

EAA 245

OTTAWA , ONTARIO

# NEWSLETTER

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



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CARB HEAT - Hot Air and Flying Rumours

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

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May '85

## PLAN TO ATTEND



EAA CHAPTER 245

## ANNUAL FLY-IN (DRIVE IN) BREAKFAST AT CARP AIRPORT

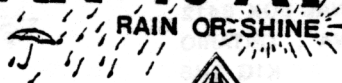
SUN JUNE 16 8:00 am to 11:30 am \$3<sup>00</sup> each

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

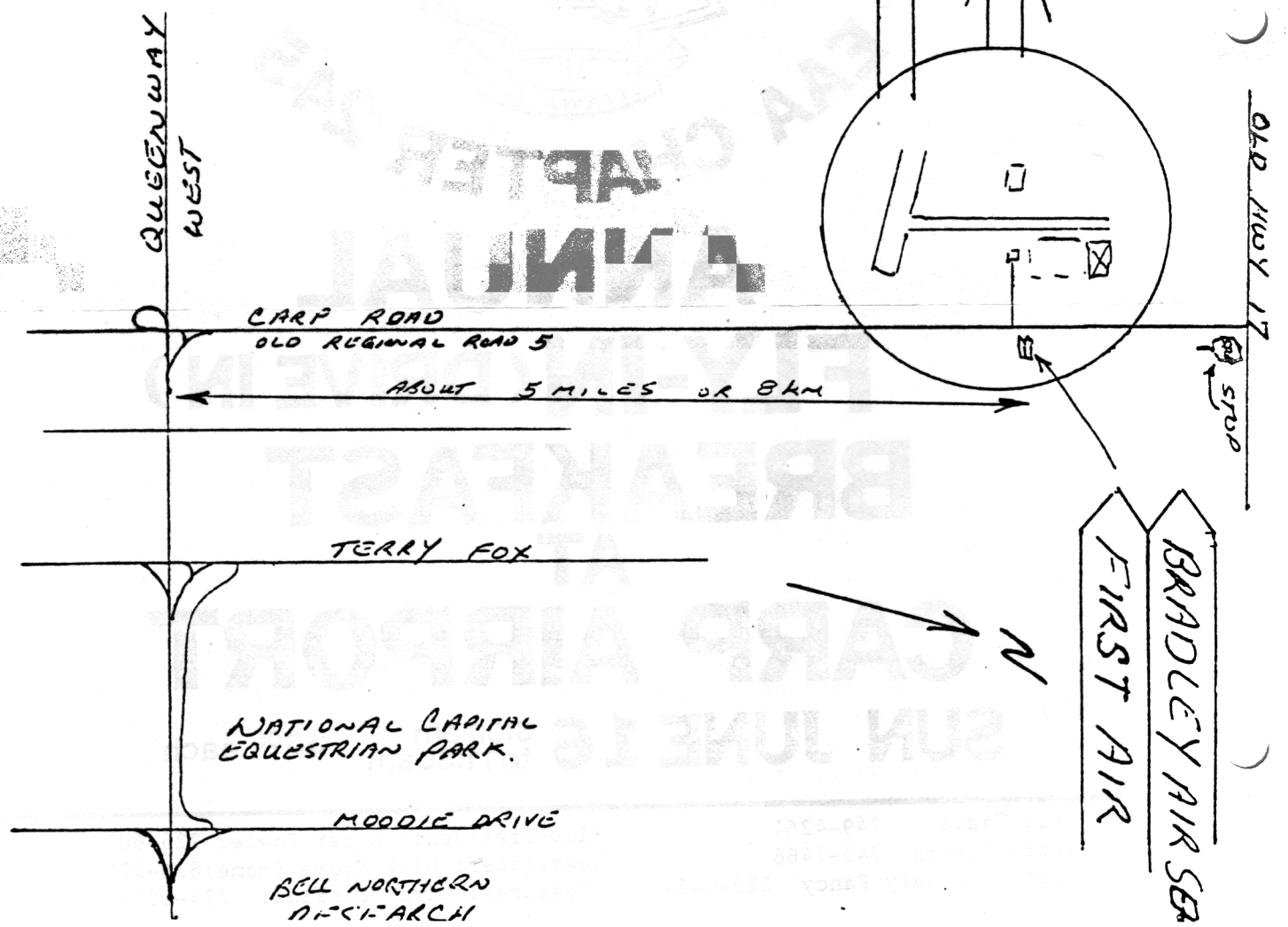
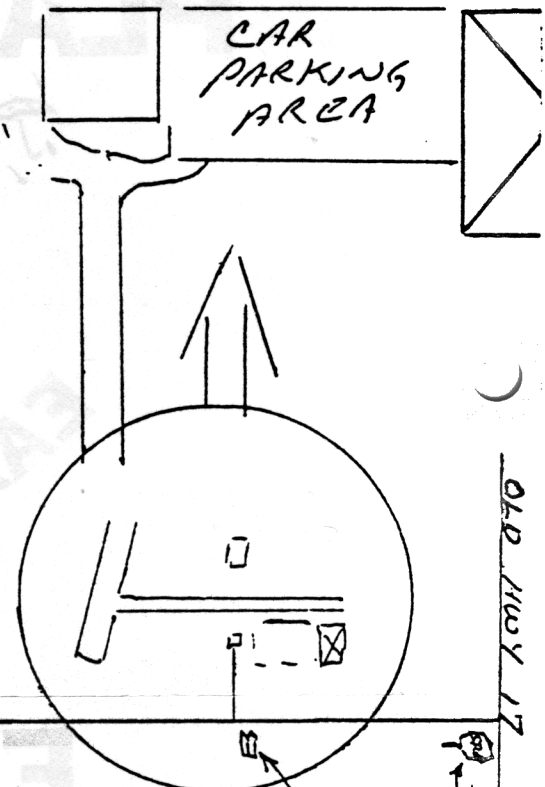
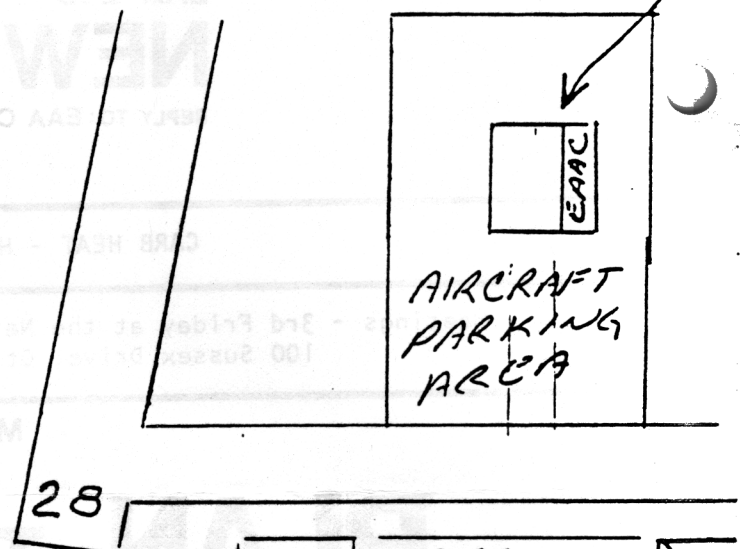
Vice-President: Roger Fowler 225-6070  
Newsletter: Dick Moore (home) 836-5554 (work) 231-4299  
Treasurer: Gord Standing: 224-2879

DON'T FORGET  
**PLAN TO ATTEND**



**ANNUAL  
FLY-IN (DRIVE IN)  
BREAKFAST  
AT  
CARP AIRPORT**  
SUN JUNE 16 8:00 am to 11:30 am \$300 each

EAA HANGAR  
CHAPTER 245



## TECHNICAL TIPS

by

Garry Fancy

### Instrument Panels

A quick survey of aircraft including homebuilt, factory-built, military and training aircraft will show an infinite variety of locations of instruments, controls and switches on/near the instrument panels, but this does not mean that these are all desirable locations and arrangements - far from it.

