



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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February 1995

Next Meeting: Thursday 16th February

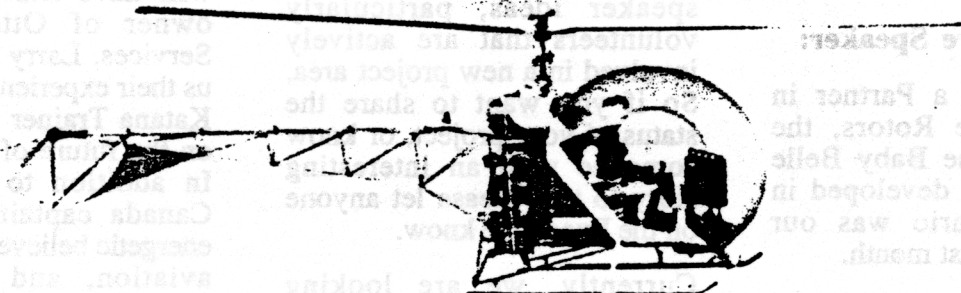
BUSH THEATRE NATIONAL AVIATION MUSEUM

Program:

-Business

-Meeting Topic: **Katana Trainer and the future of flight training by
Larry Lorreto, Ottawa Aviation Services**

-Article: **Restoration of "the Chief", KAQ by Barney DeSchneider**



Canadian Home Rotors' Baby Belle

President:	Gary Palmer	596-2172	Aircraft Ops:	Dick Moore	836-5554
Vice Pres:	R. Emmerson	682-2058	Membership:	Barney DeSchneider	225-6003
Secretary:	Luc Martin	682-9442	Tool Crib:	Dick Moore	836-5554
Treasurer:	George Elliott	592-8327	Classifieds:	Andy Douma	591-7622
Editor:	Andy Douma	591-7622	Publishing:	Dick Moore	836-5554

President's Corner

Well, much to the relief of our intrepid winter aviators, snow, and colder weather has finally arrived in the Capital region.

The weekend of January 28th, brought crisp, clear, ideal winter flying conditions to CARP, and Luc Martin in his Challenger, and Garry Fancy in his Husky Cuby took to the air on skis to satisfy their craving for aviating.

Not to be outdone, George Elliott, our inimitable treasurer, resorted to wheels to get FUGO enroute to Arnprior to check out his float equipped Zenith. It is rumoured that George had to pump the floats out, even though his bird is beached on dry land; talk about capillary action. Anybody with good ideas on keeping the water on the outside of floats will find a receptive listener in George.

Hot Stove League:

As with last year, the Hot Stove League is in full operation, and all members are encouraged to drop out to the Carp hanger for some top notch hanger flying on weekends.

January Feature Speaker:

Mark Richards, a Partner in Canadian Home Rotors, the developers of the Baby Belle helicopter being developed in Ear Falls, Ontario was our feature speaker last month.

The Baby Belle was housed at our chapter hanger for two weeks as it underwent vibration and flight testing, under the auspices of the Canadian Aerosport Tech Committee.

Mark related the history of the aircraft which is a 30 year old design originally called the

Commuter II. Mark was one of the early builders of this design before the rights were acquired by Canadian Home Rotors. He agreed to join forces with them and use his bird as the flying test bed for design improvements.

One of the most interesting facets of this new design is the extent to which the new company has become self sufficient. They have learned the fine art of casting and make their own high quality castings. Unlike some other homebuilt helicopters, the Baby Belle employs a fully gear driven design, and a standard Lycoming aircraft engine.

Mark showed an interesting video that not only demonstrated many of the aircraft's capabilities, but also featured the rugged beauty of the Canadian wilderness on the Ontario/Manitoba border. We all wish Mark and his partners success in their venture.

Meeting Speakers Needed.

Just a reminder that we are always interested in new speaker ideas, particularly volunteers that are actively involved in a new project area. So if you want to share the status of your project, or know someone with an interesting story to tell, please let anyone on the Executive know.

Currently, we are looking forward to a discussion on the DABI program from the local inspector Dale Lamport. Lars Eif met a pilot for U.S. Air who is an Aviation Humourist, with four books to his credit; we hope to snare him as a future speaker. So please keep feeding us ideas so that we can meet your needs better.

