



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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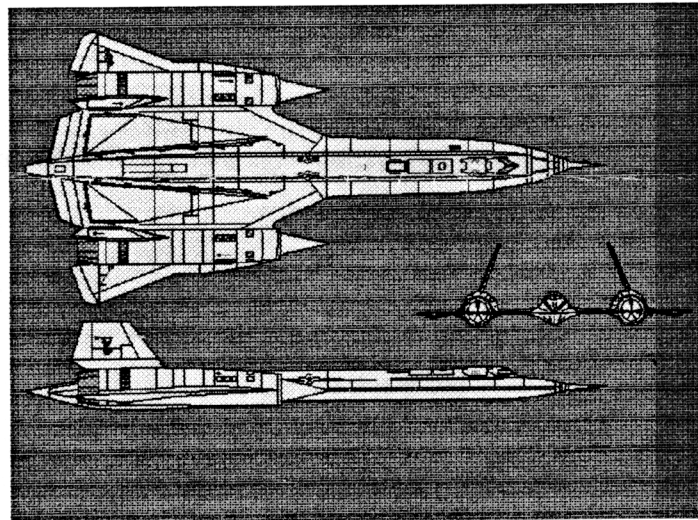
September 1996

**Next Meeting: Thursday 19th September 2000hrs
Bush Theatre
National Aviation Museum**

Program: - Regular monthly business

**Carp airport construction update
Taxiway paving at EAA**

**Guest Speaker: Russ Robinson of Environment Canada
Ethanol ?? as an Aviation fuel??**



SR71

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The summer is now largely behind us which means we all have Oshkosh stories to swap, and lots of opinions on the rush of activity surrounding the Carp airport re-construction. I expect our next meeting to be far from quiet and reserved.

Oshkosh Highlights:

My trip to Oshkosh this year with Luc DeSadeleer as wing man in his RV-6 started earlier than originally planned. On my arrival home, Sunday evening, a message was waiting from Luc, exhorting me to get things together ASAP;. We had to leave early next morning to get to Guelph and wait out a large system starting to sweep across Ontario. Delay and we wouldn't get away until Friday.

The wait in Guelph was longer than expected with a noon Wednesday departure with marginal VFR conditions that improved as we proceeded westward. Our initial course took us well north of Guelph to keep us clear of the many large towers in the Waterloo and London vicinity. As I turned final at Port Huron, I was just behind Sue Begg in her Mooney; it seems she had spent the first part of the week in London waiting out the same system; small world.

Conditions improved across Michigan but started to deteriorate midway across lake Michigan. At Fond du Lac we had to detour around a large cell to reach Ripon, where we were forced to slow down with all the other traffic. Controllers insisted on placing me behind a Piper Cub, where I got to practice slow flight at 80 mph until side-stepping to 36 Right on final. After a long taxi, we

were glad to see the Welcome Wagon and get to our camp sites to set up home away from home.

Attendance seemed to be down somewhat this year, probably due in large part to the bad weather to the east. It also seems that Sun n Fun growth is partly at the expense of Oshkosh, and high prices and a soft economy are having an effect as well.

Lots of new stuff including Burt Rutan's Boomerang, and an intriguing new ultralight named "Darling" which really caught Nigel Field's eye; no mean feat for an aluminum bird, sort of like a smaller taildragger SX300.

There were also a large number of Auto Engine powered aircraft present, including Nigel who arrived late Thursday after a "challenging" flight dodging weather.

The return flight was excellent weather wise, and I returned with JC Audet in his Long-Eze and Nigel in the Vari-Eze. An unscheduled stop was made at Tobermory to repair JC's exhaust system, a two hour task with locals pitching in and rounding up a top notch welder.

Carp Airport Status

Despite all my gloomy predictions, on return to Carp, I found the runway construction underway, and crews working 7 days per week to make up for lost time. Now as I write this, much of the time has been made up and weather gods continuing to cooperate, we may see work complete by mid October. All has not been without incident as our power line has been cut but service quickly restored, despite a couple of other hiccups.

