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Stan Acres
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Carb Heat

NEWSLETTER

Hot Air and Flying Rumours

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APRIL 1989

NEXT MEETING -National Aviation Museum (Rockcliffe)
7:30 PM sharp ,21 April 89.
Meet in the foyer.Cost-3.50 per person.
NOTE -Due to restrictions placed on
us by the museum,this special tour
will be limited to members of
Chapter 245 ONLY.

Upcoming Events

May meeting-
Either a presentation on aviation engine
lubricants by James Lavin of Kinburn,
Or a presentation and video on Maintenance
Procedures for Owners and Builders.This
is a presentation by Glen Lockhart.

June Meeting OSHKOSH Night at Carp.Slides,
Videos,and a discussion of flying into
the big show.

AWARDS Night -Presentation of
plaques to members who have completed their
projects this year.

President - Doug Richardson	592-5080	Hangars - Dave Murray	592-8102
Vice President - Lars Eif	837-6680	Aircraft Operations - Dick Moore	836-5554
Secretary - Andy Douma	591-3801	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 CHAPTER 245 MEETING

Date: Friday, 17 Mar 89
Location: NRC, 100 Sussex Drive
Attendance: 29
Time: 1930 hrs

Guests: Chapter President Doug Richardson called the meeting to order at 8:10 pm. Our guests for the evening were: John and Laura Porter, John Bennett, Frank Hughes, Bill Hendry, and Craig Power.

New Members: Welcome to our two newest members, Michel Renaud and Terry Harrison.

Announcements: Doug described the VAL comm radio which has been widely advertised in the States for \$795 US (\$45 discount to EAAers). According to the brochure, it is DOC approved, has an output of 8 watts, and can accommodate an intercom with an optional module.

For anyone who is in the welding stage of construction, Doug brought along his nifty magnet for holding steel tube together. It's available at Canadian Tire.

Super-sluthe Doug announced that an AVEMCO insurance rep had visited us at Carp Airport. Nobody saw him but the handbill stuffed into the hatch of every parked aircraft was a revealing clue.

Rem Walker of the EAA Canadian Council sent us a goodie-bag. In it was: DOT info on how to action ADs (aimed at AMEs, not at owners) and the requirements for sealing firewalls. See Doug for details.

Doug also mentioned that last month's CGAN contained some gen on how kits are classified to determine if they meet the 51% rule.

Congratulations are in order for Rebecca Van Tuyl on the birth of a baby boy. Our Treasurer, Deric Dods, is also trudging the midnight floor, with the addition of a baby girl to his family.

Everyone is reminded not to drive on the soft areas around the hangars at Carp. The ground is extremely muddy and ruts made now mean more work for everyone later on.

With the arrival of the good weather, the clubhouse and parking area are frequented by visitors as well as members with their families. Accordingly, it is just plain good manners to maintain a respectable decorum and avoid the use of profanity. 'Nuff said!

Any one wishing to place advertisements in the newsletter should contact Lars Eif at the meeting or call him at home 837-6680. If you are in need of parts or materials, why not try a "Wanted" ad? Remember that our newsletter is sent to many other Chapters.

The April meeting will be a tour of the restoration shops at the National Aeronautical Museum on Friday, 21 April. The tour starts at 7:30 pm. Please be on time.

Lars Eif donated a set of plans for a Jodel F-11 for a raffle. \$28 was turned over to the eagerly-waiting hands of the Treasurer. Murphy's Law reigned supreme as always and Doug Richardson won the plans. Congratulations, Doug!

Tim and Jim Robinson very kindly donated a plaster mold for making the fiberglass elevator tip fairings for the Zenith. If you are building a Zenith or contemplating one, the mold is available.

James Oliffe gave a quick rundown on the West Carleton Airshow. This is the last year that Carp will be used, as plans are to move the show to Ottawa. A committee to set up a Chapter display

was formed at the meeting. As in past years, we will need display aircraft and volunteers to assist with manning the display. (This is an excellent opportunity for newer members of the Chapter to get involved.)

