

NEWSLETTER

Experimental Aircraft

Chapter 245

Association of Canada

Ottawa, Ontario

President, Lionel
V/President, Frank
(Programme)
Secretary, George
Treasurer, Marc

Newsletter, Fr. John
Refreshments, Alex



Robidoux	731-5814
Cianfaglione	731-5001
Reid	749-0792
Bastien	234-8205
196 Besserer St.,	(Home:
Apt 2, Ottawa, Ont.	234-3220)
MacGillivray	998-3041
Fulton	234-6753

(Chapter Dues - \$7.50 per annum payable 1 January to Treasurer)

NOVEMBER 1976 - OTTAWA, ONTARIO

Meetings - 3rd Friday (normally) at the War Museum, 660 Sussex Dr. - 8 p.m.

(Opinions expressed in this Newsletter are those of the contributors and not necessarily the Experimental Aircraft Association of Canada)

OCTOBER MEETING

One of the surprising and encouraging things about EAA 245 is the large number of members who faithfully show up for the monthly meetings. The October gathering was held at Algonquin College with about 50 members in attendance. Your editor was a bit late in arriving due to a rush call to the hospital so please refer to the secretary's minutes "infra" for the details. (See page 5)

The majority of those present were in favour of the "Tool Bin" proposal to acquire a supply of seldom used, but essential, tools for the homebuilder and \$500.00 was voted for this proposal. This seems like a large dollop of cash but it is difficult to argue with the philosophy of putting our funds to work for the good of the members rather than just sitting on them. A "Tool Bin" is a rather unique idea that other chapters might adopt. Perhaps others are doing it already, but if so we haven't heard about it. Any queries and suggestions you might have should be directed to Frank Cianfaglione (see letterhead) who is in charge of the project.

Another item discussed at the meeting was the election of a new executive for the coming year. Lionel indicated that he would be stepping down as president and your editor would like to assist his successor in taking over your house organ.

George Reid accepted the nomination as chairman of a committee to come up with new slate of officers to be presented at the November 19th meeting. Anyone having suggestions along this line should contact George at 749-0792.

The October meeting was a technical session devoted to the use of aircraft adhesives for wood structures and was moderated by Frank, Russ Robinson and Gord Standing. One of the nice things about our tech sessions is that they have been conducted by non specialists who address the basic practical and fundamental aspects of the subject rather than get lost in far out developments. They learned the hard way through trial and error, study and research. This was certainly the case in this session. Should you plane or sand two surfaces to be glued? It appears most woods exude a bit of resin which oxidizes and forms a film on the surface and this inhibits a good bond unless it is first removed by sanding. A layer of dust from sanding doesn't do much good either unless it is removed. If the wood is too dry there is poor glue penetration and if it has too much moisture it will eventually shrink and weaken the glue joint. Some glues are water resistant while others are really boil proof. Resorcinal is one of the best adhesives and the brown colour gives a clear indication of the glue lines and any flaws in the joint. A good glue joint should have a very thin layer of adhesive, about 5 thousandths of an inch. Epoxy is even stronger and can be mixed in various ratios depending on how fast you want it to harden. A one to one ratio takes 4 to 10 hours but it may also be mixed in a 4 to one or 10 to one ratio. Most glues are designed to be used at a temperature of 70° to 75° because this is the working temperature in most manufacturing plants where they are used. Glues can also be prepared to operate at 350° in an oven. The average builder loses about 10% of each batch he mixes because this much is left over when the particular job for which it was prepared is done. It would help if the homebuilder could have some spare gluing jobs handy to use up the tail end of a batch of glue.

There were a lot of interesting facts about wood and woodworking and gluing shared at the meeting with demonstrations of the ingredients and mixing procedures for the various glues available and I would have got more out of it if I wasn't so busy talking newsletter to Bill Landry who will probably be taking over as editor after the December issue. It was a good meeting and many thanks to the members who attended, our moderators and Algonquin College.

Our November meeting will be held on Friday, 19 November at the War Museum at 8 p.m. It is most important to our organization that the new executive feel that they have the support and encouragement of the membership. Come along and bring an aviation friend.

CHECKPOINTS

New Members

The past two newsletters have neglected to welcome the new members who have become paid up partners of EAA 245. Their particulars may be found on the new page to be added to the list already published. We would like to welcome: Jim Tyler, Eston L. Burke, Eric Taada, and Ron Doyle all from Ottawa. New members Leonard Forsyth and Ernst Hamilton are from Gatineau and Russell respectively. It's nice to have you all aboard.

