



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 35 No. 10

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Next Meeting:

National Aviation Museum

Thursday November 17th at 8:00 PM

Sonex Construction and Test Flight experience

by

Gary Loubert and Ken Macleod

| | | | |
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President's Page

As we watch the leaves fall and await the first snowfall, it is time to start planning for winter projects. As you will see, we have taken a close look at the chapter's financial health and are taking steps to improve our ability to weather future economic storms.

Full Member Hanger Scheduling: Request for planning Information

One of the benefits of **Full membership** is use of the chapter hanger for various purposes such as annual inspections, and final assembly of homebuilt projects. The current method of scheduling relies on use of a blackboard which is a simple, effective method for short term scheduling, but less useful for longer term planning. **Curtis Hillier** has volunteered to maintain a longer-term schedule and he **needs your help** to make this effort a success. If you anticipate needing the hanger within the next year, please provide Curtis with the date and anticipated duration of your requirement. This will help Curtis identify potential conflicts well in advance so that the affected individuals can adjust their plans accordingly.

Membership Rate Increases:

It has been over a decade since chapter membership rates have been increased. This happy state of affairs has been due to a strong focus by your executive on controlling costs, improving efficiency; while increasing membership and related revenue streams. Unfortunately cost elements beyond our control have increased at a rate far exceeding the 26% CPI change over the last decade. These increases have forced us to make a small increase in the annual membership rates, effective for the 2006 membership year. The following table summarizes the new and old rates as well as percentage increases:

| Member Class | New | Old | % Incr |
|--------------|-------------|------|--------|
| Full | \$70 | \$55 | 27% |
| Associate | \$35 | \$30 | 17% |
| Newsletter | \$35 | \$30 | 17% |

Note that these increases are in line with the 26% increase in the consumer price index over the last 10 years for full members, and slightly less for associate or newsletter subscriber members. The rates for full members are well below the typical \$90 to \$100, or more, charged by other flying clubs in the Ottawa area, and the benefits enjoyed by full members vastly exceeds those offered by other clubs. I trust our membership will understand the necessity for these changes and continue to support us going forward.

As the graph, Figure 1 Expense / Revenue Percentage changes on page 3, clearly shows, our financial health has been under a rapidly escalating attack from charges levied by the Carp airport authority. It is clear that if the charges levied continue to escalate at the recent rates that we will be increasingly squeezed; and may have to consider more extreme changes to maintain a viable future. Hopefully, continued responsible fiscal management will be adequate.

Upcoming meetings/Events:

| | |
|-----------------|---|
| Jan 19th | Aircraft Fabric and Painting: Bernie Lecuyer will provide an overview of aircraft painting and fabric covering processes. An interactive Q&A session will be included, so come prepared. |
| Feb 16th | Night Flying Safety Video To be confirmed |
| Mar 16th | Exploring the Dark Side of aircraft handling To be confirmed A look at various perverse and little known handling challenges of various designs. Contact Bill Reed if you have information to share. |
| Apr 20th | Challenges of Ultralight Flying To be confirmed. A look at the unique challenges presented by ultralights, and the importance of proper training to ensure safety. Contact Bill Reed if you have information to share. |

Thursday November 17th 8:00 PM: Sonex Construction and Test Flight experience:

Gary Loubert and Ken Macleod will share their building experience and early test flight results of their recently completed Sonex equipped with a 120 HP Jabiru 3300 engine.

