



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 28 No. 6

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June 1998

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Next Meeting:

Saturday June 20, 1998 10:00 AM
Chapter 245 Hangar, Carp Airport



President:	Gary Palmer	596-2172	gpalmer@nortel.com
Vice Pres:	L. DeSadeleer	727-0285	ldesadeleer@kpmg.ca
Ops , Publishing, Tools:	Dick Moore	836-5554	rjmoore@uottawa.ca
Membership:	Barney de Schneider	225-6003	bdeschneider@sympatico.ca
Secretary:	Andy Douma	591-7622	adouma@ftn.net
Treasurer:	George Elliott	592-8327	gelliott@igs.net
Editor:	Charles Gregoire	828-7493	cbg@nortel.ca
EAA 245 Website:	http://www3.sympatico.ca/bdeschneider		

The fly-in season has arrived once again. After our very welcome above average Spring, Mother Nature made us pay with a couple of weeks of cold blustery weather as weather systems raced through daily. This resulted in the wash out of the Embrun fly-in which normally starts the season, and a lower than normal turn out to the Smiths Falls breakfast and the 99's Poker Run. Despite the weather, those who did participate enjoyed both events.

Young Eagles

By the time you read this, we should have another successful Young Eagles event behind us. It is scaled down somewhat due to official opposition from Scouts Canada headquarters. Fortunately, not all Scout leaders are lemmings, and we have several groups of young people participating who just coincidentally happen to also attend Scouts. Russ Robinson deserves a special round of thanks for sticking with things dealing with an obstinate, frustrating bureaucracy.

Clean Up Day

Our May 23rd clean up day was a big success with a good turn out. The back wall got painted, as did the window frames. We completed the ceiling in the workshop, and managed to clean up the main hanger. A big thank you to all who participated, and to those full members who somehow didn't

make it, we'll expect to see you next year with extra effort.

Machine Shop Damage

We are very fortunate to have both a Lathe and Milling machine available for use by our members. While most members observe proper workshop etiquette and clean up after themselves, replace expended supplies, and broken parts; it seems at least one member has failed to do so.

During the clean up day, we found the longitudinal feed severely damaged to the tune of \$50 or more in parts. It was clear from marks on the cross feed assembly that someone had engaged the feed and failed to disengage before hitting the head stock area. While any one of us may make such a mistake, we are each responsible for the repairs to set things right. I would hope that whomever has broken the feed mechanism, will make the appropriate donation to the cash box. A special thanks to Les Staples for undertaking the repair of the Lathe.

May Highlights

Our May meeting featured a very entertaining speaker from Gatineau Flight Service, **Mario Langlois**. Mario turned the potentially boring topic of flight plans into an interesting, entertaining, and educational evening. We plan to ask Mario back next season to cover the topic of weather briefings.

August 9th Breakfast

Just a brief reminder that our own fly-in breakfast is scheduled for Sunday August 9th, with a Saturday August 8th setup. Expect a call from Barney De Schneider; I know he can count on your continued support to make this event a roaring success!

Web Mania

While the World Wide Web can certainly be time waster, almost as bad as TV, there is a lot of great info out there. Recently I was very impressed by the technical information available from EAA chapter 1000's web site. Simply check the Links section of our own web page (See cover page bottom for url).

Visitors to the RAH newsgroup will know that both the RV-8 and Thunder Mustang were destroyed in crashes recently, with four unfortunate fatalities.

Sat June 20th Carp Meeting

Our June Meeting will be held at the clubhouse at **Carp** airport at **10:00 AM**. This is the first of our summer meeting series, which are a bit more informal. We will have a representative from a local Stainless Steel welding shop present some examples of the work they do. If you have custom exhaust requirements, this may be the answer.

Fly Safely friends,

Gary

Attending our daughter's convocation in Hamilton

by Wolfgang Weichert

A few years ago I was in Vancouver to witness our daughter Gabi defending her Ph.D. thesis. Three weeks later my wife attended her convocation. Then this perpetual student decided she wants to add a M.D. behind her titles and started med. School in Hamilton. My wife Gisela and I both wanted to attend convocation this time around, and visit my sister in Meaford on the way back. This would be a long drive on the first public travel weekend, Victoria Day, unless you have a RV-6 and can use it.