Membership Renewals:

The membership renewal process is now in full swing, and Barney de Schneider will be eagerly waiting to accept your cheques and hand out '95 membership cards. So far we have had an excellent response with 61 new and renewing members having paid their 1995 dues. There are still 46, 1994 members left to renew, and I encourage you to keep Barney busy at our February meeting. Remember that if you have not renewed by the end of March, delivery of this precious rag will cease, as will your valuable membership privileges. I encourage you to keep flying with the best and friendliest Eagles in Canada. Please remember to include your EAA number and expiry date on your application form. We will display our current full membership list at the meeting to allow you to check it for any errors or omissions.

February 16th Meeting Topic:

For our February meeting we will have Larry Lorreto, the owner of Ottawa Aviation Services. Larry will share with us their experience with the new Katana Trainer, and his views on the future of flight training. In addition to being an Air Canada captain, Larry is an energetic believer in recreational aviation, and an engaging speaker. I look forward to seeing everyone at the Bush Theatre in the NAM.

Gary


THE RESTORATION OF C-FKAQ

by Barney de Schneider

As many of you know, Frank Hendriksen and I have taken our Chief out of service for restoration. While we could have recovered only the right wing at this time, we chose to do a ground-up restoration.

For those of you who don't know, C-FKAQ is an Aeronca 11AC. She has been changed very little over the years, and still has a Continental A65 engine and the same basic instrumentation (airspeed, altimeter, tach, compass, oil pressure and temperature) as she had when she left the factory in November, 1946. As she will celebrate her fiftieth birthday next year, we felt she deserved to look her best for that occasion.

We began in November, removing the wings and empennage parts, and moving them to my garage. Thanks to Gary Palmer for his help in removing and loading the wings. Prior to uncovering the wings we took extensive video footage of each wing, noting locations of inspection holes, drain grommets, and any evidence of irregularities which were apparent prior to fabric removal. The ailerons were easily removed and set aside. The next step involved removing the fabric and was relatively easy. First the tapes covering each rib were carefully peeled away from the fabric, providing access to the screws which attach the fabric to the wing. All screws were removed, the fabric was cut open along the trailing edge, and then was very easily removed. The same method was used to uncover the ailerons and the empennage. At this point Tim Robinson, our engineer, carefully inspected the wings and advised us as to minor repairs required. We were not surprised to find the interior of the wings in excellent condition.

With the wings uncovered, we moved on to the fuselage. Thanks to advice from Garry Fancy, we simply removed the tailwheel and purchased a bolt of the same diameter as the tailwheel pivot shaft. By removing the ball from the car hitch, we

were able to bolt the tailwheel fitting to the hitch, add safety chains and tow the fuselage backwards into the city to Frank's garage.

Frank, Craig (my son), and I then spent a weekend on the fuselage. Again, the video camera was never far away. Prior to removing parts, we video taped the area and added any commentary we felt would help with reassembly. By working a total of two days, the three of us stripped the fuselage down to the tubing. Again, we found no surprises as the tubing all appears to be in excellent condition and the wood, which was all replaced in 1979, looks as good as the day it was varnished. We left the gear and tailwheel assembly on so that we can tow the fuselage to a shop for sandblasting of the tubing, followed by an application of epoxy primer. Although the varnish is in perfect condition, we will nevertheless revarnish all the wood with epoxy varnish to prevent damage from the solvents in the Stits products.

That's where things stand as of 01 Feb 95. We are now preparing our material order. Once our materials arrive, the reconstruction stage can begin.

As with most restorations, the challenge is finding original parts, particularly those of a cosmetic nature. For example, when we purchased KAQ she had one "ash receiver" and no glove compartment doors. She left the factory with two of each.

That's where we are hoping you can help! Many of you have been at this for years. You may know where the discarded aircraft are, who hordes old aircraft parts, or you know what year, make and model of car a particular piece of the aircraft may have come from (eg. door latch system and ash receivers).

Having said that, let me provide a current list of parts that we are seeking. If you know, or have an idea, where we might find any of these please give either Frank or me a call. Frank can be reached at 592-6060 (work) or 820-6257 (home). My number at work is 995-1983 and at home is 225-6003. Here is the current list (the

Aeronca part number is in parentheses):

Left hand door (7-552L) - the skin on ours is in rough shape and unfortunately, the skin is tack welded to the inside door structure about every inch along the perimeter. One look at the construction of the doors and you will know why these aircraft are still plentiful after 50 years of service!

