



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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Sept. 2003

Inside:

President's Page: by Gary Palmer

Next Meeting:

**Thursday, Sept. 18, 8:00 PM
Canadian Aviation Museum**

**Uncomplicated flying
inside**

NOTAM

NEW MEEETING ARRIVAL PROCEDURES

At NAM INSIDE

Feature Presentation

**More Great Adventures of
Tom and Charles**

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**President's Page
by Gary Palmer**

We have been blessed the last few days with near perfect fall weather, and the weekend flying conditions have been near perfect as well. The only fly in the ointment is that many of our favourite breakfast stops have closed, including Smiths Falls, and the Ark at Cobden.

New procedures for September 18th meeting at NAM.

The National Aviation Museum is no longer open to the public on Thursday evenings; part of belt tightening at all museums (to free up money for Chretien's legacy project, no doubt). This means we will no longer enjoy the museum exhibits prior to the start of each meeting. It also means that we are limited to the Bush Theatre, washroom facilities, and our coffee service area. We will also have to assign a chapter member to man the entrance for 30 minutes prior to the meeting start and to also ensure that all members have left the museum by 10:00 PM. This means that members should plan to arrive at the museum between 7:30 and 8:10 PM, and proceed directly to the bush theatre. A list of the chapter executive team will be given to museum security staff, and we will rotate responsibility for door-man. We will receive a briefing from museum security staff on the rules we must follow at our meeting at the start of the September 18th meeting. I am sure I can count on your co-operation to ensure we can continue to use the museum facilities for our meetings.

October elections on the horizon

Our AGM will see us looking for new blood. If you are interested in contributing to the running of the chapter please contact any member of the executive team.

Oshkosh odyssey: Mother Nature always wins

A large contingent of chapter members made the trek to Oshkosh, with many driving, but about 6 aircraft flying in as well. Charlie Martel in his Sportsman, Bill Reed in his CH250TD, Uwe Stickel in his Buker Jungmann, joined Rodney Stead and I along with Bob Cressman in C-150s. We left a day late when the first weather window presented itself and fought 30K headwinds to the Sault before turning the corner and heading SW. Most evenings at Oshkosh saw us enjoying a sound and light show while testing the water tightness of our tents. The real challenges started with the trip home when weather became a real challenge. Many of us took several days to make it home, and had the opportunity to enjoy many new communities not originally on the flight plan. Despite the weather, a great time was had by all!

Flyin Breakfast a success despite the weather.

After a couple of good weather years, the odds caught up with us and constrained us to drive in visitors only, with two taxi ins from the far side of the field. Despite Mother Nature's wet blanket, we had a good turnout with over 120 paid breakfasts. Coupled with good response to purchase of left over supplies, we were able to turn a small profit. A big round of thanks is due to all the hard work put in by **Curtis Hillier** and his group of enthusiastic volunteers. A special thank you to Curtis's daughter, **Jennifer**, who did a great job of organizing the food acquisition and cooking.

Bukker Jungmann lost in accident at Bancroft

Uwe Stickel and a passenger were extremely fortunate to escape from Uwe's aircraft after a power loss led to a crash into the trees after takeoff from Bancroft. The aircraft was a total write-off, but fortunately injuries were minor.

Upcoming meetings/Events.

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

Oct 16	Annual General Meeting and tentatively Perry Casson will update us on his Glastar Rotary 13B project which should fly this year.
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Thursday September 18th 8:00 PM NAM: James Bay LG2 Odyssey

Charlie Martel and Tom Smith will team up to share the highlights of their trip to the giant LG2 Hydro Electric project in Northern Quebec. This promises to be an entertaining and illuminating presentation! See you there!

Gary

Uncomplicated flying

One sunny summer morning a small white plane bounced in at Indian Creek Aerodrome. The pilot dressed in an orange flight suit and orange flying hat complete with earflaps, wearing Harley Davidson goggles emerged out of the plane happy to have found a good landing strip. Jeff (my daughter's boyfriend) who happened to be there at the time told me the story. The pilot told him, he left Quebec East Counties in the wee hours of the morning to fly to the Hammond area to visit a brother. Not knowing the area, he figured he could easily find a place to let down. A survey of the area soon revealed a few likely landing areas and he finally settled in our inviting airstrip.

