

EAA 245

OTTAWA, ONTARIO

# NEWSLETTER

REPLY TO: EAA CHAPTER 245, TERMINAL BOX 8412  
OTTAWA, ONTARIO  
K1G 3H8



CARB HEAT - Hot Air and Flying Rumours

Meetings - 3rd Friday at the National Research Council Building Auditorium  
100 Sussex Drive, Ottawa, 8 pm

JUNE '85

## EAA CHAPTER 245 FIRST ANNUAL



### CORN FEST AND FLY MARKET

*BAR-B-Q's  
WILL BE SUPPLIED*

AUG. 25 1985  
1:00 pm-4:00 pm  
EAA HANGAR  
CARP AIRPORT

President: Eric Taada 749-4264  
Secretary: Terry Peters 745-7466  
Aircraft Operations: Gary Fancy 225-0454

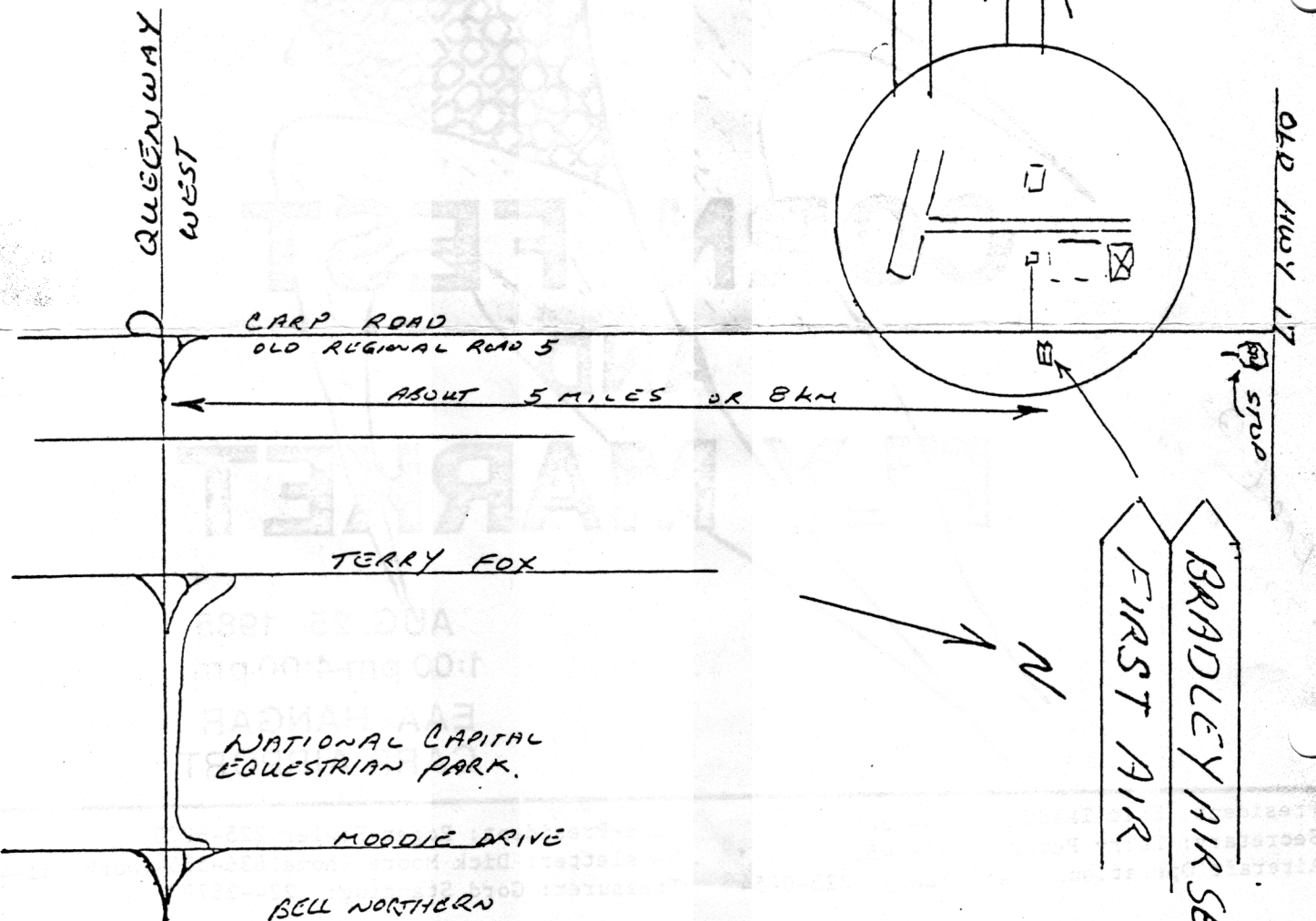
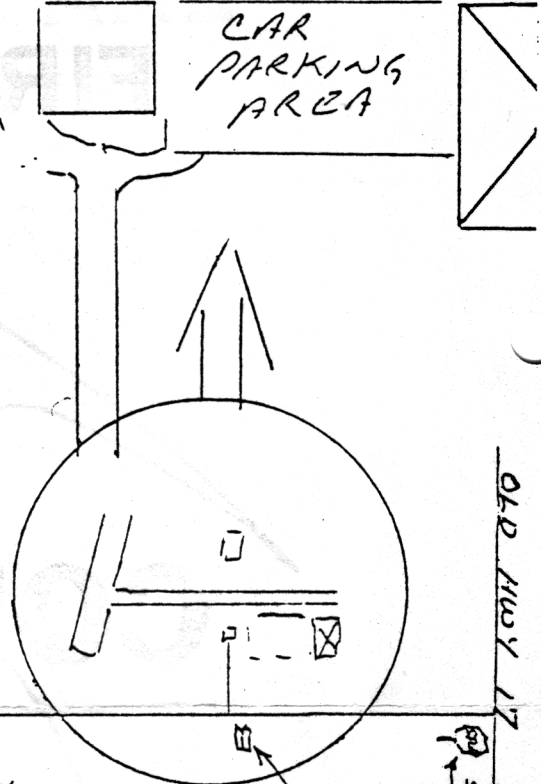
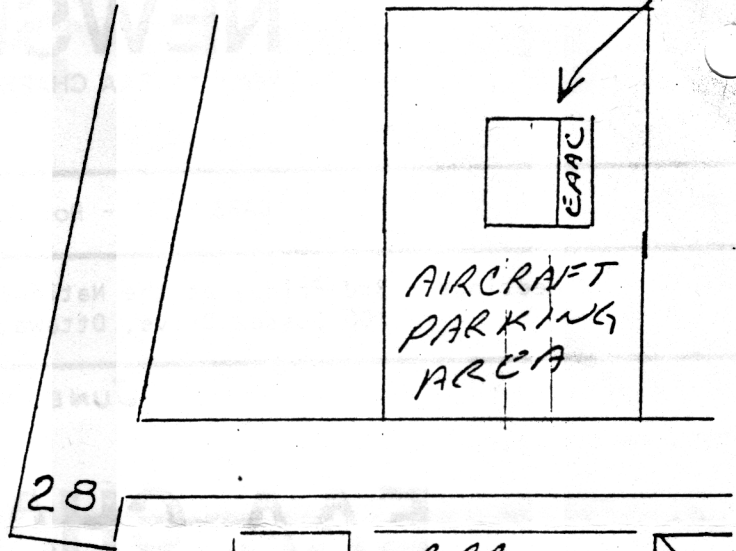
Vice-President: Roger Fowler 225-6070  
Newsletter: Dick Moore (home)836-5554 (work)231-4299  
Treasurer: Gord Standing: 224-2879

DON'T FORGET

# EAA CHAPTER 245 FIRST ANNUAL



EAA HANGAR  
CHAPTER 245.