Sliding window frames (3-662, 3-661, 1-2871, 2-1030)- we currently have one piece windows, but want to go back to the sliding windows. The windows are easy to duplicate; we need the associated hardware.

Glove box door (3-605) - we found one in mint condition, and are seeking the second.

Wing ornaments for instrument panel (2-1029). I've never even seen one! We have the centre name plate, but apparently another ornament in the shape of a bird's wing was mounted on each side of the centre ornament.

Placard for Auxiliary fuel (1-2868) - ours is rather beaten up.

Knobs for throttle, cab heat, glove boxes. Ours are either different from the original or in poor condition.

Pulley for trim system (1-2395) - These small aluminum pulleys are 1" in diameter with a 5/16" centre hole. One was evidently bolted in too tightly, and did not turn. Consequently, the cable wore a flat spot in pulley's rolling surface.

The parts we are looking for are often identical to parts found on later models of the Chief, including the 11BC and 11CC. Some parts such as the trim pulley are also used on the 7 series Champs. We would be very grateful for any help you can provide to us in locating the parts I have mentioned. Give us a call.

Frank and I have offered to provide a briefing to the club, probably in May. At that time we hope to be nearly finished and able to give you an idea of what we learned and answer questions.

Alcohol in Gasoline in my Airplane - No Way!!!

This article was published in part in the September-October Flyer. However for some mysterious reason the article we received on disc was truncated. The following is Brian's full description of what alcohol in gasoline is and does. We apologize for the confusion this may have caused. ED.

The new Clean Air Act has mandated the addition of oxygenates (hydrocarbons containing oxygen) to gasoline in non-attainment areas of the United States. It is estimated that as much as 85% of the gasoline that will be sold in the U.S., because of the distribution systems, will eventually require the addition of oxygenates.

One of the oxygenates, MTBE (Methyl tertiary butyl ether) behaves like an ordinary hydrocarbon and therefore its use may not have a significant effect on users of automotive gasolines in aircraft. The other option is to add one or more alcohols to gasoline. This is not the desired option from a Oil Refiner's point of view because you are not allowed to ship by pipeline gasolines that contain alcohols. Alcohols remove the contaminants left by the other products shipped down the same pipeline. None the less a significant amount of gasoline may soon contain alcohol.

Alcohols (and oxygenates) are simply different size hydrocarbon molecules that have an attached oxygen molecule. The most common alcohol in fuel is ethanol. When added to gasoline (typically 5%-15%), oxygenates lean out the air/fuel ratio in the engine of cars that are running too rich. This reduces hydrocarbon emissions from those vehicles. The clean air act mandates a minimum 2% oxygen content in the fuel without specifying how it is to be achieved.

Indy 500 racing cars use pure alcohol to go faster. Since the fuel contains oxygen, less air is required to complete the combus-

tion. Since maximum engine power output from a piston engine is limited by it's ability to breath, having the oxygen in the fuel overcomes some of this limitation.

These are two benefits in the use of oxygenates in fuel. Nearly all the other effects of their use are negative. This is especially true for their use in aircraft engines.

The most serious and immediate effect of the use of alcohols in gasoline is that they are tremendous solvents. They tend to want to dissolve most things such as old gasoline gum, sealants, sloshing compounds and even some plastic resins. They enter and swell rubbers and elastomers to such a great extent that in some applications there are no suitable substitute materials. If there are substitute materials available, they can be ten times more expensive.

Alcohols will increase corrosion rates in metallic fuel systems. Long term use of alcohols require special gas tanks, as they can remove the tern plating from the steel tank wall and will corrode aluminum. Even the engine itself can experience accelerated corrosion and wear. Special lubricating oils are required to handle this effect. In the case of aircraft engines the simplistic additive package in the oil would make them especially vulnerable. Alcohols have a tremendous affinity for water. Some gasoline anti-freeze are alcohols. They will soak up water before you buy them (from the bottom of tanks) and continue to soak it up in your fuel system. This is not too harmful, until the saturation limit is reached. When the saturation limit is reached, a change in fuel temperature can cause the water to come out of solution all at once. This problem caused many stalling problems in cars that were using methanol.

