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NEWSLETTER

Hot Air and Flying Rumours

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OCTOBER 1989



NOTE: CHANGE TO WINTER MEETING LOCATION - 100 SUSSEX DRIVE
7:30 pm



Meeting Highlights:

- First Flight Report: Robinson CH 250 TD
- Oshawa Technical Symposium
- September Breakfast Fly-In Report
- DOT Response to Comments on Mode C and
Mid-Air Collision Avoidance Initiatives
- Annual General Meeting
- Elections for:

President

Treasurer

Director (Newsletter Editor)

| | | | |
|-----------------------------|----------|----------------------------------|----------|
| President - Doug Richardson | 592-5080 | Hangars - Dave Murray | 592-8102 |
| Vice President - Lars Eif | 837-6680 | Aircraft Operations - Dick Moore | 836-5554 |
| Secretary - Andy Douma | 992-8659 | Special Events - Gord Standing | 224-2879 |
| Treasurer - Deric Dods | 692-6121 | Membership - Rodney Stead | 836-1410 |
| Editor - Ted Chambers | 749-0268 | Publisher - Dick Moore | 836-5554 |

MINUTES OF THE SEPT. 15 MEETING HELD AT CARP INTERNATIONAL

In Doug Richardson's absence, our Vice-President, Lars Eif, called the meeting to order at 7:58 p.m. After welcoming guests, Lars reminded us that the next meeting will be the AGM, at which time we will be electing a new President, Secretary, and Editor and considering constitutional changes, if any are proposed. He also pointed out that although Gord Standing--out stalwart Breakfast Fly-In organizer--will be away during the event (attending a re-union in North Bay), everything will be readied prior to his departure. Eric Taada (alias, Chief Flap Jack) will assume head honcho role for the occasion.

Rodney Stead--our membership man--noted that although our memberships officially come due only on January 1 1990, membership renewals in November would be gratefully received. Continuing in this financial vein, Deric Dods summarized our finances (\$3200 in chequing, \$5000 in savings) but also pointed out that these figures do not take into account several outstanding bills and that he too appreciates early membership renewal. Doffing his treasurer's hat, Deric asked if anyone knew the relevance to Canadian homebuilders of Zenair's recently announced 85% kit for the 701. No one did.

Before turning the floor over to the feature speaker for the night, Jim Robinson, Lars proposed a scheme for getting neophyte builders to take the plunge (into airplane building, that is, not matrimony). The plan is to invite aspiring builders in small groups to view partially completed examples of different types of construction, such as composite, rag and tube, and aluminum. The membership showed their solid interest in the suggestion and so Lars agreed to proceed with the idea.

Our Annual Breakfast Fly-In was successful in spite of uncooperative weather which limited aircraft visitors to some half-dozen and kept total attendance just beneath 100. Still, a good time was had by all. Our collective thanks to all the volunteers and diners who made the event enjoyable and profitable.

FEATURE PRESENTATION: JIM ROBINSON ON "HOW TO GET YOUR HOMEBUILT INSPECTED--1989 STYLE!"

For most aircraft builders, the major frustrations seem to occur in the construction stage: strained budgets, minimal work facilities, problems with suppliers, insufficient time, badly drawn plans, etc. Recently, however, another frustrating hurdle has been added to the list: the government inspection. Our chapter has unfortunately become familiar with waits of up to 16 weeks **AFTER** the inspection to get the flight permit. Now, however, there is an indefinite wait **BEFORE** the inspection. When Jim called to say his plane was all ready, he was told that homebuilts were no longer being inspected. The long and the short of the matter seems to be that the government inspectors have nothing personal against

us but that we represent a means by which they can register their dissatisfaction with government cutbacks in their ranks. Bill Pepler of COPA, Chris Heintz (the designer of Jim's homebuilt), and assorted political and bureaucratic types (some of whom avoided answering or returning Jim's calls) all eventually got drawn into the fray until finally he was promised that his plane would indeed be inspected shortly. (I was very recently informed--Sept. 30--that the paperwork is apparently all in order now and that the test flight will take place any day now-- hopefully before you read this!)

