

NEWSLETTER

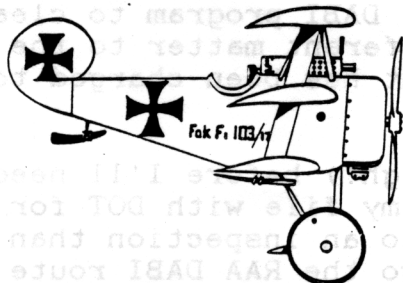
Carb Heat

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

EAA CHAPTER 245 ANNUAL FLY IN BREAKFAST

Bacon - Eggs - Pancakes



SUNDAY Sept. 16 1990

WELCOME TO ALL

3 AM to 12 PM IN THE CHAPTER HANGAR

Rain or Shine ☺
IFR - VFR

CARP ONT.

JULY-AUGUST-90

Next Meeting:

FRIDAY JULY 20

7:30 P.M.

CARP.

Topic: GOING TO
OSHKOSH!

ALSO: FLY-IN BREAKFAST
INFO.

PRESIDENT: Lars Eif 837-6680

VICE-PRESIDENT: Gary Palmer 596-2172

SECRETARY: Andy Douma 591-7622

TREASURER: Deric Dods 692-6121

EDITOR: James Oliff 256-4316

AIRCRAFT OPERATIONS: Dick Moore 836-5554

SPECIAL EVENTS: Gord Standing 224-2879

PUBLISHING: Dick Moore 836-5554

MEMBERSHIP: Rodney Stead 836-1410

ROW HANGERS:

President's Corner

Summer has finally arrived in Eastern Ontario and Western Quebec! I believe it was last Monday. Maybe next year it will stay longer. Hopefully, there will be a few more good days for flying, but this year has sure been miserable weatherwise. 'Not just the weekends, either, but even the workdays seem to be cloudy with a threat of rain. The weather overshadowed both the events that we took part in during the busy month of June: the National Aviation Museum outdoor display and the barbeque that we provided for the 99s' Poker Run. Fortunately, the spirits of the participants were not nearly as damp as the weather. By the way, I'd like to formally thank Andy Douma and the many Chapter volunteers who came out on June 16 to help with the barbeque. The hamburgers were delicious! I know that the 99s appreciated your help as well.

The mail bag has been extremely full this month, so as usual, I'll just touch on the highlights. First of all, each of you who have registered the construction of an amateur-built aircraft with Transport Canada and live in Ontario, should have received a letter and form from the Ontario Regional Manager asking you to elect inspection by RAA DABI or by DOT Airworthiness Inspector. I was a bit confused at first as to why there was no mention of EAACC Amateur Built Inspectors, until I received the latest newsletter from RAAC. (Yes, I am a member of RAAC...for the same reason a lot of RAAers are members of EAA - a great magazine!) This newsletter was an account of the RAA Directors' meeting held on June 9, 1990 and I quote:

"Howard (Bexon) pointed out to the meeting that the current re-establishment of the original DABI program to clean up the backlog in Ontario, is a different matter to the permanent program initiative that has been charged to the TCAO (sic) headquarters."

As it will take another year (sigh!) before I'll need a pre-cover inspection, I elected to leave my file with DOT for the time being. If you are a lot closer to an inspection than that, you may have no other choice but to go the RAA DABI route for now. It's an individual choice.

While still on the topic of airworthiness of amateur-built aircraft, I received a request from Rem Walker to comment on the latest draft of Chapter 549 Section 3 which addresses the evaluation of amateur-built aircraft kits to determine compliance with the major portion (51%) rule. It's a rather thick document, so forgive me that I don't mail a copy to all 66 chapter members; it would kill the postage budget for a year if I did. In any case, we have to reply no later than Sept 15, so those who do receive the copies, please get your comments in to me as soon as possible.

South of the border, the folks at Oshkosh appear to reach a pinnacle in the selection of events each year, only to outdo themselves the following year. This year, Oshkosh 90 will feature not just the 50th anniversary of the Battle of Britain, but also... (drumroll!) ...the Stealth Fighter This translucent



NEWSLETTER

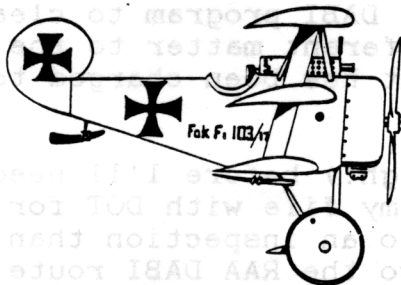
Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

Carb Heat

EAA CHAPTER 245 ANNUAL FLY IN BREAKFAST

Bacon - Eggs - Pancakes



SUNDAY Sept. 16 1990

WELCOME TO ALL

3 AM to 12 PM IN THE CHAPTER HANGAR

Rain or Shine
IFR - VFR

CARP ONT.