Oxygenates are more volatile than gasolines. They will generally boil at a lower temperature than pure gasoline. There is even a concession for this in the law. This makes them more susceptible to

vapour lock problems. As automotive gasoline are already more volatile than aviation fuels, it is not the direction you want to go.

The octane index (R+M/2) of alcohols are better than the average for regular unleaded gasoline. Alcohols however are only better at reducing low speed spark knock that is common in cars. A corresponding reduction in motor octane number can occur. This rating is more appropriate in preventing high speed detonation that occurs in high output engines. The risk of an engine failure due to this octane deficiency is therefore greater with oxygenated fuels despite an equivalent octane index number.

Since hydrocarbon fuels are burnt using air that is free in the atmosphere, the oxygen in the fuel is there for a free ride. You pay for it, and it is weight that is added to you tank but it alone does not make your engine run.

Therefore your vehicle will not go as far with the use of oxygenated fuels. I hope you are now convinced that you don't want oxygenates in your fuel system. You may ask why do you want them in your car? Ethanol gasoline blends are being pushed in rural parts of the West and Ontario. The economics of ethanol use in a car is so bad that it has to be mandated or heavily subsidized for it to be sold on a competing basis. To date in Canada the use of alcohols is a purely political exercise, designed to get the farm vote or customer loyalty!

This is one reason that avoiding alcohols in your gasoline is at present not much of a problem. The premium seller has to pay to make the gasohol means that they are going to promote it's use. It's not a cheap component that they are going to use just because of economics. Therefore at the present these fuels are easy to find easy to avoid. In the not too distant future it may be not easy, as the use of them proliferates. □

General Meeting Notes 17 January 1995

The first meeting of the year was well attended we had over 65 people attending. Among the guest was Gordon Kirkham who is the secretary for the RAA out in Kars.

Gordon informed us that on the 2nd Tuesday of march they are hosting a Town Hall meeting featuring Lindsay Caidenhead of Transport Canada.

Renovations have been progressing at a steady rate out at the hanger thanks to Dick Moore, Gary Palmer, Stan Acres, Jack Martin, Laurent Ruel and many other members. Dick still needs more people to come help. Don't be shy come out and spend the day its our hanger.

Wally Bielinski has been doing a great job of keeping us in goodies to eat, out at the airport, keep up the good work Wally.

Please note that full members are to belong the EAA US. Please include the expiry date on your membership form.

Please note that the drain troughs are settling on the lot at Carp and avoid driving over them in your car.

The Chapter lent its hanger to Canadian Home Rotors to do some conformity tests or DOT.

The Baby Bell Helicopter was the feature presentation of the meeting

Mark Richardson the factory demo pilot gave a brief presentation followed by a video which was unfortunately not very well shot.

There followed a question and answer session about the helicopter during which we put Mark to the test. He passed.

Believe me this was better than Oprah. It was a great meeting.

CLASSIFIEDS

8 February 95

AIRCRAFT FOR SALE:

Cessna 150, 1967, 2500hrs TT, 750 SMOH, factory reman, needs some paint, excellent
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Mike Sacoutis (613) 729-3774. 94/10

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- 2 large oil coolers (~8x9")

- 1 hydraulic pump

- 1 vacuum pump

- 1 Lycoming dual accessory case adapter for above pumps.

- Spinner, pointed, 11" base.

- piston rings for Continental E-185-3.

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KR-2 canopy frame

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From Tim's parts bin

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-Autopilot gyro, Tactair, horizon \$100

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-A.C. tach, 0-3500 rpm \$30.00

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-Brake disks, chrome, C-150, for six hole 3 piece wheel. \$200.00

-Rudder pedals, Mooney, castings only \$20.00

-VSI, 0-6000 fpm \$100

-Operators handbook, Beech Sierra 200 B24R \$20.00

Tim Robinson 824-5044 94/10

Lots of parts; Throttle cable, mixture cable, cabin hot and cold air cables, electric flap motor c/w transmission Cessna 150, control yoke assembly, 2 sets of seat tracks & doublers from Cessna, main landing gear shims Cessna, 2 Grumman canopy tracks, COM and VOR antennae, inspection covers Cessna,

