



Carb Heat

NEWSLETTER

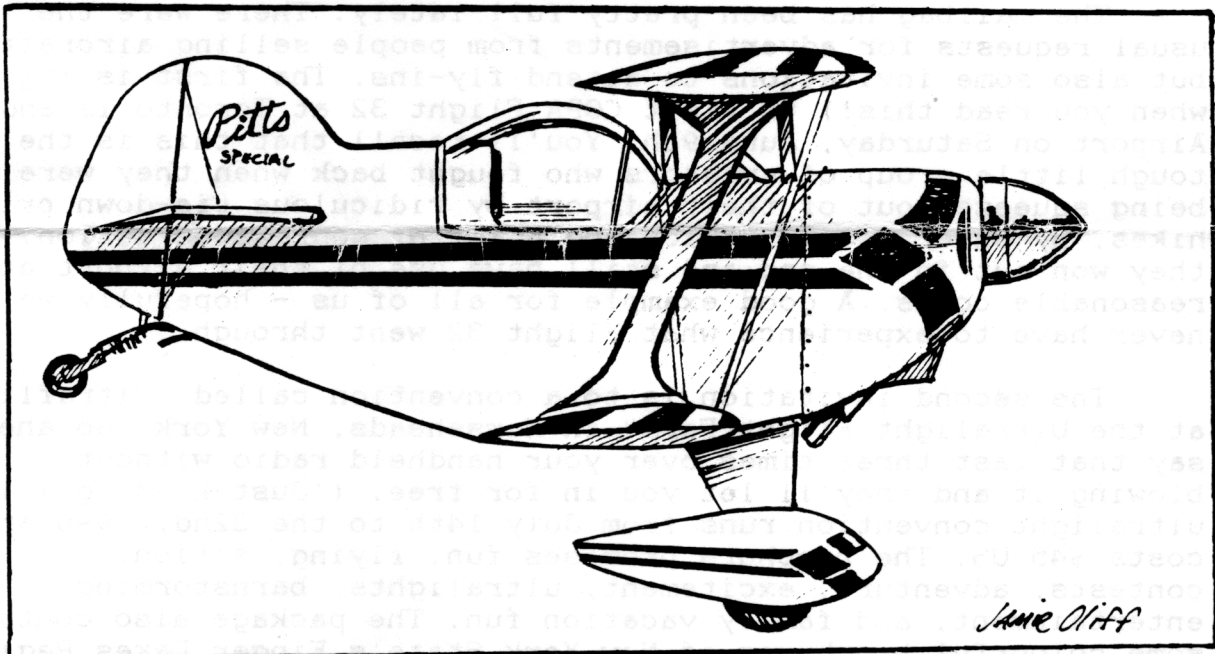
Hot Air and Flying Rumours

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JUNE 1990

NEXT MEETING- Friday JUNE 16 7:30 AT CARP.

*TOPIC: Buying a partially completed project.
Andy Douma's Zenith
Luc Martin's SE-5 REPLICA*



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VICE-PRESIDENT: Gary Palmer 596-2172
SECRETARY: Andy Douma 224-8493
TREASURER: Deric Dods 692-6121
EDITOR: James Oliff 256-4316

AIRCRAFT OPERATIONS: Dick Moore 836-5554
SPECIAL EVENTS: Gord Standing 224-2879
PUBLISHING: Dick Moore 836-5554
MEMBERSHIP: Rodney Stead 836-1410
ROW HANGERS:

President's Corner

Well, here we are at the very busiest time of the year for all aviation enthusiasts and EAA Chapter 245 is no exception! You will recall that on May 6th, we put on a fine display of four finished amateur-built aircraft and several components of projects in-the-making at the annual Ottawa Flying Club "Fly-Day". Well, we've been asked to do it all again at the National Aviation Museum at Rockcliffe on Sunday, June 10th. I know, you're probably reading this newsletter about two or three days after the event, but unfortunately, we seem to be getting these calls for assistance and displays with only about two weeks notice. Hopefully, next year, we'll get more advance warning so that all Chapter members will hear about these events where we are part of the entertainment for the public early enough to make plans to attend them.

One BIG event coming up, of course, is the National Capital Airshow which I believe will be held June 30-July 1 this year. It's my understanding that Chapter 245 will be invited to put on a static display as we used to do when the airshow was out at Carp.