JULY-AUGUST-90

Next Meeting:

FRIDAY JULY 20

7:30 P.M.

CARP.

Topic: GOING TO OSHKOSH!

ALSO: FLY-IN BREAKFAST INFO.

PRESIDENT: Lars Eif 837-6680

VICE-PRESIDENT: Gary Palmer 596-2172

SECRETARY: Andy Douma 591-7622

TREASURER: Deric Dods 692-6121

EDITOR: James Oliff 256-4316

AIRCRAFT OPERATIONS: Dick Moore 836-5554

SPECIAL EVENTS: Gord Standing 224-2879

PUBLISHING: Dick Moore 836-5554

MEMBERSHIP: Rodney Stead 836-1410

ROW HANGERS:

President's Corner

Summer has finally arrived in Eastern Ontario and Western Quebec! I believe it was last Monday. Maybe next year it will stay longer. Hopefully, there will be a few more good days for flying, but this year has sure been miserable weatherwise. 'Not just the weekends, either, but even the workdays seem to be cloudy with a threat of rain. The weather overshadowed both the events that we took part in during the busy month of June: the National Aviation Museum outdoor display and the barbeque that we provided for the 99s' Poker Run. Fortunately, the spirits of the participants were not nearly as damp as the weather. By the way, I'd like to formally thank Andy Douma and the many Chapter volunteers who came out on June 16 to help with the barbeque. The hamburgers were delicious! I know that the 99s appreciated your help as well.

The mail bag has been extremely full this month, so as usual, I'll just touch on the highlights. First of all, each of you who have registered the construction of an amateur-built aircraft with Transport Canada and live in Ontario, should have received a letter and form from the Ontario Regional Manager asking you to elect inspection by RAA DABI or by DOT Airworthiness Inspector. I was a bit confused at first as to why there was no mention of EAACC Amateur Built Inspectors, until I received the latest newsletter from RAAC. (Yes, I am a member of RAAC...for the same reason a lot of RAAers are members of EAA - a great magazine!) This newsletter was an account of the RAA Directors' meeting held on June 9, 1990 and I quote:

"Howard (Bexon) pointed out to the meeting that the current re-establishment of the original DABI program to clean up the backlog in Ontario, is a different matter to the permanent program initiative that has been charged to the TCAO (sic) headquarters."

As it will take another year (sigh!) before I'll need a pre-cover inspection, I elected to leave my file with DOT for the time being. If you are a lot closer to an inspection than that, you may have no other choice but to go the RAA DABI route for now. It's an individual choice.

While still on the topic of airworthiness of amateur-built aircraft, I received a request from Rem Walker to comment on the latest draft of Chapter 549 Section 3 which addresses the evaluation of amateur-built aircraft kits to determine compliance with the major portion (51%) rule. It's a rather thick document, so forgive me that I don't mail a copy to all 66 chapter members; it would kill the postage budget for a year if I did. In any case, we have to reply no later than Sept 15, so those who do receive the copies, please get your comments in to me as soon as possible.

South of the border, the folks at Oshkosh appear to reach a pinnacle in the selection of events each year, only to outdo themselves the following year. This year, Oshkosh 90 will feature not just the 50th anniversary of the Battle of Britain, but also...(drumroll!)...the Stealth Fighter This translucent

visitor to the Convention will arrive on Friday, 27 July and depart on Sunday, 29 July, so that's the time to be there for a glimpse of the "Black Jet".

Other EAA news is that the EAA chapter in Windsor Ontario has been recently revived by a group of amateur-builders there. As soon as I get their address, I'll put them on our mailing list. A quick look at the four newsletters we received shows that RAA Oshawa held a Yard & Aviation Sale in May and a Chapter Barbecue in June. The Stanley Sport Aviation Association in Nova Scotia will be having a Fly-In in September which will feature a Bake Table and a Fish Pond for children, all courtesy of the Lady's Wing of the Association. The EAAsy Flyers of EAA 911 are currently building a clubhouse at their local airport which I believe is Peterborough. Chapter 266 Montreal held their 25th Anniversary Dinner in May and a Fly-In camping weekend in June at St. Lazare. 'Hope it didn't rain.