Well, Gisela does not like flying. She has been up with me before for as long as one hour, the last time on December 24th, and we all know how silken smooth those wintry days can be under a brilliantly blue sky. It was her Xmas present to me.

I think Gisela hoped until the last minute that we would drive to Hamilton, but the weather forecast sounded good for flying, right into the weekend.

My flight plan was filed with CYND on Thursday afternoon from my office; we then drove to Pendelton airport, loaded the airplane and took off. It was not long before I heard some sharp breath of air through my headsets, and I tried to calm my passenger by announcing that it would get calmer at higher altitude.

A quick call to CYND to open my flight plan, then onto Ottawa Terminal with request to climb to 6,500 and to get flight following. No problem. After passing Carlton Place I opened the map and my passenger became my navigator. Of course I really used the GPS to stay on course, but it was fun to identify the various villages, transmission lines and railroads etc. It also keeps one's mind off the possibility of getting sick.

The visibility in Ottawa had not been as good as it can be, and it got much worse later on, in the Toronto/Hamilton area. There was this cloud deck ahead which seemed to be sloping down from north to south, but was it? A quick interpretation of the instruments told me otherwise, and a little control input straightened that cloud deck in seconds. I stayed on instruments with a frequent scan to the outside for traffic.

Toronto center called me down progressively, and being over water at that time I inched closer to shore. After handoff to Hamilton and a call to tower from Burlington Bridge, they asked me to report over the escarpment. Being unfamiliar with the area I did not want to try to identify an unknown escarpment and told them so. By that time they had identified me and cleared me on final to 24 with a possible late landing clearance due to a Challenger holding on the runway for an

intersection takeoff. Final clearance was obtained, and after taxiing off I concentrated on finding a parking area. My first stop was at a commercial operator, Peninsular, where I was offered a hangar spot for \$ 25/night, a little steep for my wallet. I walked down to the EAA hangar and found some helpful members quite willing to put my RV into their hangar, space permitting. David Moore, president of the local RAA chapter, had just directed me into the spot of a amphibious Rebel, thinking the Rebel had gone out for a fishing trip over the weekend, when the airplane came overhead. We pulled out again and waited for Jack Wiebe to park the Rebel, then I pushed in under their enormously high wings. It was refreshing to meet such helpful EAA members who accommodated me without many questions.

Our daughter drove us to her apartment where we watched Seinfeld's last episode, it was a letdown.

Friday was spent convocating in air-conditioned halls, a pleasant and personable affair, topped off with an expensive dinner in the evening.

Saturday morning's plan called for the trip to Owen Sound where my sister would pick us up. Local visibility was very poor but VFR. Owen Sound's forecast called for 1 m and 800' in possible thunderstorm activity about 3 hours from when I received my briefing. We had not packed our things, needed to drive to the airport, pack the airplane etc. Everything takes longer than planned, and I worried. A call from the airport to my sister confirmed that the weather in Owen Sound had not changed, no thunderclouds, just haze. So we took off, planning a possible diversion to Peterborough if conditions became IMC. Initially we flew at 4,500 with flight following, but Toronto eventually lost us and we were on our own. Vis became much worse, so I descended to 2,500' over a 1,000' ground elevation. I talked to Owen Sound and Collingwood, gave position reports, wanting to make sure others knew where I was, and I had an airplane in Owen Sound wait for me on the ground before their take off. I don't know why they wanted to go flying on a local VFR trip in this haze, I think they were flying some cadets that day.

I saw the runway at 1.8 nm distance indicated on my GPS, which probably indicated a visibility of 3 nm.

We were welcomed on the ground by my sister and the local operator, got fuel and permission to tie down on the tarmac.

The afternoon and next morning were spent visiting with family.

Sunday dawned with a freshly washed sky and strong westerly winds. We left Owen Sound later that day, climbed to 9,500' and grounded out at 180 kt at times. We were back in Pendelton 1.6 hrs later.

