

Carb Heat

November 2017

EAA 245 NEWSLETTER Vol. 47 No. 10

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EAA Chapter 245 (Ottawa)
1500 B Thomas Argue Rd
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Next Meeting:

Thursday 16th November, 19:30, at the Bush Theatre
Ottawa Aviation and Space Museum

Flight Data Recorders Presentation



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Don't forget to sign up for the EAA Chapter 245
Google Group!

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Groups



Editor's Comments



It seems oddly coincidental that, at the recent Chapter elections, the flood of applicants for the job of Carb Heat Editor was only surpassed by the number of articles that get forwarded to me each month! I've enjoyed being the editor over the last 2 years and I'm happy to continue but, as predictable as it sounds, I really can't do this without you. Well, I could, but it would be a very dull read and would consist solely of John Weir photographs.

We've now been a month without an aircraft but we are keeping the cold turkey at bay by taking large doses of Barnstormers on a daily basis.

We do have our eye on something so, hopefully, we'll be airborne again in the not too distant future. It may even have a little wheel at the back which is going to be interesting. I thought that went out sometime after WWII but, apparently not. If I manage to master the black art then expect to see me dressed in an insufferable, 'real pilots fly taildraggers' shirt, soon after.

As expected with Carb Heat we've gone from feast to famine and my pleading fell on almost completely deaf ears. Thank you Steve and John for helping out.

However, despite a rather light edition we have another cracking Pilot Profile and this month it's Chapter newcomer, Mike Ayling.

Steve Harrington recalls a incident close to Carp that resulted in a Zenith being turned from a flying machine into a pile of bits and John Montgomery updates us on turning a pile of bits into a flying Zenith.

As I mentioned at the October meeting, I will be removing all the Classified Adds in the January issue. If you want your add to remain, you need to contact me and let me know. The fee for classified adds will be an article for submission to Carb Heat ☺



President's Message



Well the fall has arrived, and we've had our share of rain. It's somewhat reminiscent of my life in the UK during the winter months. I'm looking forward to the winter clear blue skies

which reminds me to remind our pilot members to winterise your aircraft and remember to have sufficient mixture control to allow for the cold dense air at the 4,000ft density altitude we often encounter here.

Last weekend we moved the Zenith back into the workshop so that progress may be made during the winter months. I hope our Sunday activities will focus on this project since we will now have you all in captivity.

Last month we had the elections and there were two new exec positions voted in and they were Ritz Bartoli for membership, and Mark Briggs for Young Eagles coordinator. Please welcome them both to the committee and thank Gord Haines for his work in the past. As Ritz is new to the membership position please be supportive in getting you membership dues in quickly and be gentle if there are any issues. Please also note that membership dues have changed as follows:

- Full membership is now \$100 and there is no requirement for the \$200 once off initiation fee as found in the past. Moving up from associate membership to full membership would support the club enormously.
- Associate membership is now \$50 and requires membership of EAA in Wisconsin
- Newsletter Membership is essentially the same as Associate membership but does not require membership of EAA in Wisconsin, but we

cannot claim you on the membership roster with corporate.

- Tie-Downs are \$50 per month or \$500 per year. Included with an annual subscription for tie-down is your full membership so this is a good deal.

Over the years we have found that the hangar is not used over the winter months, and we also know that there are a number of people looking for winter storage of their aircraft, as a result we are also offering the main hangar for rent for the winter period at \$275 per month. There is a catch however, in that our mandate is to allow full members hangar usage for up to seven days which has typically been to accommodate an annual inspection. The low monthly rate and the historical data for, almost zero membership usage in the winter months, makes this a great deal. Please contact John Montgomery if you are interested. Note: you do need to be a full member to take advantage of this great offer.

Our new Young Eagles Coordinator, Mark Briggs, will be putting together the Young Eagles programme for 2018 and Michel Tondreau will be his support, in particular during the day of any such events. Mark enjoys flying the children so much that he does not want to be on the ground on that day, so Michel will be supporting him in that role. All other YE issues should be addressed to Mark.