Also coming up is the 99's Poker Run taking place on Saturday, June 16th. Our hangar at Carp is one of the checkpoints. We are providing a barbeque lunch (for a price, of course!) for the participants, so come out that Saturday and flip a few burgers. Andy Douma, who "volunteered" to coordinate the barbeque, will appreciate it. (He never *could* resist a pretty smile!)

The mailbag has been pretty full lately. There were the usual requests for advertisements from people selling aircraft, but also some invitations to attend fly-ins. The first is (was when you read this!) to visit COPA Flight 32 at Toronto Island Airport on Saturday, June 9th. You'll recall that this is the tough little group of aviators who fought back when they were being squeezed out of their airport by ridiculous tie-down price hikes. By sheer determination and a lot of courageous action, they won out in the end and still have use of their airport at reasonable costs. A good example for all of us - hopefully we'll never have to experience what Flight 32 went through.

The second invitation is to a convention called "Ultraflight at the Ultralight Flight Farm" in Horseheads, New York. Go ahead, say that fast three times over your handheld radio without blowing it and they'll let you in for free. ('Just kidding!') This ultralight convention runs from July 14th to the 22nd, 1990 and costs \$45 US. The brochure promises fun, flying, action, contests, adventure, excitement, ultralights, barnstorming, entertainment, and family vacation fun. The package also contains some colourful brochures of New York State's Finger Lakes Region which appears to be a great place to take the family. There's even two aviation museums in the area. If you decide to give this one a try, call me at 837-6680 and I'll get the package to you.

As you already know, our EAA Canadian Council Chairman Rem Walker will be (was) at the Chapter on Friday evening, June 1st. You'll have another chance to meet with Rem or to just say "Hi!" at the EAA Convention in Oshkosh this summer. Here's Rem's schedule:

<u>Day</u>	<u>Homebuilders Corner</u>	<u>Sweepstakes Building</u>
Sat. July 28	10 am - 2 pm	3 pm - close
Sun. July 29	10 am - 2 pm	3 pm - close
Mon. July 30	Busy with planned Chapter activities	
Tue. July 31	10 am - 2 pm	3 pm - close
Wed. Aug. 1	10 am - 2 pm	3 pm - close
Thu. Aug. 2	12 noon - 2 pm	3 pm - close

That Rem's a busy man! Also, while on the topic of the Convention, it is going to be a good one! The Jaguar Car company has sponsored the visits of several aircraft from Britain and Europe to commemorate the 50th anniversary of the Battle of Britain. The sky over Wittman field will be ringing with the sound of Merlins this summer. There's also going to be a Messerschmitt ME-109 in among the Spitfires, Hurricanes and Mosquito, so it should be a great show. Don't forget to call ahead to volunteer a few hours of flight-line help during your stay there. (414)231-1464.

So what did you think of our May meeting in the very refined atmosphere of NRC's auditorium? Those chairs were a lot softer than the ones upstairs, but I think room 3001 is a bit cozier for a small group our size. I was impressed with Elaine Summers, our guest speaker who talked about the investigation of aviation accidents. She certainly is very knowledgeable and professional while at the same time being human and understanding. 'Good sense of humour, too. I guess you need that as a full-time aviation accident investigator.

One last bit of news to close off with. Our airport; that's right, Carp; is in the process of being sold by Transport Canada to a group called the West Carleton Airport Authority. I've already called the Chairman of the eight-member board to let him know that we, as a Chapter, have a large stake in this airport and would like very much to be involved in or at least informed of the future plans for our airport. I am happy to report that the Chairman, Dick Lalaunde, was very pleasant and quite receptive to my proposal. He indicated to me that the Board would be pleased to meet with us when the negotiations of the sale are a bit further advanced. I will be following up on Dick's offer of a meeting and will keep you, the members, in the picture as soon as I have more information on this very important development.

That's it for now. Don't miss the June meeting at Carp Airport. It'll be more informal than usual, but I think we need the rest after a hectic year. 'See you there!



MINUTES OF MAY 18 MEETING HELD AT 100 SUSSEX DRIVE

Thanks to Eric Taada, we enjoyed the amphitheatre for our May meeting.

"Professor" Lars Eif--complete with lectern, pointer, slide screen, and an impressive array of lecture material--settled his class down at 8:03, welcomed the newcomers, and proceeded directly to the information section of the meeting.

