



NEWSLETTER

Carb Heat

Hot Air and Flying Rumors

Vol 27 No. 8

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Thursday September 18, 1997 8:00 PM
Aviation Museum

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This has certainly been a memorable summer flying season. First of all the weather has smiled on us most weekends, and for yours truly, it will long be remembered for a different form of excitement; more about that later.

Aug. 9/10 Fly-in Bkfst

Our annual fly-in breakfast was a great success with over 70 aircraft attending; this despite very hazy conditions. A warm round of thanks is due to all the volunteers, who under Barnie de Schneider's leadership continue to make our fly-in one of the best in Eastern Ontario.

Sept. 18th Mtg.

The next meeting is being held **Thursday, September 18th at the NAM Bush theatre, 8:00 PM.** The featured speaker will be **Joe Scoles**, from Transport Canada. Joe will share with us some of the safety concerns he presented at Oshkosh, including information on wood propeller leading edge protection. See you there!

Forced Landing

On Sunday August 17th at approximately 10:00 AM I had a sudden catastrophic blade loss on my three blade NSI CAP hub in flight some 10 NM south of Carp. I was at 2300 ft MSL, 2500 rpm, 22" MAP in level cruise when all hell broke loose. Absolutely no warning of the impending failure with less than two hours total flight time on the prop.

Fortunately I managed an immediate engine shutdown, and found a suitable field to land in the 1900 ft of altitude I had to work with, fortunately I had approx. 10 knots headwind on landing to work with. I made a descending 180 in the last

couple of hundred feet, so I just made the field, and started to lower the gear perhaps 5 seconds or less before touchdown. The field was a soybean field and I decelerated from approx. 70 mph to zero in about 50 ft with a 90 degree pirouette to the right when the right wing tip snagged.

The damage to the aircraft was substantial with two feet forward of the spar on the right wing gone, including a torn carbon fibre upper spar cap. The Nose Gear and Right Main were ripped completely off, and the left main was substantially damaged, although I know I didn't have three green immediately prior to touchdown. The main gear attach points on the centre main spar were de laminated with some spar damage as well. Virtually all the gear attach hardware was destroyed, absorbing much energy in the process. The upper half of the rudder with the counter-weight departed and was found some fifty feet away. The tail cone forward of the horizontal stab has stress fractures on both sides, a result of the rapid deceleration. **This was definitely an E ride.**

Now for the good news. I escaped virtually unscathed, simply a couple of scrapes on my elbows, a stiff neck, and sore chest muscles. Two days later, almost as good as new. The Lancair truly is built like a brick out-house; and I kissed the plane later as I stood beside it, for saving me.

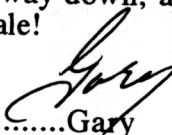
The aircraft is back at Carp, and I have taken the prop into the CASB labs for failure analysis. I have also notified EAA and RAA of the failure, primarily to see if they know of any others;

so far I have drawn a blank. I have also posted to RAH on the internet to warn others and seek input from other users. So far only one response re bearing problems.

From my visual inspection, without hub dis-assembly it appears the failure started adjacent to a flange in the collar that captures the Warp drive blade and transfers the centrifugal forces to a needle thrust bearing. The failure propagated transversely across the collar leaving approximately 3/4" of the collar in the hub. Possible causes include materials defect, machining defect, or design defect. I have sent photos of the failure to both NSI and Warp Drive.

NSI claim more than 100 hubs in service, some with hundreds of hours. This includes many on Continental O-200's and IO240's as well as 170 HP turbo Subaru EJ22s, in fact I talked to an RV6 pilot with one at Oshkosh last year before making my deposit. According to NSI, my failure is the first, and I am the first Lycoming installation. I thought I had done my homework, but you really have to be careful with new products, particularly in critical areas!

Fly safely friends, and don't forget your emergency procedures; fly the plane first, focus on goal number one, survival, the plane is secondary to all else. Mine was not a text-book example; I didn't unlock the canopy before touchdown for one, I even left flaps up, but I flew it all the way down, and lived to tell the tale!


