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NEWSLETTER



EAA Chapter 245

Experimental Aircraft Association of Canada

Ottawa - November 1981

President	J. Keith Gillespie	592-4742
Vice President	Ray Perkins	722-4343
Secretary	Laurent Ruel	820-7017
Treasurer	Barney de Schneider	523-9526
Newsletter	Bill Laundry	523-6791 (home) 998-3121 (work)

Meetings - 3rd Friday at the National Research Council,
100 Sussex Drive, 8 pm

(Opin'ons expressed in this newsletter are those of the contributors and not necessarily those of the Experimental Aircraft Association of Canada.)

EAA CHAPTER 245 MEETING OF 23 OCTOBER 1981

- Meeting held in the auditorium NRC, Sussex Drive.
- Attendance 24; a record low due to not usual night, new location or possibly elections.
- Bill Laundry gave a report on the Oshawa Technical Symposium. The response was very good and the event was well organized and very educational. We may see a competition between chapters - the Hamilton chapter will apparently hold a Technical Symposium in May 1982.
- Eric Taada also attended the Oshawa Symposium and was very impressed. Eric reported that the sessions were video taped and tapes will be available after editing. Eric mentioned that one of the speakers on Avionics mentioned that ELTs will likely have to meet stringent technical requirements and will probably require annual certification for perhaps \$75. These new requirements are the result of the satellite locating scheme soon to be implemented.
- Election Results: President - J. Keith Gillespie
Treasurer - Barney de Schneider
Newsletter Editor - Bill Laundry (Volunteered)
Program - Frank Cianfaglione & John Bell-Walker (Volunteers)
- The evening's program ended with a slide presentation on various fly-ins and airshows that Bill Laundry attended this summer. Bill not only takes great photographs but also has a description and details for almost every aircraft.
- Finally, many thanks to the outgoing chapter officers. The last two years were particularly demanding. Good show!

Laurent Ruel

FIRST FLIGHT - Not the Wright Brothers but two members of our chapter, Ray Perkins and Greg Heppenstall. Ray and Greg's Mitchell Wing made its first flight on Friday, 30th of October this year. Ray Perkins was at the controls.

FROM THE EDITOR'S TYPEWRITER - (It's not really mine, it just sounds nice.)

"All of me". For several years, your new editor has been reviewing chapter newsletters and having these reviews and other comments published in the chapter newsletter. Now, as the editor of the chapter newsletter, you must put up with all of me from the front cover to the last page. I hope you can endure my comments, sometimes trite, for the next couple of years.

In the position as reviewer and as the chapter editor in 1977-78, I have gotten to know a fair number of members in other chapters across Canada. This association has resulted in my volunteering for the editor's position again with the hope of broadening this association further in the future.

In my tramping about the country in search of EAA members and chapters, I have had the privilege of meeting the Windsor chapter editot on two occasions. Dick Roe is 88 and crazy about flying, aren't we all, but Dick puts this enthusiasm on paper each month for all of us to enjoy. As I've mentioned in previous newsletters, each chapter seems to have one of its members that becomes synonymous with the chapter, and in Windsor it is Dick. This is to take nothing away from Dave, Rick, Wally, etc. and I think Dave, Rick, Wally, etc. would agree that Dick is a large part of the driving force in 185.

The other day, I received a letter from Dick requesting information about the London-Victoria Air Race film. Dick's letter was as interesting as his newsletter and it's really hard to believe that someone that is 88 can get so involved in so many things. The last sentence of the letter goes as follows, "if you want to live a long and happy life - keep busy". Dick is living proof that this philosophy works.

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For those who like to keep records, my records show that there are 45 EAA chapter in Canada and 1 EAAC chapter. I don't know how many of the 45 are still active, we don't get newsletters from most of them, but we haven't got any of our newsletters returned with the notation "Address Unknown". So I must assume that some activity is going on in all 45 plus 1. The 45th EAA chapter was just formed, no number yet, and is based in the Chatham area. I wonder if it's really an EAA chapter or an anti-silo chapter in disguise.

INFORMATION - The other day, someone asked the editor if there was a good book on aerodynamics without all the formulae. The only one I could think of was "Flight Without Formulae". I haven't looked at this book very much since I don't believe you can get to understand aerodynamics without formulae. If there is enough interest in certain areas of aerodynamics that could be presented without roo much mathematics, then maybe these could be presented either at a chapter meeting or via the newsletter. We have a ●ealth of talent in the Ottawa area, so if you would make your areas of interest know to your editor, preferrably by written request, maybe some of these topics could be covered in a way that the average person could understand. It's worth a try.

