



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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Next Meeting:

National Aviation Museum

Thursday October 20th at 8:00 PM

North America grand loop by RV-6

by

Serge Boucher

President:	Gary Palmer	(613) 596-2172	gpalmer at rogers dot com
Vice President:	Martin Poettcker	(613) 271-6113	poettcker t rogers dot com
Ops, Publishing, Tools:	Dick Moore	(613) 836-5554	rjmoore at uottawa dot ca
Membership:	John Montgomery	(613) 599-1240	larmbandit at rogers dot com
Secretary:	Curtis Hillier	(613) 831-6352	the_hilliers at yahoo dot com
Treasurer:	George Elliott	(613) 592-8327	gelliott at igs dot net
Editor:	Bill Reed	(613) 831-8762	bill at ncf dot ca
Webmaster:	Russell Holmes	(613) 226-8273	billy.bishop at simpatico dot ca
	EAA 245 Website:		http://eaa245.dhs.org/

President's Page

We have enjoyed exceptional Fall weather, and most pilots have been making the most of the fine weather. As I write this column, a cold front that brought snow to Winnipeg, has made it's way eastward and threatens to ruin Thanksgiving for pilots. I guess that means a renewed focus on our homebuilding projects.

Chapter Access now via new road demands careful driving in winter weather:

Please be careful when using the new section of our access road as the gravel is very loose, and the ditches are very deep; slow and steady is the order of the day. As icy winter conditions arrive, the turns on this road will become extremely treacherous, and extraction from the deep ditches will be difficult, expensive, and probably cause damage to your car.

Painting Problems:

We had a reminder of the potential problems with painting aircraft in the hanger recently, which has served as a reminder of why we generally discourage painting in the hanger. The floor and various tables and other furnishings have acquired a fine patina of "trainer yellow", due to an unfortunate last minute decision to move indoors due to winds, rather than rescheduling a paint job. This has left a major cleanup job that could have been avoided with proper preparation. For an example of how to properly prepare, ask Lars Eif about the portable paint booth he has constructed, and the "minimal overspray" advantages of HVLP (High Volume, Low Pressure) spray systems.

SportAir workshop a huge success:

The basic sheet metal workshop organized by Ted Slack, and taught by Jack Dueck of EAA chapter 1410, High River, Alberta. Congratulations are in order for all of the volunteers (Grant Este, Cary Beazley, Ron Eberts, and George Elliott) that helped Ted pull this together and made this success possible. The attendees were very impressed and looked forward to more workshops in the future.

October elections reminder:

Just a reminder that our October 20th meeting is our annual election meeting where this year the positions of **Vice President, Treasurer, Secretary, and Newsletter editor** will be up for vote. If you are interested in serving your chapter in one of these roles, please contact **Lars Eif** who will be handling the election process again this year.

Upcoming meetings/Events:

Nov 17th	Sonex Construction and Test Flight experience. Gary Loubert and Ken Macleod will share their building experience and test flight results of their recently completed Sonex equipped with a 120 HP Jabiru 3300 engine. The speeds they are expecting are comparable with my Lancair. I saw the bird as it was being inspected, and the workmanship was excellent; I look forward to seeing how it performs.
Jan 19th	Aircraft Fabric and Painting: Bernie Lecuyer will provide an overview of aircraft painting and fabric covering processes. An interactive Q&A session will be included, so come prepared.

Thursday October 20th 8:00 PM: North America grand loop by RV-6:

Serge Boucher will share his experiences, and challenges while circumnavigating North America in his RV-6. Not only was this an extremely challenging flight, it was especially memorable because of all the fine people that Serge encountered en route.

See you there.

Gary

News from around the PATCH

Touch and Goes Revisited

Note; This article, submitted by Stan Ironstone, is a composite of an article which appeared in the Oct 2002 issue of Aviation Safety and material gleaned from Glasair News.

Most of us do T & G's to sharpen our landing skills, however one must ask if they are really worth the risk. The T & G manoeuvre is used as a means of maximizing valuable training time, primarily to save money. Working in one takeoff and one landing for every lap around the traffic pattern without having to exit or backtrack the runway however is not a substitute for either phase of flight. Instead the T & G is a wholly separate manoeuvre – one with its own set of rules and challenges. Indeed, we sometimes shouldn't be doing them at all.

