



# Carb Heat

NEWSLETTER

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

## MAY 1988

NEXT MEETING Friday 20 May  
at the Chapter Hangar at CARP.

TOPIC THE GREAT HOMEBUILT DEBATE

Why build an amateur built aircraft?

Which type -Wood, metal, composite

Which style-amphib trike TD floats?

Powerplant-conventional, auto conversion, 2 cycle?

Which method-plans, kits, single/dual ownership?

How much-time, money .room/tools needed?

Cost-to first flight and after?

Come early and bring a friend.

*Embrows  
Cobden  
Nava  
at 10:30 am  
Smith Falls breakfast  
fly 5:00 pm*

*need used car tires  
100' of old garden hose*

*530-1111*

President - Doug Richardson	592-5279	Hangars - Dave Murray	256-3674
Vice President - Roger Fowler	225-6070	Aircraft Operations - Garry Fancy	836-2829
Secretary - Andy Douma	225-1559	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

EAA CHAPTER 245 MEETING APRIL 1988

**DATE:** Friday 15th April, 1988

**LOCATION:** Rm 3001, NRC Building 100 Sussex Dr.

**ATTENDING:** 32 members, 2 guests.

**TIME:** 2000hrs.

**OPENING REMARKS:** Chapter president Doug Richardson welcomed members and guests and noted that the members present should note their EAA numbers on the circulating attendance form.

**GUESTS:** This evening's guests were - Richard Auger who helped Charles Martel build his Sportsman 2+2 that took to the air last autumn, and Richard Livingston who is interested in ultralights.

**NEW MEMBERS:** We welcome Joe Scoles, Nigel Field and James Oliff who joined the Chapter at the last meeting.

**ANNOUNCEMENTS:** Doug mentioned a new Aviation company that recently opened an office in the area - Classic Aircraft. They sell classic and vintage aircraft and they are based in Mont Cascade.

The FAA deadline for submissions concerning the "Mode "C" and proposed airspace restriction" NPRM has been extended into May so if you have concerns about the matter please write both the FAA and our Ministry of Transport. The particulars may be looked up in the previous issue of Sport Aviation or the letter sent to EAA members by the EAA Canadian Council.

Hapi Engines have informed us that they have taken over production of parts for the Monerai and Sonorai series sportsplanes. They will work at getting a builder's newsletter started.

Doug also mentioned the usual table collection of information with particular reference to an FAA publication regarding the first 40 hours of Homebuilt aircraft operation.

**BUSINESS:** Doug noted that at the last Executive meeting we discussed improvements to the hangar and lounge facilities.

- We would like to provide on site water by acquiring a sand point and a hand pump.
- We need a screen door to help control the flies.
- We would like to acquire a roof mounted wind turbine to remove the excessive heat from the lounge.
- We would like to identify the facilities from the Bradley parking lot by painting "EAA 245" on the main door side of the hangar.

We are looking for donations of surplus items to help out. If you have anything to contribute contact anyone listed on the Newsletter cover page.

Due to the increased activity over the last six months we are

experiencing a space crunch. This will dissappear when the new hangars are constructed. In the meantime we will endeavor to accomodate our tie-down tenants with a minimum of disruption.

The Chapter Fly-In Breakfast this year would normally fall on Fathers Day June 19th . This will be a very busy weekend for the local aviation community. The new Aviation museum will be opening to the public on that weekend and Rockcliffe has asked us to put on a display of homebuilt aircraft. The Ottawa Flying Club is celebrating thier 60 th anniversary with a string of events that weekend. There will also be other Fly-In Breakfast that weekend. The Executive proposed that we move the Breakfast to a July weekend after the airshow. Eric Taada suggested that we should have our Fly-In Breakfast on the "traditional" day feeling that the Museum Opening would bring in aircraft from far and wide. Andy Douma asked for a show of hands indicating support of the Breakfast on Sunday June 19th - 15 in favour. He asked for a show of hand in support of posponment to a later date - 3. The rest of those present abstained. The Breakfast will go ahead on Sunday June 19th.

**GUEST SPEAKER:** In lieu of a Guest Speaker this evening we had an audio-visual slide presentation about the care and maintenance of aero engines presented by Continental Aircraft. We also played a video tape with some very interesting and informative topics about Wake Turbulance, Short and Soft Field Landings and Take-offs, and Cross wind landings and Take-offs.

