



NEWSLETTER

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Carb Heat

Hot Air and Flying Rumours

MAY 1994

NEXT MEETINGS: THURSDAY 19th MAY 1930 HRS

BUSH THEATRE NATIONAL AVIATION MUSEUM

PROGRAM:

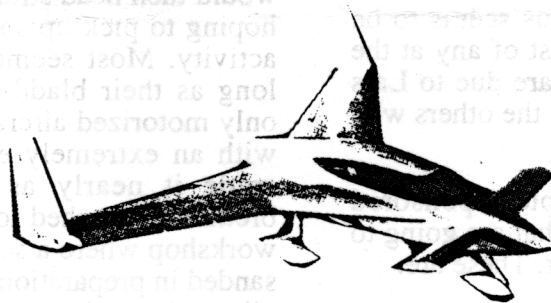
- BUSINESS
- ANNOUNCEMENTS

FEATURE SPEAKER:

Major Claud Roy CFB Ottawa discussing The Ultralight movement in Canada and he will also give a talk on a 1000 mile cross country flight to James Bay in a Challenger ultralight

FEATURE ARTICLES:

Luc's write-up on the Subaru engine installation in Phil Johnson's Cozy



Cozy

President:	Gary Palmer	596-2172	Aircraft Ops:	Dick Moore	836-5554
Vice Pres:	R. Emmerson	682-2058	Membership:	Manfred Ficker	839-2292
Secretary:	Luc Martin	682-9442	Tool Crib:	Dick Moore	836-5554
Treasurer:	George Elliott	592-8327	Classifieds:	Andy Douma	591-7622
Editor:	Andy Douma	591-7622	Publishing:	Dick Moore	836-5554

President's Corner

Spring has finally arrived at the Carp Aerodrome, and the turf is now firm enough to support operations, although cars are requested to remain off the operating area.

Our April meeting, under the able hand of Vice President Rod Emmerson was a success, despite a last minute program change due to business commitments of our featured speaker Bryce Fisher. We will attempt to reschedule Bryce for a future meeting.

For our next meeting, **May 19th**, we have **Major Claude Roy**, who will be recounting his thrilling flight to **James Bay** via a **Challenger Ultralight**.

While updating our membership data base yesterday, I noticed that we still have approximately 25 1993 members who have not yet renewed, including two who have aircraft tied down at Carp. This will be the last newsletter you will receive if we do not receive your renewal by May 31st. Please contact Manfred Ficker to renew ASAP.

The flying season is now in full swing with the rescheduled Ottawa Flying Club fly day on Sunday May 8th. Luc Desadeleer and I will be representing the chapter for this event.

I understand the April 23rd Large scale RC show at the National Aviation Museum was a great success, with Rod Emmerson's Teenie Two clearly the hit of the show, even if it does stretch the definition of RC just a bit. General consensus seems to be that our display was the best of any at the show, and congratulations are due to Lars Eif, Rod Emmerson, and all the others who helped man our display.

We have four major chapter sponsored events scheduled this year that are going to need your continued support. These are:

1. Young Eagles Day scheduled for June 11th with a June 18th rain date. If you haven't already contacted Lars Eif to volunteer, please do so.

2. The Canada Day air display July 1st at the National Aviation Museum, RockCliffe. As for last year we are asking for homebuilts or Antique classic aircraft for both static or flying displays. If you would like to participate, please contact yours truly.

3. The Air Adventure Day, run in conjunction with the NAM, and scheduled for July 9th at RockCliffe. Lars Eif is the focal point for this activity and needs your support!

4. The annual chapter flyin breakfast on Sunday August 14th, with setup and general cleanup the day before, Saturday morning. Barney deSchneider is the contact for this important annual event. Barney assures me it will be even bigger than past years, and I know we can count on your support.

As I noted last month, I was in Frankfurt Germany on business for the latter half of the month. I was fortunate to spend one weekend with friends in an area of Bavaria where the Neuschwanstein castle is located. This was Walt Disney's inspiration for his Fantasy Land castle, and it is nestled in a mountainous area reminiscent of Lake Louise. If you ever have the opportunity to visit Germany, I would recommend a visit to the town of Fussen, home of the castle, south west of Munich.

Interestingly there was a glider strip nearby that was winch launching gliders that would then head straight for the mountains hoping to pick up some ridge lift or wave activity. Most seemed able to stay up as long as their bladders would allow. The only motorized aircraft was a motor glider with an extremely effective muffler that made it nearly as quiet as its glider brethren. Attached to the clubhouse was a workshop where a set of wings were being sanded in preparation for recovering. All in all a nice relaxing setting. Also worth getting to the Frankfurt airport early for, is an interesting collection of aircraft and Berlin airlift memorabilia inside the terminal building, and on the roof.

