



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 34 No. 05

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 Hazeldean R.P.O., Kanata, Ontario, Canada, K2M 2C3

MAY 2004

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Next Meeting:

**Thursday, May. 20th 8:00 PM
Canadian Aviation Museum**

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Engine Testing Update

By

Martin Poettcker

President:	Gary Palmer	596-2172	gpalmer@nortelnetworks.com
Vice President:	Martin Poettcker	271-6113	poettcker@rogers.com
Ops, Publishing, Tools:	Dick Moore	836-5554	rjmoore@uottawa.ca
Membership:	John Montgomery	599-1240	larm@rogers.com
Secretary:	Curtis Hillier	831-6352	the_hilliers@yahoo.com
Treasurer:	George Elliott	592-8327	gelliott@igs.net
Editor:	Rodney Stead	836-1410	stittmp@sympatico.ca
Webmaster:	Russell Holmes	820-8572	Russell.Holmes@city.ottawa.on.ca
EAA 245 Website:	http://eaa245.dhs.org/		

President's Page
by Gary Palmer

Chapter Cleanup day Saturday May 15th 9:00 AM

The annual spring-cleaning of our clubhouse is scheduled for Saturday May 15th, a week earlier than normal to avoid the Victoria Day long weekend; at the usual 9:00 AM start or earlier if you are real keen. Dick Moore, as usual has a long list of cleanup activities, including replacement of the East window, which is suffering from frame rot.

Ottawa Transponder Code Assignment: formal complaint made.

Following last month's surprise introduction of the requirement to obtain a transponder code in advance from Montreal centre before being allowed to transit Ottawa controlled air space, I received an earful of complaints from our members. As a result, I decided to file a formal complaint with Nav Canada, and have forwarded a copy to COPA as well. Kevin Psutka, COPA president, thanked us for our proactive effort, and noted my stated concerns closely echoed their own concerns. Kevin meets with Nav Canada this week, and hopefully we will see some positive progress to a rationale solution in the near future. In the meantime I would encourage you to make your own views known to Nav Canada by either emailing them at "service@navcanada.ca" or phoning 1-800-876-4693, and please mention reference number RB30779. Key points made in the complaint were as follows:

1. These changes were imposed without proper prior consultation with the directly affected general aviation public. I believe this is in contravention of Nav Canada policy, certainly of Transport Canada past policy and practise.
2. The changes result in a significant additional burden to flight operations, requiring tedious waits for service to obtain transponder codes in advance. The requirement to predict well in advance the intended time of use is particularly difficult at fields where telephone communication is not available, such as many that our members operate from. The failure to allow radio communications to a properly staffed and reachable ATC facility simply makes the procedure less usable.
3. The pre assignment of codes, coupled with the one hour window of use will result in significantly reduced efficiency of utilization of a scarce resource, namely transponder codes. The motivation for making such an inefficient change to a smoothly functioning system which was able to assign codes within 5 seconds of first contact, and free them up immediately after airspace transit completely escapes me; perhaps you can provide the justification? Just what type of benefit analysis justifies such a reduction in service and system efficiency?
4. Flight safety will be seriously compromised as pilots are forced to skirt the periphery of Ottawa airspace in cases where they cannot contact Montreal Centre to obtain a code. The RockCliffe, Gatineau, Ottawa River corridor is a particular concern in this regard.

April 2004 meeting summary

Claude Roy and Russell Holmes teamed up to provide a full evening of entertainment based on their respective pilgrimages to Kitty Hawk. Claude flew in his Challenger ultra-light prior, along with two other Challenger owners in September, flirting with a Hurricane that they were able keep just ahead of until safely inside a NASCAR driver's hanger keeping a Citation jet company. Russ put together a PowerPoint presentation to complement 20 minutes of edited video he shot on site Dec 17th 2003, at the centennial celebrations.

Upcoming meetings/Events.

June 19th	The June meeting marks the start of the Saturday morning meetings at the Carp clubhouse. The June meeting is the usual Oshkosh pre flight planning session. It is also the first flight awards presentation for those who had their first flight of a newly hatched homebuilt in 2003. If you were one of those deserving souls, please let me know so the plaque can be ordered in time.
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Thursday May 20th. 8:00 PM: Martin Poettcker - "Engine Testing Update".