All in all, it took Jim an entire month of frustrating letter writing and phoning to get the desired result. Unfortunately, Jim's is not an isolated case. Chris Heintz pointed out that the only inspections that he knew of in the last 4 months had all come about as a result of the builder's member of parliament getting involved. Since this looks like the pattern for the foreseeable future, Jim strongly advised builders to start the application process well in advance. [I think we might also consider lobbying the government directly as a group. We'd better show more concern than we did with Mode C, however. Only 219 persons out of the 65,000 who receive AIP bothered to respond to the proposals, and half of those 219 were from the soaring community. Politicians understand votes and dissatisfied voters. They also know how to evaluate apathy!]

On a more pleasant note, Jim happily confessed how he stealthily trailered his fully assembled Zenith to the Rockcliffe airport in pre-dawn darkness. In addition to navigating carefully pre-measured narrow spots, Jim also had to avoid clobbering joggers and cyclists on the Airport Parkway with the protruding wings and tail. The final gate almost proved too tight but Jim had come too far to be denied, and after much wriggling and jiggling, he squeezed through.

After Jim's presentation, the meeting adjourned for coffee, hot chocolate, and doughnuts and lots of hangar flying.

Remember: Next meeting is back on Sussex Dr., Oct. 20.

R. Fowler
Recording Secretary.

Flight Lines

by Olav Peterson. Oct. 1989.

EAA 33135

All ye good little, obedient pilots who have heeded the edict of the almighty DOT and stuffed yet one more electronic box - the altitude encoder - into your airplane, but who have had only limited exposure to the delights this addition can inject into your flights, I will try to share our impressions as we have taken QDK, our Cessna 172, into the sacred airspace eventually reserved only to those who speak Mode-C.

The first significant change which soon becomes apparent is that the previously frequent queries for your altitude from either Terminal Control or the Tower have vanished.

You will still hear the occasional "backward" VFR pilot, obviously less Mode-C, being periodically asked to verify his altitude - but for you this chore is now a thing of the past -- handled now by the black box.

While in transit through the zone or before being released by ATC, it is useful to ask for an "altitude check".

In spite of the enthusiastic support from our government for the "Mode-C in every aircraft" approach to eradicate aviation accidents, it is surprising how few of our major centers actually do have this capability. For example, there is none in Ottawa or Quebec City and neither is there one in Mirabel!

The closest TCA with up-to-date facilities is Montreal.

The procedures when entering a Class-C airspace, with your Transponder set to "ALT", are basically no different from the time you only had Mode-A.

Simply state your a/c and ATIS id, that you are squawking VFR enroute code, where you are and your intentions. You will be given a new squawk code and perhaps a different altitude and vectors.

Within the statements of your initial contact you are expected to include your present altitude; this allows the controller to verify that the computer-generated altitude information via the radar link matches the readings in your cockpit.

If you arrive on a Sunday morning before the church is out and things are quiet the entire sector may be yours and you'll proceed unhindered as originally requested.

Occasionally the controller may invent a feeble excuse to call you: "XYZ say your type", probably just to assure himself that you haven't been lulled into a stupor by all this calm.

But then there are times when many "heavies" are converging, departing or transiting and this is when the man in the tower or radar room will be most grateful for the altitude information attached to the targets on his screen.

When before you didn't bother to fight the thermals and downdrafts it now becomes very important to maintain the assigned altitude within +/-100 feet; if you don't it will be noticed and you'll be asked for the reason for your inability to comply with instructions. Start practicing and perfecting your throttle-elevator technique for staying level because it'll come in handy when surrounded by nature's over-exuberance.

How many times have you flown through Ottawa or Mirabel and have been issued warnings such as: "Traffic 11 o'clock, 3 miles, opposite direction, type and altitude unknown." This apprehension for a mid-

air would never occur if that other traffic also had an encoding altimeter onboard.