Gary



YOUNG



EAGLES

Flight Rally
Saturday, June 11, 1994
(Rain Date June 18th, 1994)

June 11th marks the first Annual International Young Eagles Day all around the world where EAA chapters and EAA members are found. Chapter 245 will host our flight rally at Carp Airport on June 11, 1994 from 9 am to 5 pm. We have 25 Boy scouts (confirmed) and another 25 junior Air Cadets (to be confirmed) who are counting on us for an airplane ride and to teach them more about aviation as a sport and a career.

The key to success is a willing group of Chapter volunteers. Yes, we need pilots with aircraft to give the rides, but we also need

members to lead the groups from one area to another, to dispatch the aircraft, to oversee juice, coffee and cookies and to control pedestrian traffic across the taxiway. Volunteers should arrive at the Chapter 245 hangar no later than 8 am.

I promise you that none of the jobs are difficult or complicated. Please volunteer your time for at least part of the day if you are not available for the whole day. Sign the volunteer sheet at the May meeting, or call Lars Eif at (613) 837-6680. Written instructions will be sent to all volunteers the week before June 11th.

Other events that are forthcoming include: Our Chapter clean-up day featuring beer and barbecue for the brave souls who show up to contribute. This momentous event will take place on the 28th of May. Contact Dick Moore to let him know that you will be joining us. Remember it's your chapter hangar and lounge. The 29th of May is The Embrun Fly-in Breakfast. It runs from 8:00 a.m. to 11:00 a.m.

Our display at the museum was a well manned, well organized affair with model builders asking "What scale is that?" They were referring to Rod Emerson's Teenie.

The models on display were very impressive - with wingspans of eight feet and larger. All the boys had a great time. A big thank you to Rod, Andy, Gary and Lars who organized the entire event.

A reminder - if your name is highlighted in yellow, this means that you have not renewed your membership - I won't have the pleasure of sending you any more newsletters. Please check your address label on the envelope to see if it's highlighted.

Keep on reading, it gets better!

**Subaru SVX
conversion**

During the Febuary meeting, our featured guest was Mr. Phil Johnston, speaking about his four place Cozy.

What is special (extra special) about Phil's Cozy is the fact that he is installing one of the first if not the first Subaru SVX (six cylinder engine) on his aircraft.

Phil was looking for a Subaru engine and had made some inquiries when an automotive wrecker in Carleton Place phoned and told him that he had an SVX engine with 30 thousand kilometers from an auto wreck.

Phil bought the engine and started working on it. Shortly after he started getting calls from other builders and engine suppliers, wanting to buy the engine.

The reason for this is the fact that while four cylinder engines of the type are readily obtained, the SVX engines are new and very rare.

Some interesting features whic this engine has are:

- all aluminum construction
- one coil per cylinder
- fuel injection
- heavy bearings
- horizontally opposed configuration
- 230 horsepower
- high redline
- weighs 393.5 pounds

The engine has a weight similar to the Lycoming IO360 but has more power. Phil saved some pounds by fabricating his own intake manifold out of carbon fiber. The intake weighs two pounds compared to fourteen pounds for the aluminum intake.

Phil is well into the project, he has the mount fabricated and ready to install. The exhausts stacks are installed and he has started to design the baffles. (Serious progress folks)

To compare the performances obtained, Phil, presented the following figures, based on the SVX and IO 360 engines on his aircraft.

Cozy four place Canard pusher.	
IO 360 180hp	230hp Subaru
SVX	
GW 2050	2050
EW 1050	1100
load 1000	950
Vmax218	240
Cr 210	220
Clb 1400fpm	2500fpm
Range 1200mi	1500miles

This chart is based on calculations and not the actual performances of Phil's aircraft.

Hopefully we will be seeing the real results in the near future.

One item I really like is the fact that at cruise speeds the SvX engine consumes only moderate quantities of fuel (3-5 Gph).

At the beginning of heavier than air flight all the aircraft were experimental. Today people like Phil are using techniques that would make factory reps nervous because of liability problems. The experimental aircraft movement is the only area in which aviation is not tangled in liability and litigation problems.

See you at the next meeting.

Luc Martin.

**ANNUAL FLY-IN
BREAKFAST**

Sunday, August 14th has been chosen as the date for our breakfast. This year, we have added another dimension to the event. The "Ragwing" group will have an exhibit of antique aircraft on display and an exhibit of antique cars will also be on hand. Greg Reynolds will have his Stearman available for rides throughout the morning.

These changes should ensure that we are able to draw a good crowd, even if the weather is less that CAVOK. I can assure you that this is important to the person who picks up 60 dozen eggs and 50 loaves of bread, and then has a recurring nightmare about bad weather.

As usual, I will be asking our members to help publicize the fly-in. I will have posters available for the next meeting and will be asking members to post them whenever they are visiting any of our many neighbouring airports and breakfasts. I have of course placed an ad in COPA and will endeavour to get ads into some of the other aviation publications.

If you have any questions about the fly-in, or wish to volunteer, please give me a call at 957-9684 (office) or 225-6003 (home).

Thanks..
.... Barney de Schneider



Fuel selector valves.
Parking brake valve.
Accelerometer (G-meter) 2 1/4 inch.