Minutes of EAA Meeting, May 17, 1985

NRC, Sussex Drive

- Eric Taada opened the meeting by announcing to the 25 or so present that the maintenance workshop had been a big success.

Ted Slack handled C of G limits and weighing  
Bill Roderick covered structural considerations  
Les Dean talked on aircraft engines  
Dick Hurst demonstrated compass swings on at least  
three airplanes  
Gord Standing kept everyone happy with hot dogs and  
cold drinks.

- The Annual Breakfast Fly-in is scheduled for Sunday, June 16 (8-11 am), Ken Cavers will be in charge of marshalling aircraft to tie-downs. Ken and Grace, Gord and Helen Standing and Peter Plaunt are taking care of the breakfast line-up.
- Robin (Red) Morris of Zenith from Vancouver to Halifax non-stop fame and Mary Ann Long are being married June 22nd in Brampton.
- The June meeting will be on the 21st at the hangar. Awards are being presented to five chapter builders.
- An airshow combined with Mylight's opening ceremonies are scheduled at Carp on Sunday, June 23rd.
- West Carleton may take possession of Carp Airport.
- Greg Reynolds, heading for Confederation College in Thunder Bay in September, owns a stripped and dismantled Stearman and is looking for help and advice with the restoration and fabric work. Anyone interested in this can reach him at 226-5516.



May 17, 1985

NOTES ON TALK BY GLENN LOCKHARD

Re: DOT information package for homebuilders

The Toronto office of DOT has recently (?-undated) put together a package of forms, instructions and information to assist homebuilders through the various stages of building an aircraft. Glenn passed out copies of this package which includes Section 1.8 of the Engineering and Inspection Manual (Requirements for Amateur-Built Aircraft), Information Circular 0/33/64 on Aircraft Licencing, Aircraft Weight and Balance Control, an Air Nov. Order on Flight Permits for Private Aircraft, the CCI procedure, Rules Pertaining to Amateur-Built Aircraft, etc.

Under consideration by DOT is removal of the need to do a flight test for renewal of the C of A at the time of the Condition and Conformity Inspection. Glenn noted incidentally that the blue copy of the CCI report stays with the C of A or Flight Permit and C of R, with the airplane. The old CCI should be kept in the technical log.

Homebuilts are subject to AWD's just like certified aircraft. He noted in particular AWD 63-3 "Aircraft, Wooden Components" (included in the DOT package) which is required every 100 hrs of operation and within two months prior to C of A renewal (unless the 100 hr inspection was done then).

Following extensive reviews by the E.A.A.C. Technical Committee, DOT accepted, in a letter dated January 26, 1982, the following composite designs for licencing as amateur-built:

Vari-Eze  
Long-Eze  
Quicki-Q1  
Quicki-Q2  
Stoddard Hamilton Glossir  
Viking Aircraft Co. Dragonfly

Glenn said it is hoped that the present first-fifty-hour operating restriction will soon be reduced to 25.

Log book requirements (particulars required) are covered in a series of schedules to ANO VIII No. 3 (also included in the DOT package).

Schedule A	-	Particulars	to be entered in every	Airframe Log
"	B -	"	" " " " " "	Aircraft Log
"	C -	"	" " " " " "	Engine Log
"	D -	"	" " " " " "	Propeller Log
"	E -	"	" " " " " "	Component Log

No log is required for a wooden propeller, but it's a good idea to keep one.

Special registration letters can be ordered for a \$50. fee.