I won't steal the thunder from Chapter Quill Roger Fowler about last month's meeting (as if I could!) but I'd like to thank our VP Gary Palmer for the fine job of MCing the meeting and for giving me a rest. 'Heartiest congratulations to the father and son team Jim and Tim Robinson on receiving the plaque to commemorate the first flight of the Zenith 250TD last September. Also thanks to Luc Martin and Andy Douma for their accounts of buying an amateur-built project which is "85% complete; 90% left to go"! And of course thanks to Gord Standing for the usual fine fare of coffee and donuts. How many noticed that it was PERKED coffee and not instant this time? 'Tasted great, Gord!

Finally, there was the National Capital Airshow. What a high and what a low! The high point of the two-day show had to be the exhilarating performances of the Russian pilots of that fantastic MIG 29. To see that aircraft do the tail slide and the "Cobra" was worth the price of admission alone... making the rest of the airshow a freebie. The low point, of course, was the tragic loss of a fine airshow pilot and a beautiful Mustang. According to James Oliff, who had met him at a number of previous airshows, Harry Tope was a fine gentleman who will be sorely missed on the airshow circuit.

All in all, I enjoyed the airshow and felt it was well organized, both the static display and the aerial performances. It's incredible how commercialized has become the old tradition of swapping squadron crests. The one my son bought was pretty enough, but nine bucks plus change for a three-inch crest seems a bit steep... maybe I'm living in the past. (His Vuarnet shirt and Rebok shoes cost a lot more than that!) Anyway, the attendance of 90,000 on Saturday and over 100,000 on Sunday was gratifying and indicates that the show has a good chance to continue to exist in the future.

That's it for now. There will be regular chapter meetings on 20 July and 17 August, but because of the holiday season, we'll keep the meetings more social than educational. By all means come out and have a cup of coffee if you're in town. 'See ya there!

Lars

MINUTES OF JUNE 15 MEETING HELD AT CARP

Traditionally, our June meeting at Carp is an awards night chaired by the Vice-President. President, Lars Eif, thus enjoyed a well-earned rest while Gary Palmer called the meeting to order at 8:03 and welcomed guests to the chapter meeting.

PRESIDENT'S REPORT: Lars thanked those who came out to greet Rem Walker during his visit to our Carp facility and noted that he had already received a thank you letter from Rem.

At the recent Rockliffe Fly-In , the **Robinsons** displayed their **Zenith** along with other Rockliffe residents, a Dragonfly and a Varieze. **Eric Taada** and **Irving Stone** (wearing Sou'westers, one presumes) intrepidly piloted their open cockpit **Pietenpol** to the show while **Andy Douma** defied torrential downpours and arrived in his spiffy **Jodel** via the GYW (Grove Your Way) navigational method.

The **DABI** program is in effect again, but under a new name which will not be specific to any one aviation group.

Gary then called for reports from various members, all of whom were models of brevity. (Where were they when Meech Lake was grinding on?) **Treasurer Deric Dods** noted that our finances were in good order. **Sec. Andy Douma** announced that he was ready for the 99s' Poker Run, but wasn't sure if the weather was. **Mister Membership Rodney Stead** remarked that several new members had recently joined. **Jim Bradley** commented that an RV6 friend from Victoria toured our Carp facilities and was both impressed and envious. **Special Events Co-ordinator Gord Standing** pointed out that CGAN had published our Sept. Fly-In and would continue to do so. **Ops. Manager Dick Moore** observed that the new field behind the new hangar needed some old-fashioned elbow-grease and soil to smooth out the humps and hollows. [On Sat. morning, I am pleased to announce, a small but determined gang tackled three huge truck loads of silt. **Tom Van Tuyl** kindly lent us his tractor which was ably operated by **Chief Diesel Dozer Laurent Ruel**. **Dick Moore** and **Roger Fowler** shovelled and wheeled the lovely muck, while **Ed Dobson**, **Gord Standing**, **Henri Beaudoin**, **Rodney Stead**, and **Stan Acres** spread it, all under the watchful eye of Dick Moore's father. It's amazing what can be accomplished in three or four fun-filled hours!]