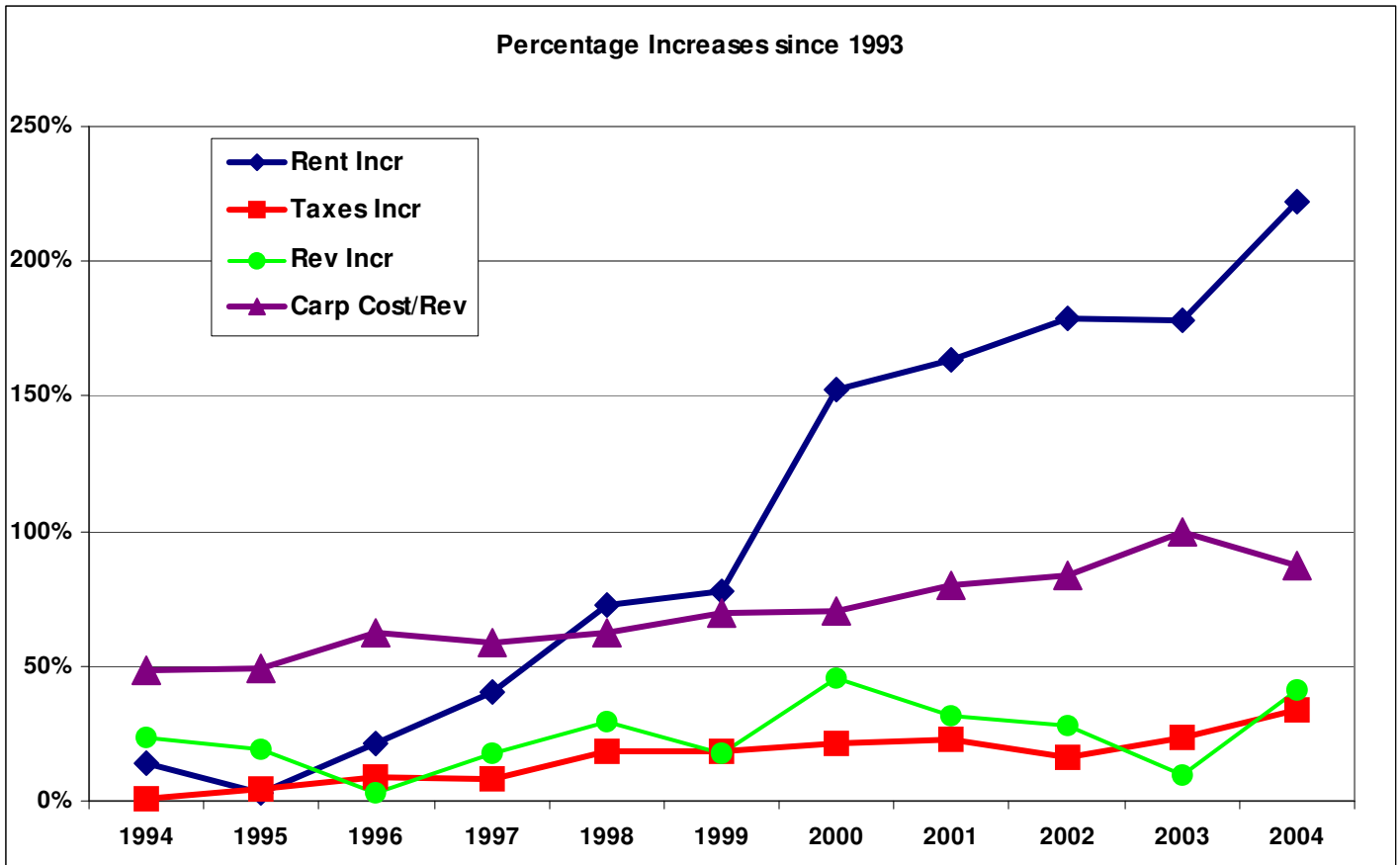


Figure 1 Expense / Revenue Percentage changes

There are four main expense categories charted in figure 1.

1. **Rent Incr.** (shown in blue; diamond symbol) is the portion of the Carp airport charge which represents a proportionate share of airport operating costs. This is calculated based on a square footage basis of buildings for all tenants. This cost, has been growing at an obscene rate and is our largest single expense; and is up 220% since 1993.
2. **Taxes Incr.** (shown in red; square symbol) is the portion of the Carp airport charge which represents the realty taxes levied by the city of Ottawa on buildings, and passed along by the airport. This has grown by 34%, some 8% greater than the CPI since 1993.
3. **Rev Incr.** (shown in green; round symbol) represents fluctuations in the Chapter's gross revenue which as noted earlier is derived primarily from membership dues, tie-down fees, and miscellaneous money raising events such as the fly-in breakfast. The key thing to note here is the volatility of our revenue which makes it difficult to plan and requires that we maintain sufficient bank reserves to weather financial storms.
4. **Carp Cost/Revenue.** (shown in purple; triangle symbol) is the ratio of the sum of the first two items divided by the gross revenue of the chapter. The key thing to note here is that in 2003 these two expense items reached 99.5% of our revenue, and for 1994 were at 87.4%. The 2004 improvement is due to increased revenue, largely due to a very successful fly-in breakfast which managed to offset a large increase in the rent (i.e. operations share). The **key**

point is that these two airport charges leave us with virtually no room to finance the other essential ongoing costs which include Newsletter costs, electricity costs, gasoline costs for grass mowing, and snow clearing, monthly meeting costs, building maintenance, and tool crib associated costs. The current situation does not allow us to improve, or even maintain service levels for chapter members, and in fact we have been forced to dip into savings since 2003.

Clearly, modest membership due increases are needed as a first step in addressing this problem. We will also have to look at **appropriate adjustments to tie-down rates** in the New Year.

Eventually, we may find ourselves in an unsustainable downward spiral if the airport authority continues to raise rates as it drives more people away. Hopefully we won't see such a death spiral develop, but we are keenly aware of the downside risk to the chapter.

