



Carb Heat

NEWSLETTER

Hot Air and Flying Rumours

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MARCH 1990

NEXT MEETING- Friday

MARCH 16

at NRC 100 Sussex Dr. 1930HRS

TOPIC : AEROBATICS

GUEST SPEAKER : JAY HUNT

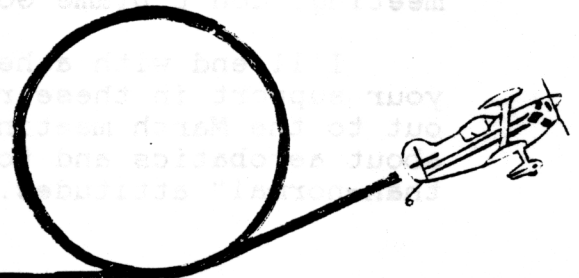
WHY AEROBATICS ?

FIRST , AEROBATICS ARE FUN.

**SECONDLY, PILOTS TRAINED IN AEROBATICS
ARE SAFER PILOTS BY VIRTUE OF THIER
KNOWLEDGE OF THE ADVERSITIES OF THE
AIRCRAFT AND SMOOTHER PILOTS BECAUSE
OF IMPROVED COORDINATION AND FEEL OF
THE CONTROLS.**

DUANE COLE

ROLL AROUND A POINT



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ROW HANGERS:

President's Corner

As most of you are aware, the past month has been anything but uneventful. The big news is that the EAA Ontario Council was officially formed at its inaugural meeting in Hamilton on February 24, 1990 under the capable leadership of Tom King. As an EAA Chapter located in Transport Canada's Ontario Region, we are now in a much better position to influence the outcome of the current amateur-built aircraft inspections dilemma. All of the EAA chapters in Ontario, plus the Montreal chapter can now speak to DOT with one voice.

The other big news is that we had an excellent response from our Chapter for volunteers to attend the DOT amateur-built aircraft inspector's symposium in Cornwall on the weekend of 23-25 March. I will announce the three names at the March meeting.

My only disappointment in all of these events came during my trip to Hamilton at 4:30 a.m. last Saturday. At Sharbot Lake on Highway 7, the alternator on the old Volvo packed it in forcing me to very reluctantly do a 180. I made it to Carleton Place before the engine finally died when the power to the primary on the coil fell below 8 volts. By the time the local garage opened up, it was too late to make the meeting. (If only the Skybolt had been finished, I could have *flown* down to Hamilton!)

I've mailed the first donations of \$10 per member to Tom King along with our nominations for the DOT course and a short speech that I had wanted to make on behalf of the Chapter. I will mail the remaining donations to the EAA Ontario Council as they arrive in the Chapter mailbox.

It was too bad about the weather for the February meeting. The road in from Orleans was darn slippery, so don't feel bad if you were among the many members who decided that it was just too risky. Eleven members and one guest did come in and we had a good time watching slides and a video. I won't go into detail, because our Chapter Scribe was there, quill in hand. I'll let Roger tell you in his own *inimitable* style. Of course, our ever-faithful Gord Standing was there with four dozen donuts, so if the goodies taste like they've just come out of the freezer at the next meeting, don't blame Gord; blame the weatherman!

I'll end with a hearty "THANK YOU!" to the membership for your support in these rather eventful times. Make sure you come out to the March meeting...Jay Hunt will be there to tell us about aerobatics and to show us a video of aircraft in "other-than-normal" attitudes. 'See you there!

Lars Eif

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SECRETARY
VICE-PRESIDENT
PRESIDENT

MINUTES OF FEB. 16 MEETING HELD AT 100 SUSSEX DRIVE

Lars called the meeting to order at 8.08. To give stragglers a chance, he presented some chapter statistics: active projects--7; completed projects--14; factory builts--25; partnerships--6; multi aircraft owners--11; rag and tube--5; aluminum--11; all wood--4; composite--3.

Guests for the evening included Mike Hirsch (a pilot with City Express) and Luc Martin, who has a 75-80% complete SE5A (5/8) scale.