The Chapter had an invitation to attend a thank you from the museum for all our support. John Montgomery and I went to this event and received a gratitude plaque from the museum. The plaque may be seen at the chapter lounge. I found it quite strange as I thought it should have been EAA thanking the Museum but apparently our support on Canada day, and the aviation use of the facility helps justify their existence. Anyway, thank you CASM (Canadian Aviation & Space Museum) on behalf of EAA Chapter 245.



start gathering people at around 17:30 at the restaurant with the late stragglers getting there as late as 18:30. Everyone is welcome so don't be shy about coming. It is helpful to send me an email by 15:00 on the day of the meeting if

you anticipate coming to the restaurant so that I can give numbers to the restaurant staff in advance.

This month's meeting is Flight Data Recording which should be an interesting topic for everyone.

As most of you are aware, there is no December meeting as the third Thursday (21st December) falls too close to Christmas. I would like to take this opportunity to wish all of our membership a very Merry Christmas and a Happy New Year.

We have been using Perkins Restaurant for a few years now and although it's turned out to be reasonably successful I have had feedback requesting a different venue. Previously we had used Swiss Chalet. I'm open to change so if you have some suggestions please advise me/us accordingly. Maybe we could rotate the venue.

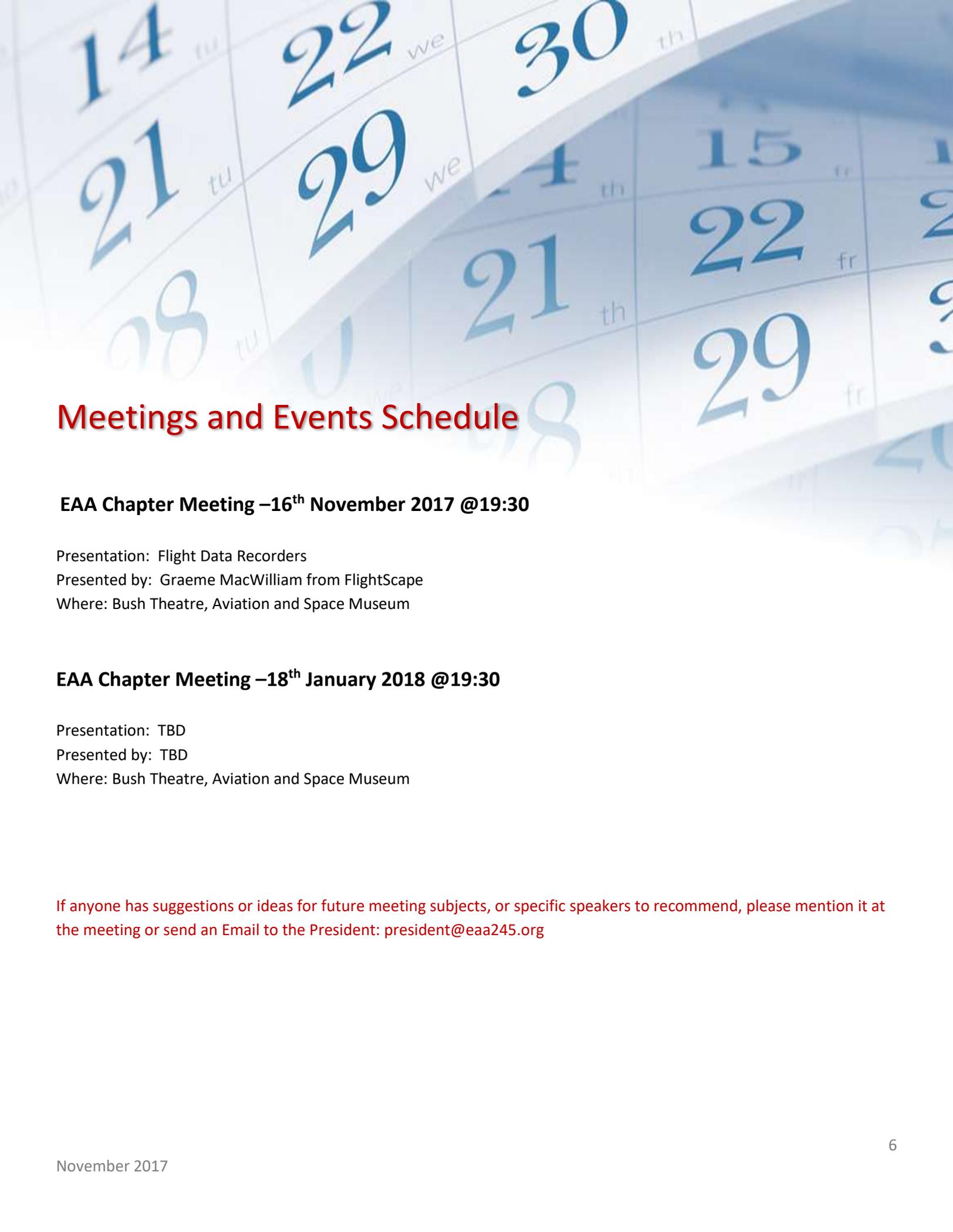
Regards to All

Phil

And I'd like to repeat last month's president's message:

"We have now changed the locks on the clubhouse and machine shop, to a combination lock. The combination will be changed annually at or around the 1st April. If you are not a member in good standing at that juncture you will not be given the new combination until you renew your membership. We ask members in good standing not to pass on the combination to other members even if they are your best buddy as this is one of the few ways we can encourage members to renew their membership. As many of you know the cost of running the chapter has increased this year with the added hydro burden, as a result we are increasing membership dues. If we could find more members, or if we could find members who wanted to use our tiedown facility this burden could be minimised, so it is to everyone's benefit if we find new members who in particular want low cost tiedown's."

