

EAA 245

OTTAWA, ONTARIO

NEWSLETTER

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



CARB HEAT - Hot Air and Flying Rumours

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

Sept. 84

EAA Chapter 245 - Ottawa
Meeting 21 Sep 84

- The meeting was opened shortly after 8 pm at the NRC (100 Sussex Dr.) by President Eric Taada; attendance 24
- Eric welcomed new member Gil La Rochelle and guest speaker Jim Williams, author of the recently published book "The Plan. Memories of the British Commonwealth Air Training Plan". Jim is also a home builder - a Baby Lakes C-GAYO, familiar to all those who have visited "Luskville International".
- Laurent Ruel's Jodel C-FYOR has been acquired by Andy Douma so it will stay in the area. Laurent is off to Australia on Oct 17th via South Africa, and has promised to send us news of homebuilts etc. in Australia.
- A volunteer is needed to take over the task from Alex Fulton of bringing donuts to the monthly meetings. Alex has done this religiously for several years. A librarian is also needed to organize publications to be held at the hangar - an hour a month should be all that is required.
- Gord Standing announced that 149 meals were served at the fly-in breakfast June 17th. Profit was \$162. A lot of thanks are owed to those who worked very hard to make our first fly-in such a success.
- Tapes from the Oshawa chapter of the technical symposium were obtained by Eric Taada but unfortunately weren't compatible with the VCR available for the meeting. This will be corrected for another meeting.

President: Eric Taada	749-4264	Vice President: Jim Butler	829-5750
Secretary: Terry Peters	745-7466	Treasurer: Gord Standing	224-2879
News Letter: Dick Moore	820-4586 (home)	- 231-4299 (work)	

Notes on Talk by Jim Williams

Guest speaker Jim Williams began flying in 1946, barnstorming and bushflying in eastern Quebec, and spent several years flying for Air Canada (when it was TCA). More recently he has been a film maker and author. In 1978 he built a Baby Lakes which he has flown some 200 hours from his base at Luskville, Que.

The British Commonwealth Air Training Plan, an accomplishment overshadowed to a large extent by stories of wartime operations, was in fact one of Canada's major contributions to the war effort. At its peak up to 2000 aircrew per month were being graduated from its schools.

Jim talked about "The Plan" and the many stories he was told while doing research for the book, by those who had been part of it. He recounted that MacKenzie King was determined that Canadians would not lose their identity as they had somewhat in WWI, and "The Plan" therefore became a Canadian operation under Canadian control. Jim discussed the many things that happened in this unique Canadian operation. He was regaled with tales and anecdotes everywhere he stopped in his story gathering visits to cities across the country.

As Jim put it - the stories should put quite a touch of humanity back into the "old man" in the eyes of today's young people. But I doubt very much if those who took part think they're old men just yet!

A few were killed in training and there is an epilogue to the last comment in the book. Jim ends noting that those killed in action "usually had a few weeks or months or years of glory beforehand - whether that made it worthwhile is another matter - but these kids got nothing.. No wings..no recognition.. no memorial..no gongs." A monument has just been erected in Winnipeg in memory of those who died during training.

FOR SALE

JODEL D11 Fuselage and Tail completed and signed off. Instruments installed. Wing needs assembly.

Presently in Abitibi, Quebec.

\$800.00

For information call: Mike, 729-3774.

829-2750
224-2875

Vice President
Treasurer

742-7466
820-4286 (home)

Eric Tarda
Terry Peters
Dick Moore

SEPTEMBER NEWS

- Roger Nantel's Acrosport had it's first flight this month at Uplands.
- Henry Beaudoin has had the first DOT inspection of his Cuby.
- Andy Dumas has acquired CFYOR the Jodel D11 from Laurent Ruel.
- Laurent departs October 17 for the great warm south (Africa & Australia!).
- Gary Fancy has fired up his #2 Skybolt at Carp. Rumour has it that it's so potent it can fly without wings. So far it has raised it's tail without the use of tailfeathers.
- Always Last! The Pietenpol awaits a new or reconditioned crankshaft.
- An improved RWY lighting system is being installed at YRP.
- Tenders for the 5000 Ft. RWY 25 are scheduled for February 85!
- Our application for the adjacent lot to the north has been accepted by the DOT land use committee.
- Meanwhile our lease costs have jumped from \$400 to \$1100. A detailed breakdown has been requested.

