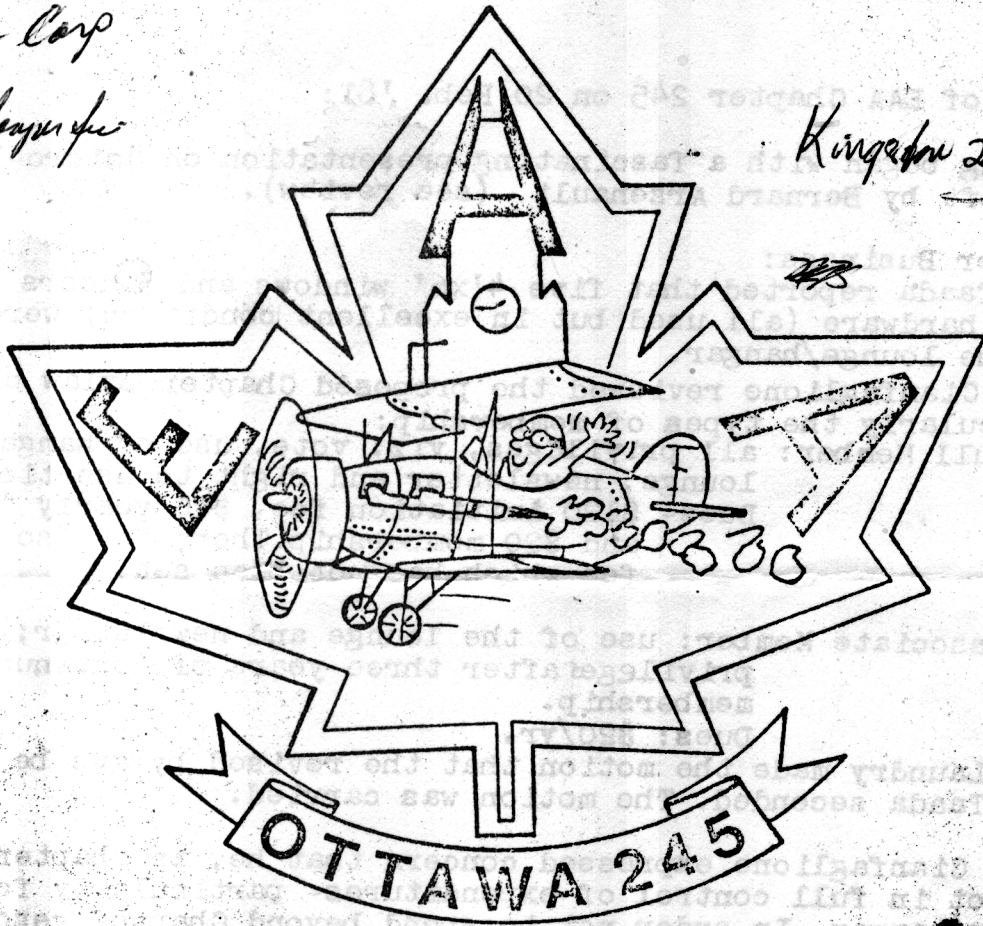


Sunday - Corp  
- G. W. Hays

Kingston 24 May



EAA CHAPTER 245

OTTAWA - CANADA

CHAPTER EXECUTIVE

President	Frank Gianfaglione	900 Garwood Ave	K1V 6X1 731-5001
Vice-President	Ray Perkins	276 Billings Ave.	K1H 5L3 731-9338
Secretary	Laurent Ruel	906-2935 Richmond Rd.	K2B 8C9 820-7017
Treasurer	Dick Moore	53 Tarquin Cres.	K2H 8J7 820-4586
Program	Harry Battersby	294 Mountbatten Ave.	K1H 5W3 731-0245
Membership	Louis Saumweber	125 Cartier St	K2P 1K6 236-1212
Historian	Ken Martin	79 Rita Ave	K2G 2G9 224-6327
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	Lionel Robidoux	195 Crestview Rd	K1H 5G1 731-5814

This newsletter is the official publication of Ottawa and District EAA Chapter 245 and is published monthly to promote the aims of Sport Aviation in the Ottawa area.