May 17, 1985

NOTES ON TALK BY DALE LAMPORT

Re: Proposed authorities of Designee Inspectors

As most homebuilders are aware, the DOT is anxious to appoint "Designee Inspectors" to handle inspection of homebuilts to take some of the load off DOT inspectors and provide quicker service than might normally be available. DOT has proposed specific responsibilities and authorities for Designee Inspectors. Dale covered a number of points:

- The Designee will provide liaison between builder and DOT.
- The Designee will be involved right from the beginning to advise on suitability of aircraft for licencing in Canada and help choose design.
- If everything is in order - precover, box spar insp. right up to final inspection, and including all paper work, the Design Inspector will write to DOT and recommend a flight permit. If there are any problems, the Designee can defer to the DOT.
- It is felt that builders likely will be more comfortable with Designees than DOT Inspectors (less officialdom?).
- The appointment of Designee Inspectors does not mean that a builder cannot deal directly or exclusively with the DOT if he or she wishes.
- Designee Inspectors will be volunteers and unpaid.
- The Builder and Designee may wish to come to some agreement over travel costs if the Designee is required to drive a fair distance to visit the builder.
- If the DOT has to pay or reimburse Designee Inspectors, charges for inspections may be made.
- The Designee's basic function is to help the builder.
- Courses at DOT's Cornwall training facility are propose for potential Designee Inspectors, plus inspection of 2 or 3 aircraft with a DOT Inspector. The Department still needs to prepare a manual for guiding Designee Inspectors. Renewal of appointment via review of capabilities for Designees is a possibility.
- The program is expected to be in effect in a year or so but there is a lot of work to be done yet in writing manuals and ironing out some of the points noted above.

Gloucester, Ont.,  
17 May 1985.

AN OPEN LETTER TO EAAC

Although I did not renew my membership in EAAC after the formation of the "new" EAAC Tech Committee, (the original Tech Committee hasn't disbanded, it merely became incorporated as the Canadian Aerosport Technical Committee), I still manage to keep in touch with developments in EAAC by reading a friend's copy of the Canadian Sport Aviation Magazine. In the latest issue I read in the President's message that EAAC is to provide a strong voice to the Government on behalf of sport aviation in Canada. I would assume that it would also represent Canadian EAA members to EAA HQ. This is a very commendable undertaking provided that the word "strong" means more than just loud, i.e. logical and rational among other definitions. However, a recent incident where EAAC HQ staff put the Department of Transport in an embarrassing situation certainly doesn't impress me as being either logical or rational and the reaction of some DOT staff is along this same line.

Many years ago, Ted Slack, as chairman of the original EAAC Tech Committee, started talking to DOT about a possible future program of inspections of amateur built aircraft by approved designees. In recent months, discussions between DOT and EAAC resulted in DOT arranging a Designee Symposium to be sponsored by DOT at their facility at Cornwall. Among those invited to attend, by DOT, were Ted Slack and Bill Roderick, the structures specialist with the original EAAC Tech Committee and now with the CASTC. You can imagine DOT's consternation on being advised, some three days before the start of the symposium, that EAAC would boycott the symposium if Ted Slack and Bill Roderick were attending. The initial reaction of one DOT official was "to cancel the whole thing". However, considering the late date of this notification and the time and effort already expended by DOT in arranging speakers, accommodation and meals, DOT really had no alternative but to explain the situation to Ted two days before the symposium was to start and then keep their fingers crossed. Naturally, Ted said that he and Bill would not attend which initially relieved the DOT staff official but does anyone think that the DOT airworthiness staff was impressed by this "strong voice"?

Nor is this the first time that this sort of thing has occurred. In August, 1984, Charlie Shuck, the EAA Washington representative and co-chairman of the EAA Technical Safety Committee, called a meeting at Oshkosh to discuss procedures for Canadian Warbirds flying into the USA. Attending this meeting were some EAA and FAA representatives. Ted Slack, Lawrence Shaw and Wayne Stevenson also were there. Before Ted arrived at the meeting room, Lawrence Shaw advised Charlie Shuck, who was chairing the meeting, that he did not want Ted attending the meeting. Charlie Shuck, both surprised and annoyed, replied that Ted was there at his invitation since he was the other permanent co-chairman of the EAA Technical Safety Committee. Does anyone think that this blunder could lead anyone in EAA HQ to be impressed by this "strong voice"?