**AJOURNMENT:** 2230hrs

## **SHORTCUTS!**

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In the latter stages of construction, the airframe starts to fill up with open ended tubes and pipes as systems are installed. To prevent uninvited guests from moving in and debris from entering, the ends need to be sealed. Tape is most often used but can leave a gooey residue behind, and may come off. To prevent this a quick trip to the store or parts bin for some plastic tubing in various sizes will suffice. Cut a piece about 3"-4" long and heat one end with a flame until it is extremely soft and pinch it together with a pair of long nosed pliers, letting it cool then force it on. Perfect for air, oil, fuel, and brake needs. It is also reusable and unaffected by a splash of oil, water, or thinners.

Heat and  
Crimp

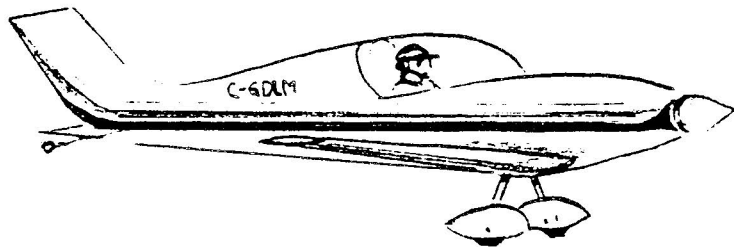


# Flight Lines

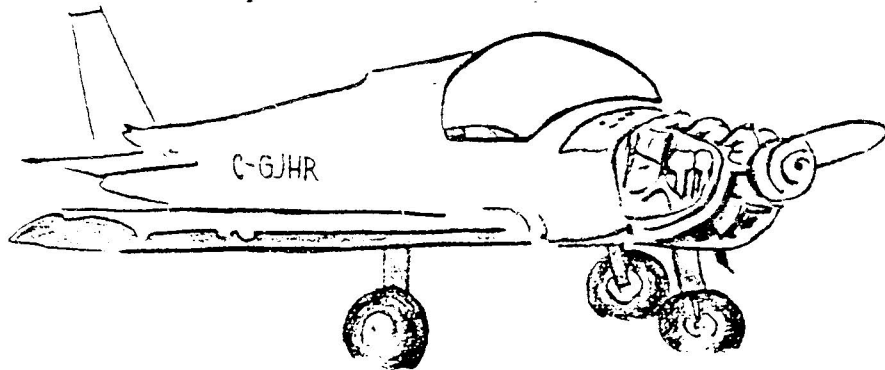
by Nina and Olav Peterson. May, 1988.

For those of us who did not manage to remain active through the winter, the first flight in the spring is always an occasion of wonder and delight. This was certainly the case when C-FQDK, our C172 stationed at the Chapter tiedown, was airborne for the first time in 1988 on April 24. After spending two cold and windy days changing oil, pumping tires, making sure the seats were properly anchored to meet the latest DoT AD and exchanging cylinder dehydrating plugs for regular spark plugs, it was a most rewarding experience to hear the roar of the Lycoming once again and to watch the needles on the instrument panel come alive.

April 24 also saw Dave Murray's Starlite practice one-upmanship on take-offs over Carp field. We never tire of watching the exhilarating climb-out of this lightest of lightplanes.



This summer we are hoping to take QDK across the Canadian prairie as far west as Saskatoon and Edmonton. Chapter president, Doug Richardson has also mentioned that he is eventually interested in cross-country flying in his Zenith CH-250. With cruise speeds of 150 mph and a range in excess of 500 miles the Zenair would seem to be ideal for such purposes.



While spring is a time for a thorough check on all the mechanical aspects of the aircraft it is also the season when pilots review their flying techniques and commit themselves once more to safe aviation. In the belief that annual refresher courses for all pilots would increase aviation safety in general, the Canadian Aircraft Insurance Group is offering incentives in the form of free additional coverage for pilots who undertake such training. (Canadian Aircraft Operator, March, no.1, 1988, p.1).

Have you ever inadvertently flown into a cloud for a few seconds and wished that you had a more confident re-

Flight Lines May, 1988 (cont'd)

lationship with the instrument panel? To give pilots an edge in such situations the DoT has now added a five hour instrument experience requirement to the pilot's licence. The "under the hood" experience asks that the student maintain a heading for two minutes, then turn 180 degrees to a reciprocal heading and maintain it for two minutes with full instrument panel. The test also calls for a recovery from an unusual attitude while on partial panel. (Canadian Aviation, April 1988, p.4).