Randolph butyrate dope in unopened gallon containers; 1 gallons clear; 1 gallon Juneau white; 1 gallon Piper Lockhaven yellow (Maule yellow); 1 gallon insignia blue.

- 2 large oil coolers (~8x9")
- 1 hydraulic pump
- 1 vacuum pump
- 1 Lycoming dual accessory case adapter for above pumps.
- Spinner, pointed, 11" base.
- piston rings for Continental E-185-3.

Cylinders, four, Lycoming IO/HIO-360, wide deck, fresh chrome.

Propeller, Hartzell HC82XL-2C constant speed plus governor for 320 - 360 Lycoming engines.

Garry Fancy (613) 836-2829

Flight controls from Piper Tomahawk: hanging rudder pedals with brake cylinders, control wheel yoke assembly.

Garry Fancy (613) 836-2829

Seats for C172 - Complete set of seats for 1963 C172. Will fit other models. New blue upholstery. \$300.00

Jim Robinson 830-4317

Silica Gel packettes. Keeps the moisture out of engines in winter storage. \$3.00 each.

Irving Slone 722-0359

WANTED:

Wanted; Bendix Impulse Magneto S4RN-21, Part number 10-51360-28 with drive gear. To fit an A65 Continental.

Call Irving Slone 722-0359

Wanted; Back issues of Sport Aviation for the National Aviation Museum's collection.
1965 April V14/4 1983 March V32/3
1987 Nov. V36/11 1989 Jan. V38/1
1992 Feb. - Oct. V41/2-10

George Skinner 749-9582

OTHER:

Electric motors, 1/4 to 1/2 hp, no reasonable offer refused.

Roger Fowler 225-6070

The "Canadian Amateur Built Aircraft Registry" is now available from CASTC. A registered version of shareware will soon be available for \$30.00

Ted Slack at 226-8373.

CHAPTER CRESTS:
Sew-on, \$6.50 each.

Luc 744-5347

PLEASE NOTE:
ADS DEADLINE IS THE 5TH OF THE MONTH

PLACE YOUR ADS BY PHONING ANDY AT 591-7622
Classifieds Editor

For sale
throttle cable
mixture cable
3 cabin hot and cold cables
1 electric flap motor c/w transmission
Cessna 150
1 control yoke assy
2 sets seat tracks & doublers Cessna
Main landing gear shims Cessna
2 Grumman canopy tracks
1 VOR antenna
Cessna inspection covers
control pulleys
turbuckle assy's
1 comm antenna

CLASSIFIEDS

26 April 1994

AIRCRAFT FOR SALE:

Zenith CH250TD taildragger, aerobatic waiver from DOT, 8G+-. 30 hours TT Lycoming O-320, 160hp. Quality built with solid rivets.

Jim Robinson (613) 830-4317
Tim Robinson (613) 824-5044.

Aeronca Chief 65LA Very Rare, sandblasted, epoxied frame, new wood, tail feathers covered, Offers

Mike Sacoutis (613) 729-3774

PROJECTS FOR SALE:

!!! NEWCOMERS !!! Looking to start or finish a project? These partial to nearly completed projects **will save you years of building time and barrels of money.**

RV-4 Empennage Kit. With plans, dimpling and rivetting tools, jig materials, etc
Invested to date - \$1600.00. Will sell for \$1200.00.

Alex Clanner 736-0555

PLANS:

PLANS for Davis DA2A.

Russ Robinson 831-4317.

PARTS FOR SALE:

Vari Eze landing gear legs. New.
Peter Plaunt (613) 839-2283.

PROPELLERS:

Harzell constant speed - HC82VL-1D1 to fit O-320 plus governor and vernier control, zero timed. OFFERS.

Mike Sacoutis (613) 729-3774.

Propeller, three bladed, ground adjustable, wooden blades, metal hub with spinner. Fits VW hub \$250.00.

Tim Robinson (613) 824-5044 evenings.

Propellers, VW 48/30 & 60/38, wood plus adapter for 1600cc VW engine.

Jacques Pilon (613) 446-4175

ENGINES:

O-300A 1750 SMOH, O-300C 1200 SMOH.
HIO360 5Hrs since overhaul.

Mike Sacoutis (613) 729-3774.

Engines, VW 1600 cc, Continental 2 cylinder ground power unit 30 HP.

Jacques Pilon (613) 446-4175

RADIOS:

Genave 100, \$250.00

Andy Douma 591-7622

Aircraft supplies:

Steel, Aluminum, Plastic, Wood and Hardware.
Available from - Grass Roots Aviation
648 Adelaide Ave West, Oshawa, Ontario
(905) 434-4651

INSTRUMENTS:

Guages, Altimeter \$50.00.
Airspeed indicator \$50.00

Mach meter \$75.00
Autopilot, Federal, new, 2-axis, STC included for installation in C-172 A.B.C., \$250.00.

Tim Robinson (613)824-5044 evenings.