

NEWS AND NOTES OF CHAPTER 245 EAA OTTAWA AREA

March 1973

No. 3

PRESIDENT : Jim Bradley RR #1 Carp, Ont. VICE PRESIDENT: Red Morris

TREASURER: Don Kernohan

SECRETARY: Frank Cianfaglione

NOTICE: Meeting on March 16, 1973
8 pm at the War Museum.

AGENDA: A talk on Search and Rescue Techniques

by S & R experts from Trenton, Ont.

CHAPTER 245 FLYING CLUB

A founding meeting was held and the club was founded. The aircraft should arrive in a few weeks and members will be checked out by a qualified flying instructor. A list of club rules has been sent to the members with this newsletter. If anyone is interested in joining, contact Bob Carducci at 992-2292 or Frank Cianfaglione at 731-5001.

INSTRUMENTATION FOR HOMEBUILTS

We have known sportplane builders to approach the problem of instrument panel arrangement in much the same way some women undertake the rearrangement of their furniture...their objective being aesthetic eye appeal rather than functional need.

The minimum instrumentation required for VFR day flights are:

Airspeed Indicator
Altimeter
Compass
Tachometer
Oil Pressure Guage

Temperature Guage for liquid cooled types
Oil Temp for Air Cooled types
Fuel Guage for each tank
Landing Gear Position indicator for
Retractable Gear types.

PANEL LAYOUT - For the real fun airplanes like the Pietyenpol, Volksplane, Scooter or any other where the minimum VFR instruments will be installed place the airspeed indicator on the immediate left followed in order by the altimeter, tachometer, oil pressure guage and oil temp. guage.

If you want a panel with a bit more utility than the bare minimum VFR instrument requirements consider adding a turn-slip (turn-bank) indicator. The turn and slip indicator is inserted between the airspeed indicator and the altimeter. Of course, if you add a turn and slip indicator you will have to install a venturi or a vacuum pump.

High on a priority list of optional instruments are a cylinder head temperature gauge and a 0 to 2000' vertical velocity indicator (rate of climb). The cylinder head temperature guage, during the early testing stages helps reassure you that your cowling, baffles and cooling system are doing their job effectively.