The meetings have returned to the museum and we are now using the main auditorium as opposed to the Bush Theater so please mark your calendars accordingly. As usual the meeting starts at 19:30 sharp. Many members also like to meet up at Perkins Restaurant before ambling down to the museum. Typically, we



Meetings and Events Schedule

EAA Chapter Meeting –16th November 2017 @19:30

Presentation: Flight Data Recorders

Presented by: Graeme MacWilliam from FlightScape

Where: Bush Theatre, Aviation and Space Museum

EAA Chapter Meeting –18th January 2018 @19:30

Presentation: TBD

Presented by: TBD

Where: Bush Theatre, Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



Cancelled

There is no where to go until the spring!

CANCELLED

Pilot Profile: Mike Ayling



My usual response when I overhear someone mention they are a “*Snowbird*” is to jealously mutter under my breath that I wish I could spend my winters in Florida. However, Mike’s not a retired, winter avoiding Canadian of advancing years, he was actually Snowbird No.5/No.4 for the 1997 and 1998 seasons. Passionate about flying for as long as he can remember, Mike has traded throttle quadrant for keyboard is now working on requirements definition for the CF-18 Hornet replacement.

Where were you born?

North Vancouver, BC. I didn't have any military in the family, so it was a mystery to everyone how I seemed to come out of the womb with a model airplane in my hand. I remember watching a CF-18 pilot, Joe Parente, do a bunch of low passes over the city in 1988. I was slogging wet concrete on the docks as a summer job and stood in the sunshine enjoying every minute of it. He got in a lot of trouble for it (despite his innocence) and it was a treat to fly with him later on Squadron in Germany.

Where do you live now?

Greely. My tour at the F-35 Program Office in Washington was ending in 2010 and I had the choice of Ottawa or back to the boonies (Cold Lake). I chose for the family and never regretted it. Although I do miss the feel of the Hornet throttle and stick. Everything about that cockpit was just 'right'. From the little control wheel under your index finger on the throttle to control the radar much like a mouse (remember, this was designed in the 70s, before PCs) to the HUD that had everything you needed focussed at infinity, 60 years of flying wisdom were applied to that cockpit. Although the fly-by-wire controls kept you in line, it was so well designed that the airplane would still 'talk' to you. It would tell you when it couldn't give you more and many pilots had a rude awakening when they ignored those signs. But it wasn't a beautiful flying airplane. It was a weapon of war with a sole purpose, and you knew it the moment you pushed the throttles thru the afterburner detent.