SPRING PUSH - The hangar manager, Eric Taada, is preparing for an all-out push to get the hangar lounge finished by spring next year. In order to do this, a plea will be made for money and time. It has become the norm today for all chapter clubhouses to have uncoordinated furnishings and not to be the maverick in the group, we will go along with the rest. So don't give Aunt Millie that what-not, it would look much better and get more use at Carp. Remember, scrounge in our middle name. (Sometimes I think it's all three names.)

LONDON-VICTORIA AIR RACE FILM - two 30-minute 16-mm reels.

Contact: W. P. Paris, Royal Canadian Flying Clubs Ass'n.,
103-1815 Alta Vista Drive Ottawa K1G 0C7 (613) 722 0520

WHY ALL THOSE SEVENS?

Have you ever wondered why Boeing uses the 707-727-737-747-757 and 767 designations for its transport aircraft?

When the numbering system for Boeing's products was begun sometime after the company was founded in 1916, it was made retrospective to the first aircraft produced, which became No. 1. From that time on, products were grouped in series.

The first series, from 1 to 102, consisted of aircraft of various types, most of them biplanes. The 103 to 199 series was assigned to various aerofoil sections by the engineering department, and the 200 series designated aircraft up to and including the famous B17 bomber, which was 299.

The 300 series included the Boeing 307 Stratoliner of 1938 (the first pressurised passenger transport), the huge Boeing 314 Clipper trans-oceanic flying boat, the B29 and B50 bombers, and the double-decked 377 Stratocruiser.

The 400 series consisted essentially of the B47 and B52 jet bombers, the entire 500 series was reserved for industrial products including gas turbine engines, while 600 series was assigned to the GAPA and Bomarc missiles.

When the prototype 707 was being designed, it was disguised at first as a Strato-cruiser derivative and so carried the engineering number 367-80. But when the time came to unveil the new type and begin a production program, Boeing's 700 series was launched.

The first number of the 700 line, the 707, was chosen simply because it sounded catchy. From then on it was natural to build on the 707's publicity base and continue the sequence.

The 717 never appeared because this designation was assigned to the jet that became the famous KC-135, the military tanker aircraft that is still in use with the USAF after well over 20 years.

The numbers are assigned in the order the aircraft are designed, not by the number of engines or dates of introduction. Hence the 727, which came before the 737, has three engines, while the 737 has only two. The 767 will be introduced in late 1982, while the 757 will enter the air transport scene in early 1983.

Boeing's 800 and 900 model series have already been used for hydrofoils, lunar orbiters and military prototype programs.

Will the commercial transport series beyond the 767 become the Boeing 1007? The company don't know yet. But the numer 7 has certainly been good for Boeing.

Aircraft, June 1981

(Ed. No mention is made as to the SST numbering in the Boeing series.)

NEXT CHAPTER MEETING - November 20, 1981, 8 pm (20:00) at the National Research Council building, 100 Sussex Drive, Room 3001 (not the auditorium this night only). Because of the use of another area within NRC, you will have to sign in and out. (The signing out is to make sure you don't become part of the R in NRC.) Feature attraction for the evening will be a film on the Canadair Challenger.

*** AIRCRAFT DEAD STORAGE - There is room in the hangar at Carp for one more aircraft for the long cold winter. Because of the hangar door situation, the term "dead" is appropriate. Rental rate will be \$30 per month less 1/12th of your annual tie-down fee per month if applicable.