Articles, letters, and items of interest are gratefully appreciated in helping to make this publication YOUR newsletter and the type of newsletter YOU want.

Chapter 245 cannot accept responsibility for errors, omissions or false information but will make a conscientious effort to be reasonably accurate in published material.

Chapter 245 meets at 8:00 pm, the third Friday of each month. Meetings are normally held at Algonquin College, Lees Avenue Campus, but this is subject to change, so contact any of the above executive for meeting information.

Meeting of EAA Chapter 245 on 20 Feb. '81:

- Meeting began with a fascinating presentation on "micro-light" aircraft by Bernard Arsenault. (see review).

Chapter Business:

- Eric Taada reported that five 4'x6' windows and 3 doors with panic hardware (all used but in excellent condition) were purchased for the lounge/hangar.
- Frank Cianfaglione reviewed the proposed Chapter bylaw changes— particularly the types of membership:

Full Member: all privileges, viz: vote, use of hangar, shop, lounge, newsletter and right to use tiedown area.  
Dues- \$120 initiation fee, \$20 yearly "activity", and \$20 membership. There is also a tie-down fee which has not been set.

Associate Member: use of the lounge and newsletter; voting privileges after three years of continuous membership.

Dues: \$20/yr.

Bill Laundry made the motion that the revised bylaws be adopted. Eric Taada seconded. The motion was carried.

- Frank Cianfaglione expressed concern that he, as chapter president, was not in full control of expenditures- particularly for the lounge/hangar. In order not to spend beyond Chapter resources, it was suggested that Frank prepare a budget for essential Chapter operating expenses. Completion of the lounge/hangar to progress with the acquisition of additional monies.
- Bill Laundry proposed that Eric Taada be appointed as manager of the lounge/hangar project; to prepare a budget and to coordinate expenditures with Frank Cianfaglione. Allan Wood seconded. Motion carried.

Laurent Ruel

NOTES ON POWERED HANG GLIDER TALK:

Bernard Arsenault, owner of Micro-Aviation and operator of Limbour Airport near Gatineau, gave a well illustrated talk on the powered hang glider (PHG) movement. Bernie pointed out that for the first time we can enjoy the freedom of flight without the expense of licensing and registration. Find a few hundred feet of clear land and you have an airfield.

A typical PHG cruises at about 40 mph, has a stall speed of roughly 20 mph, takes off in 100 feet, climbs at 300-400 fpm, lands in 200 and uses less than 2 gal/hr of fuel. The powerplant is likely a snowmobile engine of 20 hp. There are many simple and safe designs available. The use of conventional aircraft quality materials results in a very strong structure ( $\pm 8-10$  g is not unusual).

In Canada PHGs don't have to be foot launchable. Running at 15 mph with a 160 lb glider on your back could be a memorable experience. Thus far, the main requirement is that the wing loading be less than 3.2 lb/sqft. DOT will soon put out an ANO on PHGs.

The Mitchell Wing (B-10) seems to be very popular in the Ottawa area. Bernie Arsenault has been flying his Mitchell Wing for several years. Bernie finds the B-10 to have very good flight characteristics. Winter flying is great when skis are mounted. Pontoons are a possibility for the warmer months.

Limbour Airport is the home of 10 PHGs and is the place to find out more about this aspect of flying. Bernie Arsenault runs a full-time business selling Mitchell Wing kits and supplies. Bernie also manufactures skis for PHGs and hopes to have pontoons available this summer. Flying instruction is available for under \$20/hr. Limbour will have a PHG "fly-in" on June 26-28.

If powered hang gliding appeals to you, contact Bernie Arsenault at:

Micro-Aviation  
9A Chemin des Erables  
Limbour, Que.  
Tel. (819) 561-4198

Laurent Ruel

CORRECTION:

Contrary to the January EAAC Contact, future EAAC publications will only be sent out to those whose membership is current. See below for full details.