For Your Information

Lars extended congratulations to **Luc Martin** for organizing Chapter 245 display at the Ottawa Fly-Day and to all those who participated, especially **Andy Douma** for exhibiting parts of his **Zenith** and **Luc Martin** for displaying his **SE5**. **Dorothy Berthelac** was particularly helpful at the Ottawa Flying Club and gets the credit for the good weather. Unfortunately, the public response was definitely underwhelming.

By the time you receive this newsletter, **Rem Walker**, Chairman of the EAA Canadian Council, will have visited our chapter on June 1 at Carp at 7:30. I hope he was given a solid welcome. (I was in Peterborough attending my sister's graduation--and wondering why the organizers chose an outdoor oven of sun-heated bricks and wind-blocking cement walls when there was plenty of cool grass and refreshing wind available just a few yards away.)

EAA has been trying to re-register their EAA logo. Consumer and Corporate Affairs, however, requires visual proof that the logo was actually used. EAA is therefore soliciting photos of fly-ins, ads, announcements, etc. featuring the familiar EAA logo. Please send submissions to EAA headquarters and they will return your materials as soon as they have made their case.

Dick "der Parking Meister" Moore moved (seconded by Eric Taada) that seasonally operated aircraft be put on the south side of our main parking area and those intending year round operations be placed on the north side. Motion carried. Dick also circulated examples of the parking stickers he proposes to issue for aircraft tied down at Carp.

Hon. Sec. Andy Douma announced that the 99's Annual Poker Run & BBQ will be held on 16 June (raindate, 17 June). Hands at \$4.00 each or \$10 for 3 will be available at Carp or from Sue Begg 224-0568. Here's the one time in the year when we condone gambling and flying--usually a "verboden" mixture. Andy will provide one BBQ, one table, and hitherto jealously guarded secrets of ancient Dutch BBQ techniques. He needs additional equipment, "hamburger helpers," and some tender beef (preferably not on the hoof). The gastronomic part of the Los Vegas enterprise will take place from 2 to 4 p.m.

Membership Maestro Rodney Stead announced that he has about 13 hours on his 150 and that he is eager to receive membership dues. (He assured me privately that the two activities are not at all related.)

"Power to the People" Update:

Gary Palmer and Dick Moore met with the Hydro inspector on a Saturday morning and learned that the distance was too long for a single run of line. We would need to bring in a 7200 V service to a transformer on our property, which would provide a 200 A service. Whether the transformer (c. \$1000) will be our or Hydro's expense is not yet certain. Trade price for the cable is about \$2400; a possibly cheaper source is being investigated. Gary estimated a figure of \$4400 plus PST plus 10% overrun for a total of about \$5200. The proposed route will be via the culvert through corrugated PVC pipe. **If** we get the service, we should also encourage other tenants to locate on the infield because hydro might then buy back the service from us. The morning encounter concluded with Dick's generously giving the inspector an aerial view of the field from his 150.

Alex Fulton is still looking for the fire extinguisher from his Starlite. Please contact him if you have information about its whereabouts.

Ko-ordinator Kaiser Gord Standing noted that our **chapter fly-in breakfast is set for Sept. 16** and that the announcement will start appearing in COPA's General Aviation.

FEATURE SPEAKER: ELAINE SUMMERS

We were privileged to hear a very informative, down-to-earth, interesting address by Elaine Summers of the Canadian Transportation Accident Investigation and Safety Board (there is no truth to the rumour that if you can say her title in one breath you are fit enough to fly). She began by inviting us to take and read her numerous hand-outs. (Lars has a complete set for those interested in perusing all her info.) Consistent with their lengthy title, the CTAISB have to reckon with even longer definitions of "Occurrences," "Accidents," "Incidents," "Serious Injuries," etc. To judge by the shorter examples she quoted, most of us ordinary pilots won't live long enough to read and decide what kind of aerial fender bender we survived.