POPULARITY RANKING

CANADIAN AMATEUR-BUILT AIRCRAFT

Ref. Transport Canada Registry, April 1981

<u>Aircraft</u>	<u>Number of A/C</u>	<u>1979 U.S. Ranking</u>
1. Bensen B8M GyroCopter	91	1.
2. Jodel D11 & F11	59	45.
3. Maranda AMF S14	41	-
4. Pietenpol Aircamper (including Grega GN-1)	41	13.
5. Piel Emeraude	37	35.
6. Pitts S1	35	2.
7. Volmer Sportsman VJ22	35	25.
8. Bowers Fly Baby	34	10.
9. Evans Volksplane VP-1	30	7.
10. Zenair Zenith CH200	29	-
11. Bede BD-4	21	12.
12. Baby Ace	17	11.
13. Cavalier SA102.5	16	-
14. Minicab GY20	16	-
15. Smith Miniplane DSA-1	16	6.
16. Wag-Aero CUBy	16	-
17. Evans Volksplane VP-2	15	30.
18. Jodel D9 & F9	14	41.
19. Steen Skybolt	12	9.
20. Stits Flut-R-Bug	11	34.
21. Stits Skycoupe	11	36.
22. STOLP Starduster Too	11	3.
23. Davis DA2A	10	-
24. EAA Biplane	10	14.
25. Zenair Tri-Zenith CH300	10	-
26. Rand KR-1	9	18.
27. Taylor Coot	9	-
28. Taylor Monoplane	9	39.
29. Wittman Tailwind	9	15.
30. Druine Turbi	8	-
31. Parker Teenie Two	8	19.
32. Raz-Mut	8	-
33. Acro Sport	7	33.
34. Rand KR-2	7	17.
35. Stits Playboy	7	21.
36. Barney Oldfield Baby "Lakes"	6	28.
37. Bushy Mustang II	5	23.
38. Mong Sport	5	38.
39. SE5A Replica	5	-
40. Bensen B8 GyroGlider	4	-
41. Breezy	4	27.
42. Cvjetkovic CA-65	4	-
43. Daphne	4	-
44. Jodel F12	4	-
45. Jurca Tempete	4	-
46. Monnett Sonerai II	4	24.
47. Pazmany PL-1	4	-
48. Piel Diamant	4	-
49. STOLP Acroduster Too	4	37.
50. ...	4	5.

NOVEMBER NEWSLETTER REVIEW

EAA CHAPTER 679 Duncan, B.C.
February 1981

- Chapter 245 gets a chance to see the 679 newsletter through Contact. The Duncan Chapter is blessed with an artist who fills each volume with sketches. Your reviewer is always amazed at the talent available in each chapter. The art work is from the pen of Chapter Vice President Ray Gilchrist.

EAA CHAPTER 679 Duncan, B.C.
The Cowichan Valley Flier April 1981

- COPA Flight Safety Bulletin excerpts are given with particular reference to propeller hazards. One area that has always troubled this reviewer is the instruction of the instructor to, "Go do the pre-flight and get it started, I'll be right there". This practice of the instructor getting aboard with the propeller turning gets the graduated student into the habit of allowing passengers to board after starting the engine. The safe practice of not allowing anyone to enter or leave the aircraft with the engine running should be used at all times. Ray Fiset, Quebec City Chapter President, is a constant reminder to yours truly of the consequences of getting too close to a moving propeller.

EAA CHAPTER 56 Sudbury, Ontario
Northern Wings Inc. September 1981

- Construction: "if I can only get through that last 5 % that has turned into 20 % - that the plans call 1 %". How true!
- From the June newsletter, "For Sale - Owner has bought a Cherokee". From the September newsletter, "For Sale - 1974 Cherokee". Short love affair.
- The Sudbury Chapter's Bakeng Duce project is for sale. The Zenith project is at the Zenair plant in Nobleton.

CORRECTION

- The CSAN Editor is Harmen Koffeman, not Harman Koffmann as reported in the last newsletter.

EAA CHAPTER 30 Edmonton, Alberta
Propwash September 1981

- Your reviewer and many other EAAC members had the privilege of meeting Trevor Forest, President, at the Oshawa Technical Symposium. Although the upcoming elections may see a change in the executive in Edmonton, we will be seeing Trevor for some time in his capacity as reviewer of Air Regulations for the EAAC under the EAAC Technical Committee.

- Membership Report, "There were 18 people at the September 18 meeting. Ten years ago there were 35 people". This trend is evident in other chapters and in some, by the newsletters, the body count is high but the spirit count is low.

EAA CHAPTER 369 Fredericton, N.B.
The Atlantic Ace October 1981

- I know the mails are slow but Chapter 369 is announcing the Chapter's Annual General Meeting for 8:00 pm on October 20, 1980. I'm sure this is a typing error.

- In a report on the Chapter's annual "corn boil fly-in", the Editor makes the following comment, "it's great what can be done with a little individual assistance". How true! All we would like now are more "individuals".

- From the newsletter noticeboard comes "Learn to Fly an Ultralight". This aspect of Ultralights(Microlights) should be stressed more, that is, some learning is required.