Unfortunately, the weather wasn't fit for man or beast, but that didn't deter the dozen or so intrepid aviator types who slipped, slithered, slid, spun, and played full-scale dodge'em cars on the way to the meeting. The only IFR (I'm Fearless, Really) executives were Gary Palmer and Lars Eif, so there were no reports.

At this point in the proceedings, Gord Standing (alias Capt. Caffeine) donned his Weight and Balance cap to issue a finger-wagging warning of the perils awaiting the unwary during the break: if the available members ate the available doughnuts, Gord calculated, everyone's CG would exceed the forward limits!!!



Crisis . Homebuilt Inspection Problems--

Much of the meeting dealt with the problems outlined in Lars' recent letter to chapter members. In brief, DOT wants to get completely out of the inspection of homebuilts. If we don't come up with our own proposals, DOT may well turn the process over to the private sector. Since only about 50-60 homebuilts are completed per year, one can easily imagine the steep rates a profit-oriented private company would charge to recover transportation, meals, hotels, etc. Currently, only Ontario seems plagued with lengthy delays in final inspection and so Tom King, a Director of the EAA Canadian Council, is proposing that we form an Ontario division of EAA to deal with the problem more effectively. When approached for financial aid, Paul Poberezny noted variously that EAA had already spent \$25,000 (U.S.) in the recent EAA vs. EAAC name battle, that the problem was essentially a Canadian, not an EAA one, and that regrettably, he could offer no monetary help--hence Tom's urgent appeal for personal donations of \$10 to establish the new mega-chapter. If the proposal is a no-go, your money will be refunded. By the time you read these minutes, Lars will have been to Hamilton for the inaugural meeting on the feasibility of setting up the EAA Ontario chapter and will thus have more information.

For its part, DOT is sponsoring and funding a conference in Cornwall, Mar. 23-25 to train homebuilt inspectors concerning the paperwork

involved in the pre-cover inspection. (The final inspection will continue to be done by the DOT--probably under pressure from your local MP.) EAA and RAAC have each been invited to send 15 candidates knowledgeable in aircraft standards. Our chapter has been allowed a maximum of 3. Lars' call for volunteers predictably led to a sudden fascination with our footwear. In the end, Eric Taada graciously offered himself (just in time to avoid being volunteered by the group.) We still need 2 more, however, to fill our chapter's quota.

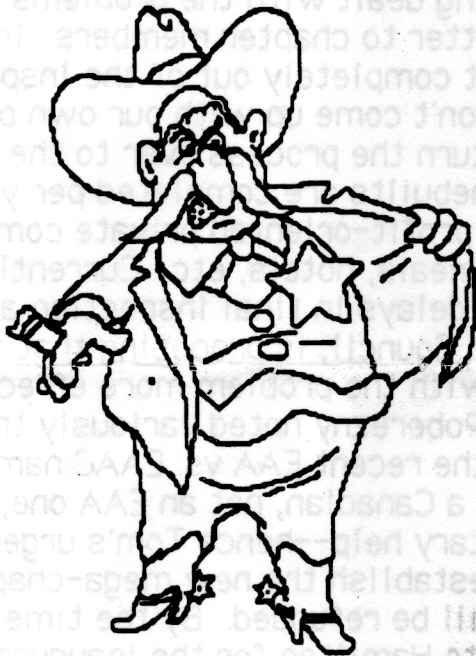
As a means of shoring up our always crumbling finances, Lars suggested that those using the services of our chapter "pre-cover inspectors" donate \$25 to the chapter. It would also be courteous to see that the inspector is not out of pocket (or possibly food and coffee) as a result of the inspection. Remember, these fellows are volunteers who are doing us a great service.



Notice



Eric noted that our Chapter will be putting on a two-day maintenance symposium in the fall, details of which will be forthcoming--you'll know when by the lasso Eric carries during the volunteer round-up.

