

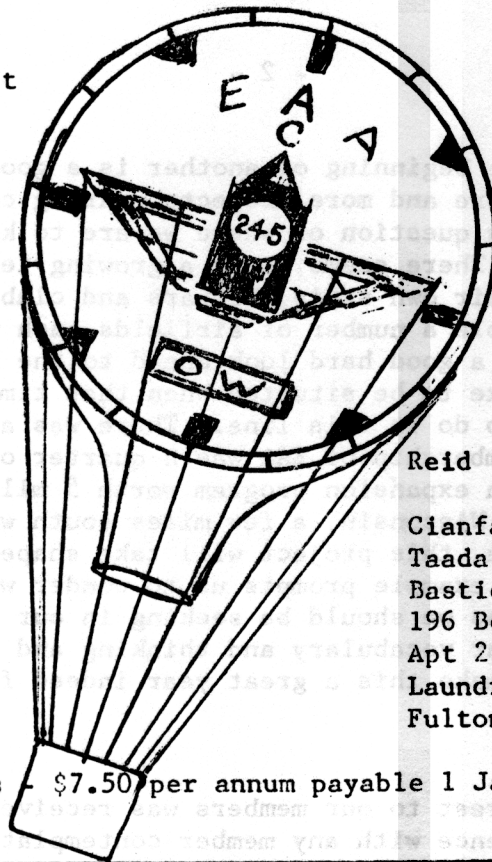
NEWSLETTER

Experimental Aircraft

Chapter 245

Association of Canada

Ottawa, Ontario



President, George

V/President, Frank  
Secretary, Eric  
Treasurer, Marc  
(Membership)

Newsletter, Bill  
Refreshments, Alex

Reid

Cianfaglione

Taada

Bastien

196 Besserer St.,  
Apt 2, Ottawa, Ont.

Laundry

Fulton

749-~~0792~~-home  
238-3227-bus.

731-5001

722-7258

234-8205-home

234-3220-bus.

828-1774

234-6753

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

DEC/JAN 77 - 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)

NEW DIRECTION

At the November meeting, held Friday 19th November, a new executive was elected to assume responsibility for directing the activities of EAA 245. Their names are listed on the letterhead and as you will notice our new president is George Reid who takes over from Lionel Robidoux. Under Lionel's able leadership the chapter made considerable progress in several areas. All who know George will be delighted that he will be our president for the next twelve months and we can all look forward to a continuation of the momentum generated in the past.

The old saying about a chain being only as strong as the weakest link must have been coined by a chapter president somewhere and I'm sure both Lionel and George would both agree that the willingness of all the members to pitch in and participate in chapter activities is the magic ingredient and catalyst that brings results. These results have been impressive in the last while in the quality of meetings, imaginative projects and the growing membership of our organization. The prospects for the future are even more interesting and challenging.

The end of one term and the beginning of another is a good time to take stock and to look ahead. With more and more projects nearing completion we are confronted with the obvious question of where we are to keep all these and where we are to fly from. There seems to be a growing tendency among established EAA chapters to acquire their own strip, hangars and club activities. In the Ottawa area we have available a number of airfields each with advantages and drawbacks. We should have a good hard look ahead to the next five or ten years and decide how we would like to be situated when that time comes. We can do just about anything we decide to do in this line. There was a time not so long ago when the total complete membership of EAA was a quarter of our own chapter's, yet today Paul speaks of an expansion program worth 5 million dollars at an 80 acre site at Burlington Wisconsin, a few miles south west of EAA HQ. And judging by past performance, this project will take shape and become a reality like all the others. Such example prompts us to wonder what questions we should be asking and what solutions we should be seeking in our own area. Dropping the cop-out word "they" from our vocabulary and thinking and replacing it with the operative word "we" could make this a great year indeed for the future of EAA 245.

HIT THE SILK - ?

The following note of interest to our members was received from Garry Fancy who wishes to share his experience with any member contemplating acquiring a silk insurance package:

I recently ordered a parachute from Salinas, California for \$125.00. This sounds like a pretty good price...However the shipping charges (via transport) from California were \$50.00 and the duty and taxes came to \$50.00. I wrote to Revenue Canada and suggested that it should be duty exempt since it is an aircraft item but this was not accepted. As a matter of interest parachutes in the C.F. are repacked every 60 days, know why - if they are not repacked static electricity builds up on the canopy and it doesn't work as advertised.