On this trip my wife progressed from taking Graval for the initial trip to Hamilton, to taking none for the return trip. She enjoyed identifying familiar

landmarks at Bancroft, the dolomite mines at Pakenham, her workplace in Ottawa and a friends house by Mer Bleu. During the evening hours at home I asked her if she

would travel that way again, and she did not say no. That is a positive indication.

Up and Coming Events

by Charles Gregoire

Date	Day	Time	Event	Location
June 13	Sat	0900	EAA 245 Young Eagles day	Carp Airport
June 14	Sun		Cobden Breakfast	Cobden Airfield
June 14	Sun		St.Lazare Breakfast	St.Lazare Airport
June 14	Sun	1100	Kars BBQ	Kars Airfield
June 20	Sat	1000	EAA 245 Meeting	Carp Hangar
June 20	Sat	1300	EAA 245 Young Eagles Rain day (see June 13)	Carp Airport
June 21	Sun		Cornwall Breakfast	Cornwall Airport
June 21	Sun		Picton Breakfast	Picton Airport
June 21	Sun		Stirling Strawberry Social	Stirling Airport
June 28	Sun		Brockville Breakfast	Brockville Airport
July 1	Wed		Rockcliffe Breakfast	Rockcliffe Airport
July 5	Sun		Arnprior Breakfast	Arnprior Airport
July 5	Sun	1000	St-Mathias Fly Day	St-Mathias Airfield
July 11	Sat		Tomvale Brunch	Tomvale Airport
July 18	Sat	1000	EAA 245 Meeting	Carp Hangar
July 19	Sun		Iroquois Breakfast	Iroquois Airport
July 25	Sat		Pendelton Brunch	Pendelton Airport
July 29-Aug 3			Oshkosh EAA Convention	Oshkosh
Wisconsin				
Aug 9	Sun		EAA 245 Breakfast	Carp Airport
Aug 16	Sun		Alexandria Breakfast	Alexandria Airfield
Aug 22	Sat		99's Mystery flight	Ottawa
Aug 23	Sun	1100	Kars BBQ	Kars Airfield
Sept 13	Sun	1100	Stirling BBQ	Stirling Airfield
Sept 18	Thur	2000	EAA 245 Meeting	NAM Ottawa
Oct 16	Thur	2000	EAA 245 Meeting	NAM Ottawa
Nov 20	Thur	2000	EAA 245 Meeting	NAM Ottawa
Jan 21	Thur	2000	EAA 245 Meeting	NAM Ottawa

Classifieds

Place your ads by phone with **Charles Gregoire @ 828-7493** or e-mail to **cbg@nortel.ca**
Deadline is first of the month.
Ads will run for three months with a renewal option of two more months.

Davis-DA2
TT400, C-85 25 SMOH,
All Metal 110 MPH \$13,500
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	Volts	230	460	575
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Duty Cycle	40%			
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 Gal. J-3 wing Tanks (2) \$200.00, Box of VW engine
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 , 12 volt trim servos and stuff \$25.00, Air Path and
 Pioneer 3 1/8 compass cores \$75.00/ea, Shark Fin
 pitot tube 24volt, new in box \$25.00, Beaver U/L
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 Tim Robinson 613-824-5044 03/98
 75714.2136@compuserve.com

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 July'84, Apr'86, May'86, Feb'89 to Dec'97 inclusive
 plus others.
 Alex Clanner 613-831-1850 02/98
 ace@compmore.net

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 C85.
 Jim Robinson 613-830-4317 01/98

Garry's Parts Bin

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 Valve, Parking brake
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 CHT guage and probe
 Lycoming, Accessory case, dual take-off adapter for
 hydraulic and vacuum pumps.
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 Light weight starter & bracket for Lycoming O320 or
 O360.
 Control wheel yoke assembly from Piper Tomahawk
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 Garry Fancy (613)-836-2829 01/98

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 send me an e-mail attachment at:
 cbg@nortel.ca 01/98



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___
 EAA NUMBER:.....
 EXP Date:___/___/___
 NAME:.....
 ADDRESS:.....
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OTHER AVIATION AFFILIATIONS:
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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
 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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 Ontario, K2M 2C3