What's your occupation?

Independent consultant for the RCAF, after 27 years of service. I have been working on the CF-18 replacement since moving to Ottawa, primarily responsible for writing requirements. Yes, it has been an emotional rollercoaster, made far worse by the press and politics, along with various idiots and their ill-informed blogs. Unfortunately, an acquisition this big will always be vulnerable to political gain, much as the CF-18 purchase was. The public lack of trust in the RCAF in 2010 was depressing, like us fighter pilots somehow became "un-Canadian" when purchasing a multi-billion dollar airplane and would go for the flashy Cadillac. That hurt all of us when we knew we were acting in the best interests of Canadians, as always. We'll get there eventually, but I fear there will be more pain to endure along the way.

How did you get interested in aviation?

I'm not sure exactly when it started, but as a toddler sometime. But the highlight was when I received a surprise 16th birthday card from the Battle of Britain ace, Bob Stanford Tuck (courtesy of some prodding from my mother, as he was my idol growing up). It is my prize possession to this day.

When did you learn to fly?

I joined cadets late, so didn't get any formal flying training there. I joined the Air Force in 1989 and got my Wings in 1993 at the age of 22. I was an instructor first, so most of my students were older than me. I'm still friends with many of them. I got my CPL in 1996 I think, and my ATPL in 2002. I had an F/A-18 cockpit



poster on my ceiling in my bedroom that I would stare at for hours. When I first started flying the Hornet I would stare down at my kneeboard and G-suit and shake my head in disbelief, thinking of that poster.



What do you fly now?

Ever since I sold my RV-4 in 2013 (a decision I regret to this day), I now rent from the Rockcliffe Flying Club, usually the Super Decathlon.



Renting has its drawbacks, but it's tough to argue with the economics, along with zero maintenance bothers. But I do intend to own again someday. I'm mulling over ordering an RV-8 tail kit. I'm also slowly collecting Sopwith Triplane parts as an eventual retirement project. The Tampier throttle assembly has been cast and is being sent from New Zealand at this moment.

What else have you flown?

CF-18 (1800hrs), Tutor (Instructor and Snowbirds - 2800hrs), RV-4 (500hrs), 1946 Harvard (30hrs) and various other odds and sods. The Snowbirds were obviously a highlight. I shake my head when I think back to how cocky and cavalier we were. I guess it was a way to accept the danger involved. This was driven home to me when I witnessed the mid-air collision that resulted in the death of Snowbird #2, Mike Vandebos. Later, I was finished with the team and waiting for my posting to Cold Lake when the team was ready to begin training again after the crash. The Team Lead asked me to ride with the new #4 pilot for some added confidence. Once we were in formation I immediately regretted it and held my breath for the next 30 minutes. It was only then that I understood the deep bond of trust I had with my former wingmates when flying so close together (the airflow effects would actually push my airplane around when they got a few feet out of position). Remove that bond and I didn't want to be within a 100 miles of that formation.

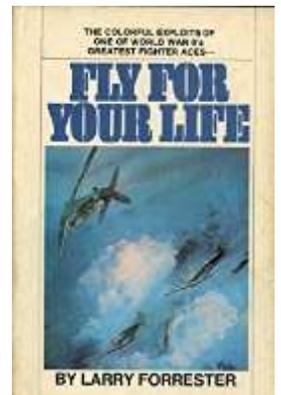


What's your favourite piece of music?

The Lobby Shooting Spree (Matrix), Rage Against the Machine. It is THE clip to test new stereo systems or home theatres.

What's your favourite book?

'Fly For Your Life', Larry Forrester's biography of Bob Stanford Tuck. Highly recommend it if you can find a copy. Still the best.



What's your favourite movie?

'The Battle of Britain'. My son Tristan and I can parry quotes back and forth now.

What's your idea of perfect happiness?

7am, sunny skies, calm winds, long white scarf and Scarlett Johansson swinging the prop.



What's been your most memorable flying experience to date?