When I got home that night a 7AC Champ was tied to the well on my front lawn. The unusual angle it was sitting at was soon explained by a closer inspection. The 7AC Champ front landing gear sported a set off 8.50 X 6.00 tundra tires (for the uninitiated these are unusually large tires for such a little plane). It had no door or left window and the inside was bare as you could imagine. On scanning the dash I was amazed to see an oil pressure and temperature gauge only, a compass and a stopwatch.....yep.....that's it, nothing else. The back seat cushions were out and four, yes four 5-gallon plastic gas containers were stacked in there. One of these gas containers was connected to the main tank (gas cap hole where the usual gas indicator wire sticks out) via a rubber tube with an in line hand pump to transfer the fuel while in flight. He later confirmed that he transfers the tube from one tank to the other in flight as required. Years ago, I read about a guy, who had done the same with a Cub to ferry it some long distance. By this time I'm getting curious. Obviously somebody who knows what he is doing and bent on having fun and to heck with all the details....GPS, airspeed, altitude meter, flight plans and whatever else....who needs them? Time would probably be of no consequence to an individual like that. I felt suddenly very envious. I had often dreamt of taken off impulsively, map in hand in such a fashion for destination unknown with a devil may care attitude.

When I finally met this pilot I forgot to get his name, so I will call him Earl for the purpose of this article. Now don't take my word for everything I write here, since I constructed this story from dribs and drabs from everybody that talked to Earl and Earl himself. It seems Earl had an idea to attend a fly-in event in the Quebec East Counties from his town somewhere in the Sudbury area. The Champ seemed like the best way to go. On a rainy day he had taken off from an uncut hay field down there and collected a fair amount of hay in the Champ's landing gear and tail rigging. Heading for the Ottawa area he had to dodge rain showers along the way. He finally made his way to a small grass strip in the Renfrew area, before the skies opened up. The locals expressed a few oop lahs about the hay dragging under the Champ and wondered at this unlikely traveller. After sitting out the rainstorm, the sky's relented and cleared a way so he could proceed to destination. Apparently Earl got quite a reception at his destination and had to agree to come back next year before they would let him go. This is how flying was done in the old days, low and slow, and you got to meet a lot of people along of the way.

This Champ has 40 Imperial gallons of available fuel on board and 600 feet of reasonable terrain is good enough to set her down, all and all providing a pilot a lot of options in case of an emergency. A landing strip is nice but not particularly required for this bird in the hands of a competent pilot. A 65 HP Champ burns approximately 3.5 gallons per hour, I guess with endurance like that you have to bring your lunch and have the use of one of those portable in flight bathroom facility. His only complaint about this arrangement was the difficulty associated with managing the maps en route, the wind in the cockpit played havoc with everything. At one point in flight he unfolded the map and it wrapped itself around his head and in the ensuing scuffle lost a lens of his glasses. Unfrazzled by this event his only comment was "I hope my wife does not kill me, I just bought these glasses two weeks ago". He scoffed at my suggestion of using a GPS receiver to lower the workload " You know Charlie, one day that box will fail for some reason or other, I hope you will have a map handy, as far as I'm concerned I have all the time in the world and I want to do it the way the old timers did it ". By now I am sure you have guessed that Earl is retired.

It seems that Earl likes to stop anywhere he sees aircraft on the ground and inquires if they are for sale. After inspecting the aircraft himself (he does not trust AME's !!) and the price is right, he buys it and sells it to somebody who really wants it. Earl seems to be very well versed in the subject of aircraft maintenance, buys only real aircraft (Champs, Cessnas, Pipers and the like) as he put it. When he is not cavorting around the countryside with the mighty Champ he plays around with a 150HP Citabria on floats which he also owns. What a hard life!! He learned flying in a radio less environment so the lack of a VHF radio does not exactly bother him and he does not plan on getting one. He casually mentioned to me he had to ferry a 65HP Champ, to Alaska before the fall for a friend, all expenses paid. I offered to do it for him, he declined by saying " Yeah right ".

Next morning at 5.30 AM I heard the roar of the little Continental, I got up and watched as the little Champ took off and disappeared over the horizon. Reflecting on this incident I can't help but hope that the time will come when I can do some of the same. Some would call him crazy, as for me **I envy him!**

Trivia Tease

By [Jeff Pardo](#)

Sixteen Candles

The instrument rating is how old?

- A. almost as old as powered flight: the first instrument rating was issued in 1918.
- B. not quite, but there are precious few pilots flying today who had an instrument ticket when they first came out...two-thirds of a century ago.
- C. half a century: the first instrument rating was issued in 1953
- D. forty-two

Answer: Instrument ratings for U.S. civilian pilots were first required in 1936 (August 15, 1936, to be exact). Until then, one could fly merrily along, in the clouds, beholden to no one. It wasn't exactly habit-forming of course, and the Bureau of Air Commerce thereafter required all non-airline pilots to get instrument ratings whenever the visibility was less than a mile. (Pilots could only fly federally licensed aircraft having two-way radios and approved instruments; the airlines and military flew under somewhat different rules.) It's choice B.

www.sa2usa2003.com

The above address is a must read for all aviation enthusiasts. It is the story of several EAA members from South Africa who flew to OSH and returned in 33 days. Find a web enabled friend and check it out.

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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

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EAA Chapter 245 Membership Application

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Annual Dues: January 1st to December 31st. (porated after March31st for new members/subscribers).
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