You chapter now has 84 paid up members. We encourage all our members to be part of the parent EAA organization and receive our magazine, Sport Aviation, each month. To join EAA write to: Experimental Aircraft Association, Hales Corners, Wisconsin 53130, fees at \$20.00 per year in U.S. funds which would be \$19.00 plus in Canadian money depending on the exchange rate when you get your money order or postal note. A subscription to Sport Aviation is worth the fee and you are part of a world wide organization with members and chapters in 30 or more different countries around the globe.

This newsletter should have an add sheet of members who have joined since the original list appeared in the March issue. We would like to do the whole thing over and the back page will tell you if this was possible.

EAAC

EAA of Canada is a loosely knit union of Canadian EAA members and chapters put together about 10 years ago to fill the need for an organization to address itself to specific problems of amateur built aircraft in this country and to facilitate relations and negotiations between the Canadian homebuilder movement and the Ministry of Transport. Since about half of the 40 or so Canadian chapters are located in Southern Ontario, EAAC has been centered there with Herb Cunningham as president. There is an EAAC Technical Committee of qualified EAAC members who make recommendations and who work closely with the MOT on such matters as the approval of homebuilt aircraft for aerobatics and various design considerations involving safety.

This summer Herb decided to step down and the new president of EAAC is C.R. Goguillet, 953 Kirmond Crescent, Richmond, B.C. V7E 1M7 phone 604-277-8727. The vice president is Tony Swain, secretary Barry Kingston and treasurer is Frank Stevens.

In the past the members and chapters in the west have felt neglected. Now that the centre of gravity of EAAC has moved to B.C. it will be interesting to see what developments occur in the organization. Your newsletters will try to keep you abreast of any such developments that come to our attention.

I Believe! I Believe!

The big oil companies spend millions on advertising and it's paying off. I for one am totally convinced of the value of no lead in fuel. I'm just about ready to pull up stakes and move to "Chicoutimi or Nippigon or Port Alberni or old St. John's" after being continually reminded on TV that there's no lead fuel available there. I believe, I'm convinced, you win, no lead is definitely the answer. So how come there is still so much talk of eliminating good old low lead 80 octane and replacing it with 100L which has almost 5 times as much lead. If no lead or low lead is so great for spark plugs, muffler and exhaust systems, valves and clean air why inflict the dirty leaded stuff on aviators by cutting out the nice clean low lead 80/87? If what the million dollar pitch says is really true, someone had better get the act together and get all hands playing the same tune, otherwise the whole multi million dollar spiel is contradictory, phoney and nothing but a big put on. And they say nobody watches TV ads. It makes you think, doesn't it? I hope it makes the sponsors think too. I'm thinking too, that when I have the chance I'll patronize that particular company since they seem sold on no lead and usually still have some 80/87 available. How about you?

Something else Mr. Sponsor might think about is that, using average figures, 800,000 pilots in the U.S. and Canada in the next year will spend about \$300,000,000.00 on car gas. Will they spend it with a company sympathetic to their aviation needs or with one that apparently couldn't care less? Guess?

Chapter Plane of the Month - No. 1

This issue contains a write-up about the pride and joy of one of our members, Greg Milne's PA 12. It would be nice to have one on a different plane each month. Nobody knows your plane better than you so how about a write-up for the next issue?

For The Record

How many homebuilts have been completed and flown by members of EAA 245? Two or three, a dozen, thirty or forty? Your editor for one hasn't a clue but along with the membership at large, especially newcomers, would be most interested in finding out. Some projects like Lionel's T. 18 have since acquired new owners, others may have been written off or sold before completion. It would seem like a worthwhile project to dig up this information and keep it on file.

We would like to appeal to all members for this information which should include the following details:

TYPE _____ REGISTRATION _____

ENGINE _____

PROJECT STARTED _____

1st FLIGHT (OR PERCENTAGE OF WORK
DONE TO DATE) _____

COLOUR SCHEME _____

HOURS TO DATE _____

LOCATION OR BASE _____

MODS OR FEATURES _____

IF SOLD, PRESENT OWNER & LOCATION _____

COST OF PROJECT _____

COMMENTS (PERFORMANCE OR CHARACTERISTICS) _____

Your editor would appreciate this information by phone or a note in the mail. Let's try as they say, get it all together.