ACCIDENT SITE: After attending to the safety of those involved in the accident, you should carefully record what you saw and did. What position were the switches in? Was there fuel leaking? Or did its odour indicate that it had leaked? What position was the pilot in? Were shoulder harnesses attached? What position

were the controls in? Jot down any details that might prove helpful to the investigating team, including the relative positions of people outside the plane, or the location of parts of the aircraft. As well, try to protect the site from souvenir hunters and the idly curious who may remove or alter the position of important clues as to why the crash occurred. Turn off the ELT but inform the investigating team that you have done so. As quickly as possible, report the accident to the police. The OPP have a communications manual which lists the appropriate number to call in Toronto. (It may be necessary to inform the investigating officers about this information since it will not likely be familiar to them.) The report will then make its way to ATC at Pearson International who will inform the standby investigator, who, in turn, will decide how large a team is needed. Due to a partial break down in this chain of command, the news of the Starlite's mid-afternoon crash did not reach Elaine until 8.00 that evening. If there has been a fatality, the coroner will take charge until the body has been removed. Tell the attending police to treat the site like a crime scene and they will know what to do. If you cannot contact the local police, inform the Ottawa Tower or Gatineau.

Elaine was particularly praiseworthy of the efforts of Chapter 245 members who quickly conveyed Wolfgang to a hospital, informed the local police, protected the Starlite's fuselage with a bright blue tarp, and noted the position of undercarriage, canopy, initial contact marks, etc., along the crash route. This proved to be very important because the scene was blanketed with snow by the time she arrived from Toronto the next day.

Where there has been a fatality or an engine loss, the engine is usually torn down and investigated, most often with a company specialist in attendance or even supervising. When all the available information has been gathered, analyzed, and pieced together, a report is written up within 3 months of the accident. Members of the safety board then decide on the acceptability or not of the report. The files behind the report are confidential but the report is not.

If there is a safety problem, the investigator passes on a safety deficiency report to the safety people. The accident investigator is an investigatory, not a regulatory person. Where an obvious breach of rules has occurred, the regulatory branch may conduct a parallel investigation. The accident investigation data is fed into a data file for future use. Headquarters has access to a similar American data base, thus allowing an investigator to find patterns in similar kinds of accidents or related types of aircraft.

The visual part of Elaine's presentation provided some fascinating glimpses into her role as detective. The slides and audio-visual tape often featured small but important clues about the prelude to the actual crash. Elaine's professional approach to the PR side of her job was evident in her choice of slides. All were informative; some were whimsically humorous (elementary school students particularly enjoyed these); many were graphic; but none was even remotely

offensive--a tribute to her laudable sensitivity about death and human dignity in a job which invites callous indifference.

Taking a leaf from the Wriggley gum ad, Gord and Lars "doubled our pleasure" by doubling the doughnuts. Luckily, Rem Walker will be visiting soon, so Gord inspirationally saved us from another "battle of the bulge" defeat by proposing to serve them (after defrosting them, of course) when Rem arrives.

INSURANCE WARNING:

Aviation insurance frequently does not cover the loss of such aviation items as portable handhelds, headsets, mikes, etc., because they are not a permanent part of the airplane. Many household insurance policies likewise exclude coverage of these items because they are not normal household effects. With some policies, you can purchase coverage by adding a rider for these aviation articles. One insurance agent personally carries such "awkward" insurance items in the trunk of his car--because they are insured there. You should read the fine print or phone your agent about the various possibilities before a theft demonstrates an expensive gap in your "assumed" coverage.

EXPENSIVE CROSS COUNTRY:



Now that I have a plane that's faster than a speeding butterfly, I decided to make a quick trip to Maniwaki. The trip was fun, the reception warm--except for the 3 military helicopters who stormed me at the gas pumps! The real heart stopper, however, was the gas--\$.82 per litre. That's expensive in either official language!!! Maybe it's time to publish gas prices for airports in the vicinity. If you're interested, bring the info to our next meeting and I'll include it in the minutes.

Your "wiser and poorer" scribe,
Roger Fowler.

Airport Authority in charge At Carp Airport

By Susan Winkelaar
Press Reporter

The West Carleton Airport Authority (WCAA) got its wings recently when township councillors voted to sign a lease handing over the controls for the Carp airport.

Finally the airport authority is a legally constituted body, says its president, Dick Lalonde.

The agreement with the Township of West Carleton gives the airport authority the mandate to operate and run the airport on the Carp Road.

It's only a partial achievement, however, says Mr. Lalonde. The airport authority would rather have signed an agreement directly with Transport Canada, the owner of the airport.

Instead, the federal department has renewed its lease with the township, at a dollar a year for five years. The township has in turn sub-let the airport grounds to the WCAA.