Hmm, tough to pick one. Leading the 1999 RCAF Heritage Flight from the backseat of the Harvard (being in the front seat was the owner's condition for his participation). The Harvard, a Tutor and a T-33. I bought the RV-4 that summer so I would transit between airshows with the Harvard, then I would fly the air demonstration. 160HP vs 660HP and we cruised at the same speed! We enjoyed perfect weather and enjoyed the sights of this beautiful country from coast to coast over the summer.

Also, flying the CF-18 photo ship over North Bay with Mike Reyno in the back capturing shots of the East Coast and West Coast CF-18 demo jets flying formation with the Snowbirds. The most beautiful aviation event I have ever seen.

If money was no object, what would you fly?

Spitfire Mk 14b

What trait do you most deplore in yourself?

Procrastination

What trait do you most deplore in other people?

Dishonesty

What's your motto?

Never give up (a cliché, but true). I would look at people I idolized and would tell myself that he is just a guy, like me, so if he can do it so can I. For the most part, that has stood me well. But there have been some truly extraordinary people I have known that have gone on to greatness, such as Chris Hatfield. There were many others in the CF-18 world who are unknown but were some of the most exceptional pilots I ever worked with. I remember one mock dogfight against USAF F-15s. My Lead and I were engaged with 4 F-15s and it was taking every ounce of my physical strength and concentration to kill these guys, while my Lead was doing the same thing, and also directing a half dozen other formations to flow around us and attack various targets. When we both emerged sweat-soaked (and victorious) from our fight, he resumed lead of the package of aircraft and continued the mission. Incredible.

