

Winter is still holding on tenaciously, but if the most recent weather holds, we may see the field firmed up by May. In the mean time please avoid using the back road or driving on the grass apron area until the meltdown is complete and the frost is completely out of the ground.

Membership Renewal. Last Call

If you haven't renewed your membership for this year, this is the last newsletter you will receive. We haven't had any fee increase for a decade, which makes membership in our chapter a rare bargain these days. Don't miss out! Get your renewal in ASAP.

Avro Arrow Web Site

The Arrow Alliance web site at "<http://www.arrow-alliance.com/main.html>", hosted by Peter Zuuring is now fully operational and includes an excellent free screen saver featuring several views of our favourite Canadian military design. Those who have been waiting for the promised scrapbook can expect it to be available this month.

Tri-Gear Wittman Tailwind

A Wittman Tailwind project that had languished for several years in Roger Fowler's garage has taken on a new life with the sale of the project a few short months ago to Les Staples. Roger, like many other first time builders, had found the demands of raising a family left too little time for a scratch built project such as the Tailwind.

Les Staples, a true workaholic if I ever saw one, recognized a golden opportunity and soon made Roger an offer he couldn't refuse. In Les's experienced hands, the Tailwind has

benefited from a seemingly endless onslaught of labour, that only the retired seem able to muster.

The June 1998 issue of Sport Aviation highlighted Jim Clement's tri-gear variant of the W10, and this conversion struck a responsive chord with Les. It seems that after decades of tail dragger excitement, the pedestrian charms of a tri-gear arrangement make more and more sense. Maybe it is just that we become less macho with advancing years and increased experience, even a touch of wisdom.

The fuselage is now completely welded including the fittings for the RV-6 gear. When I saw the project in Les's garage it was sitting on the RV-6 gear. After accepting an invitation to try the pilot's seat on for size, I was surprised at the headroom available in what I had normally thought was a somewhat confined cockpit. The extra headroom is due to many minor modifications Les made in the cockpit area. A photo later in the newsletter shows Les and Roger standing next to the fuselage.

In an adjoining room, Les had most of the wooden wing structure complete. It seems like it has taken less than a month of elapsed time to get the wing completed to the state shown in one of the pictures included. Talk about focus leading to real progress. I continue to marvel along with many others at Les's incredible productivity when it comes to aircraft construction.

Les plans to use the Continental O-300 from his ill fated Maranda, with a completely overhauled carburetor. Performance should be very similar to Jim Clement's bird, with an honest 180 mph a realistic

target cruise speed. For someone with the time and talent to master welding, the Tailwind continues to be just about the fastest bang for the buck available in scratch built homebuilding.

While I didn't press Les for an anticipated first flight date, I wouldn't be surprised if he receives a first flight plaque in our June 2000 meeting. I am sure Roger will be one of the first passengers to enjoy flight in a project started so long ago.

March Meeting

Our **Getting Started** video from **EAA** which we viewed at our last meeting was well received by all attending. A quick show of hands indicated that close to half those attending were either building, or had completed a homebuilt aircraft. A healthy sign indeed, of an active chapter.

Thursday April. 15th Meeting

Our next meeting at the National Aviation Museum will feature a discussion of flight test considerations from our own **Technical Advisor, Robert Erdos**. Don't miss this opportunity to benefit from an NRC test pilot's perspective on how to approach the test flight period professionally.

Early arrivals may get a view of the recently restored **Nieuport 12** since the museum is holding a special reception prior to our meeting to celebrate their most recent restoration project. I understand we are free to view this, but I expect any food and beverages are reserved for the official invitees.

I look forward to seeing you there.

Gary

Hangar for my CH-701

By Andrew DePippo

I wanted to build a hangar for my homebuilt CH-701 amphibious float plane in October '97 on my island south of Bancroft Ontario. The problem was obtaining a building permit. The inspector wanted the following:

- structure 150 feet back from the shore
- an engineer's report on the used steel trusses I had obtained from a job site.
- proof that I own the shore line and that there is no 66' right of way.

I wanted the hangar to be 10 feet from the shore. The inspector said a variance was needed costing \$400, a 6 to 8 weeks delay, and there was no guarantee that the variance would be granted. I thought, "by the time I receive the variance it will be November!"

Getting frustrated I talked to Bill Argue who told me about an article he remembered seeing in COPA on the subject of building hangars. The article, which was based on the personal experience of a COPA member, related a similar difficulty in obtaining a building permit for a hangar. The owner, after already incurring very significant expenses in building a private grass aerodrome, had started to build a hangar. He had done this with an understanding that according to the Air Regs, no building permit was required for any structure which falls under the definition of an aerodrome. After completing a good portion of the construction the owner sought out the approval of a building inspector in order to make sure the "construction" was sound. The inspector advised him that although the construction was sound (i.e. he had no problems with it at all) he would be subject to a hefty fine for having started to build without a permit. This set in motion a sequence of events which finally led to the intervention of COPA's legal representative who clarified the builder's rights and provided a legal reference to the township for a similar test case that had been fought and won in court. In this way the matter was put to rest

Having read the COPA article I preceded to inform the inspector who replied that everything in the township needed a permit. I called COPA and they were of great help to me. They put a package together within a day which I gave to the inspector. I then started building without a permit.