What is even more puzzling is a letter from Shaw to Ted Slack dated 12 March 1985 in which he says "I send you greetings from the Executive of E.A.A.C. Bill Laundry tells us you are well and active in Ottawa and carrying on to better the cause of Sport Flying, which is a matter of mutual interest with ourselves." The letter goes on to request Ted to consider carrying out work leading to the type certification of the Polywagon and ends with "We are hopeful that the future will present other opportunities to make use of your interest in aviation matters." What a change of heart between that date and 24 April 1985.

The Senior Dictionary of English defines Paranoia as ".... delusions of persecution or grandeur." I'm not sure that Ted's presence at any aviation event should be interpreted as an act of persecution against anyone else in attendance. Also, Ted has worked quietly and tirelessly for the past fifteen years to the benefit of the amateur built movement, both in Canada and the States, and has done, with his committee experts, more to advance the amateur built movement in Canada than any other person. Yet he has no delusions of grandeur, leaving that for others who seek it.

Why this letter? It is my fervent hope that the present EAAC management will outgrow the paranoia that seems to follow any mention of the original EAAC Tech Committee because CASTC, the Canadian Aerosport Technical Committee Inc., is still working steadily and quietly with DOT on projects which will continue to benefit the



Canadian amateur built and ultra-light enthusiasts. Why not let's work together? If there is no change of heart then I fear that EAAC will just have to boycott this year's annual EAA Fly In Convention at Oshkosh. Ted, Bill Roderick and Murray Morgan have been invited, by EAA, to give papers there and they are going!

*George W. Reid*  
George W. Reid

EAA 14750

### WANTED

140-160 hp Lycoming propeller, 600x6 main wheels, tail wheel, instruments, etc.

Garry Fancy

225-0454

### FLY MARKET

THE CHAPTER WILL BE HOLDING A FLY-MARKET IN CONJUNCTION WITH THE CORN ROAST. ANYONE INTERESTED IN BUYING OR SELLING USED AIRCRAFT PARTS - BRING THEM OUT AND/OR BRING YOUR WALLET.

PLEASE CONTACT GARRY FANCY BEFOREHAND IF YOU ARE PLANNING TO SELL PARTS. (225-0454).

# WEST CARLETON AIR SHOW

## WELCOME

The West Carleton Airshow Association would like to welcome you to the First Annual West Carleton Airshow. We hope you will enjoy the exhibits and events that are planned.

We would like to thank the following companies and organizations for their time and assistance in making this event possible:

Municipality of West Carleton

Mylight Flight Center

Bradley Air Services

Sypher Consultants

Mediaplus Advertising

Ottawa Citizen

Design Aerographics

Parkinson Quickprint

CFB Carp

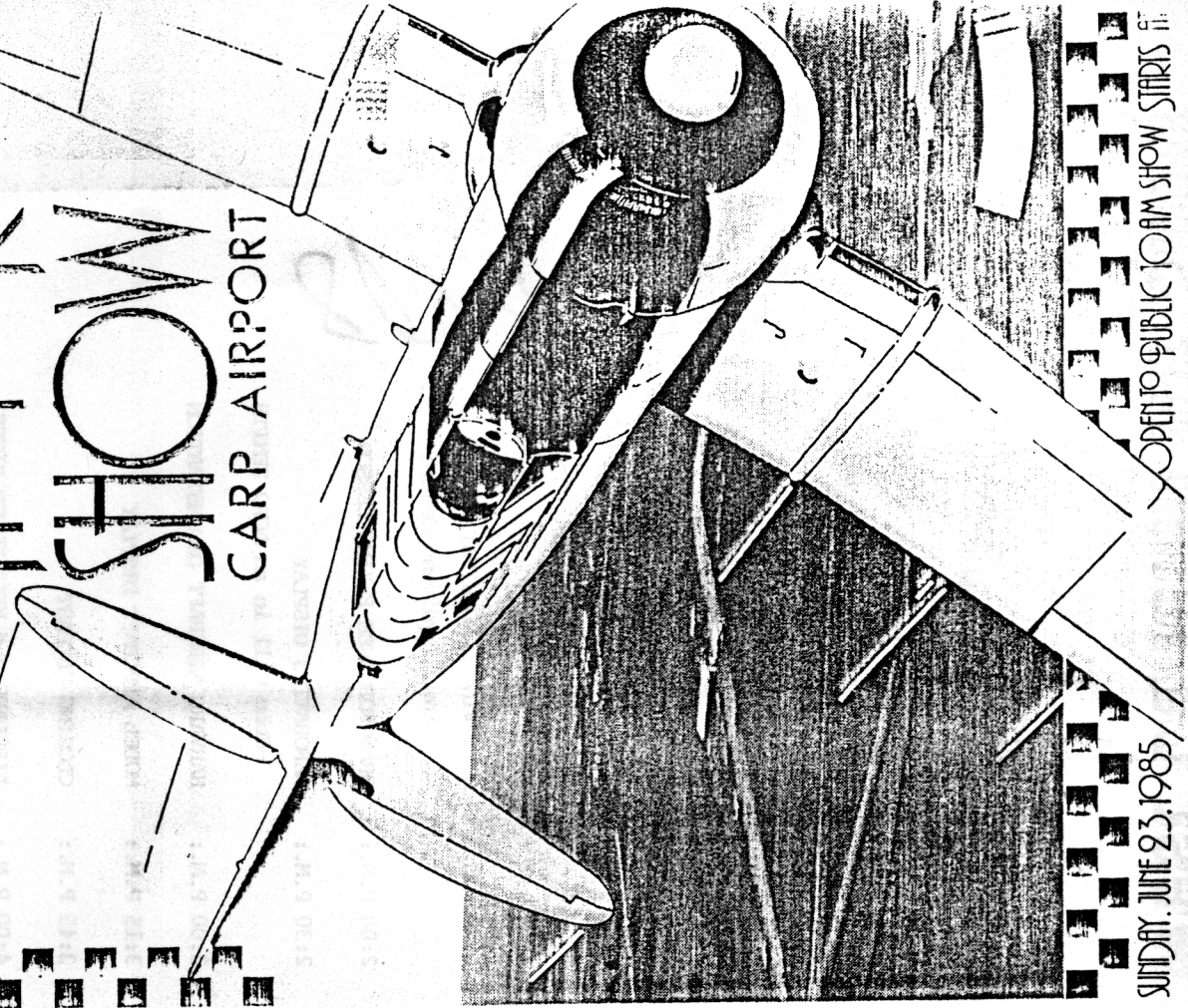
Ontario Provincial Police

EAA CHAPTER 245 OTTAWA

We would also like to express our gratitude to all those volunteers whose time and hard work transformed an idea into reality.