One major impact has been the reduction in the number of tie-down spaces in front of our hanger by four. In order to make most effective use of our area, while taking advantage of the construction equipment, we are planning to provide paved tie-downs on our property. Funding for this initiative is coming largely from our current tenants, with over 80% committing funds up front in return for a five year guaranteed discount on tie-down fees. This allows us to conserve our capital for future needs. The club will be funding 3 to 4 tie-downs as an investment for the future, and more details will be available at the meeting. We are also negotiating for a longer term lease with the WCAA.

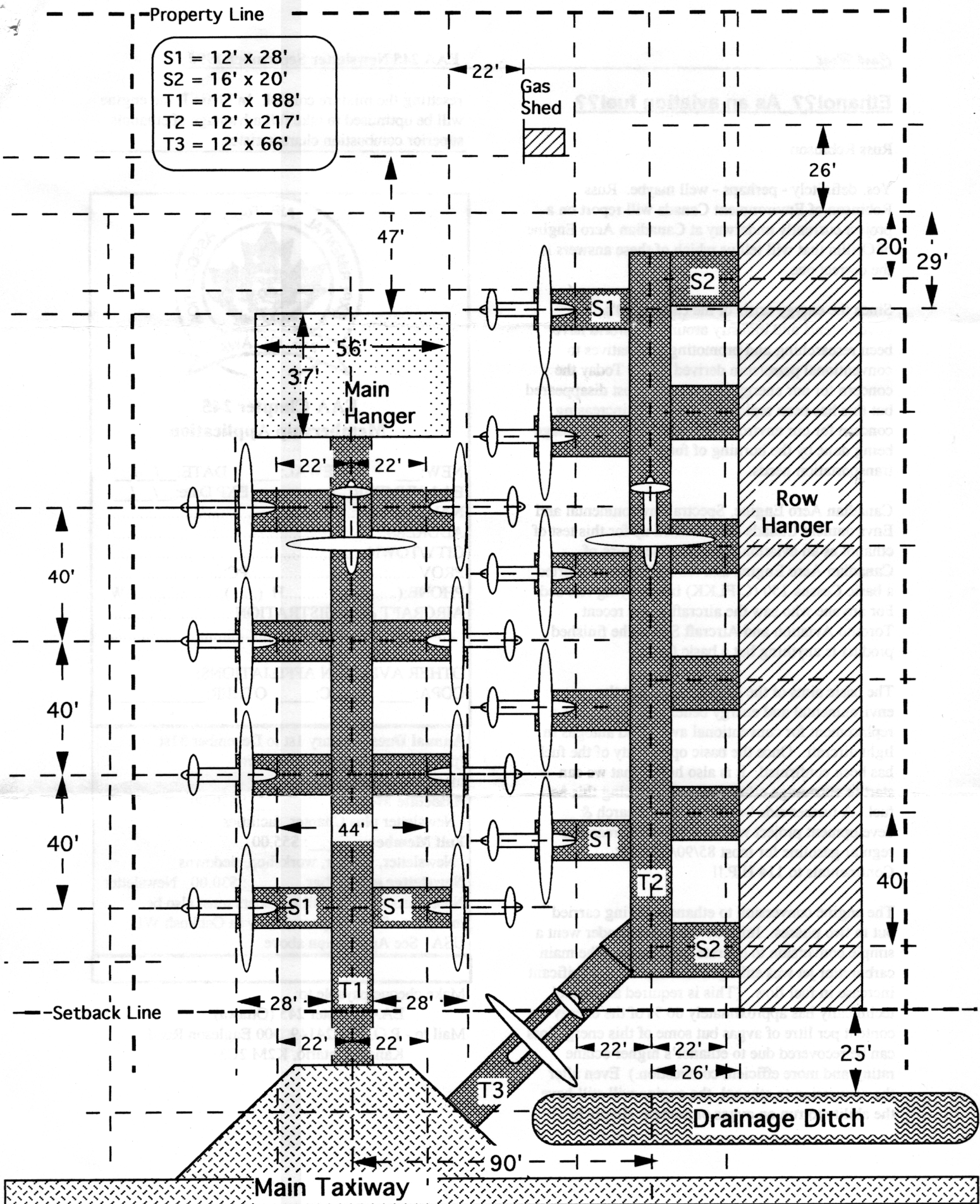
A scale diagram follows which depicts the basic layout which allows denser packing as well as improving our ability to operate year round. This investment by our members will dramatically improve our facility, and I want to thank them for their cooperation!

