



# Carb Heat

**NEWSLETTER**

**Hot Air and Flying Rumours**

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## OCTOBER 1995

**Next Meeting: Thursday 19th October 2000hrs**

**>>> Chapter lounge at Carp Airport <<<**

**Program: -Annual General Meeting - Election of officers**

**Meeting topics: Useful hints and tips - various mmbers.**

**Pegazair project - Bill Argue.**

**Inside: More news on the Regions bid for Carp Airport**

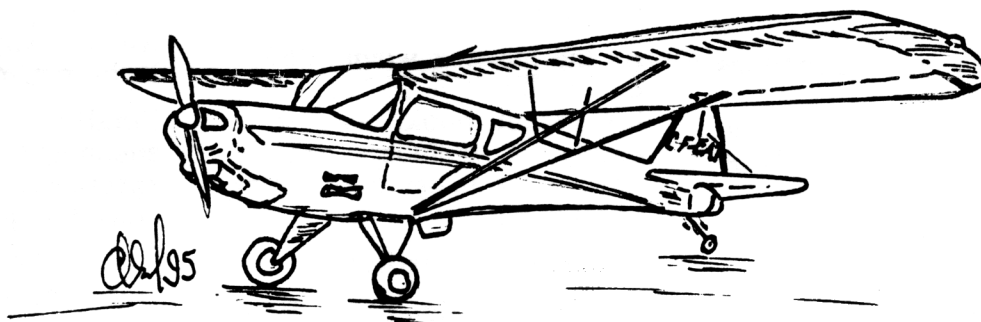
**EAA Reieves Visit from NTSB Some very interesting facts)**

**Factory Test Pilots (When is it time to call in the Pros?)**

**Chapter Aircraft Featured on National Commemorative Coin**

**Book offer - *Black Crosses off my Wingtip* by I.F. Kennedy**

**Attached: Your new and improved "personalized" renewal form**



**Fleet Canuck CF-EAI**

<b>President:</b>	<b>Gary Palmer</b>	<b>596-2172</b>	<b>Aircraft Ops:</b>	<b>Dick Moore</b>	<b>836-5554</b>
<b>Vice Pres:</b>	<b>R. Emmerson</b>	<b>682-2058</b>	<b>Membership:</b>	<b>Barney DeSchneider</b>	<b>226-6003</b>
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*President's Corner*

As I noted last month, **October is Elections Month**. The positions up for re-election this year include: President, Treasurer, Newsletter Editor, and Operations Director. In addition, our Vice President, **Rod Emmerson** will be leaving Aylmer to enjoy retired life in the Bancroft area. The good news is that the existing executive members have agreed to stand for re-election, but don't let this hold you back if ready to serve, a real election rather than the usual acclamation would be a novel change.

I am very pleased to congratulate **Hugh Frampton** for accepting the mantle of **Captain Caffeine**. Hugh is also responsible for our fine home page on the world wide web. If you haven't done any surfing yet, please do. I took my first crack at it last week and found some very interesting sites, eventually wending my way back to our own home page. Most impressive site so far seemed to be the RV builders home page with tons of excellent information and builders tips. Those RVs just look impressive from any perspective.

As always we need **speakers** for our meetings, and **articles** for our newsletter. If everyone pitches in, we will continue to have one of the best EAA chapters in North America.

**September Highlights**

**Hap Kennedy**, famous local decorated (DFC & Bar) W.W.II Spitfire pilot and author hosted a captivated audience at our last meeting as he recounted the highlights of his flying career. A typically modest Canadian, a hero by any standards, and credited with 14 victories Hap

shared with us, in fire-side chat fashion, what it was like to fly, and fight in the best airplane of all time, the **Spitfire**.

Hap's love of flying and devotion to duty is perhaps best recognized by his decision to re-enlist at the end of his tour of duty in Italy, an example of integrity and love of country and comrades at arms, not to mention his absolute love of flying.

Hap's love of flying was demonstrated in his answer to a question "Was the flying exciting or just a job?". Hap's reply was to read a passage from his book, that captured perfectly, the thrill he experienced every time he fired up the Merlin in his beloved Spit!

After a successful career as a doctor, Hap has resumed his love affair with flying. However, to truly consummate the relationship, he absolutely must make it to Oshkosh, where I am sure he could readily cadge a ride in one of the two place Spits that is always there. If anyone has a spare seat for a trip to next year's Osh, save it for Hap, and enjoy the trip of your life.