Presentations

Andy Douma showed an informative FAA slide show on maintaining your aircraft.

The highlight of the evening was a very eloquent talk on classic aircraft by our guest speaker, John Porter. John is a remarkable Ottawa area pilot who has done what the rest of us can only dream of doing - he turned a hobby into a part-time business. After taking his Private licence in 1971, John went on to commercial and instructor ratings and taught flying at Stratford. He later taught at London, and joined the Ottawa Flying Club in 1981.

Although his "day job" is with Canada Post, John's "Classic Aircraft" company can find and sell you a classic, check you out in a tail dragger, ferry your new-old aircraft from who-knows-where or all of the above. EAA defines classics as aircraft manufactured between 1945 and 1955, but John prefers to classify all light aircraft older than 25 years as classics. He described the current advantages of the J3s, Champs, Taylorcraft, etc. Prices range in the area of \$8-12 thousand and are appreciating at about 9% per year, primarily due to the shortage of reasonably priced production aircraft. There is currently an abundant supply of these typically tube and fabric aircraft in Canada. The popular J3 Piper Cub generally costs more especially if it is in good restored condition.

One fringe benefit of classic aircraft brokerage is that John often gets to make ferry flights over long distances. He graphically described some of the joys and woes of a recent flight in a J3 from Winnipeg to Gatineau. During the trip, he experienced everything from a seized tailwheel to a 60 degree 15 knot crosswind on landing at Gatineau. Long cross-country flights in a Cub are not for the feint of heart. As John put it, "I got tired of being passed by Volkswagons pulling trailers uphill!"

John is currently preparing a J3 to operate on floats so that he can do seaplane checkouts as well as tail wheel. Next winter, he hopes to put his J3 on skis. He is also considering moving the Cub from Gatineau to Kars, as a grass strip is much easier on the aircraft.

The Chapter responded enthusiastically with several questions. A sampling of John's answers follows:

- J3s are popular because they handle nicely, light stick pressures, doors open in summer.
- Many classics from Western Canada at good prices.
- John keeps tabs on good prospects by word of mouth.
- John Chapman at Arnprior does good work on classic aircraft.
- Many classics now being exported to Britain.
- John enjoys teaching pilots who have never flown NORDO or hand-propped an engine before.
- Cost of J3 checkout is \$65/hour dual, \$40 solo.
- J3 good investment, but Fleet Canuck is popular lease-back to schools due to side-by-side seating.
- Univair is a good source of parts.

Thanks for an intriguing and enjoyable presentation, John.

Adjournment: The meeting was adjourned at 10:30 pm.

Minutes submitted by Lars Eif, Vice President, EAA Chapter 245

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Flight Lines

by Olav Peterson. April, 1989.
EAA 33135

How do you know when ATC has cleared you into the control zone? (Flying, Mar.'89, pp.74-75).

When the controller has specifically addressed you, using your a/c id.

It is not sufficient if his response, for instance, is: "Aircraft calling Toronto Terminal, stand by". You would not be allowed to proceed; instead, establish a holding pattern outside the control zone and wait.

At times when Approach Control is too busy to handle additional traffic, they can even ignore you. It has happened to me on several occasions in the States.

Proceeding from Kansas City East to Kansas City International, repeated calls were not acknowledged. Since we had no choice -- without access to car rental a transient pilot is stranded -- holding over the small airport, we persisted until we either wore out the poor guy in the tower or they just showed compassion on the "Canadian Cessna", but they finally noticed our presence and cleared us to proceed inbound.

At an earlier instance passing through the outer edge of the Detroit control zone, enroute to Winsor, a "contact" never came to be, although we were squaking VFR enroute code.

On this occasion, not having an alternative route back into Canada, we dropped down to 1000'AGL and chose to continue. These days don't try it; a procedure like that would not wash and moreover could result in a stiff slap on the wrists.