For example the U.S. NTSB investigated six separate events in June of 2001 which led to aircraft damage in which T & G's were mentioned, demonstrating the point that they are more complicated than just stringing together a landing with a takeoff. According to the NTSB these events highlight the principal challenge posed by the immediate transition from a landing to a takeoff.

Time spent rolling down the runway after touching down and before takeoff can be a very busy time. There is lot's to do in the few seconds a typical T & G operation spends on the runway, and sometime we do not do it all that well. Throw in a more complicated airplane with retractable gear, constant speed prop, mixture control, and flaps – there's lots to do, while trying to maintain directional control, all in about ten seconds.

Forgetting to fully enrich the mixture, close the carb heat control, open the cowl flaps, reset pitch trim, or push prop to hi-rpm are some of the common mistakes made during the transition period.

Maintaining directional control during the T & G phase can be very challenging for many pilots because of the need to change rudder inputs as many as three times during the transition period. During the approach and landing flare, the airplane will tend to weathervane into the wind. Since little power is being used and little or no air is blowing over the tail, more opposite rudder than in other flight regimes will be necessary to maintain directional control.

On the runway, the control pressures change once again, since the friction on the wheels helps keep the aircraft aligned with the runway once the nosewheel is down, (particularly with nose wheel steering). Differential steering on the other hand requires judicious use of the right and left brake. All this changes once full power is added for takeoff.

The transition to one resulting in increased slipstream over the tail, increased torque and P factor plus a change in runway friction can mean a real challenge for anyone who doesn't readily understand the physics and dynamics of what is going on. As well, Vmca (min. control speed) can be an issue particularly when it is greater than the stall speed. Vmca is a concern in hi-performance single engine aircraft that have high wing loading and power factor, where the P factor, torque and spiralling prop slip stream create rather large yaw forces that can overpower rudder and aileron power and make it difficult to fly straight and co-ordinated.

Understanding this combination of factors results in safely performing the T & G. As the accident record would suggest, many of us can't seem to find it though. It doesn't have to be that way! At most non-towered airports, making a normal full stop landing, followed by taxiing back to the departure end, performing a pre takeoff check and beginning another takeoff adds only three or four minutes to the evolution. Most important...the quality of both phases will be much higher and certainly safer.

When dual instruction is being given the extra time allows for critiquing the previous approach and landing, full discussion of the ensuing takeoff and the opportunity to verify the aircraft's configuration before taking the active.

In short, if a pilot genuinely needs some landings and takeoffs to either get current or to remove accumulated rust, do full-stop landings and taxi backs, not T & G,s

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website.

October 15th and 16th, 2005 Stoney Creek Airfield [The AeroElectric Connection](#) seminar contact Mary Wiebe – (905) 662-7111 – email: weebel@sympatico.ca

October 19, North York, ON: The ups and downs of take-offs and landings. More accidents occur during the take-off and landing phases of flight than in any other flight phase. The close proximity to the ground leaves little margin for error. Some pilots never really master the basics and then it's only a matter of time before they have a problem. Is the runway long enough? Are there obstructions? What is the density altitude? Is there a cross-wind? How good is your airspeed control? Do you know how to successfully recover from a bounced landing or when to go around? These are just some of the considerations that will be addressed in this interactive seminar. For more information contact Transport Canada System Safety at 416-952-0175 or visit www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm

October 23, Wingham, Ontario: Ontario Flying Farmers Fly in at Wingham. Visit North Huron Museum and attend Harvest Hoedown in the Wingham Town Hall Heritage Theatre. Tickets for the show are \$20 and must be obtained ahead of time. Fly in to Wingham Airport. Pot luck lunch at the museum at 12:00. Contact Don and Yvonne Martin at 519-887-6328 or martins@scsinternet.com for more information.