LOOK SHARP!

Now that spring flying weather is here, look sharp--in the air--but also on the ground in EAAC finery. EAAC clothes, hats, jackets, crests, decals, etc. are available from Frank Cianfaglione. Prices: hats--\$5.00; crests--\$3.25; decals--\$.75; jackets--\$25 (Large or Medium).

Yes, I would like to become a member of the Experimental Aircraft Association of Canada

- Individual \$20.00     Junior Member \$10.00     Corporate Member \$100.00 (under 18 yrs.)
- Mr. & Mrs. \$30.00     Life Member \$300.00

All memberships include a subscription to the EAAC publication, Canadian Sport Aviation News

New Member     Renewal    EAAC Number ..... Chapter .....  
EAA Number .....

NAME .....  
ADDRESS .....  
CITY ..... PROVINCE ..... POSTAL CODE .....

Check  Building     Flying Homebuilt     Rebuilding     Factory Aircraft   

PROXY: Should I be unable to attend any meetings of EAAC, I authorize the EAAC board of directors to vote on my behalf on all matters except the election of officers.

Signed: ..... Date: .....

Please make check or money order payable to the Experimental Aircraft Association of Canada. P.O. Box 94248, Richmond, B.C. V6Y 2A6



CANADA

DO NOT FORGET TO RENEW!

HANGAR NEWS

Henry Beaudoin, our construction foreman, has spent \$300 of his own money to provide all the necessary hardware for doors and windows. Installation started on Mar. 8. Construction will be ongoing each weekend. Check with Eric Taada for scheduling (749-4264). Of the 38 Hangar Members, 14 have paid their \$20 activity fee as of Mar. 6. Please stay "current" and help finance the completion of the lounge.

We need locking door knobs for the hangar project, so if you have changed yours and still have the old ones, we'd be glad to get them.

MEETING OF HANGAR MEMBERS



Mar. 27, Rm 41, Algonquin College (the regular chapter meeting place).

Agenda: arrangement of hangar organization, proposed schedule, proposed budget, proposed tie-down fees, etc.

THE HISTORY OF THE HOMEBUILT MOVEMENT IN CANADA

Mr. Roberts of NAE is tentatively scheduled to speak on this topic on Mar. 25, Rm 3001, 100 Sussex Dr. Contact Laurent Ruel, 820-7017, for further details.

REMINDER

Don't forget to fill in the EAAC Profile sent out in our last Newsletter.

PRESIDENT'S CORNER

With the warmer weather upon us and the lack of snow, thoughts turn to our chapter project of last fall--I mean the hangar at Carp which we hastily erected during November. I haven't visited the site yet but I will bet it is drying up. [I just spoke to Frank and he confirms that such is the situation. Ed.]

On Mar. 7, a small group installed the stairs to the lounge area. These stairs were made by Henry Beaudoin with lumber donated by a chapter member. The installation of these stairs will make for a safer entry. We have purchased some glass as well and it will be installed very soon. The project can always use help, so drop out Saturday, Sunday, or both days and lend a helping hand or else talk to the people who are working to keep them in good spirits. If all else fails, you can always offer advice on how to do the job properly.

If someone knows of a way to raise more money to complete the hangar, we would appreciate knowing about it. Along the line of ideas, I am sure Garry Fancy would also welcome some ideas on the Air Fair/Fly Day that our chapter will be holding in August. Garry could also do with helping hands. If you can help, why not give Garry a call at 225-0454 and volunteer--now. Let's make our first show a really successful one.

Frank Cianfaglione.

PLANE TRIVIA (answers on p. 5)

1. What was the first aircraft to fly over 1000 mph?  
(Not a Champ--guess again!)
2. Lt. T.E. Selfridge of the U.S. Army Signal Corps had the dubious honour of being the first passenger fatality in a powered airplane. Who was his pilot?
3. A Quickie is an example of composite construction of an airplane. What is a composite airplane?
4. What is probably the fastest homebuilt aircraft?