Martin Poettcker will provide an update on the early testing of his Subaru engine conversion for his CH-601, along with the reduction drive and harmonic resonance damper. This should be an entertaining presentation, see you there!

Gary

MODEL PLANE CROSSES ATLANTIC

Associated Press

LONDON--It didn't fly high and it didn't fly swiftly, but The Spirit of Butts Farm made it all the way from Canada to Ireland with a few drops of fuel to spare, a group of model airplane enthusiasts say.

They are hoping for a distance record for the flight of 38 hours, 23 minutes over 1,888.3 miles by a model plane that weighed just 11 pounds when it took off from Newfoundland.

For Dave Brown, who was at the controls for Monday's landing at Marrin Beach in County Galway, it was a great moment.

"A great cheer went up when we saw it, and four minutes later I landed it in the field. It was so thrilling," he said by telephone.

The balsa wood-and-Mylar plane was designed by retired engineer Maynard Hill, 77, of Silver Spring, Md.

He launched it Saturday night from Cape Spear, Newfoundland,

The nearly 6-foot-long craft was packed with instruments that sent telemetry back to mission control and helped guide the plane.

Once in sight of the Irish coast, the plane came back under human control for landing.

Brown, president of the American Academy of Model Aeronautics, said he flew to Ireland to handle the landing. Hill kept in touch by telephone from Newfoundland.

"At one point our instruments began telling us the aircraft was inexplicably dipping up and down 100 feet at a time, and then we lost contact of it," he said.

"We thought it only had fuel for 37 hours and we were saying that if it gets there, it would get there by pure will, and by God it did."

If the flight is certified by the Federation Aeronautique Internationale, it could set world records for distance travelled by a model airplane and duration of flight.

The federation's assistant secretary-general, Thierry Montigneaux, said the modelers had seven days to give notice of their record claims and 120 days to submit a dossier of evidence.

This report came to me by email and was found in the daily paper Charleston Post & Courier in South Carolina last August.-The editor

Here is the new Ontario Seaplane Association web site.

<http://dougronan.com/ontario/Default.htm>

Submitted by: Robert Schmidt

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Do you have a favourite web aviation sight? Would you like to share it with other chapter members? If so please forward it to your newsletter editor via email and I will assemble them into a report in a future newsletter.

CYOW VTPC

To obtain a transponder code:

No Flight Plan:

Contact the Montreal ACC at 866-VFR-CODE (866-837-2633) to provide ATC with information pertaining to your flight to obtain your transponder code prior to a flight into Ottawa Class C and terminal Class D airspace.

Flight Plan:

When the Flight Plan is filed the Flight Information Centre will issue the code, making a second call to 866-VFR-Code unnecessary.

Flight procedure:

1. Set the transponder to the assigned code just before takeoff (Ottawa area airports) or prior to the first communication with ATC.
2. Contact ATC at least 5NM prior to entering Ottawa Class C or terminal Class D airspace.

This years EAA 245 Annual Pancake Breakfast will be on Sunday August 8th 2004 from 8 AM to 11:30 AM at the Carp Airport CYRP.

Visit: <http://eaa245.dhs.org/FlyIn.html> for more links to the airport. We are hoping for great weather for both fly-in and drive in visitors.

Persons requiring more information can contact Curtis Hillier at 613-831-6352 or send an email to the_hilliers@yahoo.com

TOOL SALE

EAA 245 has come into the possession of many crimping tools thanks to one of our members, Phil Johnson.

These tools have been marked (red tagged) as not usable for crimps in a production situation and may simply not meet the stringent military specs placed on the crimp. The tools have all been reconditioned and are all functioning.

EAA 245 wishes to make these tools available to our membership for purchase. **A small fee of \$5 per tool** has been set.

The tools will be displayed on the clean up day at the EAA 245 hanger at Carp Airport on Saturday May 15th, 2004 for you to sift through.

Keep in mind some of these tools are specifically designed to crimp specific pins and wire gages, but some of the tools have been tested with the common pins we use in our aircraft and they work fine. No warranty or crimp quality is being implied here just tool functioning. You can look over the tool list and go to the web sites for specific information on each tool part number. The tools are mostly Molex, Panduit, Amp etc..

The web sites are simply AMP: www.amp.com etc.. it is best to look for product links and search engines allowing you to insert the actual tool part number. NOTE: some of these tools have special pat numbers and cannot be found – come on out and look them over.