As the meeting wound down, the small box full of copies of his recent book, was soon empty, as members eagerly lined up for autographed copies of his memoirs.

**Sobering Statistics:**

The latest edition of the EAA Flight Advisor newsletter contained some sobering statistics extracted from a preliminary NTSB study of amateur-built accidents. While it is always dangerous to read too much into statistics, it was clear

that the Home-built accident rate for the active fleet was almost three times that of type certificated aircraft. While this is most likely due mainly to the higher risk in the initial test flight period there were at least two areas where we can significantly reduce this risk.

First, don't cut corners on seat belt installation; apparently this was a leading cause of fatal accidents, and an area where we normally consider our aircraft better because of the mandatory shoulder harness requirement, perhaps not so in the U.S.

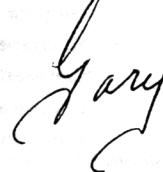
Secondly, pay close attention to proper fuel system installation, as this was the leading cause for accidents.

Another obvious area for improvement is in training and preparation for that all important first flight. Please don't let your pride get the better of you. If you don't have enough experience in the right type of aircraft, or aren't really current, look for a qualified test pilot. This is where the experience of other chapter members can be of real assistance. In the capital area, we are fortunate to have the services of several highly qualified professional test pilots who are only too happy to help in this regard.

Finally, I would like to encourage any of our more experienced pilots to seriously consider joining the Flight Advisor's program.

**Oct 19th Meeting at Carp:**

Our next meeting is being held at the **Chapter clubhouse** at 8:00 PM sharp.



Gary

**More delays for  
Carp Airport**

**By Anita Lahey  
Ottawa Business News Sept 1995**

The transfer process of the Carp Airport to regional government control is expected to be further delayed this month. Transport Canada might tell the region in the next two weeks that it has a right to revenues made off of Carp Airport lands for up to 15 years, even though the Regional Municipality of Ottawa-Carleton has already made it clear that the federal government's 10-year claim on revenues is too long.

Transport Canada is currently conducting an appraisal of the market value of the land occupied by the Carp Airport, and says the results, which should be released by Sept. 15, will dictate how long the new operator must turn over revenue gained through selling or leasing airport land.

According to Al Ritthaler, who's managing the transfer of the airport for Transport Canada, if the value of the land exceeds the cost to operate the airport over a period of time, the current 10 year time-frame would increase. "The point is," he says, "we should not be turning lands over to another entity in which they could sell and make a windfall profit."

Nancy Sheppers, who's been in charge of tracking the RMOC's negotiations, says the delay in negotiations should not affect the \$2.1 million renovations planned for Carp's runways.

**EAA Receives Visit from  
NTSB**

On June 28, NTSB investigator Mike Stockhill visited EAA to brief us and solicit input on his report of amateur-built aircraft accidents. Mr. Stockhill has completed a draft report on the causes and possible ways of reducing amateur-built aircraft accidents. As

with all NTSB studies, he could not provide us with a copy of his report until it is approved by the NTSB Board. He did, however, brief us on his suggestions in the report and some of the statistics he had calculated. Here are some of the numbers used by the FAA and NTSB in calculating their respective statistics. All numbers are for piston-powered, single-engine aircraft. An active aircraft is defined as an aircraft that flies at least one hour a year.

AIRCRAFT CATEGORY	NTSB EST
Total homebuilts	20,795
Total fixed-wing HB	18,939
Total active fixed-wing HB	10,227
Total rotowing HB	1,856
Total active rotowing HB	1,002

The NTSB study looked at amateur-built accidents in many different ways. There will be over 40 statistical graphs in the report. Some of the interesting points found in the study were:

- Pilots involved in homebuilt accidents are likely to be older, have more flight experience and have a higher rate of injury than pilots in type-certificated, aircraft accidents.
- Homebuilt accidents are more likely to take place on take-off or during in-flight maneuvering (aerobatics), whereas landing is the more likely place for type-certificated, aircraft accidents.
- Gyroplane homebuilts have twice as many fatal accidents than fixed-wing homebuilts.
- Homebuilt helicopters have lower rates of fatal, serious and minor injuries than fixed-wing homebuilts.
- 27% of fixed-wing homebuilt accidents are fatal.
- 19% of fixed-wing, single-engine, type-certificated accidents are fatal.
- Approximately 25% of all homebuilt injuries (fatal, serious, minor) occur in

homebuilts under 1001 pounds gross weight.