**MINUTES OF EAA (OTTAWA) CHAPTER 245 MEETING
15 OCTOBER 1976**

1. In opening the October meeting the President, Lionel Robidoux, explained that the programme was technically oriented around the subject of glues and gluing. For this reason, the business part of the meeting was kept as brief as possible.

2. At the September meeting, a small committee was formed to look into the subject of establishing a chapter pool of important, but seldom used, tools, i.e. used for a project and then set aside. It was felt that the establishment of such a pool would be of great assistance to the members who had projects underway. The committee consisted of Frank Cianfaglione, Peter Plaunt and Jean-Marc Bastien.

3. Frank reported that the committee had met and had drawn up a tentative list of tools which would be useful to the members. It included:

- a. Nico press tool,
- b. Shock cord tool,
- c. Dyus fastener tool,
- d. Scales - 0-1,000 lbs (3)
- e. 1/4" - 3/8" tube benders
- f. Hose fitting tool,
- g. Whitney punches,
- h. Rivet cutter,
- i. Spring wire coil type tube bender,
- j. Flaring tool,
- k. Bucking bars,
- l. Rivet set,
- m. Bending brake,
- n. Cleco fasteners,
- o. C clamps,
- p. Compressor,
- q. Good spray gun.

4. Members were invited to advise the committee members of other desirable and seldom used tools. It was suggested that no charge should be levied for the use of these tools, but perhaps a deposit should be paid when the tool is drawn out and returned after it is brought back. This led to a discussion of where the tools would normally be kept and who would be responsible for booking them out and in again. One suggestion was that a tool list should be made up which would indicate which member was the custodian of a particular tool. In this way the tool inventory could be spread among many members and the job of keeping track of them would not become an onerous task for any one member. The committee will look into this suggestion further.

5. To indicate action of this project it was moved by Horst Pfaus and seconded by Bill Argue that the sum of \$500.00 be set aside for the purchase of tools for the chapter. Motion was carried.

6. The President reminded the members that the annual election of chapter officers would take place at the November 19th meeting. To assist in the finding of willing candidates a nominating committee consisting of George Reid, Jim Bradley, Bill Laundry and Father John MacGillivray was formed. During the November meeting nominations from the floor will be accepted in addition to the nominations proposed by the committee.

7. The availability of a Spezio Two-Holler project was made known. It is approximately 80% done (no cover yet) and is available for \$1,000.00. From the details given, this professionally built project will be snapped up quickly.

8. The major part of the evening was devoted to the subject of glues and gluing techniques. A lead-off talk was given by Frank Cianfaglione who highly recommended a book - Handbook of Adhesives by Irving Skeist, available at Algonquin Library at 200 Lees Avenue, followed by practical demonstrations by Frank, Russ Robinson and Gord Standing. It was an enjoyable and instructive meeting.

George Reid

George Reid
Secretary

A MESSAGE FROM THE PRESIDENT

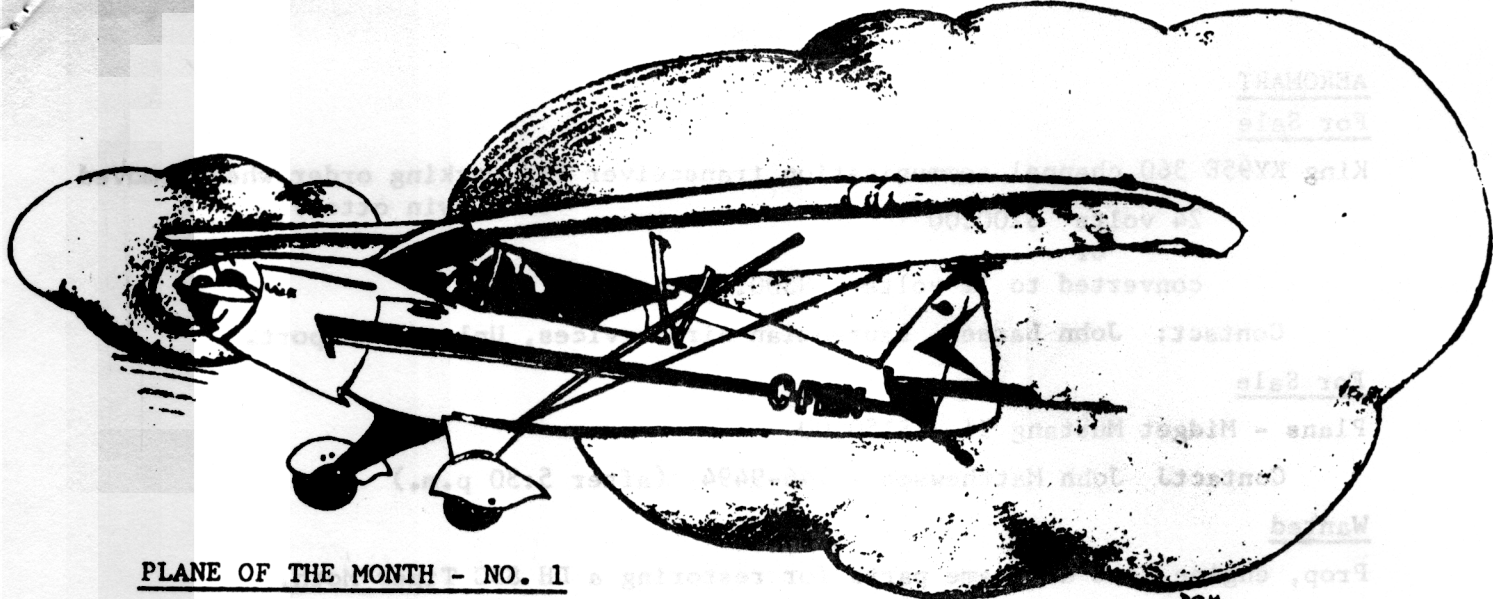
At our general meeting on 19 November a new president for the coming year will be elected so I would like to take this opportunity to say a few words as your departing president.