Sept. 21st Mtg. at NAM:

Our next meeting is Thursday September 21st at the **National Aviation Museum**, 8:00 PM start. Our featured speaker will be our own Russ Robinson who will describe the testing done at Environment Canada on Ethanol as an alternative aviation fuel. Andy Douma's Continental O-200 was one of the loaner engines used for the test program. I look forward to seeing you there.

Gary
Gary

19th



Ethanol?? As an aviation fuel??

Russ Robinson

Yes, definitely - perhaps - well maybe. Russ Robinson of Environment Canada will report on a project currently underway at Canadian Aero Engine of Orillia that will tell us which of these answers is the correct one.

Since the energy crisis of the early 1980's, governments and industry around the world have been researching and promoting alternatives to conventional petroleum derived fuels. Today the concern for our energy future has almost disappeared but this has been replaced by an every increasing concern for our environment, especially the damage being done by the burning of fuels to power our transportation needs.

Canadian Aero Engine, Spectra Environmental and Environment Canada have teamed up for this test of ethanol as an aviation fuel. Ron Newburg of Canadian Aero Engine and his staff have converted a basic Cessna 150 (C-FLKK) into a flying test bed. For anyone who saw the aircraft at the recent Toronto Aviation and Aircraft Show, the finished product is anything but a basic C150.

The basic aims of the project are to test the environmental and energy benefits of ethanol as a replacement for conventional avgas and autogas in light aircraft. Once the basic operability of the fuel has been confirmed, it is also hoped that we can start to encourage others to consider using this new fuel. A further side benefit of this research & development project will be a power increase on regular gasoline for most 85/90/100 H.P. Continentals to 114 H.P.!!

The engine conversion to ethanol is being carried out in two phases. Initially the engine under went a simple conversion to operate on ethanol. The main carburettor jet was enlarged to allow for a significant increase in fuel flow. (This is required as ethanol technically has approximately 66 % of the energy content per litre of avgas but some of this energy loss can be recovered due to ethanol's higher octane rating and more efficient combustion.) Even after the conversion to ethanol, the engine will still have the ability to run on avgas or autogas simply by

resetting the mixture control. In Phase II the engine will be optimised to take full advantage of ethanol's superior combustion characteristics.



**EAA Chapter 245
Membership Application**

NEW:___ RENEWAL:___ DATE: / /
EAA NUMBER:.....EXP Date: / /
NAME:.....
ADDRESS:.....
CITY/TOWN:.....
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AIRCRAFT & REGISTRATION:.....
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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, tie-downs

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, K2M 2C3

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

CLASSIFIEDS
 12 September 1996

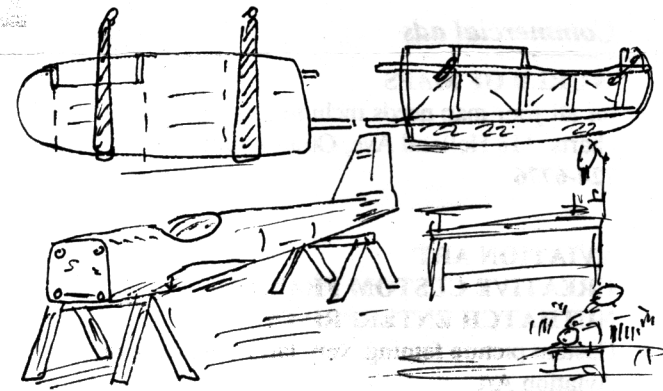
AIRCRAFT FOR SALE:

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 9/96

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 B24R \$20.00

Tim Robinson 824-5044 94/10

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Propeller, Hartzell HC82XL-2C constant speed
 plus governor for 320-360 Lycomings

Gary Fancy (613) 836-2829

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Cylinders, four, Lycoming IO/HIO-360, wide deck, fresh chrome

. Garry Fancy (613) 836-2829

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Propeller, McCauley 1B90-74-44

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Luc 744-5347

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