- 37.3% of homebuilt accidents are attributed to loss of power compared to 30% for type-certificated aircraft.
- 29% of homebuilt accidents are attributed to loss of control compared to 27% for type-certificated aircraft. The accident rates for calendar year 1993 per 1,000 aircraft for the entire registered fleet (as opposed to the active fleet) was roughly double that of type-certificated aircraft.

Homebuilts TC'ed 1 -3 seats TC'ed SE piston			
Accident rate/1000	9.187	4.083	4.9938
Fatal Accident/1000	2.27	0.6685	0.9528

The 1993 calendar year accident rate per 1,000 aircraft for the "active fleet" was as follows:

Homebuilts TC'ed 1 -3 seats TC'ed SE piston			
Accident rate /1000	17.013	6.182	6.817
Fatal accident/1000	4.204	1.115	1.3008

Mr. Stockhill had two main observations from looking at all the data. Modified or improperly installed fuel systems appeared to be the major cause for accidents. Modified or improperly installed safety belts were the leading cause of deaths from accidents.

**FACTORY TEST PILOTS  
When is it time to call in the  
pros?**

by Budd Davisson

At what point in the process prepping a pilot for the first flight of a new airplane do we stand back and say, "I think you ought to call in a professional, probably a factory pilot"? And what justification do we use to convince the pilot he should spend the money? In the first place, hiring a professional to fly an airplane for the

first time, whether it's a homebuilt, restored antique, or classic depends to a large extent on the match between the pilot and the aircraft.

However, even when it looks as if the pilot is able to fly the airplane, there are still situations in which it makes sense to call in the guys who do it for a living. One of those situations is when the airplane in question is such a high-demand machine that if even the slightest thing goes wrong, even above-average pilots are going to be over their heads. A lot of the super-high-performance homebuilts fall into that category. In cases like that, it is worth looking at what a factory test pilot brings to the table besides a pair of experienced hands. One of the strongest points in the professional's favor is that he knows the airplane quite well mechanically. When he looks it over, he is looking at it with a different eye. For one thing, he knows exactly what is critical and what isn't and how to set things right before he tries to fly it. This is especially true of pilots from the factory or designated by the kit manufacturer as being highly experienced in the airplane. The factory test pilot specializes in that airplane and has probably made a bunch of first flights on that particular model and knows what to expect and what to do about it if it happens. Very few general aviation pilots have that kind of background and knowledge. Sometimes using a professional pilot is overkill. Sometimes it isn't. In an airplane like a Kitfox or C-120, that kind of experience isn't necessary. The cost is manageable and an emergency isn't likely to be a big one. In something like a Glasair 111 or Staggerwing, however, the complexity and value of the airplane becomes a major factor. More important than that, however, is the fact that any emergency in that kind of airplane becomes a serious emergency immediately and would over-tax the average pilot. Those are the kind of situations in which the pros should be brought in.

Unless the builder/restorer of a super high value, high-demand

airplane is close to the pros in terms of experience and proficiency, he ought to step aside and consider the money spent on a professional pilot to be the premium on a form of first-flight insurance. How do we convince the builder/restorer he should hire a pro? Just the way we explained it above: The airplane is very expensive, represents a lot of time and there is no such thing as a minor emergency in it. Is that a risk worth taking? The smart money will say no. The not-so smart money is going to do what it wants to anyway. But, at least we gave it a shot.

Cover Photo - CF-EAI Fleet Canuck

**Chapter Aircraft Featured on  
National Commemorative Coin  
CF-EAI**

*by Stan Acres*

The Royal Canadian Mint introduced an Aviation Coin Series in 1990 commemorating Canada's first 50 years of powered flight. A second series was launched on September 16th 1995 (with 10 coins to be produced annually for the next 5 years), commemorating flight in Canada after WWII. The first aircraft to be featured are the Fleet Canuck and the deHavilland Chipmunk. Robert Bradford, an internationally recognized aviation artist and former Director of the National Aviation Museum was commissioned to create the designs for these two coins.

The Canuck featured is CF-EAI belonging to Chapter member Stan Acres, and is depicted in flight over the National Aviation Museum at Rockcliffe. The Chipmunk is shown in aerobatic attitude over Centralia Air Base. The Mint has very successfully pioneered the technique of setting 24 karat gold covered cameos into the sterling silver coins, and the Canuck coin portrays a likeness of Bob Noury,

its designer. Nominal value \$20.00 Canadian.