Yes, it does require more effort to fly accurately while the ATC is looking over your shoulder but the benefits and the peace of mind are enormous.

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So you have been to all the close ones: Smiths Falls, Carleton Place, Arnprior, Russell, Gatineau, Rockcliffe, Pembroke, ... probably even several times already during the last few weeks and you are starting to wonder where to fly next.

Why not venture out to St. Hubert!

Certainly for us it has become one of our favorites. I'll tell you why.

Firstly, the airport has a very prestigious position in Canada's aviation history.

Secondly, the flight to St. Hubert takes you over terrain of tremendous beauty, whether you go by way of St. Lawrence or the Ottawa but going one way and returning via the other you get to enjoy both.

The former takes you there through the Dorval TCA whereas on the return flight, transiting the Mirabel TCA you get to gape at the enormous runways and terminal facilities. Either way you get a chance to practice your radio skills and check out your Mode-C installation.

Built in 1927, it was the first airport constructed by the Federal Government of Canada and in 1928, St. Hubert became the hub for regular air mail routes into U.S., Maritimes, and the Winsor-Quebec corridor.

In 1988, St. Hubert celebrated its 60th anniversary.

In 1930 the dirigible, R-100 on its maiden voyage crossed the Atlantic from Britain and moored at St. Hubert.

Canadian Pratt & Whitney set up their first engine factory and maintenance facility in 1939 and the overhaul shop is still operating today.

In 1940 it became the staging point for Ferry Command to fly aircraft from North America to Britain via Gander and thousands of Hudsons, B-24 Liberators, Venturas and B-17's have rolled down its runways.

Even now the territory North of RW 24R/06L is an active military base and it's not all too rare to see an F-18 in flight.

The general aviation area is located South of RW 24L/06R and, of course, this is where you'll find the Montreal Flying Club which goes by the name of ATL Tee, Air Tuteurs, and it is a veritable beehive.

There is a spacious, air-conditioned restaurant on the second floor of the two-story building where you may choose to view the activities on the apron and runways either through the picture windows or outside on the balcony.

Their food is good and prices are reasonable but the view is outstanding!

If you also feel like going downtown there is public transportation available, roughly at 20 minute intervals, but count on at least 1.5 hours for the trip (two bus routes plus subway). On a hot day the temperature inside the crowded bus rolling on hot city streets would probably bust a thermometer.

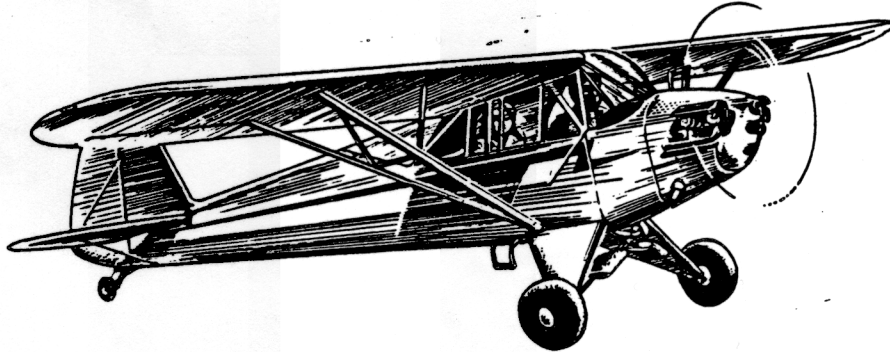
The club flies a mixture of Cessnas and Pipers of the 150/172 and Cherokee caliber.

There have been some homebuilts in the tie-down area and I remember seeing at least a Glasair and a Minicab, but EAA chapters reside elsewhere, like St.Lazare and Mashcoushe.