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

For Sale

Narco Mark V transceiver - \$250.00

Contact: Ron Bolton - 737-4222

For Sale

Plans for Cavilier 105 also basic frames built. Both \$150.00

Contact: George Samson - 663-2658

For Sale

Classic 1949 Piper Clipper PA 16, four place taildragger  
Restored to "Mint" condition, Stits process cover and finish  
115 Lycoming - 750 since major  
O<sup>+</sup> since "as new" top  
Narco MK 8 with VOR, New E.L.T. - Extra instruments  
\$8,000.00 (ex Winnipeg)

Contact: Terry Algeo - (204) 334-7633  
183 Larchdale Crescent  
Winnipeg, Manitoba  
R2G 3A0

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

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: 731-5814 (home) or 998-9878 (work)

Wanted

Heavy case Franklin for Stinson Voyageur

Contact: Gordon Emberley  
c/o Box 99  
Station "C"  
Winnipeg, Manitoba R3M 3S6

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, Ontario 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.

NEW MEMBERS

A welcome is extended to the following members who have recently joined our chapter:

Barry Haley  
167 Frank Street  
Ottawa, Ontario  
K2P 0X4  
434-4492

Geo A. McGrath  
27 Fairlane Boulevard  
Ottawa, Ontario  
K2E 5H3

H.G. Hamilton  
41 Ashgrove  
Ottawa, Ontario  
K2G 0S4  
home: 828-0678  
work: 998-8821

Clare Strutt  
Box 209  
Shawville, Quebec  
(189) 647-5651

Delmer McLean  
R.R. 2  
Arnprior, Ontario  
623-3810

George Samson  
228 Garner Street  
Gatineau, Quebec  
663-2658

NOTICE

Course: Aircraft Maintenance For Private Owners

If a minimum of ten students can be found, a course on the care and feeding of light aircraft will be made available beginning January 24 (each Wednesday or Thursday) at a cost of \$14.00 per student. The course will be taught at Ottawa Technical High School, Albert Street from 7:30 to 9:30 p.m. Handbook or text will be AC 20-9 Personal Aircraft Inspection Handbook (available from COPA at \$2.00)

The first hour will be text book and second hour after coffee will be problem solving and practical application of what has been covered.

If more than 40 indicate their interest an additional class will be arranged. For further details call Ottawa Technical High School and watch for announcements in local papers regarding continuing education.

Registration is planned for January 17,18,19 at the front office after 7:30 p.m.

Nick Montero  
728-7545

MINUTES OF EAA CHAPTER 245 MEETING HELD  
IN THE WAR MUSEUM, 8 P.M., 19 NOVEMBER 1976

1. The minutes of the previous meeting were read by the Secretary. They were accepted without change.
2. The Treasurer noted that the current chapter bank balance stood at \$888.60 of which \$500.00 had been earmarked for the chapter tool fund. He announced that 1977 chapter memberships were available at \$7.50 for the year.
3. A general discussion was held on the subject of EAAC financing. The new EAAC executive had sent to the chapter a copy of the minutes of an EAAC executive meeting along with a \$2.00 cheque to cover a subscription to the chapter newsletter. As the discussion progressed it was discovered that the chapter had not paid to the EAAC the normal \$2.00 per member levy which helped to finance EAAC activities. As one example of EAAC expenses, the work of the EAAC Technical Committee, which resulted in improved regulations for Canadian ultra-light aircraft, was described. Additional projects were the aerobatic clearance for the Pitts and now the Zenith. The EAAC took part in the symposium held in Toronto in September and thought was being given to perhaps holding a symposium on composite construction so that MOT inspectors and others could become familiar with new techniques used in the Vari-Eze (as an example). The importance of having a strong EAAC as a channel for communicating with MOT was stressed.
4. After a brisk verbal workout, it was proposed by Ken Cavers and seconded by Father John MacGillivray that the sum of \$170.00, representing 1976 fees at \$2.00 each for 85 members, be sent immediately to the EAAC Treasurer.

Motion Carried.

5. It was also proposed by Ken Cavers and seconded by G. Reid that an additional sum of \$250.00 be sent along as evidence of support from chapter 245. This started a brisk discussion which proved that chapter 245 is alive and well. Keeping in mind that the proceeds to the EAAC executive from our 1977 dues should be forthcoming shortly, this motion was defeated by 20 to 8.

6. To conclude this phase of the meeting's discussion, it was moved by Don Jermyrn and seconded by Garry Fancy that the chapter treasurer send regular fee payment to the EAAC treasurer at convenient intervals, i.e., quarterly.

Motion Carried.

7. As the next topic Ken Cavers raised the issue of the appointment of a chapter Designee. Many members had questions which arose during the construction of their projects and advice or assistance from a designee would often quickly solve a seemingly insurmountable roadblock. It was pointed out that the Designee program in practice in the U.S.A. was not officially recognized in Canada. However, a small group of chapter members could be formed into a pool of expertise on which all members could draw. The Secretary, G. Reid, will write to EAA requesting available information on the Designee program and will get together with Ken Cavers, Garry Fancy and Jim Bradley to look into the formation of an advisory group of some sort.