"We'd have preferred to do it the other way, but there was just too much red tape. It would take too long," Mr. Lalonde says.

It will be at least a year and maybe two before any agreement can be made directly between the WCAA and the federal government.

Because the airport is on publicly owned Crown land there are a whole range of studies and assessments to be done and papers to be signed. There are at least three separate government departments to deal with, each of which has to do its own investigation and prepare its own documents.

The Ministry of Transport

Carp Airport -

port passed a resolution a few years ago to privatize its 77 airports across Canada. Carp is just a small fish in a very big pond as it goes through the process of transferring ownership to a municipal board.

Even so, the government doesn't treat the transfer of 1,000 acres of public property lightly, says Mr. Lalonde.

He says having a sub-lease with the township should speed up the process. He hopes the airport authority can become the official owner of the land within a year.

For now, the WCAA has to be content with its status as the airport's new landlord.

It will use the next several months as an opportunity to prove itself, Mr. Lalonde says.

The WCAA is in the process of putting together a business plan which will show the federal government what it plans to do. The authority wants to negotiate a full purchase of the land, but the government is reluctant to hand over its land to questionable owners.

"We've got to convince the federal government to sell it to us. We have to prove to them we know what we're doing," says the WCAA president.

The authority debated whether to wait until it could deal directly with Transport Canada before assuming control over the airport, but Mr. Lalonde says the board decided more would be accomplished if a sub-lease was signed now.

There won't be any major changes to be seen in the airport this year. Until the authority can raise substantial funds, it can't make many improvements.

The WCAA is going after long-term lease contracts with various users in order to raise the money. And Mr. Lalonde

is confident those will be achieved.

Transport Canada has neglected the Carp airport for years, he says. It's had a zero budget for runway maintenance and the airport has become increasingly dilapidated.

The airport has been a money-loser for years.

"We have six or seven parties that are very interested," says Mr. Lalonde. He can't reveal their identities because negotiations are still ongoing.

He says users will be attracted by the advantage of 20-, 30-, and 40-year leases. The leases will allow them control over the land so they can do maintenance and make improvements.

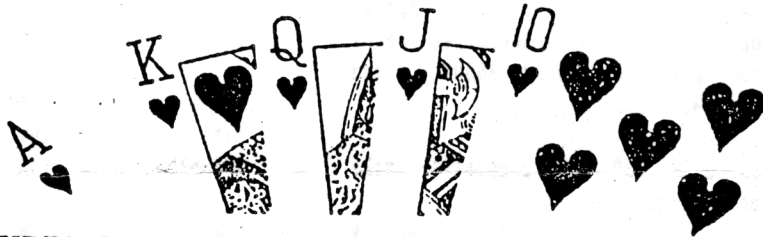
Until now leases have been renewed at five-year intervals, and that's not much security for a big money investor, says Mr. Lalonde.

"We've been talking to new users who want to come to Carp. Nobody's going to put up a million-dollar structure with a five-year lease but they will with a 30-year lease," he says.

The authority feels that once a purchase is negotiated and the WCAA can offer long-term leases, improvements won't be far behind.



POKER RUN POKER RUN POKER RUN POKER RUN



SATURDAY, JUNE 16, 1990

RAINDATE - SUNDAY JUNE 17, 1990

\$4.00/HAND OR \$10.00 FOR 3 HANDS

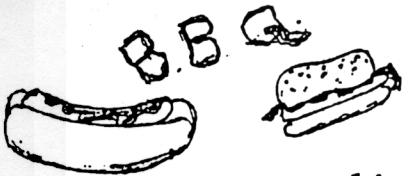
FLY OR DRIVE TO ANY 5 OF THE FOLLOWING AIRPORTS:

- > ARNPRIOR
- > BROCKVILLE
- * CARP
- > GATINEAU
- > KINGSTON
- > OTTAWA FLYING CLUB
- > ROCKCLIFFE
- > SMITHS FALLS

**"MANY GREAT PRIZES"
- BOTH FOR THE PILOT
AND NON-PILOT**

*** TERMINUS FOR THE DRAWING OF THE BEST POKER HAND
WILL BE AT THE EAA HANGAR - AT CARP**

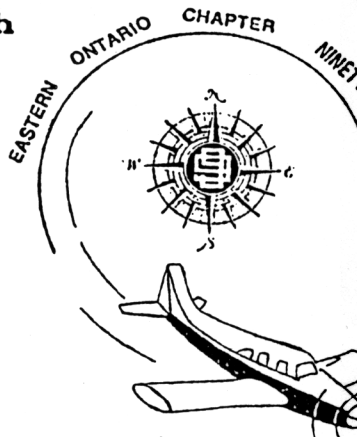
**REGISTRATION - 09:00
ALL HANDS MUST BE IN BY 13:00h**