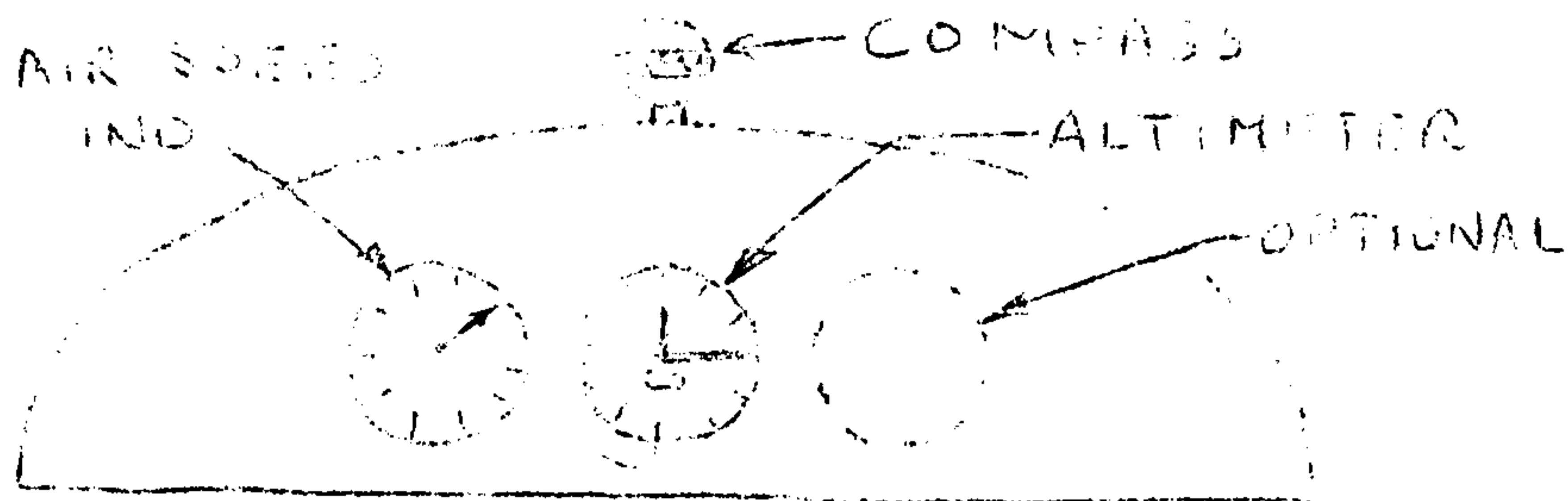


FIGURE 1

PRIMARY ARRANGEMENT

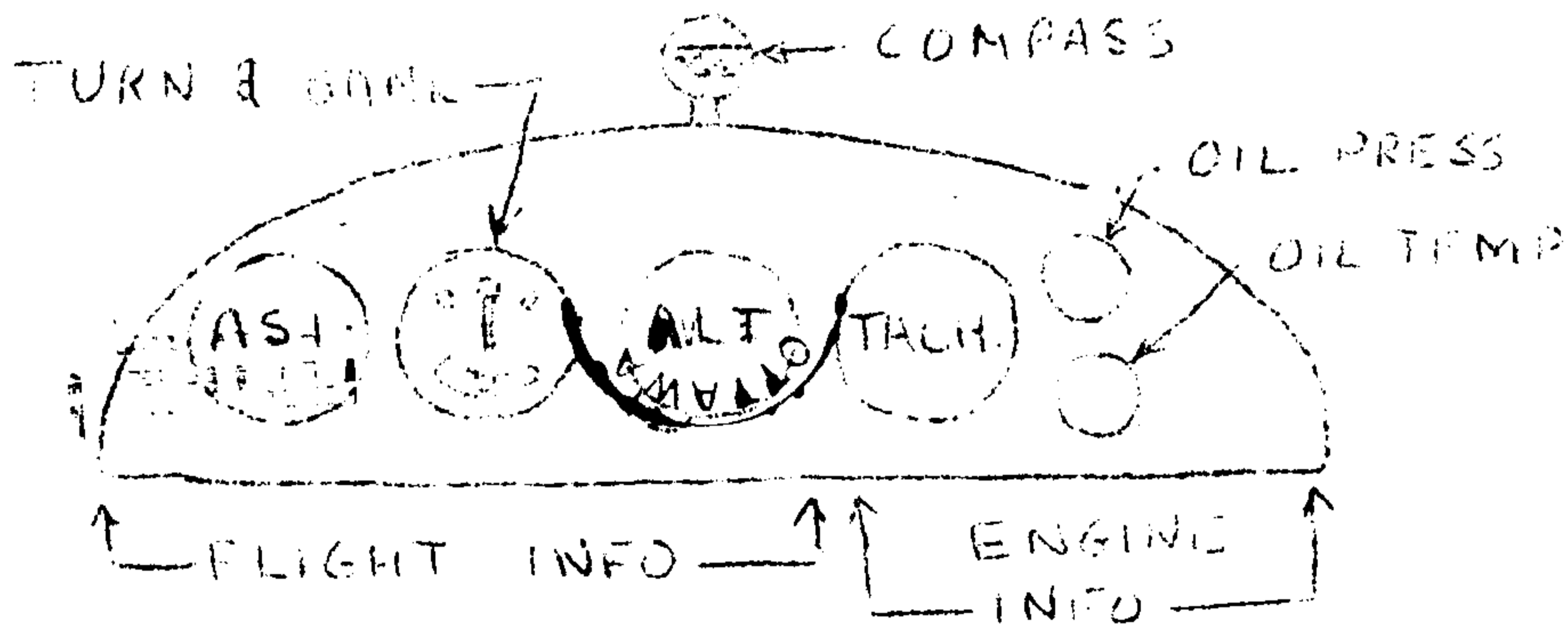


FIGURE 2

OTHER CONSIDERATIONS

Crash worthiness ... Avoid sharp edges resulting where the cowling or coaming extends beyond the instrument panel in the cockpit area. Pad the edges, cut them short or round them off...and knobs, toggle switches and other protrusions directly in front of the pilot and/or passenger ... do you have to put them there?

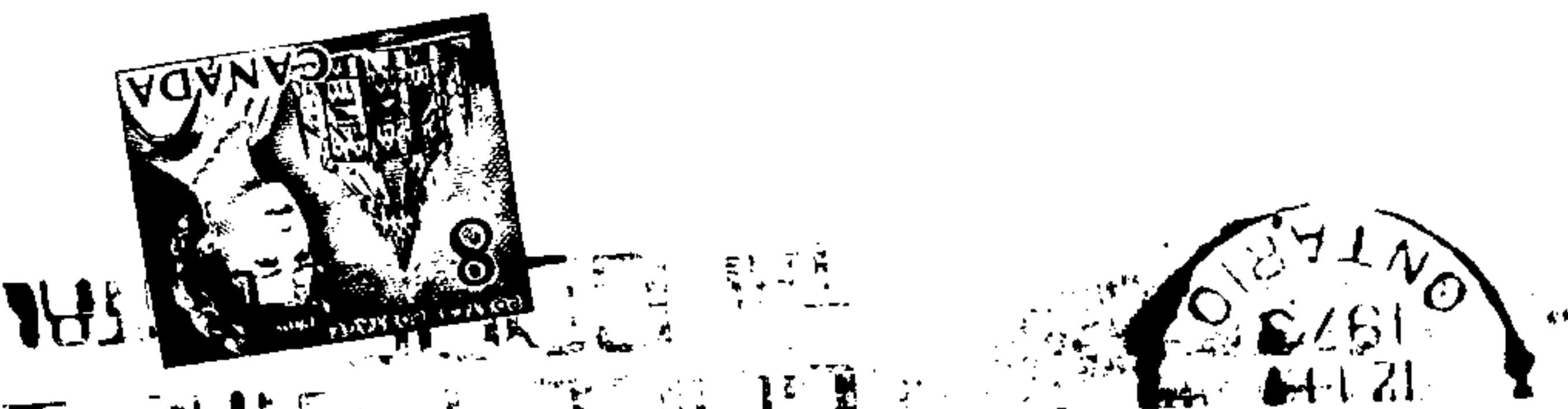
Accessibility ... You must be able to reach all controls and be able to activate them through their entire range of operation.