Membership categories requirements and benefits:

I have been asked by the executive team to summarize the key differences for each of our three membership categories. I am presenting them in a tabular format for easy contrast. Note, that not every minor detail is included here, but if you have any questions, please let us know.

| Description Requirement/Benefit | Membership Category | | |
|---|---------------------|-------------|-------------|
| | Full | Associate | Newsletter |
| Annual Dues | \$70 | \$35 | \$35 |
| One Time Initiation Charge | \$200 | NA | NA |
| EAA International membership required | Y | Y | N |
| Voting Rights | Y | Y | N |
| Meeting Attendance | Y | Y | Y1 |
| Chapter Clubhouse Key | Y | N | N |
| Tool Crib Key | Y | N | N |
| Machine shop access (Qualified + Extra cost) | Y | N | N |
| Tiedown Privileges (Extra Cost) | Y | N | N |
| Hanger Owners must be Full Members | Y | N | N |
| Participation in Chapter Maintenance Work Parties | Expected | Appreciated | Appreciated |
| Chapter Hanger use for Maintenance | Y (3 days) | N | N |

See you at the next meeting. Note that this is the last meeting for 2005, with the New Year's meeting starting Thursday Jan 19th at the NAM, at 8:00 PM as usual.

Gary

News from around the PATCH

On a lighter note I found a colour version of the crest that is on the newsletter. I was told that we have been using the crest from the Bytown Flyers.

Can someone please send me a short article on the evolution of the Chapter Patch?



Re-Registering Your Aircraft with Transport Canada

An Article by Cutis Hillier

I recently went through the process of re-registering my aircraft with Transport Canada. I was without experience at first so I began asking a lot of people a lot of questions. I also collected info from the web and the instructions on the current certificate. Since my certificate was over ten years old the addresses and some of the information was out of date.

The web was a bit of a process to navigate but it is straight forward with links that make sense. The web site where you end up provides all you need to know. Having dealt with the government most of my life, I was sceptical that this could be this easy!

I procrastinated until Bill Reed convinced me that not everything the government does has to be difficult. I sent in the certificate of registration and the check for \$110. Within a few weeks, the TC web site indicated that the aircraft registration had been cancelled for the previous owner but my name was not yet paced in that “so important” spot.

I was able to get the name of Laird Gillespie from Martin Poettcker – who recently received his 601 registration. After a quick call to Laird, I found out that the bill of sale we prepared, signed and sent in lacked some terminology that was insufficient as a “bill of sale”. It was agreed that the wording indicated the transfer of money for the aircraft, the wording did not state that the money actually was for the transfer of ownership. Laird routed me to the form TC uses for transfer of ships – this helped a bit but was not a good starting point for my “bill of sale”.

Next I reviewed the information EAA and COPA provides on this subject and roughed out what turned out to be just what TC needed to complete the re-registration. This would have been a better place to start way back in the beginning.

After a quick run for signatures, and a fax to Laird, I had a return fax the next day extending the interim registration and a promise that the actual paper certificate was “in the mail”. The entire “fixing process” took only two business days, for the most part thanks to Laird and the TC staff. It is nice to know that there is at least one government agency out there that knows what they are doing and try so hard to help us do what we need to do.

I have included a “cleansed copy” of the “bill of sale” which will work for any of you who need it.

Aircraft Bill of Sale

Date _____

This is to certify that I, “Joe aircraft owner” (just like it appears on the annual report or certificate of registration) of 678 never die street, some town, some province, postal code, do hereby transfer in consideration for the sum of \$alot.xx CDN, received from “new owner” (full name like on birth certificate), on this aforementioned date, full rights, title and interest of the private Canadian aircraft “Davis DA2B” aircraft Canadian registered as Cx-xxx, serial number (like on the registration plate), having a Teledyne Continental C85-12F s/n XXXXXXXXX originally built by Mr Builder of (his full address), unto New owner name again and the full address of the new owner.

This signature on this bill of sale also certifies that there is no lien or encumbrance against the aforementioned aircraft.

Seller: _____

Buyer _____

Name _____

Name _____

Date _____

Date _____

Editor’s Note additional information can be found at <http://www.tc.gc.ca/Civilaviation/general/ccarcs/reregister.htm>

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website.

November 11, Laurentide Aviation, Cedars Airport : Frank Hofmann is again giving a "Winter Flying" seminar at Laurentide Aviation, , 7:00 PM on Friday, November 11. EAA Chapter members are invited, at no charge.