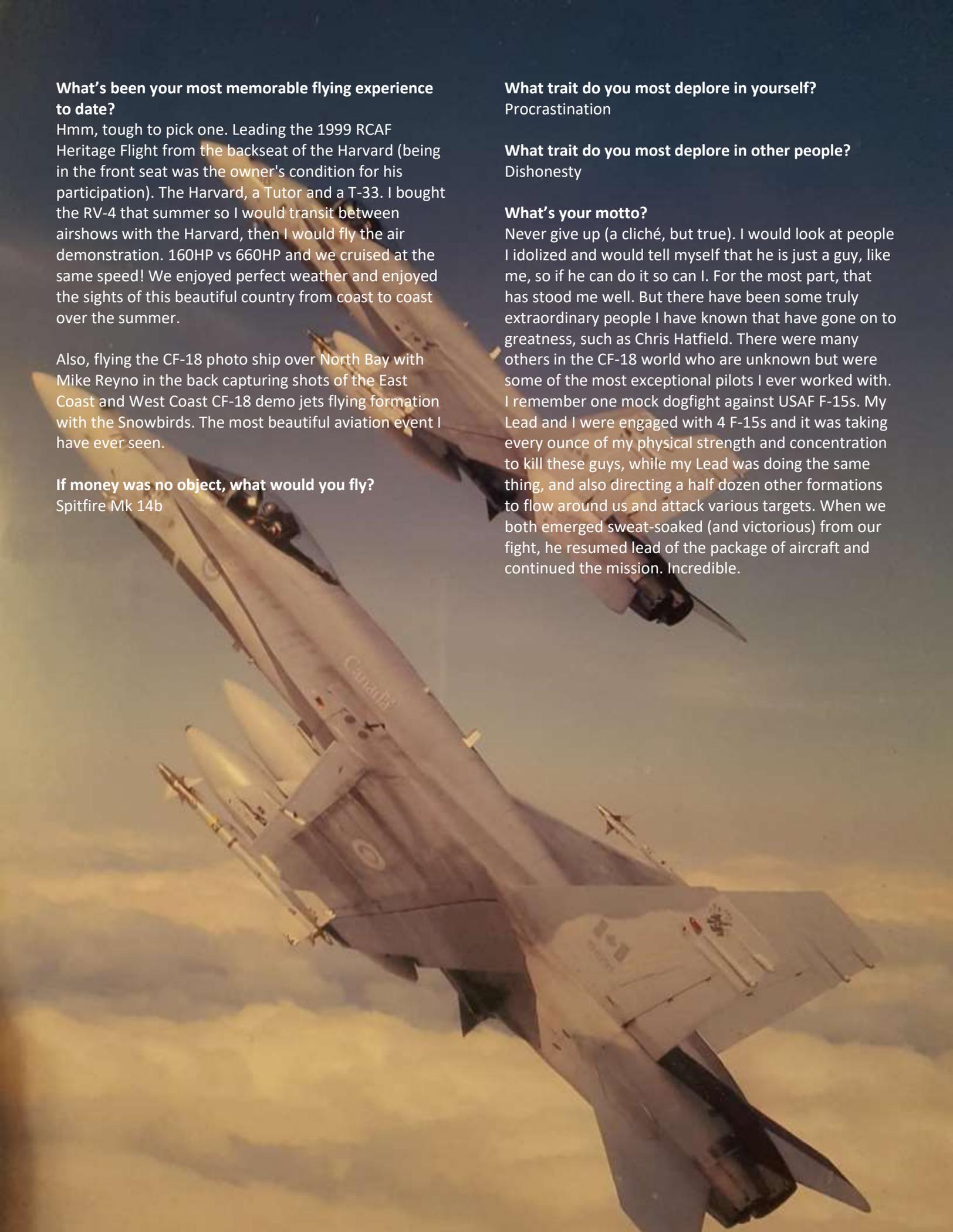


Photo of the Month



John Weir travels to Australia for a month which meant everyone else had an excellent chance of winning Photo of the Month. And what happens! John sends in this nice shot of a Singapore Airlines A380 landing somewhere in Australia! Surely, someone else must have some photos? I don't care how bad they are or what they are of, I'll let you win if you just send them to me.

Please send any photos for next month's edition to me at newsletter@eaa245.org

CruZer News

Or the The EAA 245 Home for Wayward Boys

If you compare a current picture of the Cruiser project with one from the May edition of Carb Heat it would appear the project is going backwards!

To be honest, the May photo showed many parts that were in position only for visual effect. Many parts had not actually been match drilled/ deburred/ chromated/ riveted. We had done this at the time to get an idea of how parts fit, in particular the steel cabin frame.



Currently, the front fuselage structure has been completed except for final riveting. We temporarily held off riveting the cage and glare shield to allow easier access to make a repair to the lower engine mounts and other for minor mistakes we have noticed. We also have started work on the toe brake cylinders and plumbing.

**HOW TO CUT PARTS
MEASURE TWICE.
CUT ONCE.
CURSE.
BUY MORE ALUMINIUM.
START AGAIN.**



There little obvious progress over the summer as



people were distracted by summer holidays, the great weather, and of course flying. However, a few stalwarts such as Yves Marchand and Roman Mitura have spent many hours attending to required details.

There has been a burst of work over the past 2 weeks. Because of the teaching staff strike in the Ontario colleges my son Colin has been home from his first semester in the Aviation Technology program at Canadore College. If he had his way he would be out working on the Cruiser project every day. (He cannot understand why us old people are so slow.) Colin has been poring over the project plans and the project is a welcome distraction to keep him busy. This past week he installed the controls torque tube. He also installed the third mount located in a tight area behind the baggage floor. Of course, we had riveted closed the easy

