



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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JULY 2003

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Next Meeting:

**Saturday, July 19, 2003 10:00 AM
Chapter Hanger at CYRP**

Canadian Aviation Expo Report

By Curtis Hillier

Feature Presentation

Zenith 601

On display

By Martin Poettcker

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**President's Page
by Gary Palmer**

Members who are planning the annual pilgrimage to Oshkosh are busy with planning and last minute preparations. The Saturday July 19th meeting will be the last chance to co-ordinate travel plans. A common place that we tend to try and meet at each day to plan for supper is at the homebuilt centre at show centre by the flight line, typically around 4:00 – 4:30 PM. Also worth making are the Homebuilder's dinner and International Party held at the EAA Nature Centre.

EAA has placed a new area on their website, titled "Understanding Air Traffic Control at EAA AirVenture Oshkosh" which provides more detail on the Fisk to runway transition procedures. See the following URL for more information: <http://www.airventure.org/atc/>. Also be sure to check out the TFRs. Whatever your mode of transportation, please travel safely.

Kudos to Grant Estes

Grant Estes demonstrated the can do spirit of EAA members by doing a complete carburettor and ignition system rebuild on our venerable riding mower. Curtis Hillier and Bill Reed deserve honourable mention for their assistance. This will keep our chief mower Stan Acres happy and productive. Stan also deserves a big thank you for quietly doing the lion's share of the mowing in his normal unassuming manner. More recently, Dick Moore has started a rebuild of the mower deck to keep the drive belt engaged; after 20 years or so, some intensive maintenance is to be expected.

Last newsletter until September 18th meeting.

Just a reminder that there will not be a newsletter in August, although Rodney would love to receive articles for inclusion in our fall issues of the newsletter. Also a reminder that we are always looking for speakers, so if you know someone who is a good candidate, or better yet would like to share information on your own project, let us know.

John Richards' Tailwind W10 project

John Richards has recently moved his Tailwind W10 project into Roger Fowler's hanger for final assembly. As usual, this is an immaculate project, and has seen the engine fired up for the first time. Another plaque on the way!

Upcoming meetings/Events.

Looking forward we have an interesting tentative slate of speakers and topics planned including:

August 9/10	Annual EAA245 Fly-in Breakfast. Saturday 9- 12 AM set-up, Sunday 7:00 AM to 12:00 noon is the big show. Contact Curtis Hillier at 613-831-6352 to volunteer to help.
August 23/24	August 23-24 is the date for the return of the Carp Air Show, known officially as the Carp Air Fair. In addition to the Snowbirds and F18 demonstrations, there will be Great War Flying Museum WW1 replicas from Brampton, and Andrew and Tim Boyd from Smiths Falls will be putting on a high energy Pitt's formation aerobatics display. Contact Curtis Hillier for more information.
Sept 18	Our first meeting of the fall series will be held back at the National Aviation Museum, Bush Theatre, 8:00 PM start. Charlie Martel and Tom Smith are tentatively scheduled to update us on a flying adventure they undertook to James Bay a couple of years ago. If you enjoyed Charlie and Gwen's trip to Newfoundland, I am assured you will find this one equally entertaining and informative.
Oct 16	Annual General Meeting and tentatively Perry Casson will update us on his Glastar Rotary 13B project which should fly this summer.

Saturday July 19th 10:00 AM meeting: CH601 Final Assembly

Martin Poettcker's CH-601 Display. Martin hopes to be in the final assembly stage with a working engine installation. This is your chance to see how all those PSRU pieces fit together. Martin has also made up an aluminium cowl using his own home-made English wheel that is worth seeing as well. Martin may even fire up the engine to prove all is working. I look forward to presenting Martin with his first flight plaque next June.

See you there!

Gary

CANADIAN AVIATION EXPO VISIT

With such terrible weather in the Ottawa area, I decided to travel down to Oshawa for the 2003 Canadian Aviation Expo. It had been many years since I had gone and decided to see how it has changed now that it is being held at the Oshawa airport.

I left Ottawa at 5:45 to put me at the expo right at opening time (10AM) but got there a bit early (9:45). Boy were they disorganised! No one knew where we should go or be or who was going to take our admittance money. We actually walked around trying to find someone to give our money to for quite some time.

Finally around 10:15 the ticket person arrived and set up a table, we paid and got into the exhibition area. The weather in Oshawa was not much better than Ottawa, a light mist was constantly reminding us to be careful where we walked when we entered or left the tents. Gushing water would pool up and run off at the most inopportune time. The ground between the exhibit hangers was soaked with water and you could not help but get a soaker when ever you had to cross on the grass.

The first hanger was for the most part 75% full, several exhibitors had not yet set up. We made the rounds and found many of the exhibitors of very high relevance to the aviation industry. My vague memories of the event in Toronto included so many vendors of varying products that you had to often remind yourself that you were at an aviation expo.

This year the booths were very well proportioned and no one seemed cramped in. Having said this, there were only a hand full of visitors that early in the bad weather. We got a lot of attention and a lot of great information. With my airplane very close to taxi testing, I needed just a few components to enable me to finish of the last few assembly steps.

I found several surplus dealers but most of the goods seemed overpriced or the items, (such as rivet sets), were seriously used and of little value.

Marsh Insurance was there and cleared up a few issues I had developed regarding my insurance coverage.... yup I am covered for darn near everything as long as my engine is turned off. If I start the engine and wrinkle anything on my aircraft I am in trouble. After all of the work I have put into getting it ready to fly, I am thinking hard about additional insurance (coverage) once again. I also spoke with a few other insurance brokers such as PSA, and found that they also use the same underwriters that the COPA/Marsh plan uses. They did not seem in the least turned off by the "experimental" word during our conversations. I made sure they knew what I was saying but they re-assured me that in flight insurance was not a problem given the right policy and hard currency. I want to go on record stating that I still believe the COPA program is best for me at this time.