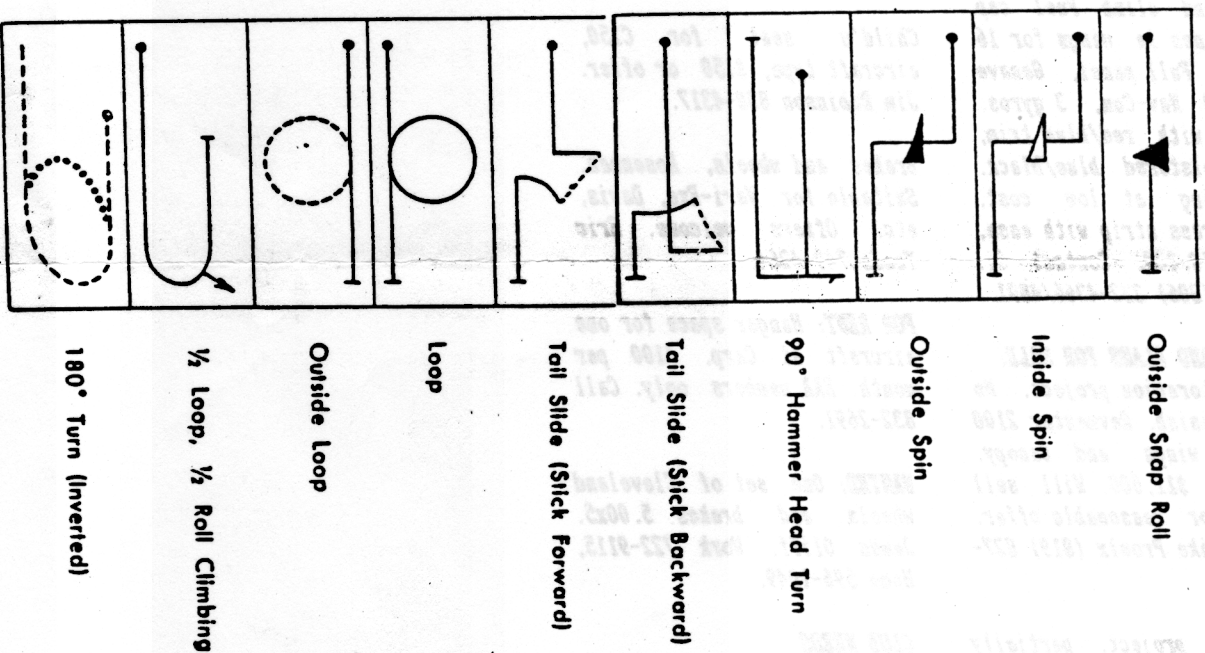
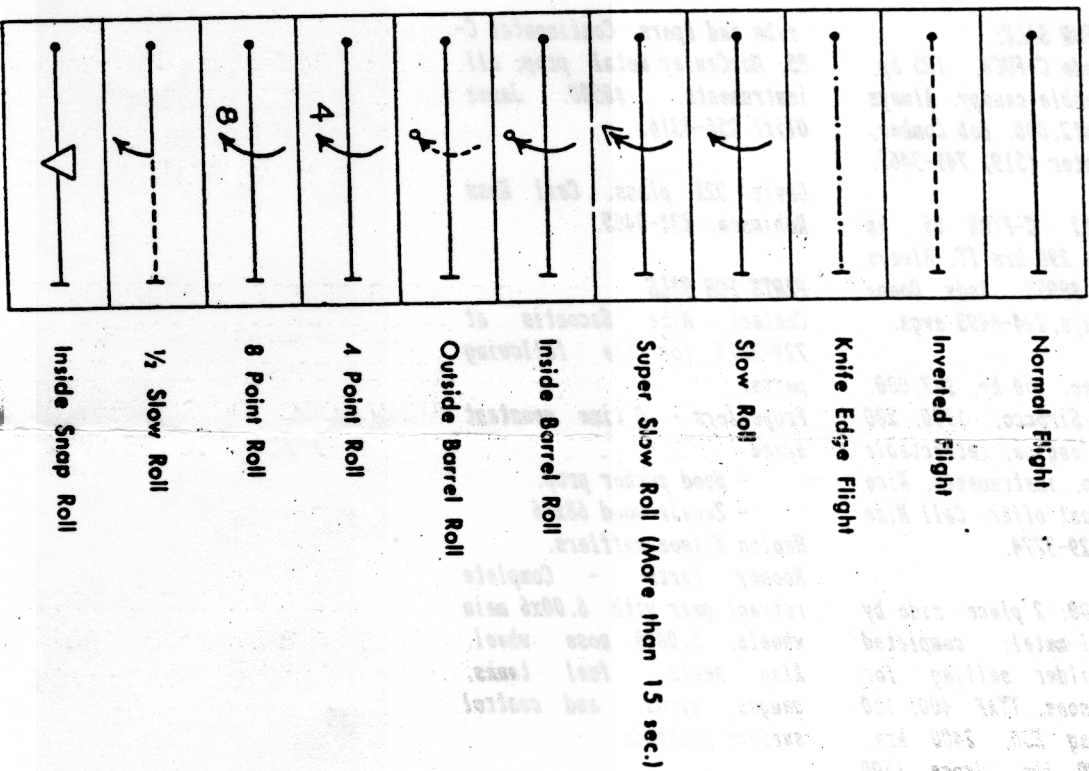