Your executive has endeavoured to give you a varied program fully compatible with some of the main objectives of EAA, that is, to assist those members who want to build an aircraft in the selection of a safe design and to help them acquire the knowledge, and skill necessary to construct the aircraft and maintain it in good flying condition. Many of the questionnaires completed by our members early in the year also indicate a preference for technical sessions.

I have enjoyed being your president and indeed appreciate the co-operation of the other members of the executive and the various volunteers who helped with chapter projects or administration. It has also been gratifying to see so many people, newcomers and old timers alike, share the kind of simple fellowship which our monthly meetings provide.

Thank you for your enthusiasm and support during the past year and good luck with your projects.

Lionel Robinson



PLANE OF THE MONTH - NO. 1

Among the many aircraft in the EAA 245 fleet is a 1947 PA 12, extensively restored and flown regularly by one of our clerical members Padre Greg Milne of CFB Ottawa South. This particular aircraft, serial no. 12-1574 immigrated to Canada in 1969 and took up residence at Dauphin, Manitoba as CF-YDN. It passed through several owners and was located at Winnipeg when Greg decided to acquire it in September 1972 at which time he was serving at Moosonee. The plane was a bit tired and shopworn at this time, but managed the trip to Ottawa in July 1973.

Before becoming "a man of the cloth" Greg had been an aeronautical and maintenance air engineer with Canadian Pacific Airways and his experience stood him in good stead when it came time to ginger up the old Piper. Since acquiring Delta November he has completely rebuilt and recovered the ship adding many features not originally included. It now sports a new green and white paint job, a large baggage compartment, new upholstery, strobes, Escort 110 radio, Shark 7 ELT and wheel pants.

The PA 12 is fitted with a Lycoming of 115 HP turning a metal fan and has flown about 3300 hrs (300 with Greg), with 750 on the engine. It carries 30 gals and burns 5 gals PH at 2350 RPM giving a cruise of about 110 MPH (we'll know more exactly after next years AC Flight Rally.) Span is 35'6" and empty weight 1026 with a max of 1750, and it is insured for 12 grand.

Being a tail dragger it requires a bit of finesse to operate properly and doesn't suffer incompetence gladly, especially on landing when things can quickly get out of hand. Visibility is restricted in turns but Greg is delighted with the performance of the super cruiser and the only thing that could persuade him to part company with the old PA 12 would be the appearance of a PA 14, a large 2 door four place variation on the theme.

Greg keeps YDN at the Ottawa Flying Club and has flown it on skis although these are no longer part of the present accessories. Yet to come are details like new fairings and improvements to the heating system for winter flying. Anyone affected with the PA virus of any variety, 5,11,12,14,20 etc. will find in Greg a most sympathetic source of folklore, techniques and experience. Try him at the next meeting.

PLANE OF THE MONTH - NO. 2

Your suggestions please.