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-PA 18 exhaust pipes SS new

-2 Spinners, back plates,

-prop hub extensions

-C-150, 172 cowl winter covers

-inspection covers, a lot

-exhaust heat muffins

-Delco-Remy alternators

-new plugs, and reconditioned

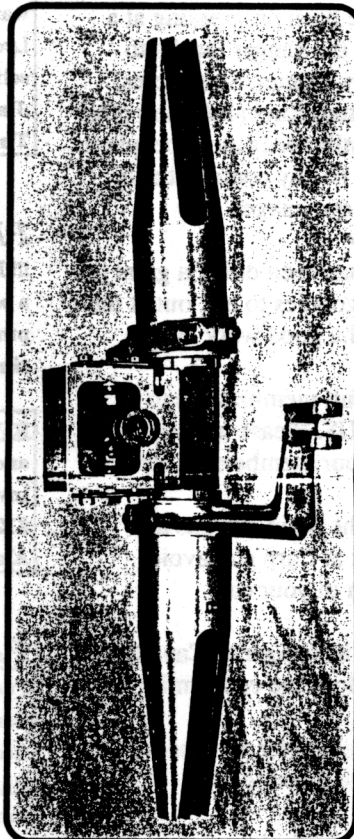
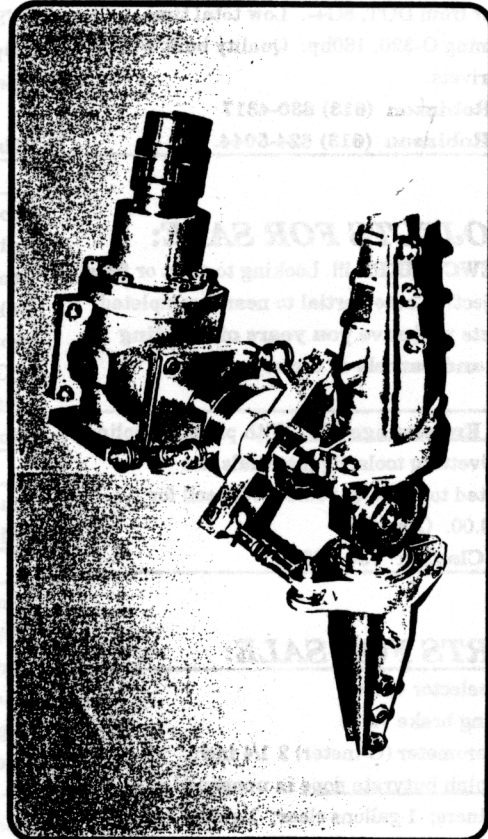
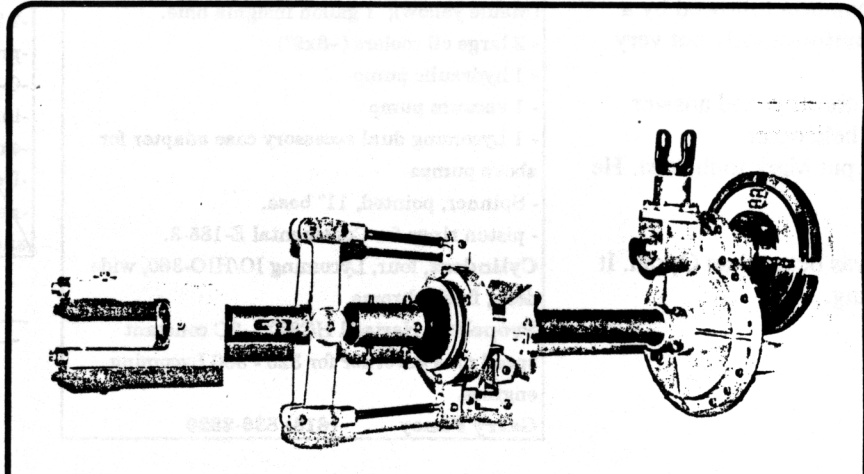
and more odds'n ends

