



Carb Heat

NEWSLETTER

Hot Air and Flying Rumours

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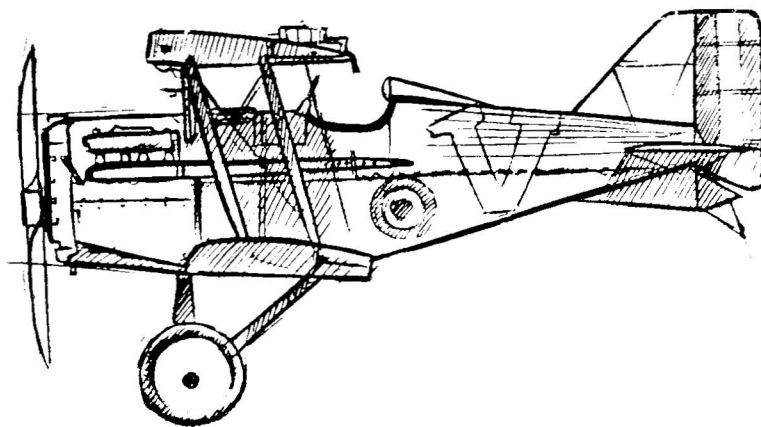
Next Meeting

Friday Nov 16th, 1990

7.30 p.m.

100 Sussex Drive

Highlights:
Building the Kitfox
and the RV-6
PLUS: COFFEE AND DOUGHNUTS!



S.E.5a

PRESIDENT: Lars Eif 837-6680
VICE-PRESIDENT: Gary Palmer 596-2172
SECRETARY: Luc Martin 744-5347
TREASURER: Deric Dods 692-6121
EDITOR: James Oliff 724-6123

AIRCRAFT OPERATIONS: Dick Moore 836-5554
SPECIAL EVENTS: Gord Standing 224-2879
PUBLISHING: Dick Moore 836-5554
MEMBERSHIP: Rodney Stead 836-1410
RECORDING SECRETARY: Roger Fowler 225-6070

President's Corner

So how about that last newsletter, eh? As usual, the Chapter Quill, Sir Roger Worslaworth Fowler, portrayed the proceedings of our meeting in a not-to-be-overlooked, yet hilarious style. Those of you who very rarely or never come out to the chapter meetings must be wondering if our little monthly get-togethers really are as much fun as Sir Roger intimates. Let me assure you, they most definitely are! If you don't believe me, come out to the November meeting and see for yourself!

Not ones to let the Golden Quill take all the glory in the October newsletter, Luc Martin, Andy Douma and James Oliff proved to all of us that they are no slouches either when it comes to wordsmithing the details of their rather extraordinary travels. Well done, Guys; ya' and us mighty proud!

As most of you already know, we had elections at the last meeting. For some reason, it wasn't as painful an exercise as it usually is, probably because we were extremely fortunate to have two brave souls who volunteered to take on the dreaded position of Chapter Secretary. Luc Martin, congratulations on getting the nod for this term, and Don Walker, thanks for volunteering to run for the position. I hope you'll be available next year when a couple of the other positions are up for re-election. A number of the incumbents are on their second stretch or two years and really do deserve a break so they can attend to other important things like trying to build an aircraft or to save their marriages.

Other news is that Henri Beaudoin has kindly consented to look after the coffee and donuts for a year to spell off Gord Standing who took it over from Alex Fulton last year. Henri figured that anything was better than letting the President try to poison the membership with cheap, overly-sweet coffee. (Honest, I didn't do it on purpose, I had misplaced the checklist for the coffee machine instead of seeing it right in front of me. I remembered it wrong!)

And I don't remember him, the guy who was completely tapped out and only agreed to take over the job with that Henri... I'll be sure to mention his name in the newsletter what time we have available to do so. I'll be sure to use them.