CHAPTER BULLETIN BOARD

Wanted: -a **second-hand** air compressor (about 1 h.p.) and info about or plans for dolly wheels for towing a plane on skis [the latter for next winter, I presume. Ed.] Contact: Ray Perkins (613) 731-9338.

-a lightweight welding torch. Contact: Roger Fowler, 3-2049 Baseline Rd., Ottawa, K2C 0C8. 613-828-8603.

-1 black binder containing years of Rutan's "Canard Pushers." Please return to their grieving owner, Eric Taada, 66 Glynn Ave., Ottawa, K1K 1S8 613-749-4264.

For Sale:-1 pair Rosenhan wheels and brakes and 1 master cylinder. Contact: Eric Taada, 66 Glynn Ave., Ottawa, K1K 1S8 613-749-4264.

-King 150A Nav/Com 90 ch. radio. \$350. Contact: Lionel Robidoux, 195 Crestview Rd., Ottawa, K1H 5G1. 613-731-5814.

-Jungster I, single-place biplane. Aerobatic, wood and fabric construction, 75% complete, with certified Lycoming O-235 115 h.p. engine, 750 SMOH. Contact: Jamie MacIntyre, 481 Prince Albert Ave., Westmount, P.Q. H3X 2P7. Res. 514-489-0830 Work 514-636-4155.

-beautiful wooden pusher propellor, metal-edged, off Volmer (Franklin 125 h.p.). Contact: Bruce Hamer 613-828-9050.

SUBMISSIONS to the Newsletter should reach the Editor, Roger Fowler (828-8603), NO LATER THAN THE FIRST FRIDAY OF THE MONTH in which you want publication.

CHAPTER MEMBERSHIP

A brief reminder that chapter dues were due Jan. 1st, or slightly more than 2 months ago. Bring or send your \$20 (if you haven't already done so) to Dick Moore, 53 Tarquin Cres. Nepean, K2H 807. (He's the one with the armed bodyguard at our meetings.)

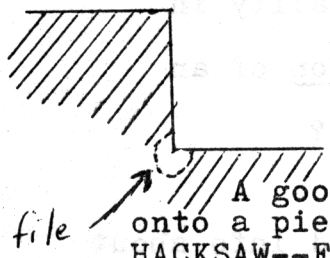
HANDTOOLS FOR AIRCRAFT CONSTRUCTION

Basic tools for aircraft construction include files, a hack saw, a solid vise mounted on an equally solid workbench, metal cutting snips (aviation type), metal cutting punches.

FILES should include at least 3 and preferably 5 different diameters of round files. These should include 1/8", 3/16", 1/4",

5/16" diameter, all fine, and at least one coarse tapering file about 3/8" dia.

The round files are used for rounding square corners to prevent stress areas. (See sketch). They are also used to "move" a hole not quite drilled in the exact location. If holes are drilled undersized to start with, this system works well--otherwise, forget it!



Flat files should include a fine and a rough one, one small and light, the other heavy and coarse. It will also be found beneficial to have a square file and a small triangular one.

A good sharp file can do wonders and put a straight edge onto a piece of 1/8" thick steel in very short order.

HACKSAW--For easy cutting of steel, a hacksaw must be heavy. One can buy a relatively inexpensive hacksaw and beef-up or throw away the frame. The new frame and handle should be made of solid steel (round rod is ideal--5/8" or 3/4" dia.), the heavier the better. The blade attachment fittings and handle can be welded onto the solid steel frame. Put a piece of heavy rubber hose onto the handle and you are all set.

For cutting tubing and most steels used in aircraft construction, a high-speed steel blade is necessary with 32 teeth per inch. A minimum of 3 teeth should make contact with the work at any one time.

VICE AND WORKBENCH: A solid vise, at least medium size, on a rotatable pedestal is necessary. Equally important, the vise must be mounted on a solid workbench or heavy table. This is necessary so that the work does not rock when working on the item clamped in the jaws.