EAA DESIGNEE NEWSLETTER October 1981

- Hole Puller - Protect Your Hearing - Ultralight Mufflers - Drilling Plexiglass - Meet Mr. Corrosion - Plastic Instrument Panels - Corrosion in Engines - Plexiglass Hints for Perfect Canopies - Out Of The Past: The Principles of Thread Torque - Malfunction or Defects Reports - FAA Airworthiness Directive: Avco Lycomings - Service Difficulty Reports: Piper PA-28-140/Spar Corrosion; Piper PA-23/Rudder Spar Crack; Navion/Prop; Beech BE-C23/Gear Fork and Axle; Cessna 150C/Fuel System; Cessna 172N/Lycoming O320H2AD Mags.

FOR SALE
PHIL MARKHAM HAS A 1/5 ERCOUPE SHAPE
FOR \$1100 RES 232 9391 WK 235-6797

EAA CHAPTER 185

Windsor, Ontario

Log Sheet

October 1981

- This month's newsletter contains a copy of Bob Affleck's letter regarding the cracked propeller on his Thorp T-18. If anyone is thinking about using a cut-down metal prop, read Bob's letter and look very carefully to make sure that your prop is an "IF" it will break and not a "WHEN AND WHERE" it will break.

- Vic Martin has an interesting story to tell of his trip to Oshkosh '81 in his Tiger Moth. It's a tale of one mishap after another but the adventure was one that will be remembered for a long time. It always seems that the trips where things get tough are the ones that are remembered; the tent blowing down at Oshkosh, groping your way out of Stanley for Debert, praying that the weather will hold until you get passed the bush country, etc..

OSHAWA TECHNICAL SYMPOSIUM, 1981

- For those who did not attend, you missed one of the best events of the year. The Oshawa Chapter did an excellent job and all those present went away with a better understanding of all aspects of the amateur-built movement; rules, regulations, inspections, aerodynamics, repairs, structures, etc., the list goes on and on. It's nice to meet the people you have been writing about; it now seems a lot more personal. When I read the Edmonton newsletter and I make some comment about Trevor Forest, I know of whom I am speaking. The members from St. Jean and Quebec City were enthusiastic about the meeting and I only wish I could speak to them in their language; this is the true benefit of bilingualism not some bureaucrat saying I must.

- The requirements for Ultra-Light Aircraft construction states, "Materials, methods of fabrication and assembly and workmanship should conform to accepted aircraft practice". It was pointed out at the Symposium that the word "should" does not compel the builder to follow "accepted aircraft practice". If "accepted aircraft practice" is not followed, then some other procedure may be required to indicate that non-accepted aircraft practice was used in the construction of the aircraft.

- Your reviewer was disappointed in only one area. I believe that I was present at all the functions and never once heard a word from EAAC Headquarters wishing Oshawa well in their venture for EAAC. Paul Poberezny was there, Charlie Schuck, EAA in Washington was there, Chuck Larsen, EAA Chapter Executive Director was there, where was EAAC? I have been accused of nit-picking by one of our Chapter members but I feel that this non-communication has to some degree caused the EAAC membership drop to less than 500 this year.

"MISLEADING STATEMENT OF THE MONTH"

- From a leading British magazine, the Letters to the Editor contains the following sentence, "The canard utilises its forward surface essentially for control and balance while its contribution to lift is negligible". The forward surface of a canard:

1. provides pitch control,
2. produces a destabilizing pitching moment therefore does not provide balance (pitch stability) and
3. contributes a large fraction of the total lift.

Your reviewer is willing to attempt an explanation of the canard configuration, if there is interest, in order to clarify some of the confusion that exists about canards.

CHAPTER MEMBERSHIP FOR 1982

- In order to assure that your name gets on the newsletter mailing list for 1982, please complete an application form when you renew your chapter membership. It is very difficult to guarantee delivery if we don't have a record of your renewal. In the past, newsletter mailing have continued to non-renewals until March, but due to the increasing costs, the computer has been programmed to destruct your name on January 31, 1982 if you haven't renewed. Don't be the first to go into orbit over Ottawa; renew now.

- Check your membership from code in upper right hand corner of mailing label; AM for Associate Member and M for Member. The number represents the year, if 82, you're paid up til the end of 1982. If you do not agree with the label code, contact the Treasurer or this reviewer.

M-E