Donning his electrical cap, Gary Palmers sadly pointed out that our free cable would not meet Hydro's requirements and that given the uncertainty caused by the imminent change of ownership of Carp Airport, it seemed best to wait before proceeding. Lars added that it will be at least another month before the deal is completed and that the prospective owners would--understandably--only discuss our plans when they were legally our landlords.

The **National Capital Airshow** is scheduled for the weekend of June 30-July 1 at Uplands. So far, our chapter has not been asked to provide a display but but Lars warned us that all this could change at the last minute. The Airshow features an excellent programme and promises to be very enjoyable.

Homebuilt First-Flight Award

After a couple of "bumper crop" years of three and four first-flight awards, the chapter came close to being skunked in 1989. Fortunately, Tim and Jim Robinson came through with their **Zenith** (first flight on Sept 29/89) and were proud recipients of a plaque honouring their achievement. Several more projects are nearing completion and should be flying by next year.

Show and Tell

The meeting then moved downstairs to the hangar where **Secretary Andy Douma** briefed us on the perils of buying a homebuilt project whose paperwork leaves much to be desired. Andy recently bought a **Zenith 250** project which had languished in a variety of places and with various owners. The plane began as a school project, passed through a succession of private hands and builders-- including the Zenair workshop--and was evidently inspected at the appropriate stages. Neither the owners nor the government seems to have documentation of these inspections, however, and since many components are now closed and impossible to examine internally, Andy has been desperately trying to locate the paperwork which will save him from the possibility of having to open up the wings or tail section to satisfy a inspector who cannot be certain that the plane was ever checked out. Andy hopes that all will end well, but cautioned us on the risks of buying a project whose documentation is problematic. In aviation, when it's "Signed, Sealed, and Delivered," make doubly sure about the signatures.

Luc Martin's SE5a Replica

What do **Luc Martin** and **WWI aces Mannock, McCudden, Ball, and Bishop** have in common? An **SE5!** And Luc doesn't have to worry about getting his tail shot off!

By the fall of 1916, it was painfully obvious to all that the trim German D-I and D-II Albatros fighters were vastly superior to the lumbering pusher-type British counterparts. In response, the British quickly designed a model called the SE5 which incorporated such novel features as a propeller-synchronized machine gun and a semi-enclosed cockpit. With a 150 h.p. Hispano-Suiza geared engine, the plane proved stable, strong, responsive at altitude, and generally exceeded expectations. Elated, the British soon began a production run while awaiting the arrival of 50 more Spanish engines. These motors arrived only slowly, however, partially because France was also using them and partially because Germany was pressuring Spain to remain neutral in the war effort. Britain's efforts to duplicate the Hispano-Suiza under licence were unsuccessful mechanically, and the French

firm, Brazier, produced such inferior versions that many motors didn't even survive the warming up process. The SE5a was born when a 200 h.p. Hispano-Suiza engine was installed, but the problem of suitable engines continued to plague the design. In Jan. of 1918, for example, there were 400 completed airframes awaiting engines and many were fitted with whatever was available. Despite these serious difficulties, the SE5a proved stable, easy to fly, and sturdy. The Red Baron, for example, claimed 9 of his 80 victories among the more fragile Camels but only 3 from the SE5s. Bishop claimed many kills in the SE5 and McCudden made 47 of his 53 with it. Ironically, the SE5 claimed McCudden's own life when its unreliable engine quit on take-off.

Luc's modern-day replica was purchased partially-built from the president of the Montreal chapter. Unlike its unsung original, his has a dependable Continental 65 up front. The project is well along but progressing more slowly than Luc would like, due largely to work commitments which restrict building time to week ends. Still, with a little luck, we'll all enjoy a bit of rare WWI aviation history sometime next year. The British have one airworthy SE5 and the EAA Museum has another on display but without its fabric. Hopefully, Luc will win back some of the recognition that the SE5 lost to the Sopwith Camel and Nieuport 17 due to its lack of a suitable powerplant.

Your faithful scribe,
Roger Fowler.

CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Two-Place Lazair. KFM engines, less than 10 hours TT. \$3900 negotiable. Contact owner through George Reid 749-0792.

1941 Aeronca Chief, 65 hp, 1650 TTSN. C of A to June 90. Totally restored in 1986. Always hangared. Asking \$11,995 or best reasonable offer. Contact Gord Coleman at (416) 298-1360.