14:00h - 16:00h

**"BBQ" AT THE EAA HANGAR
LOCATED AT THE SOUTH EAST END
OF THE FIELD (runway 28)**

For more information please call 224-0568



CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Two-Place Lazair. KFM engines, less than 10 hours TT. \$3900 negotiable. Contact owner through George Reid 749-0792.

1941 Aeronca Chief, 65 hp, 1650 TTSN. C of A to June 90. Totally restored in 1986. Always hangared. Asking \$11,995 or best reasonable offer. Contact Gord Coleman at (416) 298-1360.

Jodel D-112 C-FYOR 65 hp Continental 290 hrs TT. Always hangared. \$8950. Andy Douma 992-8659 days.

Piper Pawnee, 150 hp, \$17,000. Also Jurca Sirocco, 1980. 200 TTAF; no engine; retractable gear; radio, instruments. Nice machine. Best offer. Call Mike at (613) 729-3774.

PROJECTS AND PLANS FOR SALE:

Zenith CH701 Project. Plans, wing fittings, spars and ribs cut. Some sheet metal, rivets and tools. Asking \$1000. Peter Plaunt, Carp, Ont. (613)839-2283.

KR-2 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will

sell for HALF or reasonable offer. Contact Mike Proulx (819) 827-1930.

Baby Great Lakes Project: Fuselage 90% complete; all ribs and spars; Continental C-85; MacCauley metal prop; all instruments. \$6500. James Oliff 724-6123.

Zenith CH 250, 75% complete, trike gear. Signed off by DOT, ready to finish closing. Wings and tail nearly complete. Includes gear, cowling and fairings. Asking \$6000 or will consider trade for CH 701. Call Jim Robinson at 830-4317.

Rotorway Scorpion II (133) kit. Engine in box. Some work completed. Can be converted to Exec by buying special kit from Rotorway. Selling for health reasons. Will accept reasonable offer. Bill Arrain (902)963-2261.

Davis D2A plans. Call Russ Robinson. 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts.
Propellers - 0 time constant speed
- Wood pusher prop.

- Zenair wood 68x46

Hanlon Wilson mufflers, Mooney Parts: Complete retract gear with 6.00x6 main wheels, 5.00x5 nose wheel. Also seats, fuel tanks, gauges, gyros, and control surface pushrods.

Airpath magnetic compass, 0 SOH 1987, base mount. \$100. Alex Fulton, 234-6753.

Brakes and wheels, Rosenhan. Suitable for Vari-Eze, Davis, etc. Offers welcome. Eric Taada 749-4264.

Vari-Eze landing gear legs. New. Contact Peter Plaunt, Carp, Ont. (613)839-2283.

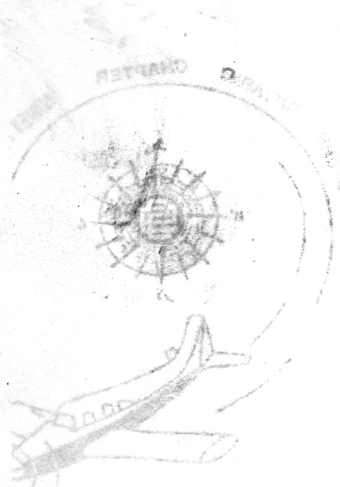
FOR RENT: Hangar space for one aircraft at Carp. \$100 per month. EAA members only. Call 832-2691.

CLUB NEEDS

Platform weigh scale like type to weigh feed sacks. We have one, need a second one. Gas-powered snowblower needed.

Classified Editor: Lars Elf 837-6680.

Carb Heat June '90.



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ALL HANDS MUST BE IN BY 13:00
14:00 - 16:00
"HOT" AT THE BAR HANGAR
LOCATED AT THE SOUTH EAST END
OF THE FIELD (Runway 28)
For more information please call 234-0300