Fly safely.....Gary

Kitplanes, Kitplanes, Kitplanes

By Curtis Hillier

I hope many of you find this article of interest. I really should be making the pieces I need for my CH601HDS. In the recent past, I have been battling with the issues of what engine I will use in the 601. Zenith claims anything from 65Hp to 100Hp is OK. The aircraft is docile to fly and has a wide C/G so fitting something a bit heavier or lighter is not as big a deal as in other relatively light aircraft.

While the reassurance of an air-cooled aircraft engine makes sense to this certified only flyer, the affordability and knowledge which comes from rebuilding your own auto conversion is very appealing. I am building an experimental and would like to know as much as possible about every aspect. (Yes I am hammering out all of the metal pieces!)

This article is not about the 601, or engines, or hammering endless bits of metal, rather as I looked for a reputable supplier of Subaru, Honda, Volkswagen conversion kits on the internet I began to realize just how vast the Kitplane industry is. No, I don't mean that there are literally hundreds and hundreds of designs, I mean that a surprising number of these people have "web" sites.

I have asked several people which sites have an abundance of information and to my surprise many of us do not surf the web! I cannot understand why more of us aren't surfing instead of flying, OOPS, that sort of answered itself!

As I look for my engine and bits to finish my scratch built bundle of metal, I thought I'd pass along my personal findings to those who are interested in reading. I will try to do a monthly list of new sites I have visited and what I found when I "looked" around. As I said previously, many of the Kitplane sites are new so many of the "Links" are not accessible. A LINK is a word of phrase that takes you to that topic. Many sites will link you to the major supplier of parts of that design or related FAA/DOT info for instance.

This article also got started as we fielded questions from the youths and parents at the recent display July 1, 1997 at the Aviation Museum. When I talked about surfing the kids clicked right in and I was amazed how many said they were going home to "research" the topic. A piece of info I passed along to many was the web site for the US-Aviator. (Those of you who are "read-a-holics" and buy every home built magazine there is, will find WWW.us-aviator.com very interesting, ... yes I'm guilty! I calculate if I had put the money into metal I'd have built a few 601's by now!) There used to be and will soon be again a magazine published. It should be arriving at the news stand soon. This magazine has a reputation for "telling it as it is"

and tends to evaluate suppliers and Kitplane designs as to their customer support, many are not all that reputable so this magazine is in trouble much of the time. This is the reason it has been out of print for about 8 months! These people are also the ones who put out the "Kitplane Resource Guide" which evaluates almost all of the most popular designs available. The second edition of this 1000 page wonder is in press right now and will be available shortly. It costs \$39.99 US and can be ordered using either MC or VISA at 1-800-356-7767. This is a highly recommended resource for anyone wanting to know about anything to do with Kitplanes. I will definitely be buying one so if you are interested in seeing before buying let me know and when I get it I will bring it to a club meeting and pass it around. No you cannot borrow it! The web site also has up to date articles listed with brief summaries. Here is a sampling for this month: "BRS tests Cirrus SR20 chute", "Full Lotus floats on SB-582", "AOPA Opposes Continental crankshaft AD proposal", Thunder Mustang vs Pushy Galoreo, etc, etc, etc, This is a great site!

Of course those who are into Zenairs must visit WWW.zenithair.com Some of the links here were not ready when I visited. It is amazing what a difference a few days makes though when a new site is launched.

Pictures and completions are us! This site has an incredible quantity of builder photos and factory photos. All are about 15K in size and download in 30 seconds at my modem speed. If you are a registered builder and give your assigned serial number, they give you builder support.

Kitfox builders should check out WWW.skystar.com info on all product lines including the newly acquired pulsar. This seems more of a sales site than a builders hot line at the present time.

Of course EAA's must visit WWW.eaa.org

Helicopters? WWW.revolutionhelicopter.com An incredible site which even lists accident reports so you do not have to make all the mistakes yourself! (Sorry, I sort of stole that line from the aviation safety news letters.)

or WWW.rotorway.com As you might expect of a first class product has a first class web site well maintained.