TIN SNIPS, etc: Good aviation tin snips left and/or right hand are another necessary item. Again, buy a good pair and make sure they are aviation type. Ordinary tin snips are just not satisfactory.

Another cutting tool that is very handy is the small hand-held metal punch. This punches about a 3/16" square hole in light metals and is sold at Radio Shack for radio chassis work.

Garry Fancy.

[As an energetic and enthusiastic builder who is now on his 4th (at least), Garry is in a good position to share this knowledge with those of us who have only managed 3 (or are about to graduate from lawn chairs and bird feeders). Be assured that the Editor casts a kindly eye on all such contributions and contributors.]

TRIVIA ANSWERS

1. A Fairey Delta 2--powered by a Rolls-Royce Avon turbojet.
2. Orville Wright, who was seriously injured when a propellor blade failed, tearing out bracing wires and causing the crash. (See, Frank, you got off lucky!)
3. One in which a large aircraft carries a smaller aircraft aloft to increase the range of the latter. The Short S21 "Maia" flying boat, for example, carried the Short S20 "Mercury" seaplane, which, upon release, set a record for non-stop flight from Scotland to South Africa, Oct. 1938.
4. Acquiring components from around the world, American Darryl Greenamyer assembled an F-104RB Starfighter, <sup>It was</sup> clocked at 1010 m.p.h.

NEXT MEETING: Mar. 20, 8 p.m., Rm 41, Algonquin College, Lees Ave. Several builders will give brief reports on their projects. See you there.  
The Editor, Roger Fowler.

EAA CHAPTER 142 Victoria, B. C.

January 1981

- "The Properties of Wood; Part 1"

EAA CHAPTER 142 Victoria, B. C.

February 1981

- "The Properties of Wood; Part 2"
- "At the January meeting the chapter voted to dispense with the collecting of membership fees for 1981." This must be a first.

EAA CHAPTER 65 Hamilton, Ontario

January 1981

- "Chapter 65 treasurer would like all members to know that there will be an increase in membership dues this year." How does Victoria get away without collecting dues in 1981? I know the west is the best, but!
- "Aircraft Inspection; Part 1 - Inspection"

EAA CHAPTER 65 Hamilton, Ontario

February 1981

- "Aircraft Inspection; Part 2 - Checklists for Inspection"

EAA CHAPTER 154 Regina, Saskatchewan

November-December 1980

- "There was much criticism of SPORT AVIATION magazine containing information on other aspects of sport flying other than amateur built aircraft. They felt that the warbirds, antiques, vintages, aerobatics, micro-lites, etc., should not be given space." Your reviewer's answer, why not! that is EAA. The EAA consists of four groups each with their own publication with SPORT AVIATION being the central organ for all. These four groups are, Antique-Classic, IAC, Warbirds and Ultralight; there is no amateur built aircraft group so why should the house organ deal only with an activity not recognized as a separate group under EAA.

NEW OFFICE FOR EAAC TECHNICAL COMMITTEE -

EAAC Technical Committee,  
104-1801 Riverside Drive,  
Ottawa, Ontario K1G 0E7  
Phone; 613-523-7964

EAA CHAPTER 305 Dartmouth, N. S.

February 1981

- The Dartmouth newsletter contains a copy of an EAAC letter addressed to all chapter presidents and directors. One of the six parts of the letter was new to this reviewer; "5) We've had little in the way of reports from Garth Elliot and his antique and classic section". Didn't know that EAAC had an antique and classic section.
- Safety: There are two items in the newsletter this month regarding accidents involving propellers, one article by Al Burditt describes his experience in handling (sometimes mishandling) of propellers. There was a propeller accident in Toronto recently where a person deplaned from a Cessna Cardinal and walked through the rotating propeller. Would this accident have happened with a Cessna 172 or 182 with a wing strut? The safest procedure is to let no one enter or leave while the propeller is turning.