Shoulder harnesses should be installed in all aircraft to reduce fatalities as well as injuries. The Canadian Safety Board is recommending that all commercial aircraft be required to have shoulder harnesses and that Transport Canada promote their installations in all airplanes. Approximately 90% of occupants of small aircraft involved in a crash would incur fewer injuries if shoulder harnesses were worn, and pilot fatalities would be reduced by 28 per cent. With such overwhelming statistics it would seem unforgivable not to install this basic, simple device. At a recent DoT meeting of airworthiness and air safety experts from all over North America it was generally agreed that properly installed shoulder harnesses as well as properly secured seats would save lives and reduce injuries. (Aviation Trade, April 1988, p.13; Canadian General Aviation News, April 1988, p.4)

An accurate, compact system of engine instrumentation, sold as a complete package, is produced by Vision Micro System. The Electronic Powerplant Instrumentation System, or EPI 800, is noted for high precision, fast acting, direct reading instruments with both digital and analog scales. High quality components and quality military grade displays are reliable and have no "fadeout" in bright light. The light weight, minimum depth gauges, require less room, are easy to install and weigh only half of other comparable systems. The engines electrics are monitored on a single gauge with an annunciator flashing warnings to the pilot of impending problems. A flashing display also alerts the pilot about critical cylinder conditions. An advanced chronometer with four functions and exotic fuel computer which shows both fuel flow and pressure digitally and graphically. (Canadian Homebuilt Aircraft News, April 1988, p.5)

We began our summer season of fly-ins and aviation conventions with a visit to the Sport Aircraft Expo held at the Toronto International Center on April 29, 30 and May 1. By calling ahead for details we discovered that it was possible to land at the Lester Pearson International Airport and walk across to the Expo. The 20 minute walk from Hudson General to the International Center was an exciting aviation experience in itself in that we walked under the flightpath of runway 33 where the jets seemed to be taking off at the rate of one per minute. The small trade fair which displayed mostly ultralights included a few homebuilts and antique aircraft as well. Among the highlights were the Kestrel Hawk, the RV-4 and a Chris Heintz Zenith.

## WHAT'S UP

In spite of the weather, the field is alive with planes arriving and departing in all directions. Spring has brought everyone out to look and talk, consequently there are quite a few cars parked. Please park to the back of the lot to avoid someone from backing over a tail tiedown peg and ruining a tire, or pranging an aircraft tring to get out. Some clean up was needed to rid the ground of the winter divots but it is all but finished. Tiedowns are tight but after sinking a few pails of cement Gary (24493) thinks that it is under control for now. Water is almost available for use to wash your hands, parts, or planes. We have the water, the hole, just need the pump. Airport Management still have no word back from Transport Canada on the hangars so we are just waiting - but getting a little more impatient. As I have just moved there wasn't much time to write anything about our members projects under construction next month. The club still needs a wind turbine for the lounge roof and could use an old vacume cleaner for the carpet as there is just too much traffic for the present system. To supplement the coffee and drink situation, I have brought my gas BBQ out for the season. To those who wish a 'dog or 'burg (BYOF) feel free to use it whenever - please.

Our Special Events Organiser, Gord (99I35) polled the roster of yearly volunteers for the breakfast in June, coming up with the same conclusions that the B. of Dir. presented at the last meeting. There most likly would not be enough available staff to ensure the function would be successful (why work a few people to the bone?), Decisions had to be made quickly and that prompted me to use the authority of my office, therefore I have authorised Gord to submit a retraction for our breakfast to CGAN's On the Horizon, indicating a Sept. Fly In date. There will be far less competition and the whole chapter can get involved as it has in the past.

I hope I have not offended anybody by doing so but there was only enough time to get the paper as their deadline falls 2 weeks before the meeting and only one issue was left to print before the breakfast.

### **Thick, white slime**

Fifteen minutes after takeoff, the Junior Ace's engine died. The pilot and his son were seriously injured when the amateurbuilt crashed after striking trees on approach to a cornfield.

The carb jet was almost completely blocked by a thick white slime, a fungus which had fed on a mixture of water, fuel, and metal particles.

The aircraft had been stored outside every winter, during which the engine was never run. Before his first flight of spring, the owner/pilot drained the fuel system and flushed it with fresh gas but didn't remove the fuel strainer or carb float bowl. This micro-organism isn't soluble in gasoline, so can't be flushed out.