Eric Taada

OSHAWA MINI SYMPOSIUM

at

RCAF 420 Wing Club House

October 27, 1984

9:00 am

TOPIC

FORD ENGINE CONVERSION

for aircraft use - this will be a hands on lecture -

SPEAKER

Ed. Lubitz

\$7.00

EAA CHAPTER 245

FINANCIAL STATEMENT

21 Oct 83 - 30 Sept 84

OPENING BALANCE CHECKING ACCOUNT

\$2696.47

REVENUE

Memberships Adult	\$1242.00
Memberships Student	5.00
Activity fees	462.00
Tiedown & Storage	1686.00
Initiation Fee	147.00
Bank Interest	117.81
Do-nut fund	23.30
Fly-in Breakfast	457.00
Transfer from Savings	1500.00
	<u>\$5640.11</u>

\$5640.11

EXPENSES

Lounge renovations	160.31
Hangar renovations	2203.64
News letter	427.85
Fly-in Breakfast	290.00
P.O. Box rental	16.96
Common Costs Alert Aviation to Aug 31/83	417.19
Can Cancer Society in Memory of F. Cianfaglione	200.00
Repayment of Hangar Loans	200.00
Transfer to Savings Acct	3000.00
Taxes	451.47
Insurance	400.00
Video Tape for Taping Bradley Tour	11.72
Wind Sock	15.00
Brief case (Treas)	10.00
Plaque (Bill Laundry Farewell)	85.49
Storage Shed	125.00
Bank service charge	19.20
	<u>\$8033.83</u>

\$8033.83

CLOSING BALANCE OF CHECKING ACCOUNT

302.75

OPENING BALANCE SAVINGS ACCOUNT

3000.00

Transfer to checking Acct	1500.00
Interest	93.45
<u>CLOSING BALANCE OF SAVINGS ACCOUNT</u>	<u>1593.45</u>

