be well within the ballpark.

Our plan for the flight was to get a full hour of engine break-in time. With that accomplished we pulled the power back gently and tried to lose altitude and airspeed. Yes, one needs to be thinking a few miles ahead of this airplane. Over the field at 1000' AGL and joining mid-left base for RWY 28 it became clear just how solid this machine is. With speed now below 90 knots I deployed the first notch of flaps and added a very small amount of elevator trim. Rolling out onto final I dropped the remaining flaps - wow is this thing stable in this configuration! Holding 80 knots on final until over the fence, I eased off the power and started to bleed off airspeed over the runway. She settled onto the pavement for an uneventful landing. Expert GlaStar and Sportsman pilots will no doubt say I could have held the nose off a little longer; that will be a point of learning to be carried into the next flight.

Once on the ground we taxied back to the hangar and shut down with no significant squawks to add to the maintenance log. Many hands helped push our Sportsman back into the hangar. Some wise guy asked where was the cheap bottle of champagne to celebrate the occasion, to which I responded this wasn't a boat, she's an airplane, and we're drinking Scotch!

Tucked away in the back of the hangar was a single malt given to me by long-time flying friend Rod Neufeld who went west this past summer. He couldn't be there with us in person but I know he was there with us in spirit. Glasses were raised and much good conversation ensued. So much for our first flight being a low-key affair!

After all had gone their separate ways I was left alone in the hangar with our Sportsman, the two of us draped in the last orange rays of the day's sun. I couldn't help but affectionately run a hand over her engine cowl and think of all that had transpired in the journey from a pile of parts to a fully-fledged airplane. She had survived four bouts of her owners' cancer, many long cold nights and more

than a few hot, humid days in the hangar, and even a few times when her builder despaired of ever completing the project. And then this, this first intoxicating taste of flight.

Stay warm in your hangar tonight, old girl, until we fly again. We have many more memories to make together!

The link below will take you to a video compiled by fellow EAA Chapter 245 member and hangar neighbour, Pete Zutrauen, who just happened to show up with an armload of video gear. I'm more than a little fortunate to find myself in the company of supportive fellow EAA'ers.  
<https://Sportsman First Flight>

Mark



# Photo of the Month 2017 Winners





# Classifieds



Anybody want to sell something?

# Who we are

**Experimental Aircraft Association Chapter 245 Ottawa.** We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located at the Carp Airport, just west of Ottawa.


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# Membership Application and Renewal Form

We are considering starting a "Google Group" for the EAA Chapter. If you are not familiar with Google Groups, it's a service from Google that provides discussion groups for people sharing common interests. If you'd prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.

	<b>Experimental Aircraft Association Chapter 245</b>	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/>	Renewal: <input type="checkbox"/>
Street: _____	Annual Dues: January 1 <sup>st</sup> to December 31 <sup>st</sup> (pro-rated after March 31 <sup>st</sup> for new members)	
City/Town: _____	<b>Newsletter Subscriber: \$50</b> Newsletter only	
Province: _____	<b>Associate Member: \$50</b>	
Post Code: _____	<b>Full Member: \$100*</b> Newsletter, hangar, workshop, tie-downs.	
Phone ( ) _____	Note. Associate and full members must also be members of EAA's parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
<b>Aviation Affiliations</b>		
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