But normally you will establish contact on first attempt; chances are also improved if on initial contact, you leave the impression that you know what you are doing and are not about to add too much additional burden to his already hectic workload.

.....
The Canadian Aircraft Operator, Dec.'88, and Flying, Mar.'89, p 14, report that FAA has relaxed rules regarding Aircraft Minimum Equipment Lists, as a result of consultation with EAA.

The amendment now permits continued operation without impunity if the conditions below are met:

1. The inoperative instrument(s) are not part of VFR, day-type instruments (ie. other than a magnetic fluid compass, altimeter, airspeed indicator, tachometer and ball/bank).
2. The inoperative items are marked as non-functioning (a strip of masking tape with "INOPERATIVE" taped across the instrument is sufficient) but they are expected to be corrected at the next scheduled inspection.

A pilot may determine if the inoperative instrument, control or equipment constitutes a hazard to the a/c.

Evidently prior to the interference from Paul Poberezny, FAA inspectors could ground you on the spot essentially for having the wrong time of day on the panel clock, or something equally ludicrous.

On weekend, short cross-country jaunts west-of-Ottawa we have enjoyed flying into Peterborough, Lindsey, Oshawa, Toronto Island, Hamilton, London and on east-of-Ottawa excursions it's fun to stop at St.Hubert, Bromont, Sherbrooke. But with the exception of St.Hubert and Toronto Island your scope of operations after landing are restricted to inspecting the tie-downs and sampling the culinary delights of their cuisine.

Now wouldn't it be lovely if one could also explore the community which supported the airport. One becomes notably enlightened about the geographical features as one floats over the country-side; but there are many items of interest to be learned: historical, architectural, gastronomical, when the plane alights on new territory.

Here the pilot is at a disadvantage. Airports are seldom within walking distance to civilization; the public transit system rarely includes the airport and calling out a cab may cost more than a tankful of gas for the airplane.

The attitude of our southern neighbours to the visiting Canadian pilot touring the States, may initially come as a mild confusion when he is handed the keys to the personal car of the airport FBO with directions to the best places in town; would be nice if all this hospitality were more contagious.

.....
You know how sometimes either through reading, past experiences, training, intuition, whatever, there forms a firm concept in your brain which detects flaws in current methods and anticipates better ways in performing a task.

This is the way it has been with me and the repainting of the airplane. I have never seemed to accept the conventional way of chemically stripping the old paint off the fragile aluminium skin. Aluminium is a soft metal with great affinity for chemical reaction. The problem with chemical reactions is that their products, without fail, possess physical properties which can be catastrophic to the mechanical well-being of the aircraft.

Needless to say, I was glad to see a reader inquire in the "Question and Answer" column of the EAA Sport Aviation, Feb.'89, p.59, for an alternative for chemical paint stripping.

A detailed article has been promised in an upcoming issue on DRY STRIPPING, and I for one, will be looking forward to learning about it.

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*** Taylorcraft has been sold at the auction block to Continental Tescorp of Waxahachie, Texas, for \$458K US, who plan to resume its production. (Sport Aviation, Jan'89,p8)

*** April 28-30 is the date for Sport Aircraft Expo'89 at Toronto International Center.

Last year we flew down, landed at Pearson, left QDK at Hudson General and walked down Airport Road to the exhibition site. The walk takes approximately 20 minutes, crossing underneath the flightpath of RW 15/33, which provides a spectacular view of the big jets.

*** The National Aviation Museum at Rockcliffe has been donated the prototype deHavilland Dash7 (Aviation Trade, Jan'89,p.5).

It was the first of a total of 113 built since 1975.

Isn't it a pity that all the display space is already filled and the poor old girl will most likely end up being stored outdoors - like so many other valuable and interesting airplanes at NAM.

Last December also saw the 844th and the last, deHavilland's most successful product, the Twin Otter, roll off the assembly line since 1966.