Other things can creep into your fuel system: rust particles, sand, water (suspended or accumulated), refinery carry-overs and even fuel additives picked up in delivery pipes. If not controlled or removed, they can cause fueltank corrosion, quantity-gauge inaccuracies, fuel control problems and screen blockage.

If your engine has been inactive for months, it probably needs a thorough inspection and a careful cleaning.



**CLASSIFIEDS:**

**AIRCRAFT:**

Grummuan AA1A 2 seat, 140 SMGH, full IFR, new paint, wheel pants. Truly excellent. \$17000.00 negotiable.

Phone Perry Wilkins 563-0821  
782-2305 work

Parting out - Mooney M20 complete.

Mike Secoutis 729-3774

Minicoupe - Partially completed. Unable to continue due to discontinued kits. All offers considered.

Richard Taylor 596-6913.  
after 7:00 pm.

**ENGINES:**

O-320 engine with 800 hours with half inch valves

**PROPELLERS:**

O time constant speed propeller.  
1A170 metal with logs  
Wood pusher  
Metal prop for 150 hp  
Zenair wood - 68/46

**PARTS:**

Hanlon Wilson mufflers  
Spinner and backplate for Grumman  
Instruments, Navcom, Wheelpants and more.

FOR ALL OF THE ABOVE ITEMS  
PHONE MIKE SECOUTIS 729-3774

Brakes and wheels -  
Rosenhan - suitable for  
Varieze or Davis etc.  
Offers  
Phone Eric Taada 749-4264

Forged VW crank and  
propeller hub for details  
Phone  
Richard Taylor 596-6913.  
after 7:00 pm.

**PLANS:**

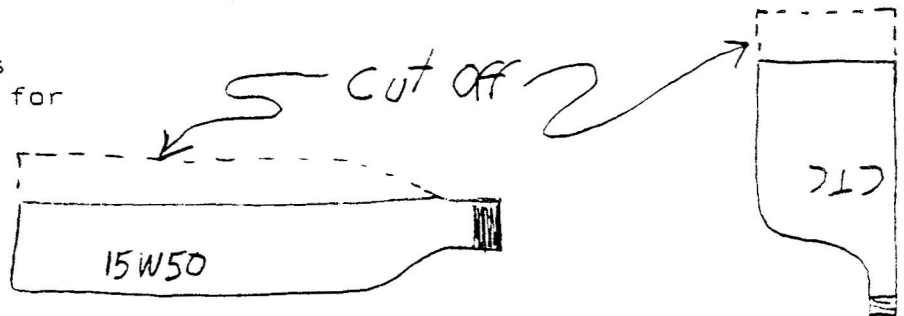
Davis D2A  
Russ Robinson 831-2485.

**OTHER:**

Flight suit, beige, medium,  
little used. \$50.00  
Chuck Stonehouse 692-4097.

**WANTED:**

Skis - for Cessna 172 Main  
gear.  
Les Kornik 828-8976



The oil access door on my Zenith's cowling is 3"-4" above the oil filler neck. and I do not want oil running down the side of the engine. The funnels I tried did not work to my satisfaction, so I started looking around for something to screw into the neck. A task that became trying. But alas, I found an answer - a Canadian Tire one liter plastic oil container, the threads matching sufficiently to hold and not leak. By cutting the bottom couple of inches off I could slip the Aeroshell container inside and let it drain a few minutes to let all the pricey 15W50 drip in. The seal between the two containers also prevents the entry of foreign matter into the sump. When finished I screw the CTC cap back on and there is no oil spot left anywhere. Cut the side out from the used jugs and they become bins in the hangar workshop.

One other thing, my engine is a Lycoming O-320 so I don't know if it is of any use to others.

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 245-MEMBERSHIP LIST 1967-68 (88/05/02)