WE HOPE TO SEE YOU NEXT YEAR AT THE 2nd ANNUAL WEST CARLETON AIRSHOW

FIRST ANNUAL  
WEST CARLETON  
AIR  
SHOW  
CARP AIRPORT



SUNDAY, JUNE 23, 1985

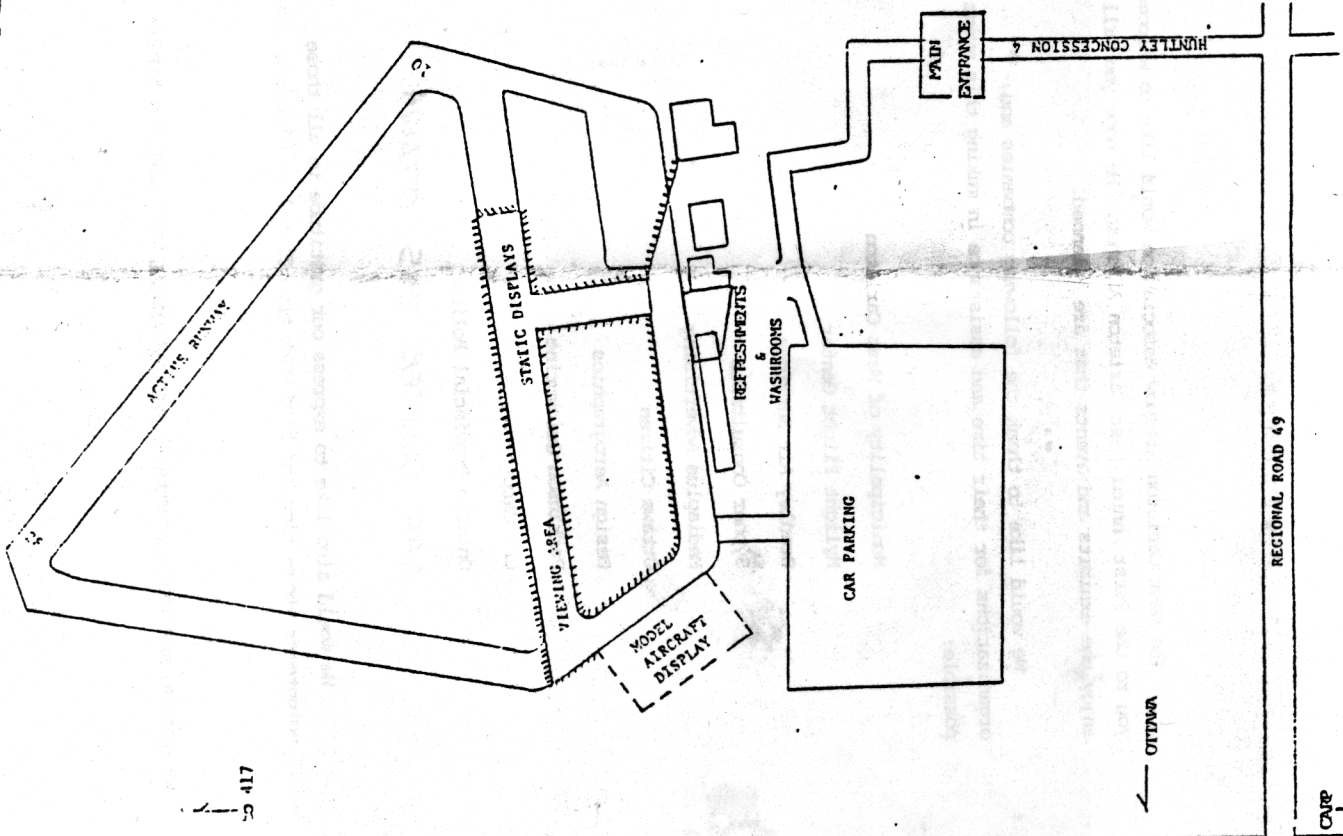
OPEN TO PUBLIC 10 AM SHOW STARTS AT 11 AM

# West Carleton Air Show

PROGRAMME

- 10:00 A.M.: FIELD OPEN TO GENERAL PUBLIC
- 10:30 A.M.: AIRPLANE and HELICOPTER RIDES  
HOT AIR BALLOON RIDES  
STATIC DISPLAYS
- 1:00 P.M.: AIR SHOW OPENING AND FLAPAST:
- 1:10 P.M.: DC-3 TAKE-OFF WITH JUMPERS
- 1:20 P.M.: AEROBATICS DISPLAY  
-Jay Hunt in an ACRO ZENITH
- 1:40 P.M.: SKYDIVING DEMONSTRATION  
-Ottawa Skydiving Centre
- 2:00 P.M.: DRAW FOR FREE FLYING LESSON
- 2:30 P.M.: AEROBATICS DISPLAY  
-John Gill in an ACRO ZENITH
- 3:00 P.M.: HARVARD AIRCRAFT DEMONSTRATION
- 3:15 P.M.: MODEL AIRCRAFT DISPLAY
- 3:45 P.M.: CLOSING FLAPAST
- 4:00 P.M.: AIRPLANE and HELICOPTER RIDES

417



FOR ASSISTANCE CONTACT SHOW PERSONNEL WEARING A " RED CAP "

*SPM Show*