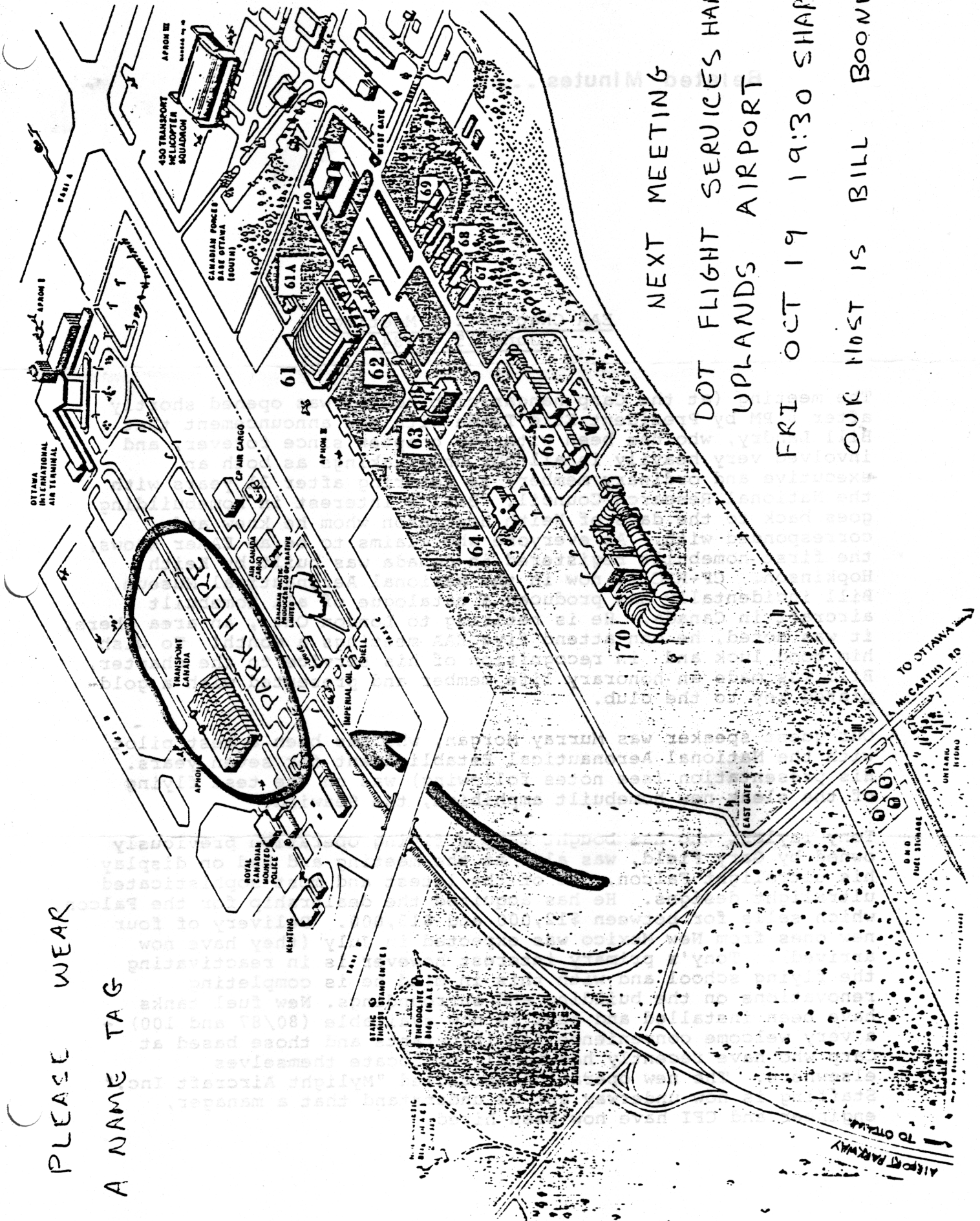
Chapter Bank Balances as of 30 Sept 84

\$1896.20

NOTE: The club presently has outstanding loans payable to members amounting to \$1243.94 and outstanding lease costs for airport property occupied by Chapter 245.

W.G. Standing
Treasurer

PLEASE WEAR
A NAME TAG



NEXT MEETING

DOT FLIGHT SERVICES HANGAR
UPLANDS AIRPORT

FRI OCT 19 19:30 SHARP

OUR HOST IS BILL BOONE

Belated Minutes ...

EAA Chapter 245 Meeting
June 15, 1984

The meeting (at the Carp hangar/club house) was opened shortly after 8 PM by President Eric Taada with the announcement that Bill Landry, who has been with our chapter since forever, and involved very heavily in all our undertakings as both an executive and ordinary member, is retiring after 31 years with the National Research Council. Bill's interest in homebuilding goes back to the days of Keith Hopkinson whom he knew and corresponded with. As everyone who claims to be an EAAer knows, the first homebuilt registered in Canada was built by Keith Hopkinson. CF-RAC is now in the National Aeronautical Museum. Bill incidentally has produced a catalogue of all homebuilt aircraft in Canada. He is retiring to London Ont., an area where, it was noted, he can attend five EAA meetings a month! To wish him good luck and in recognition of his service to the chapter, Bill was made an honorary life member and presented with a gold-plated key to the club.

Our guest speaker was Murray Morgan, who has been a test pilot with the National Aeronautical Establishment for seven years. His presentation (see notes following) was on the test flying of the sleek new homebuilt amphibian, the Seawind.