SEA NO.	SURNAME	FIRST NAME	ADDRESS	CITY	POSTAL CODE	HOME PHONE	WORK PHONE	AIRCRAFT & REGN
	Acres	Stan	RR#2	Kinburn	KOA 2H0	839-5512	957-0325	Fleet Canuck C-FAEI
	Argue	Bill	RR#2	Caro	KOA 1L0	839-5361		
	Ballantyne	Keith	362 Ferndale Ave	Ottawa	K1Z 6P8	729-7475	592-1640	Q II
	Beaudoin	Henri	71 Blynn Ave.	Ottawa	K1K 1S7	749-9720	560-1298	Cuby C-GNZV
	Boudreau	Eugene	43 LeBaron	Gatineau	J8T 4C3	561-1840	744-3773	Avid/Taylor/Pelican types
1414	Bradley	Jim	RR#1	Carp	KOA 1L0	839-5542		Davis C-FJGY
52542	Butler	Jim	311 Tavistock Rd.	Ottawa	K2B 5N3	829-5750	998-3455	Pazmany PL1, PL4
174	Cavers	Ken	1420 Lowen Dr.	Gloucester	K1B 3N3	521-3351		
	Chalifoux	Yvon	207-299 Somerset W	Ottawa	K1A 0A6	232-2390	992-2152	Anderson Kingfisher
17164	Chambers	Ted	594 Laverendrye Rd.	Ottawa	K1J 7B5	749-0269		Tri-Zenith CH300 C-GIKK
	Daie	Doug	RR#2	North Gower	KOA 2T0	489-3111	-	Cuby & C150 CF-YBS
12555	Devine	Bill	RR#1	Kemptville	K0G 1J0	258-2827		
5264	Dods	Jack	8 Edward St. Box 193	Manotick	KOA 2N0	692-3253		
17740	Dods	Deric	P.O. Box 575	Manotick	KOA 2N0	692-6121	560-0161	<del>PA 20 C-300E</del>
	Dodson	A. Edward	345 Barlow Cres.	Dunrobin	KOA 1T0	822-3239	763-2569	Piper PA-12 C-6B60
11456	Douma	Andy	54 Jarlan Terrace	Kanata	K2L 3L5	591-3801	992-8659	Jodel D-112 C-FYGR /CH300
	Eif	Lars	1072 St. Germaine Cr	Orleans	K1C 2L8	837-6680	997-9969	Steen Skybolt
4493	Fancy	Garry	8 Sicard Way	Kanata	K2L 2X6	836-2829		Steen Skybolt C-FAEA
12553	Field	Nigel G.	71 Boudreau Cres.	Embrun	KOA 1W0	443-5138	991-9740	Canard-Composite
6537	Fowler	Roger	18 Headingly Cr.	Nepean	K2S 0Y3	225-6070	778-2270	Aeronca Chief CF-HGR
12666	Fulton	Alex	173 Cooper St.	Ottawa	K2P 0E9	234-6753		Starlite C-FANW
	Glazier	Greg	CFB Ottawa N Box 62	Ottawa	K1A 0K4	745-0736	991-5204	Aerobatic interests
	Halverson	Harvey	9 Costello Ave.	Nepean	K2H 7C3	828-1103	234-2491	Mitchell U-2 C-10GR
	Herron	David	4 Larsen Court	Kanata	K2L 1Y8	592-9444		
50410	Holman	Sam	93 Bayswater Av	Ottawa	K1Y 2G2	722-3025		Defiant
	Hunt	Durwin	19 Chimo Dr.	Kanata	K2L 2E5	592-6657	993-8712	Ercoupe CF-JZH
	Jay	Allen	RR#3	Carp	KOA 1L0	836-3055	836-7255	RC Modeller
	Kidd	Alan M.	2465 Orient Park Dr.	Gloucester	K1B 4N2	830-3912	746-5929	C-172 C-FDUY
	Kornik	Les	34 Corkstown Rd.	Nepean	K2H 5B4	828-6976	995-4841	Plastic
	Labrie	Don	50 Hesse Cr.	Stittsville	K0A 3B0	836-7701	560-4754	ZENAIR CH600
	Laundry	Bill	903-290 Shakespeare	Waterloo	N2L 6D1	746-0859		Cessna 172
	Lefebvre	Vincent	RR#3	Gracefield	JOX 1W0	463-3211		
	Lefebvre	Guy	RR#3	Gracefield	JOX 1W0	463-3211	449-2300	Spencer Air Car CF-VHT
	Livingston	Richard	General Delivery	Carp	KOA 1L0			Ultralights
	Loch	Joseph	8 Grangemill Ave	Nepean	K2H 6A6	569-6781	592-3325	
3034	Martel	Charles	PO Box 678 RR#1	Hammond	KOA 2A0	487-3036	991-7222	Sportsman 2+2 C-GMYL
	Martin	Ken	79 Rita Ave	Nepean	K2B 2B9	824-6327		