By the way, have you been out to Carp lately? If not, you owe yourself a treat. The Chapter has been a beehive of activity the last few weekends with all kinds of activities going on. There's not room here to describe it all, but I will mention Garry Fancy's very business-like amateur-built Super Cub. Garry is just doing the final assembly before the inspection and the much-awaited first flight. The Cub will be a real go-anywhere machine for Garry, with its 150 hp Lycoming and constant speed prop! As most of you know, this is the fourth aircraft that Garry has built! Also ready for final inspection and first flight is Keith Davidson's beautiful Zenith CH 600. If you want to see craftsmanship, this is it! The CH 600 literally beats the wheel pants off any factory-built for quality and appearance. I know we can expect to see a few trophies end up in the Davidson rec room once the 600 hits the fly-in circuit! To both Garry and Keith, our best wishes go out to you that everything on those first flights will be totally uneventful. We've got our fingers and toes crossed for you that Murphy will be busy with Saddam Hussein's army.

With that, I'll close for this month. 'See you at the meeting!

Minutes of Oct. 19 Meeting Held at 100 Sussex

President Lars called the meeting to order at 7:58 and had the rare experience of no guests to welcome. He proceeded to commend the contributors to the Newsletter--especially, **Andy Douma, Luc Martin, and James Oliff**. (They set a fine example: let's have more of the same.)

Lars then clarified the matter of EAA insurance. The \$2,000,000 coverage for \$41 (US) protects the chapter officers against law suits arising out of sanctioned events. The insurance **DOES NOT COVER ANYTHING TO DO WITH FLYING**. Thus, accidents involving aircraft landing, taking off, or taxiing at our breakfast function, for example, would be excluded. EAA is now offering American chapters insurance on fly-in activities of a non-competitive nature (no flour-throwing, balloon bursting, spot landing, for instance) for \$20 (US) per participant. This coverage is not available to Canadian chapters at the moment, however.

ANNOUNCEMENTS

President Lars updated the Carp Airport ownership topic. He attended a Sept. 28 meeting of consultants studying the financial feasibility of the airport and sensed general optimism about the sale. Private ownership would make the airport qualify for Federal grants not currently available. He also noted that the Citizen corrected the number of tenants from 3, to 4.

Treas. Deric Dods promised a detailed report which indicated that the airport financially is healthy at the moment. **Rec. Sec. Andy Douma** (perhaps a bit tired) asked for a moment's release from his duties; declined comment. **Newsletter Editor James Oliff** announced that the 50th anniversary of the Mustang will be celebrated in California. (Maybe we'll get another tale of around-the-clock-organizing for the event?) **Ops. Manager Dick Moore** rapped out that he had built his own office heater for a fraction of the commercial price and then his voice dwindled to a whisper.

Elections

At this point, Lars called on **V-P Gary Palmer** to chair the meeting. Gary revealed that **Lars** would stand for **President**, whereupon **Eric Taada/George Reid** moved that nominations be closed and **Lars** was elected by acclamation.

For the position of **Recording Secretary**, **Don Walker** was proposed by **Eric Dods/Lars Eif** and **Luc Martin** was nominated by **Andy Douma/James Oliff**. In time-honoured fashion, both candidates were immediately chased from the room for fear they would make election speeches. After carefully tabulating the vote, **Chief Returning Officer Gary Palmer** decreed that **Luc Martin** was the new **Recording Secretary**. Congratulations to all!

FEATURE PRESENTATION

Trish and **Ken McKenzie** supplied the main part of the meeting with a highly entertaining account of their trip to the Yukon this past summer in their trusty 150.

As a former RCAF pilot who mostly did East Coast flying, Ken had always longed to go West. The combination of retirement, a recent top overhaul (on the engine--not Ken), and a daughter who traps in the Yukon proved too strong, so off the pair of pilots went.

Amazingly, out of their 6 1/2 week holiday, they only encountered a day or two of rain. They progressed in leisurely fashion, staying with relatives along the way and enjoying their stops at Elliott Lake (except for their forgotten lunch), Dryden, Winnipeg, Saskatoon, Edmonton, and Grand Prairie--where they were lucky to avoid the customary strong head winds. They were soon faced with the choice of flying along roads--which easily become confused with dried river beds if one is not careful--or striking across the mountains. They chose the former but noted the need for constant surveillance--for other planes and to be sure one was following the road.