Fleet Aircraft of Fort Erie Ontario purchased the prototype and rights in 1945 and 225 were built. The side by side seating proved ideal for flight training, and they also served a number of transport roles in northern Canada. Some 80 of these durable aircraft are still on the Canadian Civil Registry.

**New "Personalized" Membership Renewal Forms**

Attached to this month's newsletter is your new "Personalized" Membership renewal form brought to you courtesy of Gary Palmer and the wonderful age of "easy to use" personal computers. This is intended to ease the annual membership renewal process, (less writing on everybody's part). All you need to do is check that the information is correct and either bring it, with your cheque, to the next meeting or mail it to our Chapter Post Box.  
Ed.

**CLASSIFIEDS**

01 October 95

**AIRCRAFT FOR SALE:**

**Davis DA2A, 386TT, C-85, 11.5 SMOH, cruises at 110 mph, all metal, low wing, V-tail** \$11,900.00  
**J. Bradley** 839-5542  
10/95

**Taylorcraft BC-12D, 1946,**  
**Jim Robinson** (613) 830-4317  
95/4

**Cessna 150**, 1966, 3500 TT, 1000 SMOH, recent paint, fresh C of A \$16,500.00  
**Mike Sacoutis (613) 729-3774.**  
 94/10

**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.**

**11AC Chief Project**, 60% done, new parts \$6000.00  
 Lots of parts, mags (new) Tons of A/N/ hardware  
**Larry Loretto 613-675-2301**  
 95/3 **613-737-2933**

**RV-4 Empennage Kit.** With plans, dimpling *Sold* tools, jig materials, etc  
 Tools still available?  
**Alex Clanner 736-0555**

**For Rent**

**Protect your investment against winter's fury**

Winter storage available for one small, low wing aircraft at Carp Airport. Able to accommodate aircraft such as the two place Grumman, homebuilts such as the Zenair series, the Jodel, Davis etc. Phone Andy at 591-7622

**PARTS FOR SALE:**

**From Tim's parts bin**

**KR-2 Canopy frame \$50.00**  
 Cleco pliers, U.S. made, new. \$10.00  
**Bute-dope**, insig. white - unopened gallon. bahama blue \$40.00  
**Automatic pilot gyro**, Piper, horizon unit P/N 52R21 \$100.00  
 Autopilot gyro, Tactair, horizon \$100  
 Mach meter \$50.00  
 - C. tach, 0-3500 rpm \$30.00  
 ASI, high speed, 0-300 mph \$30.00  
 Control panel, three levers with bowden cables \$20.00  
 Brake disks, chrome, C-150, for six hole 3 piece wheel. \$200.00  
 Rudder pedals, Mooney, castings only \$20.00  
 VSI, 0-6000 fpm \$100  
 Operators handbook, Beech Sierra 200 B24R \$20.00

**Tim Robinson 824-5044**  
 94/10

**PLEASE NOTE:**  
**ADS DEADLINE IS THE 1st OF THE MONTH**  
**PLACE YOUR ADS BY PHONING ANDY AT 591-7622**  
**Classifieds Editor**

Shoulder harness, inertia reel, 2 seat belts, metal to metal, like new, 2  
 NACA air inlets  
 Elevator trim assembly  
 Primer  
 Fuel pump, Pesco  
 Voltage regulator  
 Aluminum tank, 5 gallons  
 CHT guage & probe  
 Engine VW 1600cc rebuilt  
 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 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**

**Lots of parts;** Throttle cable, mixture cable, cabin hot and cold air cables, electric flap motor c\w transmission Cessna 150, control yoke assembly, 2 sets of seat tracks & doublers from Cessna, main landing gear shims Cessna, 2 Grumman canopy tracks, COM and VOR antennae, inspection covers Cessna,

Clecos all sizes, AN hardware all still available 10/95

**Ron McMillan 837-6865.**



Butyrate dope, 5 gallon pail, new  
\$ ?  
**Mike Sacoutis (613) 729-3774.** 9/10

**PROPELLERS:**

**Harzell constant speed - HC82VL-1D1** to fit O-320 plus governor and vernier control, zero timed. OFFERS.  
**Mike Sacoutis (613) 729-3774.**