At our last meeting, Dick Hearst mentioned the advisability of mounting the magnetic compass and directional gyro so that they can be viewed by the pilot without parallax. That is for a single or tandem place aircraft these two instruments should be mounted directly in the centre of the instrument panel. The other primary flight instruments that should be mounted directly in the centre or as close as possible is the turn and bank and artificial horizon if you have one.

Other flight instruments such as altimeter, airspeed and rate of climb should be grouped together and to the left of centre. The engine instruments should go to the right. Miscellaneous instruments such as accelerometer (G-meter), carb. air temp. are not so location critical and may be placed after the other instruments have been located.

I have used round blanks cut from cards cut to the diameter of the actual instrument laid on the instrument panel to arrive at a symmetrical, pleasing and functional layout. Remember that you will be observing this panel for hours (hopefully) so its careful and well-thought out design is not only important for flight safety but one of the more interesting aspects of building your own aircraft. Remember to check it for eye sance. See the most critical instruments with the minimum of eyeball movement.

Genuine wood instrument panels and leather seats on both cars and aircraft insure a touch of class and elegance that nothing can imitate. I have found that solid walnut (3/4" thick), routed out at the back makes a beautiful instrument panel. After cutting the instrument holes with a fly-cutter and drilling the instrument mounting holes, the edges of the instrument holes are rounded with fine sandpaper. The wood is then rubbed with a good quality rubbing oil such as Swedish Oil using fine steel wool whilst watching several of your favourite TV programs. This gives a very good finish that stands up very well, even in open-cockpit aircraft, probably better than varnish.

When locating controls and knobs such as mixture, carb. heat, fuel selector, etc., think about the problems that could arise if you accidentally activated the wrong one and then try and separate these. I remember doing a run-up in my EAA Biplane at 0600 hrs at Ottawa International Airport at the bottom located away out in the boon-docks. I pulled on the carb. heat and the engine stopped running because I had accidentally activated the idle cut-off. It got awfully quiet out there when the engine stopped. Of course the aircraft did not have a starter. Lesson learned.

In conversation with Frank Nowak of MacKinnon Instruments in Dorval recently, he stated that the older, larger AN instruments were much better made and more rugged than the smaller, late generation type. Furthermore, the AN gyros can be caged whereas the new ones cannot.



Revenue Canada  
Customs and Excise

Revenu Canada  
Douanes et Accise

G. R. Fancy,  
310 Dalehurst Drive,  
Ottawa, Ontario.  
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T.P.A. Unit,  
Ottawa Region,  
1650 Carling Ave.,  
Ottawa, Ontario.  
K2A 3Y1

November 24, 1978

Dear Sir:

This refers to your previously acknowledged letter dated August 18, 1978, concerning the tariff classification of 4130 Chrome Molybdenum Aircraft Tubing which you intend importing from the United States.

This material, per information before the Department, is considered to be of a type or size not made in Canada and, therefore, is admissible free of duty under tariff item 44059-1 when for use in aircraft.

There is payable the sales tax of 9% levied on the duty paid value, i.e., the value for duty plus the duty, in accordance with the Budget Resolutions now before Parliament.

Yours truly,

C. Kemp,  
Manager,  
Tariff Programs and Appraisal.

CK:cm

## M E E T I N G

May 17, 1985

Topic 1 - Documentation

Speaker - Glenn Lockhart  
D.O.T. Airworthiness

Topic 2 - Recent EAAC Designee  
Symposium held in Cornwall

Speaker - Dale Lamport

Also Garry Fancy will be bringing a technical aeronautical film.