EAA CHAPTER 56 Sudbury, Ontario

February 1981

- Because of insufficient enrollment, the aircraft building course at Cambrian College was cancelled. They haven't given up in Sudbury; they'll try again this fall.
- Sudbury reluctantly is disposing of its glider. No solution was found for their financial problems therefore the glider must go.

EAA CHAPTER 30 Edmonton, Alberta

February 1981

- The new chapter president is Trevor Forest. Trevor is a Boeing 737 first officer for Pacific Western Airlines.

EAA CHAPTER 56

Sudbury, Ontario

January 1981

- The chapter editor notes that at the last meeting there was a good attendance with some wives and girlfriends showing up; not at the same time I hope.

- Gary Kingerski has organized an aircraft building course at Cambrian College. These courses at the colleges are becoming quite popular and Sudbury notes that "The whole chapter will benefit greatly with a successful course"; in more ways than one.

- I see from the Sudbury newsletter that Orillia will be having a flour-bombing contest this year. Your reviewer doesn't remember any such contest at past Orillia Fly-Ins. Take Bill Calver's advice, don't try it from a Cherokee, the wing gets in the way.

- Sudbury has requested a check on their mailing labels for correct addressing, EAA Chapter 245 Ottawa would like all its mail to be sent to -

EAA Chapter 245 Ottawa,  
P. O. Box 8412, Terminal A,  
Ottawa, Ontario K1G 3H8

EAA CHAPTER 364

Oshawa, Ontario

February 1981

- Good Ideas: Oshawa's chapter library is financially self sustaining and able to buy new books. This, of course, requires that each member pays for the service he or she gets. The chapter president notes that, "This department attends to our mail, assembles, addresses and delivers the newsletter to the post office as well as being the chapter sales outlet for manuals, crests, decals, etc."

- I see in the Oshawa newsletter that Bill Calver is having an Osprey II forum at his place just outside of Kingston. Unfortunately, the date for the session was February 21, too late to inform our own Osprey II builder(s). If any future forums of this kind are planned, please inform chapter presidents well in advance so the news can get spread around at the next chapter meeting.

HANGAR/AIRCRAFT TIEDOWN/SHOP (HATS) FUND RAISING

Your suggestions are requested on how the chapter can raise money for the hangar. Would any members be interested in say a 10-week/2-hour course on basic aerodynamics this fall. If enough interest is indicated, the where, when, how, what, etc. will be worked out later. Please let the "hangar" manager, Eric Taada, know.

EAA CHAPTER 305

Dartmouth, N. S.

March 1981

- With all the activities going on at Stanley now, the chapter has put on priority list the purchase of a club airplane and the promotion of microlights. Several chapters have club aircraft and seem to be quite successful. The microlights are really getting popular especially with the price of fuel today. This aspect of sport aviation should really take off especially at airports away from heavy traffic, for example, Stanley.

- In regard to EAAC liaison, the newsletter reports, "A general discussion arose on EAAC's role and the possible separation of EAAC and the Technical Committee. It was suggested that COPA might absorb EAAC." Both these suggestions are new and not been mentioned in other newsletters that have come across your reviewers desk. Both result, I presume, from the nearly zero output from Vancouver to the membership. Right now, the only news of EAAC comes from Copa, therefore, why not!

EAA CHAPTER 85

Vancouver, B.C.

February 1981

- 85's new president is Bob Cutting.

- Lots of news of the goings on at Delta. In fact, there's so much going on that the Pou de Ciel is becoming a storage problem, they have lost the Lincoln Sport project, considering taking on another Chapter project and the Museum has a Stampe that needs rebuilding. All this and Boundary Bay too. No idle hands out west.

- "Chapter 245 take note! Our resident biological expert informs us that we don't have rats under our clubhouse as previously reported. We have rabbits! (We're a lot better at aircraft recognition.)". Talk about Texas, in B. C. the rats are as big as rabbits; no wonder they win so many jumping contests; the rabbits are as big as horses.