After refreshments, Carl Anderson showed a fine collection of mouth-watering slides of Oshkosh '88. This proved a fitting entrée to the main course video, "Oshkosh '88." Having gorged themselves visually on aviation fare, the hardy band then set off into the fierce arctic night to do battle with mother nature.

Thanks to Gord's zealous policing during the coffee break, everyone had just enough payload to allow good penetration of snowdrifts on the homeward journey with little worry about stalling or spinning out.

Roger Fowler
Recording Secretary.

BASIC KEYS



CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Piel Emeraude C-FUCW, 125 hp, 260 hrs. Bubble canopy. Always hangared. \$12,000. Bob Comber, Holland Center (519) 749-3467.

Jodel D-112 C-FYOR 65 hp Continental 290 hrs TT. Always hangared. \$8950. Andy Douma 992-8659 days, 224-8493 evgs.

Piper Pawnee, 150 hp, \$17,000. Also Jurca Sirocco, 1980. 200 TTAF; no engine; retractable gear; radio, instruments. Nice machine. Best offer. Call Mike at (613) 729-3774.

Zenith CH200: 2 place side by side all-metal; completed 1979; builder selling for health reasons. TTAF 400; 150 hp Lycoming E30, 2400 hrs. Empty 1000 lbs, Gross 1500 lbs. Speeds: 135 mph cruise @ 6.5 gph, 165 mph max at 8000 ft, 60 mph stall, 80 mph approach and climb. Fuel cap 20 gal. Lines in wings for 16 more gal. Full panel. Genave Alpha 600 Nav-Com, 3 gyros. Ext white with red/blue trim, int upholstered blue/black. Easy flying at low cost. Handles grass strip with ease. Asking \$12,000. Contact Gil Smith at (306) 232-4366/4891.

PROJECTS AND PLANS FOR SALE:

KR-2 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will sell for HALF or reasonable offer. Contact Mike Proulx (819) 827-1930.

Minicoupe project, partially completed. Unable to continue due to discontinued kits. All offers considered. Call Richard Taylor 596-6913 after 7 pm.

Baby Great Lakes Project: Fuselage 90% complete; all

ribs and spars; Continental C-85; MacCauley metal prop; all instruments. \$6500. James Oliff 256-4316.

Davis D2A plans. Call Russ Robinson. 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts:

Propellers - 0 time constant speed

- Wood pusher prop.
- Zenair wood 68x46

Hanlon Wilson mufflers.

Mooney Parts - Complete retract gear with 6.00x6 main wheels, 5.00x5 nose wheel. Also seats, fuel tanks, gauges, gyros, and control surface pushrods.

Airpath magnetic compass, 0 SOH 1987, base mount. \$100. Alex Fulton, 234-6753

Child's seat for C150, aircraft type, \$150 or offer. Jim Robinson 830-4317.

Brakes and wheels, Rosenhan. Suitable for Vari-Eze, Davis, etc. Offers welcome. Eric Torda 749-4264.

FOR RENT: Hangar space for one aircraft at Carp. \$100 per month. EAA members only. Call 832-2691.

WANTED: One set of Cleveland wheels and brakes 5.00x5. James Oliff. Work 722-9115, Home 596-1949.

CLUB NEEDS

Platform weigh scale like type to weigh feed sacks. We have one, need a second one. Gas-powered snowblower needed.

Classified Editor: Lars Eif 837-6680.