Security of mounting...A single instrument is fairly light in weight but several together make a pretty heavy load. Make sure that your panel material is stout enough to do the job.

Maintenance considerations ... Did you provide for future maintenance or replacements? Remember it is very difficult to work behind a crowded instrument panel with limited access.

COSTS In order to reduce costs involved with postage, this will be the last newsletter to go out to the entire mailing list. In future, only paid up members will receive a mailed copy of the newsletter. Of course they will be available at the monthly meeting.

*Mr. Alan Peterson,
7 Dickson St.,
Ottawa K2H 7H6.*



QUESTIONNAIRE ON THE FORMATION OF A LOCAL EAA FLYING CLUB

A committee composed of Robert Carducci, Frank Cianfaglione and Red Morris discussed the formation of a local EAA flying club. More specific figures are provided below but in essence the following points would apply:

- the member must be a local EAA club member
- Licensed pilots only - no students
- full hull and liability insurance would be provided
- there would be a fixed monthly cost, the amount depending on whether the aircraft is bought or leased
- there would be an hourly charge for flying the bird

PLEASE FILL IN THIS QUESTIONNAIRE AND MAIL TO F. CIANFAGLIONE, 900 GARWOOD AVENUE OR BRING IT TO THE MEETING.

Approximate costs (information valid for 1972)

Aeronca/150 type aircraft. . . . \$7.00 per hour
 Cessna 172 type aircraft. . . . \$12.00 per hour

QUESTION 1 . Are you interested in the formation of a local EAA flying club based on the approximate costs above

YES OR ~~NO~~

(Some people want to fly to maintain proficiency, some wish to take up their friends, some prefer cross country once in a while, some all the time. The answer will govern the choice of aircraft needed.

QUESTION 2 . What would you want the aircraft for? Express in %

<u>70%</u>	<u>30%</u>
Local Recreation Flying	Cross country

Will you fly by yourself or do you take people up with you? This will be a factor in the size of aircraft needed. A 2-place aircraft is cheap to buy, simple to maintain, has lower insurance rates, would have a lower monthly fixed rate and have a lower hourly charge. A 4-place aircraft would have just the opposite but would have more sophisticated instrumentation, longer range, more comfortable, and you could carry some people.

QUESTION 3 . As our first type of aircraft, what would you want?

<u>2-place</u>	<input checked="" type="checkbox"/> <u>4-place</u>
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The argument of tail dragger vs. nose wheel has been heard by everyone. One thing to consider is that lower hour pilots would have fewer incidents with a nose wheel aircraft.

QUESTION 4 . What would you want?

<input checked="" type="checkbox"/> <u>Nose wheel type</u>	<u>Tail dragger</u>
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Now we must obtain the aircraft - do we buy or do we lease?

Here are the pros and cons:

Leasing - higher monthly fixed cost
 higher per hour cost
 much lower initiation fee (non returnable)

Buying - lower monthly fixed cost
 lower per hour cost
 significant higher initiation investment

elected. The members present agreed with this proposal.

Hank Luimes showed some movies of Oshkosh '72 followed by an interesting showing of slides by Peter Plaunt of the various aircraft at Oshkosh.

Robert Carducci was appointed as head of a committee comprising himself, Frank Cianfaglione and Red Morris who will look into the possibility of forming a local EAA flying club for EAA members. The committee subsequently held a meeting on October 23 and a questionnaire asking members for particular information was made up and appears at the end of this issue. The results of the committee study will be presented at the next meeting of the information is received from the members.

CONTINUATION OF QUESTIONNAIRE

QUESTION 5 . Would you be prepared to invest in the purchase of a share of an airplane? If so, how much could you afford - - or would you prefer to lease?

_____ _____ _____ _____
\$100. \$250. \$500. LEASE

We've got the airplane, but where do we keep it? Tie down at Uplands could cost the member about \$1.00 per month plus the mandatory radio requirement. Rockcliffe would be less.

QUESTION 6 . Where would you want the aircraft based?

Rockcliffe

Uplands

ADDITIONAL COMMENTS