**Propeller, Hartzell HC82XL-2C** constant speed plus governor for 320-360 Lycomings  
**Garry Fancy (613) 836-2829**

**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** bottom end,  
C-85-12 Continental 1200hrs  
Propellers for above  
Exhausts for above  
**Mike Sacoutis (613) 729-3774.**

**Engines, VW 1600 cc,** Continental 2 cylinder ground power unit 30 HP.  
**Jacques Pilon (613) 446-4175**

**Rotax 297, 28 hp with propeller**  
**J. Bradley 839-5542**  
10/95

**Konig SC430, 3 cylinder radial engine, 28hp, electric start, \$4000.00**  
**Eric Schwindle**  
819-459-3415 10/95

**RADIOS:**

**Telex AT-920, 10 memory channels, scan feature, 2 transmitting power levels, quick change NiCad pack with charger, Top shape**  
\$200.00  
**Henri 749-9720 9/95**

**AIRCRAFT SUPPLIES:**

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

**Sheet Aluminum - 2024T-3, 6061-T6** and other grades.  
Available from - Ridalco Industries Ltd.  
1551 Michael Street, Ottawa, Ontario  
**745-9161**

**PVC Plus,**

PVC-pipe, valves & fittings  
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Plastics- Tubing, bottles& bags.  
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Nepean, Ont. K2E 7J4  
228-3295

**INSTRUMENTS:**

**Guages**  
-Altimeter \$50.00.  
-ASI \$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 evngs.

**Control wheel yoke assembly** from Piper Tomahawk  
**Garry Fancy (613) 836-2829**  
10/95

**WANTED:**

**Propeller, McCauley 1B90-74-44**  
**Jim Robinson 830-4317**  
4/95

**Engine, Continental C-85-8 or a good case.**  
**Jim Robinson 830-4317**  
10/95

**OTHER:**

**CHAPTER CRESTS:**  
Sew-on, \$6.50 each.  
**Luc 744-5347**

**All kinds of aviation magazines** going back some 30 years  
**Ron MacMillan 837-6865**

**Campers!!!** one large tent for sale. Large outer with smaller suspended 5 person inner. Light weight cotton material. You can live in this one quite comfortably.  
\$100.00  
**Garry Fancy 836-2829**  
7/94

**WORLD OF MAPS**

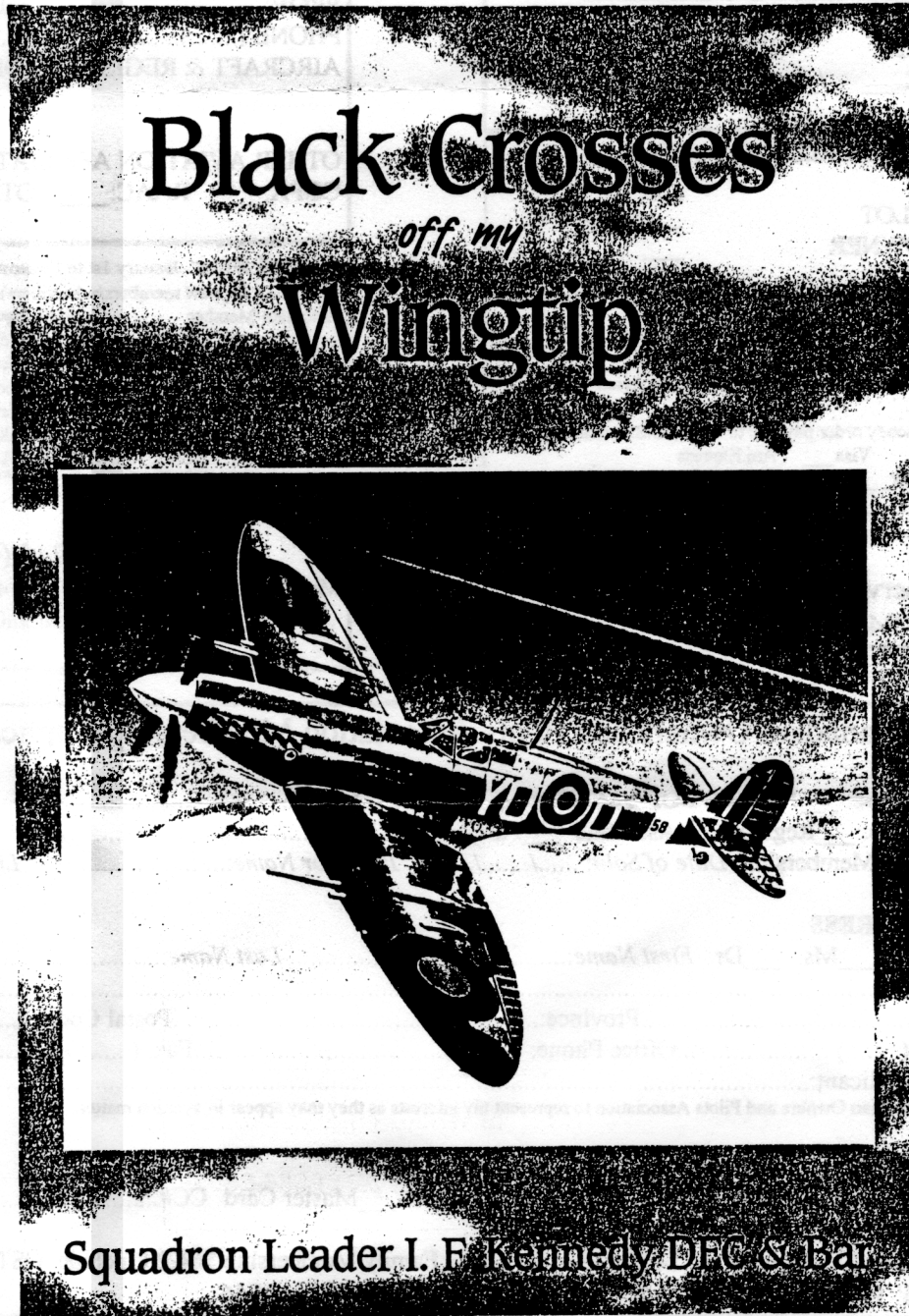
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**596-2715** call for appointment