.....
When the Cessna seat track lock holes become elongated beyond the specs, as stated in AD-87-20-03R1, they make you have an AME rip out the extruded aluminum alloy rails and replace them with a genuine Cessna part of identically flimsy construction.

Seat unlatching has evidently been statistically a significant occurrence to warrant the issuing of this AD. When the seat does lose its grip and slides backwards, the instinctive response of some pilots is to pull back on the control wheel in the attempt to restore their position and thereby end up in a sudden, steep climb and subsequent stall.

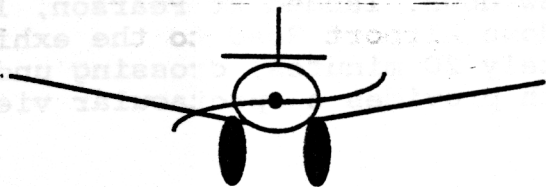
I have seen go/no-go gauges for the holes appear on the market (Private Pilot, Jan'89,p.74) which can be used to determine compliance with the law; there are fast-install seat stops available (Private Pilot, Jan'89, p.91) which slide over the track and limit excessive seat travel; but I have yet to see a sensible, solid, seat track, perhaps even with hardened inserts, to reach the market place.

If only factory-builts could be re-classified to EXPERIMENTAL category, a few hours at the milling machine in night class machine shop, would put a stop to perpetuating all this nonsense.

.....
I'm quite convinced that this year they have made winter considerably shorter! Unlike Easter, which may sometimes catch you unawares anywhere between the middle of March and the end of April, the official first day of spring is always fixed and coincides with the vernal equinox. Sure feels like someone has been fooling around with the equinoxes.

Anyway, spring is just around the corner and my calender-reminders tell me that I should renew the a/c radio station licence, COPA insurance, and also get the ELT recertified for this years flying season.

This is fortunately not the year for a battery change. Technisonic Industries, who maintain Garrett Rescu model ELTs, have a service schedule with a two year cycle, each painfully expensive. The first year involves inspection for \$69.14; the second year at \$123.30 also requires a battery change. As an annual expense, one should also include the shipping and insurance charges to Toronto: approx.\$10. Also expect an annual increase at the rate of approx. 7.5%!



WHAT'S UP

Love calling Gatineau FSS and (amongst other things,) listen to the voice on the other end tell me that the freezing level is not on the ground. Since I've had the Zenith in the air, this event is just prior to my non-aviation oriented friends starting to have trouble with my name. Well so be it. I'll just have to make a few more "buddy hops", to keep the name fresh. This may be harder than envisioned, as the cross countries have started. Small at first, to places like Kingston and Maniwake, expanding to places such as Oshawa and New York state. Discussions have already been heard revolving around the trip to OSHKOSH! Feel the calender pages falling off the wall?

Back at Carp, the activity around the "patch" this past winter has been quite good, indicating that, indeed we are year round enthusiasts! There were a total of 47 flights out between Jan. 1 and Mar. 31, with 8 attempts in the same period. This compares with 39 and 7 respectively, for last winter.

The generator is still merrily running along, but members that intend to use the maintenance hangar this spring should note that there will be a period of a couple of weeks (or so) that power will not be available. The gen. does require some work to bring it back to top shape. This will necessitate removing the gen. from the shed.

Gord Standing was all smiles in mid March after Réal Lepage completed his final inspection on the Bi-Fly Baby. Gord can now be found out in front of his home weekdays from 8:30 am. to 9:30 am. Pacing.....

Have updates on two other projects in the chapter.

After Dave Stroud gave his talk to us on the $\frac{1}{2}$ V engine, he completed the final assembly. Upon turning the crank by hand, a binding could be felt, and a tear down was in order. The culprit was found to be a lack of clearance between the crank counter weight and the case. Just a tad of material to be machined off, rechecked, reassembled, and ready for the carb. A posa from HAPI. As no explanation for fitting and setup came with it, a call to the company produced the valuable info needed to set up this tricky box.