Since St.Hubert is situated on the Eastern edge of the Dorval control zone and unless you approach the field from the East, you'll have to communicate with Montreal Terminal for VFR advisories; but that's OK because for a sight-seeing flight over the city you would need their clearance, anyway.

French is optional and both Montreal and St.Hubert controllers will oblige your ignorance in Canada's second official language.

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Hot off the press:

***** At COPA Fall RendezVous, at St.Jovite, an aviation insurance rep announced that early 1990, mandatory liability insurance will be come into effect;

***** Canadian Aviation News, Sept.25/89 reports that an amicable agreement has been reached between the Toronto Harbour Commission and COPA Flight 32, representing General Aviation, which will rescind landing fees for transient flights, reduce the overnight parking comparable to rates at other airports and for more reasonable tie-down and access-by-car arrangements for the locals. **THREE CHEERS FOR COPA!**

***** Transiting the Ottawa Control Zone, we were startled to hear a message on ATIS declare Uplands out-of-bounds for touch-and-goes --- because of manpower shortage in the tower!

***** Cathy Fox, a lady air-traffic controller at Dorval and a familiar name in COPA, revealed that the Dorval zone will be sectorized, similar to most control zones in U.S., and assigned multiple tower frequencies each responsible for handling traffic, arriving and departing, only in one sector.

The workload per controller will be reduced and more traffic can enter the Montreal ATZ - which means that your sight-seeing flight over the city will not be refused.

PROJECT_OPEN_HOUSE

In the early days of EAA, many chapters would meet in some one's basement to discuss aviation, building and chapter business. An important aspect of this was the opportunity for newer members to examine a partially completed aircraft at close range. As with most chapters today, ours is too large to hold meetings in a basement or garage, but there are still members who enjoy a hands-on look at a project in progress.

The response at the September meeting indicated that several people would like to have a look at one or more projects. Getting volunteers to open their doors was not too difficult. As we all know, the next best thing to building and flying is talking about aircraft and exchanging ideas. Anyway, the following members have gracefully agreed to host the first two Open Houses as follows:

Friday, 03 Nov 89, 7:30 pm:

John Richards 386 Cunningham Ave, Ottawa 733-0340
 Zenair CH 300 (Aluminum construction)

Friday, 02 Feb 90, 7:30 pm:

Gary Palmer 4 Glendenning Drive, Nepean 596-2172
 Lancair 235 (Composite construction)

Friday, 06 Apr 90, 7:30 pm

Lars Eif 1072 St. Germain Cres, Orleans 837-6680
 Skybolt (Steel tube, wood and fabric)

Actually, I had agreed to show the Skybolt first, but John and Gary are so far along that if we wait, the chances of catching a glimpse of the guts of their aircraft get slimmer with each passing day.

Ideally, each visit will accommodate about 8 visitors. Preference should go to those who are still trying to decide what kind of aircraft to build. More on this at later meetings...

Lars Eif

Piel Emeraude C-FUCW. 125 ho. 260 hrs.
Bubble canopy. Always hangared.
\$12,000. Bob Comber, Holland Center
(519) 749-3467.

Piper Pawnee. 150 ho. \$17,000.

Mike Sacoutis 729-3774.

Minicoupe project, partially completed.
Unable to continue due to discontinued
kits. All offers considered. Call
Richard Taylor 596-6913 after 7 pm.

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

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

STOP THE PRESS SPECIAL --

JODEL D-112 C-170R 65 HP

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ANDY DOWNA 992-8659 DAYS

CLASSIFIED SECTION

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, O SOH 1987,
base mount. \$100. Alex Fulton. 234-6753

Child's seat for C150. aircraft type.
\$150 or offer. Jim Robinson 830-4317.

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

WANTED: One set of Cleveland wheels and
brakes 5.00x5. James Oliff. Wor
722-9115. Home 596-1949.

CLUB NEEDS

Platform weigh scale like type to weigh
farm animals. We have one, need
second one.

Gas-powered snowblower needed.

Classified Editor: Lars Eif 837-6680.