Tony Taylor, who has bought Carp's flying operation previously owned by Gary Field, was also at the meeting and had on display his ultralight Falcon, one of the latest and most sophisticated ultralight designs. He has acquired the dealership for the Falcon, which sells for between \$12,000 and \$13,000. Delivery of four new ones from New Mexico was expected in July (they have now arrived). Tony's primary interest however is in reactivating the flying school and with this in mind he is completing renovations on the building and surroundings. New fuel tanks have been installed and fuel is now available (80/87 and 100) - a very welcome convenience for itinerants and those based at Carp who have recently had to fly or locate themselves elsewhere. The new operation is called "Mylight Aircraft Inc." Staffing is now underway and we understand that a manager, engineer and CFI have now been hired.

Notes on Talk by
Murray Morgan

Murray, a professional test pilot with the National Aeronautical Establishment (NAE) and a graduate of the Empire Test Pilot School in England, has been involved with the flight testing of the Seawind amphibian homebuilt, designed and built by the Creelmans, for the last two and a half years. Incidentally the Seawind has no connection with the NAE. Murray's interest in the project is strictly for the fun of it - a busman's holiday!

Pictures of the airplane have appeared recently in Canadian aviation magazines and Canadian General Aviation News. It is a sleek and unusual design, with the engine cantilevered forward from the top of the vertical stabilizer. It had been hoped to have it on display at Carp for the meeting but unfortunately this was not possible.

As with any new design there were and are a lot of problems to resolve. There were some initial ground handling problems, - mainly nose wheel shimmy. During the fourth high speed run the vibration unlatched the canopy and it flew off. The first flight was August 23rd, 1982 (easy for Murray to remember - it was his birthday!). About 8 lbs pressure was needed to keep the wings level but because of the fibre glass construction aileron tabs were easily installed to improve aerodynamic balance. The aircraft proved to have good static stability but no manoeuvring stability - the restoring force bled off to zero. It was very easy to overstress the aircraft. The Creelmans were very meticulous in correcting the problem - the tail plane was redesigned and a conventional stick versus a side stick was installed (Murray felt the latter was not a nice configuration for cross-country - can't change hands).

Work has been done on performance figures to establish the flight envelope. No spins have been done - they could be flat and difficult to recover from, and he didn't want to risk the prototype! Stalls were done in every conceivable configuration and Murray saw nothing that would indicate it would go into a spin inadvertently. The stalls however left a lot to be desired - at high speed (72 mph) the loss in height was 700 to 800 feet.

A series of nose wheel collapses was the next major set-back. Murray was embarrassed three of four times on a main Ottawa runway with nose wheel failure! The nose wheel retraction mechanism was eventually replaced with an hydraulic system.

The aircraft has proved to be a good land plane - it climbs at 950 fpm and cruises at 166 to 169 mph.

A major task was to reduce the landing speed. The flaps were changed as was the airfoil section. The clean wing stall was reduced to 66 mph (55 mph with flaps) with lots of warning. The aileron system was also changed and it is now a rather pleasant aircraft to fly, although it has taken 2½ years to achieve. It is reliable with good handling qualities and good performance. It's still a little heavy however and work is being done with Dupont to reduce the weight. The engine has a lot of structure supporting it which of course adds to the weight. It is estimated that an overall reduction of some 600 lbs could be made comfortably, including up to 200 lbs for the wings. Three fibre glass consultants are working on this.

Water testing has so far been very limited. It was found that the step was too far forward which caused porpoising at about 66 mph. Murray is not a waterpilot however and further testing is being deferred to someone more experienced.

The market potential for the Seawind would seem excellent. There were more homebuilts constructed in the US last year than production aircraft, and the estimated cost of \$30,000 and 2000 hours for construction compares very favourable with the roughly \$100,000 needed for a production amphibian. With a fuel capacity of 40 gals (Imp) and a 9 gph consumption it should have a range around 600 miles plus reserve. The Creelmans are testing the plane to formal standards and hope to meet FAI 23 requirements.