Come on out and look them over, first come first served.

Curtis

QTY	Amp tools	Details	Condition	QTY	Amp tools	Details	Condition
	www.Amp.com				www.Amp.com		
1	220066-1		repaired	3	90067 type F	22-16 gauge	
1	45098 type OB			1	90071 type F	26-20 gauge	
1	45216-J	18-16 gauge		2	90075 type F	24-22 gauge	
1	45575-1 mod J			2	90090-2 type F	26-18 gauge	
1	45634-3 type OB			3	90091 type F	22-18 gauge	
1	45638-2 type OB			1	90094 type F	26-22 gauge	
3	45639-2 type OB			1	90123 -5-g type F		
1	45639-4 type OB			1	90124-2 Type F		
3	45707-2 Type OB		new, boxed	1	90135-2 type F	22-18 gauge	
1	45740 type OB			1	90156-1 type F	18-16 gauge	
1	45740-2 type OB			1	90165-1 type F	18-14 gauge	
1	45740-4 type OB			1	90173-2 type F		
1	46007 type F	18-16 gauge		1	90174 type F	26-20 gauge	
1	46121 mod M			2	90174-1 type F	26-20 gauge	
1	47042 type F	24-22 gauge		1	90180-1	22-16 gauge	
1	47093 type F	18-16 gauge		1	90180-1 type F	22-16 gauge	
2	47386 mod R	22-16 gauge		1	90202-1 type F	24-20 gauge	
1	47506 type F	20-18 gauge		1	90202-2 type F	30-20 gauge	
1	47566 type F	20-18 gauge		1	90204-1 type F	24-20 gauge	
2	48698 type F	24-22 gauge		1	90226-1 Type F		
1	49935 type W			1	90247-1		
1	49935-3 Type W			1	90266-1 type F	24-20 gauge	
1	543344-1	circular ferrule		1	90268-1 Type F		
1	58342-1 type F	26-22 gauge		1	90272-1 type F	24-20 gauge	
1	59239-4	16-10 gauge		3	90272-1 type F	24-20 gauge	
1	59308 type F			1	90285-1 type F	20-16 gauge	
1	59528 type F			1	90289-1 type F	26-22 gauge	
1	59974-1		hydraulic dies are in	1	90296-2		
1	59975-1		hydraulic dies are in	1	90299-1 type F	16-14 gauge	
1	69061M		hydraulic no dies	1	90300-1-E type F	24-18 gauge	
1	69142 type OB			1	90300-2 type F	24-18 gauge	
1	69156-1 type C			2	90327-1 type F	22-18 gauge	
1	69248-4 type OB			1	90340-1 type F		
1	69311-1 type OB			1	90418-1 type F		
2	69360-2 type OB			1	D9518	28-20 gauge	58495-1 die
1	69477-1	circular ferrule		1	unknown		
2	69477-2	BNC		1	45160		
1	69656 type OB			1	45160		
1	69656-E type OB			1	45216	18-16 gauge	
1	69710-1-B			1	46791	26-24 gauge	
1	90003 type F	24-16 gauge		2	47386	22-16 gauge	
1	90006 type F	26-20 gauge		1	47387	16-14 gauge	
1	90009-8 faston			1	48518	26-22 gauge	
1	90011 type F			1	48850		
1	90012 type F	24-16 gauge		1	49908	18-10 gauge	
2	90028 type F	26-18 gauge		4	59250	22-14 panduit	
2	90031-6 type F	18 gauge		1	68631	16-14 gauge	

1	90033 type F	26-20 gauge		1	69335	18-8 gauge	
1	90035-3			1	90028		
1	90066-5 type F	30-22 gauge		1	90067	22-16 gauge	