Need parts? WWW.aircraft-spruce.com WOW what a site, very professionally done with an introduction by the pres! The site is easy to navigate and promises to have the entire catalog with graphics on line. They say their new catalog will be out for Oshkosh 97. The on-line menu system even has a search function: type in the name of the what-cha-ma-call-it (I tried "Epoxy") and whoosh there you are price, statistics, available sizes, my gosh I was impressed! Even links to related components such as composites, Whew! Drawbacks? yes when I typed in "rivet" it died! It turns out that they are updating every two weeks and so far only two sections of the catalog exists. A very impressive start though, and a promise to maintain it. If you cannot find what you want with the search engine, you

Here are the people who made it happen:

Ground Crew: Bill Argue, Pauline Dumas, Lars Eif, Curtis Hillier, Tamara Hillier, Rick Jones, Reg Leblanc, Martin Poettcker, Jon Preston-Thomas, Jim Robinson, Allen Robinson, George Skinner, Irving Slone, Eric Taada, and Bob Taylor.

Pilots: Gary Palmer with his speedy Lancair; Wally Bielinski and Manfred Ficker in Cessna 172s, Dick Moore and Ken McKenzie in Cessna 150s, Garry Fancy, Mike McGrath and Terry Peters flying Piper Cherokees, Rod Neufeld in his Cheetah, Jim Bradley with his Davis, and Wolfgang Weichert and Graham Armour taking turns flying their gorgeous new RV-6.

The Annual Fly-In Breakfast by *Barney DeSchneider*

Well, once again we were blessed with incredible weather, great volunteers, and a hungry crowd.

Things got off to the usual good start on Saturday when the clean-up crew arrived and turned the shop floor into a dining room. Special mention to Gary Palmer and Frank Hendriksen - those who were there know why!

Sunday morning, as predicted, was beautiful - sunny and calm. Volunteers were on the job by 0700 hours and things began to hum. The first guests arrived at about 0740 hours, 20 minutes before we had planned to start serving. I am not sure whether they were concerned that we might run out of food, or just couldn't resist the aroma of the bacon.

This year the flow of visitors was very steady and we were able to easily keep up to the demand. Having seasoned cooks didn't hurt, of course. Over the morning we served about 240 paying guests and ourselves. Although we have had more profitable years, I don't remember ever hearing so many compliments from our guests. The laughter and friendly banter among the volunteers added to everyone's enjoyment.

Throughout the morning fifty-nine aircraft flew in. Flight operations went very smoothly, thanks to our crew of marshalls and the able assistance of the COPA mobile tower. I took a quick look over the list of aircraft that flew in and noted that we had one American guest fly his Avid Flyer up from New York state. Other flyers came in airports such as far away as Stirling, Kingston, St Lazare and Mirabel.

I would like to sincerely thank everyone who participated in this year's breakfast. You made the event a great success and an enjoyable experience for all who attended.

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Oxygen/Acetylene welding, brazing and silver soldering available from Lionel Robidoux, 195 Crestview Rd., Ottawa (613) 738-1066. 01/97

World of Maps For all your map needs including Aeronautical series. 118 Holland Ave., Ottawa. 724-6776. 01/97

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Your Ad Here

Articles Wanted

I am always interested in receiving submissions for this, your, Newsletter. You may bring articles to the monthly meetings or mail information to the post office box or send me an e-mail attachment at: cbg@nortel.ca 07/97



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___

EAA NUMBER:.....

EXP Date:___/___

NAME:.....

ADDRESS:.....

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(.....).....W

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OTHER AVIATION AFFILIATIONS:

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Annual Dues: January 1st to December 31st. (porated after March 31st for new members/subscribers). Associate Member ___: \$30.00 Newsletter plus Chapter facilities Full Member: ___: \$55.00 Newsletter, hangar, workshop, tiedowns Newsletter subscriber ___: \$30.00 Newsletter Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

Make cheque payable to: EAA Chapter 245 (Ottawa) Mail to - P.O. Box 24149, 300 Eagleson Road, Kanata, Ontario, K2M 2C3



Garry Fancy's Piper Cherokee shows the flag to the new Young Eagles..



"...and there I was, diving inverted out of the sun when my guns jammed!" Tour guide Reg Leblanc describes the different types of aircraft tucked away in the Chapter hangars.



Flight Line Control...where the paperwork never ends!



The COPA Mobile Unicom is always a reassuring sight at any aviation event.



Martin Poettcker and George Skinner man the Registration Desk. "No permission form ... no boarding pass!"