	McMillivray	Rev. John	RR#3	Arisealg	K2B 2L1			
18370	McGrath	Berry	27 Farlane Blvd.	Nepean	K2E 5H3	225-7067		CH250 Zenair/Cherokee CF-UYK
19400	Moore	Sick	30 John St. RR#2	Stittsville	KOA 3B0	836-5554	564-4299	Fox
	Murray	Dave	22 Airycot Cir.	Nepean	K2S 801	825-8071	596-3910	Starlight C-30LM Pober Pixie C-3TLQ
	Oliff	James	1250 Pinecrest Rd.	Ottawa	K2C 3P5	596-1949	728-3513	Oldfield Baby Great Lakes
16626	Palmer	Garry	4 Glendinning Drive	Nepean	K2H 7Y9	596-2172	727-0300	Lancair 335
	Perrine	John	42 Tanguin Cres.	Nepean	K2H 8J8	820-8812		Photographer
10273	Peters	Terry	100 Maple Lane	Ottawa	K1M 1H5	745-7466	992-1129	Piel Emeraude C-GDVE/Cherokee CF-RIV
1165	Peterson	Olav	7 Dickson St.	Nepean	K2H 7H6	829-3240		Cessna 172 C-FGDK
1955	Plaunt	Peter	29 Davanaugh dr.	Carp	KOA 1L0	839-2285	990-0842	Zenair CH 701
	Proule	Michael	RR#1 Box 436	Cantley	JOX 1L0	771-3326	827-8676	RR II C-GJMW
1750	Reid	George	10 Amberly Pl.	Gloucester	K1J 7J8	749-0792		Taylor Monoplane CF-SWR
	Richards	John	326 Dunningham Ave.	Ottawa	H1H 6B4	732-0340		Zenair CH300
10156	Richardson	Doug	12 Bering Court	Kanata	K2L 2B7	592-5080	338-5700	Zenair CH250 C-GJHR
	Riley	Barrie	RR#1	Carp	KOA 1C0	839-5542		Davis DRA C-FJH8
	Robinson	Jim	541 Balsam Dr.	Orleans	K1E 1B8	830-4317		Zenith 250TD
	Robinson	Timothy	541 Balsam Dr.	Orleans	K1E 1B8	830-4317		Zenith CH250TD / Spizzo-tu-holer
	Rodgers	Murray	178-D Craig Henry	Nepean	K2B 4M7	728-7151	225-1100	Wind Ryder
2183	Ruel	Laurent	29 Davanaugh Dr.	Carp	KOA 1L0	839-2283		
	Sattler	Matt	79 Fineridge Rd.	Carp	KOA 1L0	639-2267		
	Sodles	James	1959 Mulberry Cres.	Gloucester	K1J 3J8	741-0338	990-5444	C-170A CF-VRT
	Sicard	Jacques		Fournier	K0B 1G0	324-2760		PA-12
	Slack	Red	RR#1	Kara	KOA 2E0	489-6231		Pietenpol C-5FCU
1933	Slone	Irving	546 Sherbourne Road	Ottawa	K2A 3G5	722-0259	230-2100	Pietenpol C-5FCU
1763	Solley	John	635 Avimer Road	Avimer	J9H 5T7	778-7923	997-5492	
	Sounell	Brent	59 Stable Way	Kanata	K2M 1A8	592-6292		Dragonfly
165	Standing	Bord	65 Canter Blvd.	Nepean	K2B 2M4	224-2879		Flycaby
3490	Stead	Rodney	PO Box 625	Stittsville	KOA 3B0	536-1410		CH 300
	Stroud	David	27 Biscayne Cres.	Nepean	K2E 5R9	224-3649	727-1443	Humelbird /Prospector
14293	Tasda	Eric	14 Amberly Pl.	Gloucester	K1J 7J3	749-4254	990-0771	Pietenpol C-3FCU
	Tate	Parr	22 Tiffany Cr.	Kanata	K2K 1A2	592-5933		Pietenpol C-5FCU
18633	Taylor	Richard	1712-1310 Pinecrest	Ottawa	K2C 3N8	596-6913	836-7590	
	Tener	John	570 Minto Place	Ottawa	K1M 0A8	746-3794		
	Van Tuyl	John	RR#1	Dunrobin	KOA 1T0	832-2691		C170 C-FFPQ
	Wilkins	Perry	160 James Street	Ottawa	K1R 5M5	563-0821	782-2305	Avid Flyer H430WT/Grumman AA1A
	Williams	Don	RR#1 (Dunrobin Rd)	Kanata	K2K 1X7	839-2255	523-4000	PAGE-1 Tripacar C-FLX8

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 \*SER OF MEMBERS: 73