After Fort Nelson, they pressed on another 200 miles to Liard Hot Springs, but had to fly IFR for 20 minutes due to heavy smoke from a forest fire. Lone wolves were the real threat that bears would use the 150's tail section as a combination boxing bag and teething toy. Luckily, the bad news bears were elsewhere during this period and the McKenzie machine remained unscathed.

During the trip, Trish and Ken logged 51 hrs 10 mins, covered 4,440 miles, and spent 1960.52 on gas (1512 going--East may be less, but it's definite). They rounded off their presentation with an interesting film of their adventures, supplemented with a meticulously kept journal and about 2000 members eagerly lined up to examine.

Your faithful scribe,
Roger Fowler -

Voyager by Jeana Yeager and Dick Rutan, with Phil Patton. (Knopf, New York, 1987)--a belated book review

This is a fascinating, unglamorized account of the record flight from two--often contradictory--points of view.

The voyager feat becomes all the more impressive, for example, when we learn that the plane had a deadly pitch-oscillation problem above 62 1/2 kts and that consequently Dick and Jeana flew most of the first 3 days manually until they could reduce their speed below this dangerous level. Despite having autopilot,

Voyager still required 18 waking crew members to fly it at all times--and Dick hit "the wall" off the coast of South America and couldn't remember the most basic aspects of flying.

Equally staggering was the time spent on **fuel management**--the equivalent of **5 work weeks of 32 hours each!** Adding **one quart of oil** to one motor took **400 turns** of an awkwardly placed **crank**--20 minutes of muscle-cramping activity.

Despite everyone's best preparations, many scary and trying things occurred during their globe-circling jaunt. Just prior to the record-setting flight, Voyager had its nose wheel lowered, its main raised, and gas stored in an untested forward position, resulting in scraped wing tips during the longest take-off run ever at Edwards Air Force Base, the needle fell off their attitude indicator, a key bulb burned out and they had no spares, a sensing switch in the pitch control failed before the half-way point, near Australia, their headsets stopped cancelling ambient noise (due to perspiration build up), the rear engine developed low oil pressure when oil levels weren't properly monitored, a bungled fuel transfer (late in the flight when fatigue was high and fuel was low) killed the rear engine and it only re-started after considerable altitude loss, estimated oxygen requirements for the crew were so erroneously low that Jeana nearly lost consciousness while overflying Africa, the fuel measuring equipment consistently gave falsely high readings, which nearly halted the flight; etc., etc.

There was also much that went right. Devoted volunteers provided the bulk of the help. Repeatedly, experts appeared at critical junctures to stave off disaster. A right-ending oil-coolant leak over Sri Lanka stabilized until the heat-treated to save and then the seal failed completely. Dick woke from a near comatose state in time to witness a towering African mountain "blowing a bang" (see below) from the winds withstood amazing punishment, including one bout of turbulence that pitched out the plane in a 90 degree bank.

Magnificent as the feat was, however, it cost dearly in human terms. The constant stress and basically different personalities threatened to estrange Dick and Burt. Jeana and Dick, free-spirited boyfriend/girlfriend aviators at the outset, ended up (at least in the book) as a committed, professional team, but one whose former Romantic bond has been badly weakened (one suspects permanently) by too much work at too close quarters for too long.

So, if you're looking for an interesting account --warts and all--of the human as well as technical elements in the Voyager story, seek no further.

Reading Roger

Tomvale: N 44 55 05--W 76 56 10 (613-479-2625)

During a recent break in the weather--when I should have been painting--I followed Eric Taada's suggestion [blame him, Aline] and visited Tomvale (radial 245 on 1146 for you VOR types; the power lines near Almonte for low tech types). The strip is nestled in rugged but picturesque country and at 2300' x 75' coarse asphalts/turf is more than adequate for most of us.

Upon landing, I was warmly greeted by Kathy Toth who, along with Claudio Valentini, runs the operation. Despite being very busy as a new mother, Kathy insisted on my joining her for a cup of tea. With one hour's notice, she would have prepared a meal (\$5).