8. The nominating committee, composed of Jim Bradley, Bill Laundry, Father John MacGillivray and George Reid, had managed to secure one volunteer for nomination for each of the Vice President, Treasurer and Secretary positions. Nominations were opened for further names. Following the election, the 1977 executive was named:

President	George Reid
Vice President	Frank Cianfaglione
Treasurer	Joseph-Marc Bastien
Secretary	Eric Taada
Newsletter Editor	Bill Laundry

Votes of thanks were extended to the 1976 executive and to Father John for his efforts as editor of the chapter newsletter.

9. Forms were made available for members to record details of their aircraft projects. It is hoped that members will contribute short articles on "their pet" so that an aircraft of the month article may appear in each newsletter.

10. Following this unusually lengthy business session, the members enjoyed coffee, sinkers and two films.

*George Reid*  
George Reid, Secretary

#### PRESIDENT'S CORNER

Ever since last November I've been wondering why I let my name stand for nomination rather than saying "Thank you, but no - I'm tied up." When I'm trying to impress anyone I sign my name as Geo. W. Ried, C.D., M.A.Sc., P.Eng., L.T.G.P. Only the last four are important - they stand for Lazy Type, Great Procrastinator. So why didn't I say "T.Y.B.N. - I.T.U.?" Probably because over the years EAA involvement as a member and enthusiast has given me endless hours of enjoyment for which I am very grateful. If serving as a chapter officer helps settle some of the debt that I owe to EAA, then fair ball, let's have at it!

Enough philosophy - I'm still worn out from the two legged horse episode. What is ahead for Chapter 245 in 1977? I can't tell you what all your executive has in mind because, due to my G.P. qualifications, the first executive meeting will take place after this is written. I can tell you what I hope to see during this year. My shopping list goes like this:

- a. To use one of Father John's phrases, continuing "fellowship" with a bunch of great people who are just as interested in aircraft as I have been for at least 45 years.
- b. A chance to visit other members' homes to see their projects, gab about common areas of interest and common problems, and, hopefully, scrounge a coffee from them.
- c. Spread the word about our tremendous hobby to people who are really interested in flying. Many of these can be reached through local flying clubs and airports.

- d. Support our new Canadian executive body whenever and however we can.
- e. Promote our hobby as a responsible and safe operation.
- f. Be responsive to the suggestions of our chapter members.

We are fortunate in our chapter in having many members who have been in the group since day 1 as well as a large group of relative newcomers. One way to get to know people better is to get involved. Your executive, I'm sure, will be thinking up programs and projects that will need bodies to assist in their execution. If you are approached to participate, dive in! It is always more fun to be continuously involved in something than to hear about it once a month. For starters, how about Chapter 245 putting on three educational-type fly-ins at local airports this summer? There are at least ten strips within a 25 mile radius and that would allow my oversized paper weight to participate. This project could involve everyone in the chapter. Come on out on 19 January and we will tell you more about it!

*George Reid*  
George Reid, President

The Last Word

Since the next newsletter will be coming to you from Bill Landry, please note Bill's address and phone number:

W.E. Landry  
16 Beaumaris Drive  
Ottawa, Ontario  
K2H 7J9                      phone: 828-1774

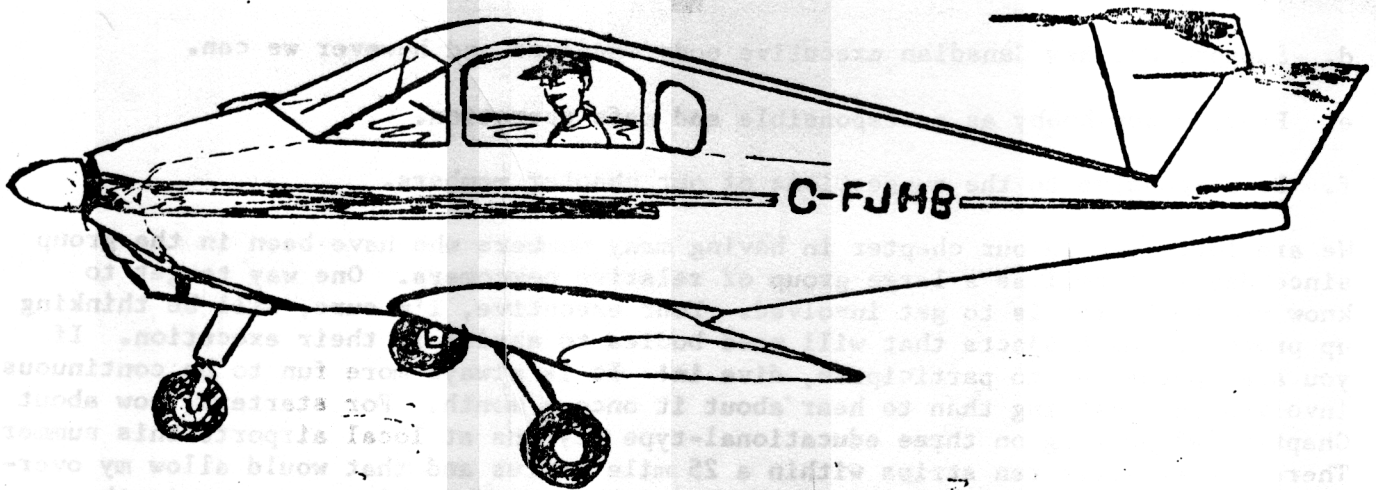
Bill has made arrangements to have his mail box replaced with an old piano shipping crate to accomodate your articles and write-ups for future issues. Your assistant editor would like to thank all members who have helped make his task lighter through their good will and support during the past year.