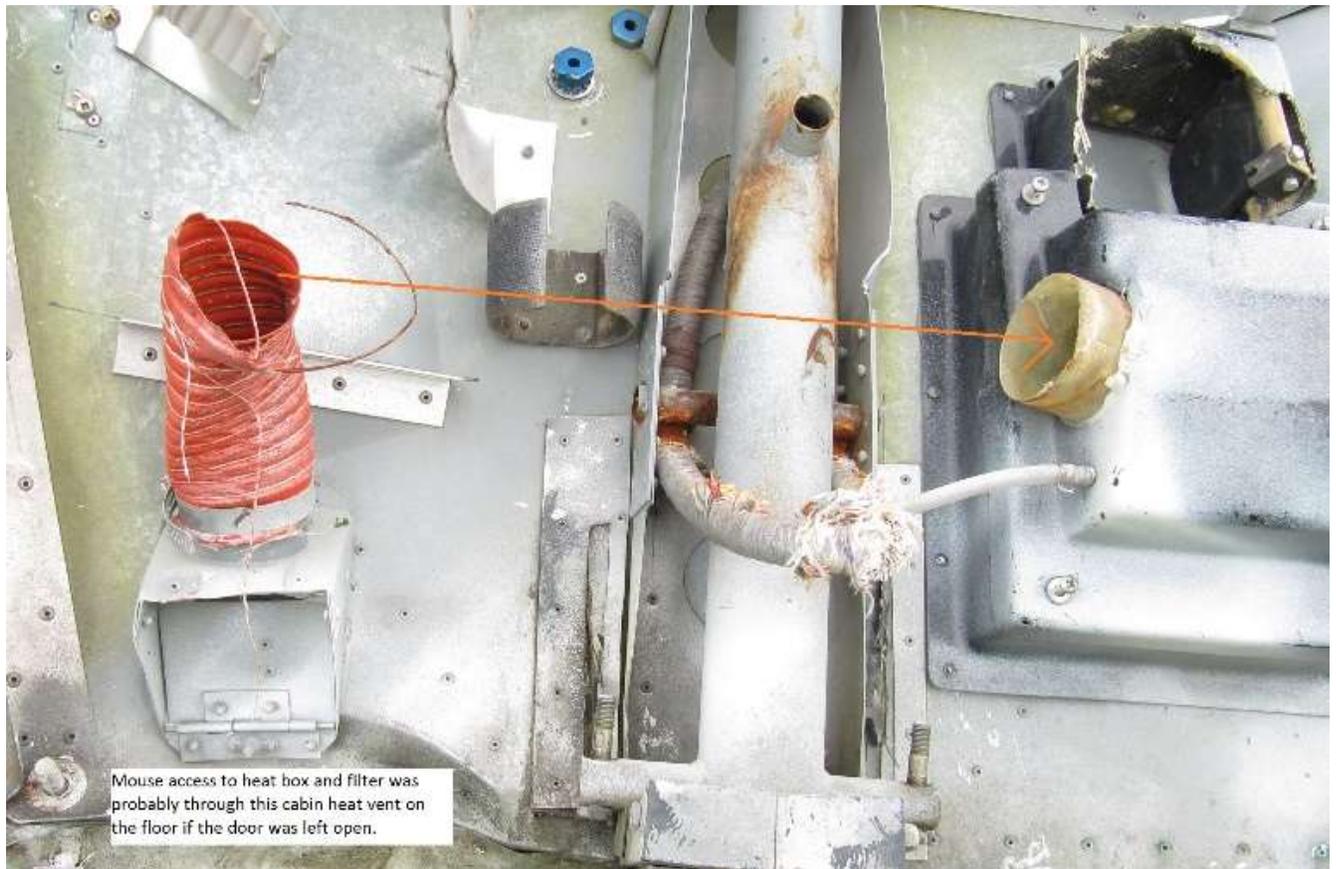
access from above 2 weeks ago— Dohh! Luckily, young bones don't seem to mind contorting while kneeling on a concrete floor.

The Cruiser should shortly have the entire front structure riveted and the seats mounted on their adjustable rails in the cabin. I for one am looking forward to sitting in the cockpit and making imaginary engine noises. {I can probably do a recognizable radial impression, but my Corvaire impression is a little lacking...}

John



Mousecapades



Several years ago a Zodiac 601 crashed just after takeoff from the Carp airport. The engine was not making full power and the plane went into the brush between the airport and highway 417.

Because the fly-in breakfast was coming up and we didn't want the crashed airplane on display I agreed to store it at my place for a while.

That turned out to be over a year in length and before I hauled the remains away for scrap I took it apart as a learning exercise. In the process I may have found the reason that the engine was not running properly at take off.



Intake Tube



Filter Cover

I took some pictures and share them in the hope that it may save someone else the same trouble. It appears that mice found the engine air filter housing a cozy dry place to build a home.