November 19, North York, ON: Flying this winter (icing/winter operations). Get the information you need to minimize your chances of slipping and sliding this winter. This seminar provides a review of the factors affecting flight when the northern hemisphere snow cap makes its annual winter expansion south. For more information contact Transport Canada System Safety at 416-952-0175 or visit www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm

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 email [bill at ncf dot ca](mailto:bill@ncf dot ca)

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 3 weeks before the next meeting. A short example follows:

Meeting - Newsletter deadline

September 15th – Aug 25th

October 21st – Sep 29th

November 18th – Oct 27th

December – Jan December shifted to January 2006

2006

January 20th – Jan 2nd

February 17th – Jan 27th

March 17th – Feb 24th

April 21st – Mar 31st

May 19th – Apr 28th

June 17th – May 26th

July 15th – Jun 24th

August – No newsletter

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [bill at necf dot ca](mailto:bill@necf.ca)
 Deadline is first of the month. Ads will run for three months. You may request a two-month extension. Please let me know
 if any of the articles have been sold.

For Sale

Amy Staples has a number of aircraft items still available for sale from **Les Staples** extensive collection.

All reasonable offers welcome to facilitate a quick sale.

- Subaru EJ25 165 HP auto engine conversion complete with new Reductions Inc belt re-drive.
- Warp Drive 3 blade 74" dia. left hand rotation Standard propeller with nickel leading edge protection. Brand new.
- Various 2-1/4" engine instruments including EGT/CHT, Oil Temp, Oil Pressure, Water Temp, etc.
- Grand Rapids Technologies EIS Engine monitor with a couple of CHT sensors
- 3-1/8" Turn & Bank, used condition
- Several aircraft wheels with mounted tires, including RV-6A/Grumman style nose wheel.
- Handheld King KX99 radio transceiver
- Handeld Sporty's aircraft receiver only.
- Hydraulic forming jig for fabricating v channel skins for Cessna Ailerons, etc.
- A large variety of new AN bolts & other hardware.
- Cherry max rivets
- Several wing struts.
- External Venturi for vacuum instruments
- Rivet spacing tool (pantograph fan style)
- Set of cylinder base wrenches
- Mechanical style fuel gauge for high wing root mounting
- 2 sets of 5 point harnesses
- Air compressor regulator & moisture trap assembly
- Various other aircraft related items too numerous to list.
- Hanger just west of chapter hanger for sale. Requires some finishing work.

10/05 Contact **Amy Staples** at 831-9079 for more information.

¼ Share For Sale

Price

VAN's RV-6, built in 1996, total time 1,180hours. 160hp Lycoming O-320-D3G engine, Sensenich metal prop, Bendix/King 135A GPS/COMM, Bendix/King KT76A transponder with mode "C" encoder, Sigtronics Intercom, landing lights, wing tip strobes, wing tip position lights, wheel pants, sliding canopy, empty weight 1,065lb, max. weight 1,700lb, fuel (36 gal) 216 lb. Always hanged, based at Pendleton airport (CNF3).

\$22,000

09/05 Wolfgang Weichert (613) 836-1318

For Sale

Craftsman Compressor 5HP 30 Gal Oil Lubricated

\$285

05/05 Gary 613-839-2734

For Sale:

Price

Skybolt Project

Call

Fuselage on 600x6 wheels. All metal components completed. All wing components completed (NO spars). Lots of other odds and sods

04/05 613-824-2974 CaptDo@AOL.com

Help Available

Retired auto painter who is willing to help paint aircraft

06/05 Robert 613 256 5663 (Almonte)

Wanted; aviation band hand held transceiver.

motors- Rotax 185, 277, 377. Wood props for same. Aluminium (6061 and 2024) leftovers of varied thicknesses and sizes.

09/05 Michel, mict04@sympatico.ca, (819) 685-2194, (819) 778-5785



EAA Chapter 245 Membership Application

NEW: ___ RENEWAL: ___ DATE: __/__/__
 EAA NUMBER:.....
 EXP Date: __/__/__
 NAME:.....
 ADDRESS:.....
 CITY/TOWN:.....
 PROV:.....PC:.....
 PHONE:(.....).....H (.....).....W
 EMAIL:.....
 DISTRIBUTION Preference: email..... post.....
 AIRCRAFT & REGISTRATION:.....

OTHER AVIATION AFFILIATIONS:

COPA: ___ RAA: ___
 OTHER: _____

Annual Dues: January 1st to December 31st. (prorated after March 31st 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:
EAA Chapter 245 (Ottawa)
 Mail to - P.O. Box 24149, Hazeldean R.P.O., Kanata, Ontario,
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