AEROMART

For Sale

King KY95E 360 channel communication transceiver (in working order when removed from twin otter)

24 volts \$200.00

or

converted to 12 volts \$300.00

Contact: John Larsen, Laurentian Air Services, Uplands Airport.

For Sale

Plans - Midget Mustang II - \$150.00

Contact J John Matthewson - 746-9494 (after 5:30 p.m.)

Wanted

Prop, engine, and airframe parts for restoring a DH 83C Tiger Moth.

Contact: Tommy Lee (514) 457-9605

Wanted

Black faced Cub instrument (Bradford Penn) also zenith height meter (altimeter WW 1 surplus or 1930's one needle)

Continental A-40 engine parts

E2 and J2 Cub parts.

Tachometer for above manufactured by Consolidated.

Contact: Garth Elliot, Meadowvale, Ontario LOJ 1K0

INFORMATION WANTED

Does anyone in the chapter have a set of plans for the metal floats designed by Stanley Dzik?

These plans are currently advertised in Sport Aviation by L. Landermann, Laval, P.Q. If you know of anyone phoning or having access to these plans, please contact Lionel Robidoux at 731-5814.

CANADIAN SOURCE FOR SITKA SPRUCE AND PLYWOOD

Stan Wilkin is secretary treasurer for the Brampton Chapter and operates on a part-time basis, Aircraft Wood and Specialties Co., P.O. Box 383, Islington, Ont. M9N 4X3.

He stocks most sizes and types of aircraft plywood and his sitka spruce is claimed by EAA'ers in the Toronto area to be the highest quality available in North America.

PASSIONATE AFFAIR

The CBC series of 4 one hour programmes on the history and development of aviation in Canada with host Patrick Watson was truly excellent. The sequences made possible by a series of large superbly crafted radio control models of extinct aircraft like the HS2L and Vedette and the early Fairchilds and Junkers were outstanding, and add a new dimension to the film makers art. The CBC had made a unique contribution to aviation history through the facinating interviews with surviving pioneers of aviation in this country. The passing of Stuart Graham and Raymond Collishaw in recent months serve only to underline the point. If the chapter had an Oscar or Emmy award it would go to the CBC for this major accomplishment. Well done! Touché! Ariba! How about a series on light aircraft development, Aerobatics Canada, homebuilding, vintage aircraft still flying, The Flying Club movement, Canada Air Pageant, Gliding, Air Cadets, Aviation Museums in Canada and abroad and women in aviation, for starters.

ODDS AND ENDS

Several other organizations share the same meeting facilities at the War Museum used by EAA 245 and most of them welcome visitors, one such is the Ottawa Plastic Model Association (IPMS) and this group are planning a display at the War Museum November 13 and 14, noon to 6 p.m. You might find it interesting. The Canadian Aviation Historical Society (CAHS) also hold meetings there usually on the last Wednesday of the month. The next session will be on the theme of Anti-Submarine Air Operations during the last war. With cool weather curtailing our flying, our thoughts turn to other activities like parties and banquets. Canadian Owners and Pilots Association (COPA) are planning a big one in Toronto at the Constellation Hotel on 2 December, beginning at 6 p.m. with many notable aviation personalities in attendance. For further information call Bill Pepler at 236-4901. If there are any Tiger Moth fans among our readers they may be interested in a new organization called the DHMC (DeHavilland Moth Club) with a most interesting and informative newsletter. For further details write to them at 16 Thatchers Drive, Maidenhead Berkshire SL6 3PW, England.

NOVEMBER MEETING

Lionel wishes to remind members of Elections at our next meeting. A nominating committee under George Reid will bring in a slate for us to accept, reject or modify. 2 aviation films will also be available including the one called "Blake" for any members who missed it previously. Please note as well the following late ads:

For Sale

Narco Mark V transceiver - \$250.00

Contact: Ron Bolton - 737-4222

Wanted

1. Loan of weight scales with a capacity of five to six hundred pounds for computing aircraft weight and balance.
2. One or two aircraft to occupy available hangar storage at Smith Falls in new steel hangar. Reasonable rates.

Contact: Lionel Robidoux

195 Crestview Road, Ottawa, Ontario K1H 5G1

Phone: Home: 731-5814 Work: 998-9878

Wanted

One old unservicable wood light aircraft prop that is no longer of any use which your editor can swap for a tail ski he needs.

Late Note

George Sampson's Spezio mentioned in the minutes was purchased by Douglas Hayes of Cumberland. Nice to see it staying in the local area.