After re-fuelling with 100LL (75.9/litre), I was soon back in the air and already savouring family brunch there some weekend.

Rambhni Roger

Subchapter A General

571.1 Applicability

This chapter prescribes rules governing the maintenance of:

- (a) Canadian registered civil aircraft, other than ultra-light aircraft, operating inside or outside Canada;
- (b) Any civil aircraft used under the provision of a Canadian operating certificate, irrespective of the aircraft state of registry; and
- (c) Engines, propellers, appliances and other aeronautical products installed or intended for installation on aircraft specified in (a) and (b).

571.5 Aircraft - General

(a) The owner or operator of an aircraft is responsible for maintaining that aircraft in an airworthy condition.

(b) Except as provided for under the terms of a maintenance program approved in accordance with section 571.11, the owner or operator of an aircraft must select, identify in the aircraft journey log and use, an inspection program approved in accordance with this chapter.

(c) The certificate of airworthiness of an aircraft is not in force unless that aircraft is in compliance with:

(1) The airworthiness limitations section contained within the manufacturer's instructions for continued airworthiness, and the requirements of any supplemental inspection document (SID) which has been published by the manufacturer for that aircraft;

(2) The replacement schedule for life limited parts specified in the aircraft type approval or otherwise approved by the Minister.

(3) All applicable requirements of this chapter.

(4) All applicable airworthiness directives issued by the Minister and, unless otherwise specified by the Minister, all applicable airworthiness directives and equivalent notices issued by the civil aviation authorities of the countries of origin of the aircraft, engine(s), propeller(s) and appliances; and

(d) The certificate of airworthiness of an aircraft is not in force if the aircraft or its required equipment has been repaired, modified, or otherwise maintained in a manner, or by using parts or materials, not in accordance with the requirements of this chapter.

571.7 Maintenance Performance - General

(a) Subject to paragraph (b), maintenance of aeronautical products shall be performed in accordance with standard methods, techniques and practices, using the tools, equipment and test apparatus recommended by the manufacturer or in accordance with other methods acceptable to the Minister.

Redekopp's Laws of Military Aviation

Redekopp's Observation on Aircraft Performance: To a pilot's mind there was never an aircraft built that goes fast enough or far enough.

Corollary: Increase an aircraft's fuel capacity by fifty percent, and the pilot will try to fly it twice as far.

Redekopp's Comment on Flight Regulations: Every military order, regulation, or instruction is written in such a way as to allow misinterpretation.

Corollary: The pilot, in the heat of action, will always choose that interpretation or course of action not intended in the rules.

Redekopp's Law of Aerodynamics: The only way to prove the limit of an aircraft's flight envelope is to exceed it.

Redekopp's Law of Aviation Weather: The easier and simpler the mission, the better the weather will be.

Corollary: There is always at least three good reasons why the weather was not as forecast.

Second Corollary: The RADAR of radios never fail on a clear day.

Redekopp's Theorem of System Serviceability: When taking off with an unserviceable aircraft system, that system will eventually become critical to the successful completion of the flight.

Redekopp's Principle of Cockpit Resource Management (CRM): There was never an aircraft built that couldn't be flown solo by the right pilot.

Corollary: All pilots are the right pilots.

Redekopp's Law of Flight Dynamics: If you pull back, you go up; if you pull all the way back, you go down.

Redekopp's Postulate on Landings: The longer the runway, the shorter the landing roll.

Redekopp's Comment on Pilot Ego: Never overshoot an approach that has even minimal potential for salvage.

Redekopp's Maxim on Aircraft System Redundancy: Aircraft system failures will be inversely proportional to their redundancy factor.

Redekopp's Rule of Flight Checklists: A missed checklist item will always be the most critical item in that check.

Redekopp's Law of Landings: The smoothness of the landing will always be inversely proportional to the importance of the passengers on board.

Redekopp's Comment on the Right Stuff: A pilot's concept of the right stuff, when applied to military aviation, is usually the wrong stuff.

Redekopp's Comment on the Military Chain of Command: In military aviation, the chain of command starts at the bottom.