Installed on the mount, propeller on the pointy end, and a couple of pulls later, Dave had his laneway cleaned. Everything was as it should be for these events. No leaks, pieces falling off, nor clouds of smoke, undue vibrations, or fires. YaHoo! could be heard for a good distance. After a good post runup walk around, the propeller hub to crank fit was sloppy. It is a press fit incorporating a large bolt through the hub into the crank and a half moon key. No room for slop, it is felt that the key may have broke. More after Sun ' Fun. Dave is gone.

Out in Orleans the Robinsons are nearing the tricky 95% mark on their CH 250 TD Zenith. They are planning the final assembly right up to and possibly including paint in the lane. Details are in place for transportation to Rockcliff A/P. They have a few good tips that will be featured in coming issues of Carb Heat. In the past few years, where kit and plans built plane costs have shot up, it is good to see older methods in practice. By that I mean what Jim and Tim could not scrounge, they were forced to fabricate. Things like the exhaust system. After the workshop on the Dillon Torch they were one of the people who purchased, and never looked back. All there is to be said about the torch is the standard set gathers dust in the corner. The workmanship is there, the pipes look great.

I've rambled long enough. Please remember to keep the cars off the grass for a little longer. Good flights!

Doug

SHORTCUTS!

Saw this in an old Designee Newsletter from 1981. Submitted by Chapter 65 in Hamilton.

AEROQUIP HOSE ASSEMBLY TOOL

If you plan to make your Aeroquip hoses, this simple tool does the job properly, and doesn't cost much to create.

All you require is an AN816 STEEL fitting the size of the hose you are going to assemble (ie. AN816-4 for -4 hose), and a piece of round rod the same diameter as the hole in the fitting.

Insert the rod in the fitting, and weld it in place as shown. (illustration A) Grind the end smooth and round. Use standard hose installation instructions. (can be found in A/C Spruce catalog)

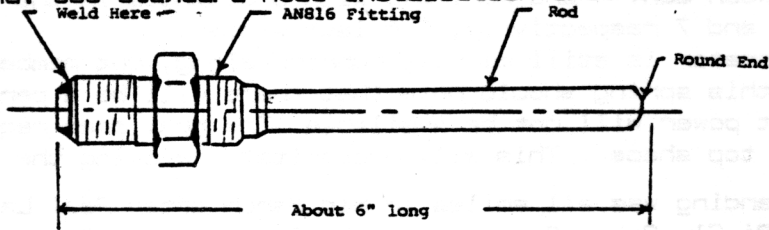


Illustration A

The reason for the long rod is to keep the hose straight as the fitting is screwed in. Some people use only an AN fitting - this should never be done! Without the rod to guide, the fitting may go in slightly crooked and cut the inner wall of the hose. The piece of rubber could act as a shutoff valve, depending on fluid flow direction. Remember the hose has two ends. Also, the higher the pressure, the more it will restrict (illustration B)

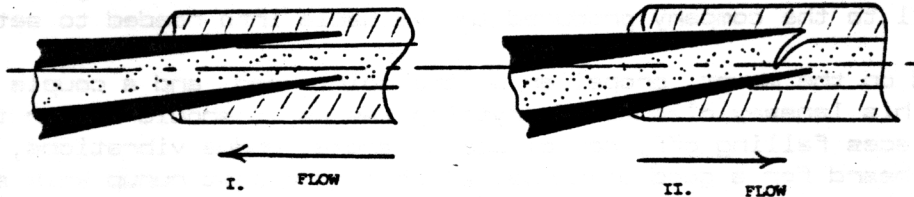


Illustration B

Hose Assembled With Incorrect Tool

Editors Footnote-Sit up and pay attention to this one. Just such an error caused me my only palpitations (read PANIC) in my otherwise docile Zenith.

Classic Aircraft Co.



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Thanks for your presentation
last month John.