7/94

Dave has Suban engine to show -
Christina & fell

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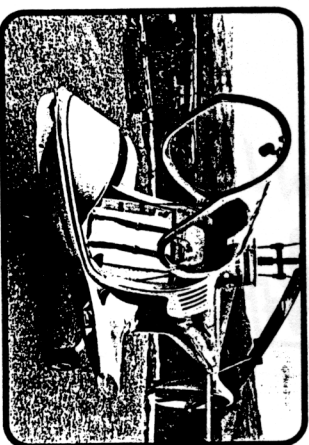
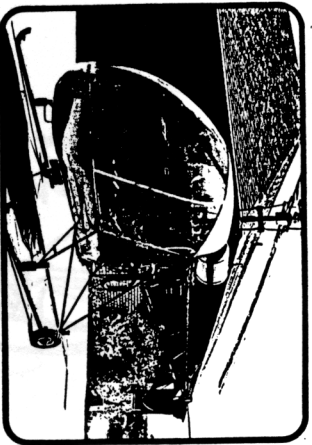
offer complete and curious support to anyone interested in helicopters of every make. Skeptical? Ask our builders in your area. n up for our FREE Newsletter which will keep you up-to-date on the happenings with Canadian Home Rotors and the helicopter market. Our builders get an additional Newsletter to keep informed with all aspects of safety, construction, maintenance and piloting. We care, making us the best choice. ability components are machined to the highest aircraft standards with pride given to the smallest detail. The BABY BELLE components have been perfected during 12 years of development. a LYCOMING aircraft engine powering geared transmissions and driveshafts to give true dependability and low maintenance. All machined parts are anodized or plated for complete on protection. You can be assured that only high quality aircraft materials and hardware are used. The BABY BELLE can accommodate most customer's requirements.



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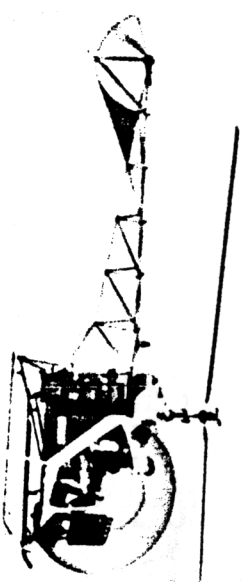


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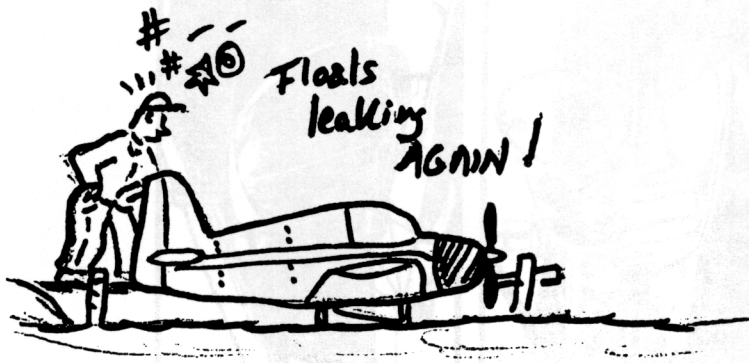
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Ron Johnston

MEMBERSHIP APPLICATION

EAA Chapter 245 (Ottawa)

Box 8412 Main Terminal, Ottawa, Ont., K1G 3H8

NEW: ___ **RENEWAL:** ___ **DATE:** _____

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>>See Annual dues note<<

NAME: _____ **PHONE:** _____ - _____ **H**

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AIRCRAFT & REGISTRATION: _____
(or aircraft of interest) _____

OTHER AVIATION AFFILIATIONS:

RAAC: |__| **COPA:** |__| **Other:** _____

ANNUAL DUES: January 1st to December 31st. (Prorated after March 31st for new members / subscribers).

>>> **Note:** Associate and Full Chapter members must also be members of the EAA parent body based in Oshkosh, Wisconsin - \$35.00US.<<<

|__| **Associate Member:** \$30.00 Entitles one to the newsletter plus Chapter lounge privileges.

|__| **Full Member:** \$55.00 plus a "one time only" initiation fee of \$200.00. This entitles the member to full hangar, workshop and tie-down privileges. (Tie-downs are billed extra at \$20.00 per month).

|__| **Newsletter subscriber:** \$30.00. No requirement for parent body membership. Entitles the subscriber to the Chapter Newsletter.

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