Filter

There was enough clear space to let some air through but probably not enough for it to run properly at full power. The access to the heat box and air filter was likely the cabin heat vent that ran

to the floor of the cockpit. If that vent was open it made a very convenient entry point to the air tubing. It's possible that this mouse house was built after the crash while it was parked at my house but the airplane was also parked for a long time prior to that last flight. Unless the pre-flight inspection included taking the filter cover off this would not have been discovered. I don't know if any anomalies in engine performance were observed in the pre take off engine run up



Steve Harrington

Classifieds



FOR SALE: Citation HVLP System

Spray and respirator system,. Used once to paint an airplane. Bought in 2011 and not used since. Complete system include all pipes, face mask, manual and paint gun. Asking \$900

613-862-4961 or crmartel45@gmail.com

FOR SALE: Baby Great Lakes Biplane Project

Complete project ready for final assembly at the airport and inspection by MDRA

Single place 65 HP Continental (Information on Aircraft Spruce Website)

\$11,000 - Contact Russ Robinson for more information



russ.robinson@sympatico.ca

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming O-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$35,000.



Hans Sanders: 613-446-7728



FOR SALE: MIG Welder

I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V)

for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.



Andrew Ricketts: 613-836-3968



ricketts@teksavvy.com

FOR SALE: Canuck Share

The Canuck Group at EAA 245 in Carp has shares in the 1946 Fleet Canuck CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.



Ken Potter: 613 259-3242



kjpotter@sympatico.ca

FOR SALE: Mustang 2 and RV-4 Plans

Mustang 2 plans set (not used)

RV-4 plans set (not used)

RV-4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools.



Michel: 819-685-2194



andre04@teksavvy.com

FOR SALE

G meter, Burton MA 2 +8, -2G . EGT weldolets pair, new. All prices negotiable.



johnfirth0@gmail.com

FOR SALE: Anderson Kingfisher

Anderson Kingfisher Amphibian rebuild project.
New fuselage, rebuilt Piper wings, Includes
2nd Kingfisher for parts, Valid CofA



Ken Potter: 613 791 6267



kenpotter@veritasmarine.ca

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good
compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200
Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00



iammcnally@yahoo.com



Chris McNally: 613-291-1254

FOR SALE

Rivet squeezer and the tube bender \$150.

Large assortment of rivets, various machine screws
and lock nuts. I can send pictures of these by Email.
If interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade
plywood.



Bob Crook: 613 225 6653



bcrook@sympatico.ca

FOR RENT: Tie-Down

Chapter 245 members can rent a tie-down near the
EAA 245 hangar at Carp Airport. You can rent the
tie-downs by the month or for the full year.



info@eaa245.org

FOR SALE: Hangar(s)

Two hangars for sale at the Carp (CYRP) airport;
one measures 41'7 x 31'9 and the other 50'x 31'9.
For more information, please call.



Mark Braithwaite: 613-839-5276

WANTED

WANTED

Continental C85 or C90 engine with low time SMOH
for install to certified aircraft.



bartcameron112@gmail.com

WANTED

Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper

Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)
613-797-5568 (C)

 harvey.rule@bell.net

FOR SALE: Bearhawk Plans and Positech Oil Cooler

Positech P20004C 9 row, used 1 year, \$100.00

Complete Bearhawk 4 seater set of plans never used \$100.00

Contact Charles Martel

 crmartel45@gmail.com

 613-862-4961

Who we are

Experimental Aircraft Association Chapter 245 Ottawa. We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located at the Carp Airport, just west of Ottawa.

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EAA 245 Website: <http://eaa245.org/> and <http://www.245.eaachapter.org>

Membership Application and Renewal Form

We are considering starting a "Google Group" for the EAA Chapter. If you are not familiar with Google Groups, it's a service from Google that provides discussion groups for people sharing common interests. If you'd prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/>	Renewal: <input type="checkbox"/>
Street: _____	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)	
City/Town: _____	Newsletter Subscriber: \$50 Newsletter only	
Province: _____	Associate Member: \$50	
Post Code: _____	Full Member: \$100* Newsletter, hangar, workshop, tie-downs.	
Phone () _____	Note. Associate and full members must also be members of EAA's parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)