COPA never had a problem with a hangar on water and were willing to help with a lawyer if needed. The inspector was then "on a mission" and called the Ministry of Transport. I rented a crane and barge on the mainland and then hand bombed and started welding on the island. The inspector was informed that there are cases

going through the courts at present. I have not heard anything since. I also found out that a permit is no longer necessary for a marine railway.

Maintenance Corner

By Charles Gregoire

I received a few contacts from Garry Fancy that may be of help to builders and owners. Garry was doing some work to repair his aircraft seats and discovered a very obliging gentlemen (i.e. very eager to help and serve his customers) who both supplies and also cuts to exact size specifications the type of foam used in seats. The foam product he provides has an acceptable fire retardant rating for use on aircraft. The name of this local business is:

Foam Inc.

Owner: Rejean Lepage

Adrien Robert street, Hull Que.

(819)-775-2796

Also Garry mentioned that he knows of a Canadian source for the corrugated aluminum skins found on Cessna aircraft (i.e. like those used on the ailerons and flaps). Garry would also like to find a co-buyer for 2x12ft corrugated sheet of which he only needs portion. The 0.016" corrugated sheet goes for around \$150. If you're interested give Garry a call at (613)-836-2829. The name of the business is:

Kovachik Aircraft Services

Burlington Airport

(905)-335-6759

Classifieds

Place your ads by phone with Charles Gregoire

@ 828-7493 or e-mail to cbg@nortel.ca

Deadline is first of the month.

Ads will run for three months with a renewal option of two more months.

Irving Slone is looking for someone to accompany him in a Pietenpol to assist in flying it to Oshkosh this coming summer. Oshkosh 99 is featuring the 70th anniversary of the Pietenpol. A large turnout of Pietenpols is expected, (20 so far) and will be parked together in the showplane area. A multi-media presentation on the legendary designer and his aircraft will be presented at the theatre of the woods. If interested call Irving Slone at
722-0359 (res) or 230-2100 (office) 03/99

A limited number of WearCheck engine oil analysis (SOAP) kits at \$28 each. Price includes analysis for 17 wear elements, additives and contaminants, percent fuel dilution, water concentration and diagnostic recommendation, plus debris examination (if present). SOAP has been used for at least 30 years and is the most widely accepted method of internal engine health monitoring and can often pinpoint impending engine failure.

Garry Fancy 836-2829 02/99

Charles's Parts Bin

ASA Tri-fold Knee board \$40 obo
New SCAT Hosing, 3" dia. \$8/ft
Old tachometer and cable off C150M \$35 obo
Cessna Clock \$35 obo
Charles Gregoire 613-828-7493 11/98

Davis-DA2 TT400,
C-85 25 SMOH, all metal, 110 MPH, \$13,500
Jim Bradley 613-839-5542 06/98

Tim's Parts Bin

Cessna 140 exhaust system complete \$500.00
Cessna 140 engine baffles \$50.00
MS24566-4B pulley NEW \$8.00ea.,
Large HF radio (ex Otter), good ham project \$25.00,
Large Radar Screen (possible coffee table???) \$25.00,
Beech 18 oil cooler, new (possible rad??) \$50.00, 6 Gal.
J-3 wing Tanks (2) \$200.00, Box of VW engine Parts
(possible 1/2 vw project) \$50.00, New autopilot , 12
volt trim servos and stuff \$25.00, Air Path and Pioneer
3 1/8 compass cores \$75.00/ea, Shark Fin pitot tube
24volt, new in box \$25.00, Beaver U/L Lotus float
rigging (spreader bars, etc.) \$25.00, Continental prop.
spacer (O.E.M. alum) \$50.00
Tim Robinson 613-824-5044 03/98
75714.2136@compuserve.com

McCauley Metal Prop, 70-38 for a continental A65 or C85.

Jim Robinson 613-830-4317 01/98

Garry's Parts Bin

50 ft. 1/8" galvanized aircraft control cable, 7x19, MIL-W83420D
Dynafoal engine mount
Wheel pants \$100.00
Oil, break-in, 12 litres, Shell, Esso
Wing Tip Nav Lights
NACA air inlets
Elevator trim assembly
Primer
Valves, Fuel selector
Valve, Parking brake
Accelerometer (G-meter) 2.25 inch
Oil cooler - Continental 6cyl.
CHT guage and probe
Lycoming, Accesory case, dual take-off adapter for hydraulic and vacuum pumps.
Piston rings for Continental E-185 or O-470.
Light weight starter & bracket for Lycoming O320 or O360.
two Lycoming engine-driven fuel pumps \$50.00 each

Control wheel yoke assembly from Piper Tomahawk

Engine, VW 1600cc completely rebuilt
Garry Fancy (613)-836-2829 01/98

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@nortelnetworks.com 01/98



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 March31st 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