Corollary: The pilot always carries the can.

Redekopp's Observation on Operations Orders: The detail in operations orders will always be inversely proportional to the complexity of the tasking.

Redekopp's Comment on Murphy's Law: Murphy's Law and all its corollaries and adjuncts, applies to military aviation in spades.



MEMBERSHIP APPLICATION

NEW: _____ RENEWAL: _____ DATE: _____

EAA NUMBER: _____ . EXPIRY DATE: _____

>>See Annual dues note<<

NAME: _____ PHONE: _____ - _____ H

ADDRESS: _____ - _____ B

_____ ext _____

_____ PC _____

AIRCRAFT & REGISTRATION: _____

(or aircraft of interest) _____

OTHER AVIATION AFFILIATIONS: RAAC: _____

COPA: _____

Other: _____

ANNUAL DUES: January 1st to December 31st. (Prorated after March 31st for new members/subscribers).

>>> Note: Associate and Full Chapter members must also be members of the EAA parent body based in Oshkosh, Wisconsin - \$30.00US.<<<

Associate Member: \$30.00 Entitles one to the newsletter plus Chapter lounge privileges.

Full Member: \$55.00 plus a "one time only" initiation fee of \$200.00 This entitles the member to full hangar, workshop and tie-down privileges. (Tie-downs are billed extra at \$20.00 per month).

Newsletter subscriber: \$30.00. No requirement for parent body membership. Entitles the subscriber to the Chapter Newsletter.

Make cheque payable to: EAA Chapter 245 - Ottawa
Mail to : Box 8412 Main Terminal, Ottawa, Ont. K1G 3H8

OFFICE USE:

EAA NUMBER: _____ . EXPIRY DATE: _____

MEMSTAT: _____ . RECEIPT ISSUED: _____

CARD ISSUED: _____ . \$ TRANSFERRED: _____

CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Two-Bi-Plane Carair. 4500 engines, less than 10 hours TT. \$3900 negotiable. Contact owner through George Reid (416) 298-1241.

1941 Airplane Chief, 65 hp, 1650 TTSM. Chief A to June 90. Totally restored in 1986, always hangared. Asking \$11,995 or best reasonable offer. Contact Gord Coleman at (416) 298-1241.

PROJECTS AND PLANS FOR SALE:

Anyone interested in Group Building or Group Ownership of Amateur-Built Aircraft, please contact Peter Patton at (416) 298-1241.

Two-Plane Project. Plans, wing drawings, etc. See photo. Some material, plans, tools. Asking \$10,000. Contact Peter Patton, Ont. (416) 298-1241.

Two-Plane Project. No time to finish. Projector 1000 cc. New wings and canopy. Valued at \$10,000. Will sell for cash or reasonable offer. Contact Mike Provik (819) 827-1930.

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

Zenith OH 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 OH 701. Call Jim Robinson at 830 4317.

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

PARTS FOR SALE

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

Propellers - D type constant speed
Wood master prop
Zenith wood 68x46

Hande Alford mufflers, Monoy Karter; Complete retract gear with 6.00x6 main wheels, 5.10x6 nose wheel. Also seats, fuel tanks, gauges, grids, and control surface pushrods.

Airpath magnetic compass, 0 60H 1987, base mount. \$100. Alex Fulton. 234-6753.

Brakes and wheels. Resonnan. Suitable for Vari-Eze. Davis, Ont. Different wheelbase. Call Peter 719 4154.

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

Original WW II RAF Aircraft 10 hours for HE 111, Do 17, Do 17Z, ME 109, Do 17Z, ME 109, each about 10 hours. Also WW II Turn & Bank Indicator available. Offers considered on all items. Contact Doug Risson at 819-777-8787 evenings.

CLUB NEEDS

Electric weight scale, 100 lbs. weight head scale, 50 lbs. weight head scale, 25 lbs. weight head scale, 10 lbs. weight head scale. See owner for more needed.

Classy Egg Cracker, 1/2 lb. - 1/4 lb.

Carb Heat November 1989.