Last month our guest speaker was WWII Spitfire Pilot and recent author **Squadron Leader I.F. (Hap) Kennedy**. At the end of a very entertaining and informative evening we had the opportunity to purchase some of the books he had brought along. The copies he had with him were soon snapped up and some of us were left without.

If any of you wish to obtain a copy of this very interesting book you may contact the author at 613-833-2049. Or write to I.F. Kennedy, 1886 Sarsfield Road, Cumberland, Ontario, K4C 1L3.



## EAA Membership

### Join Us!

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Complete this form and mail with your membership  
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## EAA Chapter 245 Membership Application

NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_ DATE: \_\_\_\_/\_\_\_\_/\_\_\_\_  
EAA NUMBER: \_\_\_\_\_ EXP Date: \_\_\_\_/\_\_\_\_/\_\_\_\_  
NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY/TOWN: \_\_\_\_\_  
PROV: \_\_\_\_\_ PC: \_\_\_\_\_  
PHONE: (\_\_\_\_) \_\_\_\_\_ H (\_\_\_\_) \_\_\_\_\_ W  
AIRCRAFT & REGISTRATION: \_\_\_\_\_

#### OTHER AVIATION AFFILIATIONS:

COPA: \_\_\_\_\_ RAAC: \_\_\_\_\_ OTHER: \_\_\_\_\_

**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 See Application above.

Make cheque payable to:

EAA Chapter 245 (Ottawa)  
Mail to - P.O. Box 24149, 300 Eagleson  
Road, Kanata Ontario, K1G 3H8

## Canadian Owners and Pilots Association Membership Application

Membership Type:  Renewal COPA Membership #: \_\_\_\_\_  
New Membership:  Regular  Associate  Family \_\_\_\_\_  
 Student Pilot Membership Date of Solo: \_\_\_\_/\_\_\_\_/\_\_\_\_ Instructor Name: \_\_\_\_\_ Licence #: \_\_\_\_\_

#### MAILING ADDRESS

Mr.  Mrs.  Ms.  Dr. First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
City/Town: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
Home Phone: (\_\_\_\_) \_\_\_\_\_ Office Phone: (\_\_\_\_) \_\_\_\_\_ Fax: (\_\_\_\_) \_\_\_\_\_  
Signature of Applicant: \_\_\_\_\_

(I authorize the Canadian Owners and Pilots Association to represent my interests as they may appear in aviation matters)

#### METHOD OF PAYMENT

Cheque  Money Order  Visa  Master Card CC# \_\_\_\_\_ Exp: \_\_\_\_/\_\_\_\_/\_\_\_\_

Regular/Associate Membership \$42.80 include. GST. Family Membership \$64.20 include. GST

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