For more information, see Frank's web site at <http://www3.sympatico.ca/fhofmann/courses.html#winter>

November 19, North York, ON: Flying this winter (icing/winter operations). Get the information you need to minimize your chances of slipping and sliding this winter. This seminar provides a review of the factors affecting flight when the northern hemisphere snow cap makes its annual winter expansion south. For more information contact Transport Canada System Safety at 416-952-0175 or visit www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm

November 26, Carp, ON: Air Cadet squadron 872 will be holding their fall Fly Day at the EAA Chapter building. The lounge and other facilities may be overrun with enthusiastic cadets. Please do not make plans to use the lounge on Saturday.

November 26, Kingston ON: Come join us at the 9th Annual Aviation Christmas Dinner to be held at the Italo Canadian Club in Kingston with special guest speaker, Garth Wallace. Cockpit tales at 5:30pm and dinner at 7pm. Tickets \$20 each. For more information contact Lois Tisdale at 613-548-3753 or email tisdalel@kingston.net

November 27, Guelph, ON: Fly-in/drive-in dedication day at the Guelph Airpark from 11 a.m. to 3 p.m. (rain or shine). In honour of a lifetime devoted to aviation, Hugh is remembered by friends, family, students and aviation enthusiasts. The day will consist of a barbecue, spot landing contests, awards, admission to The Tiger Boys museum, etc. We invite everyone to please join us in this celebration. For more information please call Aviation International at Tel.: 1-800-599-7539.

November 27, Thorndale, ON: Ontario Flying Farmers' Christmas Party at the Thorndale Community Centre. Potluck lunch at 12:00. For more information contact Gord and Nancy Abra at Tel.: 519-461-0037; E-mail: aabra@gtn.net.

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 email [bill at ncf dot ca](mailto:bill@ncf dot ca)

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 3 weeks before the next meeting. A short example follows:

Meeting - Newsletter deadline

November 17th – Oct 27th

December – Jan December shifted to January 2006

2006

January 20th – Jan 2nd

February 16th – Jan 27th

March 16th – Feb 24th

April 20st – Mar 31st

May 18th – Apr 28th

June 17th – May 26th

July 15th – Jun 24th

August – No newsletter

September 21st – August 31st

October 19th – September 28th

November 16th – October 26th

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [bill at necf dot ca](mailto:bill@necf.ca)
 Deadline is first of the month. Ads will run for three months. You may request a two-month extension. Please let me know
 if any of the articles have been sold.

For Sale

Amy Staples has a number of aircraft items still available for sale from **Les Staples** extensive collection.

All reasonable offers welcome to facilitate a quick sale.

- Subaru EJ25 165 HP auto engine conversion complete with new Reductions Inc belt re-drive.
- Warp Drive 3 blade 74" dia. left hand rotation Standard propeller with nickel leading edge protection. Brand new.
- Various 2-1/4" engine instruments including EGT/CHT, Oil Temp, Oil Pressure, Water Temp, etc.
- Grand Rapids Technologies EIS Engine monitor with a couple of CHT sensors
- 3-1/8" Turn & Bank, used condition
- Several aircraft wheels with mounted tires, including RV-6A/Grumman style nose wheel.
- Handheld King KX99 radio transceiver
- Handeld Sporty's aircraft receiver only.
- Hydraulic forming jig for fabricating v channel skins for Cessna Ailerons, etc.
- A large variety of new AN bolts & other hardware.
- Cherry max rivets
- Several wing struts.
- External Venturi for vacuum instruments
- Rivet spacing tool (pantograph fan style)
- Set of cylinder base wrenches
- Mechanical style fuel gauge for high wing root mounting
- 2 sets of 5 point harnesses
- Air compressor regulator & moisture trap assembly
- Various other aircraft related items too numerous to list.
- Hanger just west of chapter hanger for sale. Requires some finishing work.

10/05 Contact **Amy Staples** at **831-9079** for more information.

For Sale

Your Ad here

For Sale

Craftsman Compressor 5HP 30 Gal Oil \$285
Lubricated
05/05 Gary 613-839-2734

Help Available

Retired auto painter who is willing to help paint aircraft
06/05 Robert 613 256 5663 (Almonte)

Wanted; aviation band hand held transceiver.

motors- Rotax 185, 277, 377. Wood props for same.
Aluminium (6061 and 2024) leftovers of varied
thicknesses and sizes.

09/05 Michel, mict04@sympatico.ca, (819) 685-2194, (819) 778-5785



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:___ RAA:___
 OTHER:_____

Annual Dues: January 1st to December 31st. (prorated after March 31st for new members/subscribers).

Associate Member ___: \$35.00 Newsletter plus Chapter facilities
 Full Member: ___: \$70.00 Newsletter, hangar, workshop, tiedowns.
 (Note: there is a one time \$200 initiation fee when you become a Full Member)
 Newsletter subscriber ___: \$35.00 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,
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