Jodel D-112 100 hp Continental 290 hrs. Always hangared. \$8950. And, Douma 992-8659 days.

Piper Pawnee, 150 hp, \$17,000. Also Jurca Sirocco, 1980. 200 TTAF; no engine; retractable gear; radio, instruments. Nice machine. Best offer. Call Mike at (613) 729-3774.

PROJECTS AND PLANS FOR SALE:

Zenith CH701 Project. Plans, wing fittings, spars and ribs cut. Some sheet metal, rivets and tools. Asking \$1000. Peter Plaunt, Carp, Ont. (613)839-2283.

Interested in Group Building -Ownership of homebuilt Aircraft Contact Peter Patton at 731-2269

KR-2 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will sell for HALF or reasonable offer. Contact Mike Proulx (819) 827-1930.

Baby Great Lakes Project: Fuselage 90% complete; all ribs and spars; Continental C-85; MacCauley metal prop; all instruments. \$6500. James Oliff 724-6123.

Zenith CH 250, 75% complete, trike gear. Signed off by DOT, ready to finish closing. Wings and tail nearly complete. Includes gear, cowling and fairings. Asking \$6000 or will consider trade for CH 701. Call Jim Robinson at 830-4317.

Davis D2A plans. Call Russ Robinson. 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts:

- Propellers - 0 time constant speed
 - Wood pusher prop.
 - Zenair wood 68x46

Hanlon Wilson mufflers, Mooney Parts: Complete retract gear with 6.00x6

main wheels, 5.00x5 nose wheel. Also seats, fuel tanks, gauges, gyros, and control surface pushrods.

Airpath magnetic compass, 0 SOH 1987, base mount. \$100. Alex Fulton, 234-6753.

Brakes and wheels, Rosenhan. Suitable for Vari-Eze, Davis, etc. Offers welcome. Eric Taada 749-4264.

Vari-Eze landing gear legs. New. Contact Peter Plaunt, Carp, Ont. (613)839-2283.

FOR RENT: Hangar space for one aircraft at Carp. \$100 per month. EAA members only. Call 832-2691.

CLUB NEEDS

Platform weigh scale like type to weigh feed sacks. We have one, need a second one. Gas-powered snowblower needed.

Classified Editor: Lars Eif 837-6680.

Carb Heat July '90.

1990-10-16 1990
SUNDAY
WELCOME TO ALL

MEMBERSHIP IN THE CLUB HANGAR



Bring a smile to the club
FOR THE YEAR

ARP
ONT

EAA CHAPTER 245

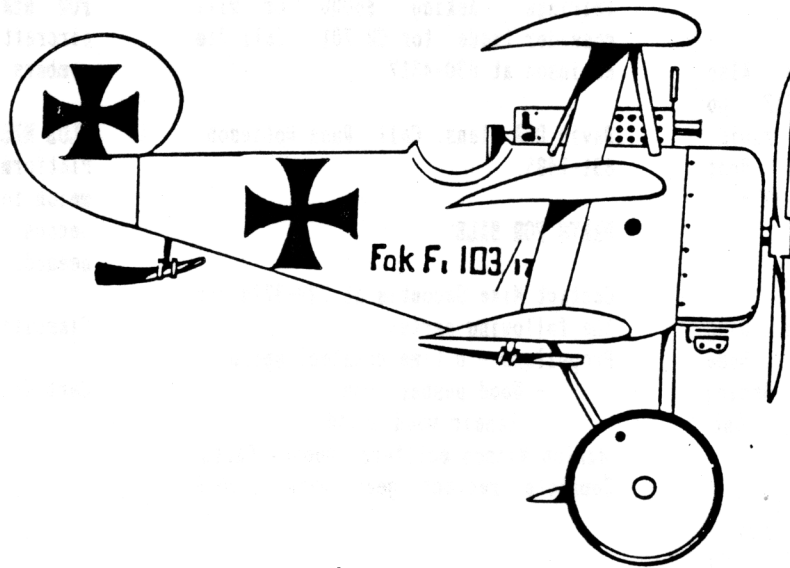
ANNUAL



FLY IN

BREAKFAST

Bacon - Eggs - Pancakes



SUNDAY Sept. 16 1990

WELCOME TO ALL

8 AM to 12 PM IN THE CHAPTER HANGAR



Rain or Shine
IFR - VFR



CARP ONT.