And a sincere personal thanks to member Bill Pepler of COFA and the directors of this organization for the great honour bestowed on your retiring editor in the award of the annual AOPA award in December at Toronto. It was a wonderful occasion sponsored by COPA and attended by several hundred members of all aviation organizations. One can't help wondering how such a project would go over in Ottawa. It's an interesting idea.

Don't forget the January meeting will be held on the 21st at the War Museum at 8 p.m. George Reid is arranging to have a presentation by the DOT on Homebuilt Flight Safety. This will be one you'll not want to miss.

*To all our members, friends, and our ships  
at sea -  
a belated seasons' Greetings and all the  
best for 1977 -*

THE MANAGEMENT

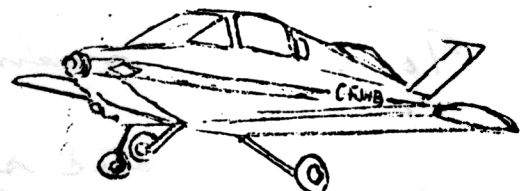


#### CHAPTER PLANE OF THE MONTH - NO. 2 - DAVIS DA-2A - C-FJHB

Since this is an EAA Chapter it is fitting that our plane of the month this time should be a homebuilt, and one of the first if not the very first of its type ever built in Canada. Member Jim Bradley began the project in 1968 without too much experience in metal work apart from the ability to weld. The Davis was completed in 1971 and is presently sporting an attractive yellow paint job. In the last six years Jim has flown the little "mini-bonanza" over 200 hours and is more than pleased with his creation. Empty weight without equipment came out to 640 pounds and with the C-85 engine it cruises at a respectable 115 to 120 MPH. The original DA-2A had 65 ponies up front and when the new owner of the prototype went to higher horsepower Leon Davis picked up the original engine and used it in the single place DA-5 used to establish a new record of over 2200 miles non stop during the Oshkosh fly-in last August. Jim's plane stalls at 62 MPH and carries 16 gals of fuel. To fly, the plane is not your average cub and being short coupled is sensitive on the controls. According to Jim you can pick up or lose 100 feet just by leaning forward or back. Visibility is outstanding and the plane is a pleasure to fly, so much so that Jim is building another one, the same as the first, but with improvements of his own. This second plane has been underway for the past two winters and is about 70% completed. It might have been completed this year but a trip to the hospital for a disk operation has slowed things down for Jim. Changes in his second plane will be of a minor nature but include adding a one foot extension to the wing as recommended by the designer. It will have larger tires for better ground performance and will have 85 horses in the nose. Jim also will be modifying the cowling for easier access to the engine without the need to undo so many screws.

In addition to our plane of the month, member Bev Fields has a 90 HP Davis flying at Brockville and there are two at Weston, Ontario, one at Moncton and two others nearing completion in the Montreal area. With its simple lines, without compound curries, good flight characteristics and comparative ease of construction the Davis DA-2A should have a wide appeal to homebuilders. They might like it so much they will build two like Jim Bradley.

DA-2A - Span 19' 3", length 17' 10",  
 wing area 82.5 sq ft. Weight empty 610,  
 gross 1125, top speed 120 MPH, cruise  
 115 MPH, stall 62 MPH, range 450 miles,  
 time to build 1500 man hours.







**EAA 245**  
**OTTAWA**  
**ONTARIO**

**RETURN TO**  
**CHAPEL [AC],**  
**CFB OTTAWA [S],**  
**KIA OHS**



**FIRST PREMIÈRE**  
**CLASS CLASSE**

**FLY TO:**

Russell Robinson

20 9th Avenue

Pointe Gatineau, Quebec