Co	Details	Condition	QTY	Cooper	Details	Condition
6-7852-01	26-18 gauge		4	100	two missing soft faces	replaceable faces
6-7858-01	30-22 gauge					
6-7515-01			QTY	Burndy	Details	Condition
6-7700-13	amphenol style		1	MR10D2	12-10 gauge	panduit style
ITT	Details	Condition	QTY	Berg	Details	Condition
95-0002-154	26-20 gauge	similar to Elco and molex	1	unknown	9MNE?	mini flat cable press
			1	HT66	26-22 gauge	amp pin style
Waldom	Details	Condition	QTY	Burndy	Details	Condition
W-HTR-1719C	24-20 gauge	similar to Elco and molex	1	HT88	32-28 gauge	amp pin style
			1	HT17		amp pin style
Astro	Details	Condition	QTY	Burndy	Details	Condition
M22520/5-01		press only, no dies	2	HT95	32-22 gauge	amp pin style
			1	HT6		amp pin style
Thomas & Betts	Details	Condition	QTY	Burndy	Details	Condition
HT740		press only, no dies	3	HT73	18-20 gauge	amp pin style
79-1000	flat ribbon DIP	press	1	unknown	18 gauge ?	amp pin style
W462	26-22 gauge	Ferrule style	1	unknown	20 gauge ?	amp pin style
MS25037-1	22-10 gauge	panduit style				
			QTY	Buchanan	Details	Condition
Amphenol	Details	Condition	3	M22520/1-01	large diameter	four point ratchet crimp
58-20	special displacement type		1	M22520/2-01	small diameter	four point ratchet crimp
			1	misc Daniels DMC	very small dia.	startron 4 point crimp
Molex	Details	Condition				
CF48	crimping tool fixture					
TX29847-1	18-10 gauge	panduit style				

Tool Maker	URL
Amp	www.Amp.com
Elco	http://www.textronfasteningsystems.com/eng_tools_f/eng_tools_tools.html
ITT	http://www.acdteam.itt.com/index.htm (- not very useful)
Waldom	http://www.gcwaldom.com/home.html
Astro	http://www.mytoolstore.com/astro/astindex.html (- best site we could find)
Thomas & Betts	http://www.tnb.com/
Amphenol	no web site available
Molex tools	http://www.molex.com/product/apptool/ferrule.html
Cooper	http://www.coopertools.com/search/combined/index.htm
Burndy	http://ecatalog.fciconnect.com/fci/PNsearch.asp?SRCH=MR10D2&submit1=Search
Berg tools	http://www.wmberg.com/Tools/
Buchanan	http://www.harwin.com/tooling/Instruction_sheets/is-01.pdf

Place your ads by phone with Rodney Stead @ 613-836-1410 or e-mail to stittmp@sympatico.ca
 Deadline is first of the month. Ads will run for three months. You may request a two month extension.

For Sale: Cleveland Brake assembly. 500 x 5 version 199-196 hi performance (good for 2500lbs). Utilises metallic brake pads and insulated pistons. Braking capacity rated at 289,000 ft/lbs. Only used 45 hours. Complete with a set of spare pads. New price US\$865.00 Asking Cdn \$750.00
 05/04 email Stan.ironstone@sympatico.ca

For Sale: Garmin 90 GPS with yoke mount bracket and power cable. \$100 OBO.
 05/04 Call Keh @ 613-825-6171, email keh@canada.com

For Sale: Complete Artificial Horizon and Directional Gyro Kit. Includes 3-1/8" AH and DG, 2-1/4" vacuum gauge, 211CC vacuum pump (fits Lycoming O-235,-320,-360,-540,-720 series engines), regulator, filter, hoses and hose fittings. Never installed since overhaul by Century Instruments. New replacement value over \$1800 US; available for \$1400.00 Cdn firm.
 Lars Eif (613) 993-3618 days, (613) 837-6680 evenings, 04/04 Email: EIFL@tc.gc.ca

For sale: 1998 PELICAN PL, 63 TT, nosewheel, VFR & engine instruments, Icom A4, 2 hdsets, ELT< GPS, electric trim, cabin heat, 100 hp Subaru EA-82, 3 blade Warp Drive Prop, PSRU by reductions, 10/10 in & out. Always hangered. Airframe and kit fob factory \$32,000. This one complete for \$40,000, located Northern NB.
 03/04 Email Bob @ melvilla@nbnet.nb.ca

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
 e-mail stittmp@sympatico.ca



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE: __/__/__
 EAA NUMBER:.....
 EXP Date: __/__/__
 NAME:.....
 ADDRESS:.....
 CITY/TOWN:.....
 PROV:..... PC:.....
 PHONE:(.....).....H (.....).....W
 EMAIL:.....
 DISTRIBUTION Preference: email..... post.....
 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. (Note: there is a one time \$200 initiation fee when you become a Full Member)
 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, Hazeldean R.P.O., Kanata, Ontario, K2M 2C3