I spent some time at each one of the lubrication booths since I am about to decide what lubricant to use in my C85. I am concerned that I should not use a high quality detergent oil in such an old engine. I was able to pick up a new 30 minute video for our library entitled "Care & Lubrication of your new or overhauled Lycoming Engine" I have yet to watch it myself but will give a review once I have a chance. It is a good general info video and can be applied to any sort of engine including auto conversions. I also picked up a new copy of the "Tips on Engine Care" put out by Continental. They are available through our EAA245 library. Oh yes and I got a really cool sticker for my cowling that says "Powered by Lycoming". I'll stick it on under the one that says "Continental"

I also got a new video from Nav Canada entitled "Pilot Information Kiosk". It is only 11 minutes and gives a brief review of the Kiosk. Also available through the EAA245 library.

There were a good assortment of aircraft there for us to walk around including the S45. They reminded me that they were excited about visiting the Carp airport during the August 10th Pancake Breakfast. We checked the date log to make sure they had the date and time correct! They have not yet found the perfect spot for their static pitot

tube, but out the very front sure made the aircraft look perfect. One of the builders was at the show and said he was almost done so he expects to be flying within the next two years..... Sounds familiar doesn't it? I hope they can get the breakfast in Carp and show us this great airplane. Lets all start hoping for great weather.

Flypass was there with their Czech built XL. A very nice fit and finish. Minor alterations are being made by Art and crew to upgrade some plated fasteners with stainless steel. They plan to use this aircraft as a training platform as I recall. The interior detail was quite well done, the aircraft looked "production" factory made. This outfit is exactly why I chose the Zenith 601 as a plans built project. They always take the time to chat and answer every question you have. These guys are a great asset for the Zenith people to have.

With all of the interest in the rotating combustion engine, (vs reciprocating), I was interested to see a Canadian company there who imports a German made Wankel. This rotary is said to run on virtually any type of fuel you might find laying around at the local airport: JP-8, Jet-A, Kerosene, gasoline, oh yes and bio-fuel, propane, diesel, hydrogen, refined peanut oil - yes there is always a chip truck close by if you need fuel. These guys, if you are not already aware of what they do, have six configurations available ranging from a single rotor at 65 HP up to an 8 rotor configures as (4)side by side or 8 tandem stating 390 HP. The gross weight of the single rotor wet is claimed to be 99 pounds so even ultralights could use this one. I have several brochures if anyone wants one. I will leave them at the chapter lounge.

My next memorable stop was at a booth representing several northern airports in the Bruce peninsula. I discussed the issue of mogas at their airports and was surprised to find out that they Will not be selling it. The primary reason was reliability of the blend with the amount of alcohol in the fuel. The mogas suppliers do not "guarantee this portion very well and thus the airports do not want to sell it (liabilities). These people were incredibly nice as you have probably come to know most airport operators are. I was told that if I were planing to stop for fuel they could arrange to have a truck help fetch more fuel from the service station of your choice. These are really great people! Wiarnton/Keppel have a Fly-in planned for July 12th from 900 to 1400 Hrs (rain date is July 13th).

Transport Canada was handing out the Ontario Airports map. I may have heard wrong but I believe they said they would not be doing this particular map in the future. This is a wonderful reference for those who want to know where every airport landing site is when they fly a cross country in Ontario. Each strip is identified with a number and the specific lat and long is provided. Folding maps and reading fine print is not always easy so program the co-ordinates into your hand held GPS and away you go! The map even lists the phone number of the operators when available so you can call ahead and arrange transportation to a Motel or to the local mogas outlet.

Finally, I picked up one of the most useful things I could have imagined. It was a placard on a rope that read "Gone Flying". I hope to be using this regularly in the next few months! I was also looking at the traditional red covers for my pitot tube and cowling inlets. I found a great shirt for my wife also in red that says "remove before flight" - not sure if she 'l like it.

While not close to what we experience at Sun and Fun and a far cry from Airventure, this expo was a refreshing improvement over what I was used to seeing in Canada. Some of my observations might seem a bit unflattering but the organisers definitely did a good job. Congratulations goes out to them.

Curtis Hillier

Place your ads by phone with Rodney Stead
 @ 836-1410 or e-mail to sttstmp@sympatico.ca
 Deadline is first of the month. Ads will run for three
 months. You may request a two month extension.

For Sale: Cessna 150M, 1007 SMOH, 220 STO, 8524TT. Well maintained All covers Wheel pants, Skylights, EGTCHTCarb temp, Oil filter, Comm Mode C\$30.000
 07/03 613-828-7493 cbgregoire@sympatico.ca

For Sale: Hanger at CYRP Single detached 40 x 32 wood sheet metal Bi-fold door and skylight Paved winter access \$20,000
 07/03 613-828-7493 cbgregoire@sympatico.ca

For Sale: Lycoming 0-320 approx. 300 hrs since overhaul 07/03 Jim Robinson @ 613-830-4317

Articles wanted

I am always interested in receiving submissions for this, your Newsletter. You may bring articles to the monthly meetings, or mail information to the post office box, or
 e-mail sttstmp@sympatico.ca



EAA Chapter 245 Membership Application

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Annual Dues: January 1st to December 31st. (porated after March31st for new members/subscribers).
 Associate Member ___: \$30.00 Newsletter plus Chapter facilities
 Full Member: ___: \$55.00 Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)
 Newsletter subscriber ___: \$30.00 Newsletter
 Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

Make cheque payable to:
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