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Stan Acres
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NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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NOVEMBER 1988

Next Meeting

NRC - 100 Sussex Drive

Topic

7:00 PM 18 Nov 88.

Video Night
Dave Strouel and the $\frac{\text{V}}{2}$ Engine.

Notes

The 1989 EAA Callendars will be on sale at this, the last meeting before Christmas. These are the ideal gifts for the confirmed or potential aviation enthusiast.

Notice the membership renewal forms at page -10-

President - Doug Richardson	592-5080	Hangars - Dave Murray	592-8102
Vice President - Lars Elf	837-6680	Aircraft Operations - John Van Tuyl	832-2691
Secretary - Andy Douma	591-3801	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

DATE: Friday 21 October 1988.
LOCATION: EAA 245 Hangar, Carp, Ontario.
ATTENDING: 25 members.
TIME: 1930 hrs.

OPENING REMARKS: Chapter president Doug Richardson opened the Annual General Meeting of EAA Chapter 245 at 2000 hrs. He pointed out that the AGM has been moved to October to comply with Chapter by-laws. The Chapter has grown in membership and resources to the extent that we have to adhere more closely to the by-laws and principles laid down in the Chapter By-laws and charter. The major points to be dealt with this evening are changes to the Chapter's by-laws, dues increases and annual elections.

NEW MEMBERS: Nova Corey Jodel F-11

ANNOUNCEMENTS: - James Oliff was down at the CWH museum and he videotaped the first flight of their WW II Lancaster bomber. That tape will be shown at a future meeting.
- The EAA calendars we brought in are on sale now. Think Christmas.

BUSINESS: The first item of business dealt with Chapter By-laws changes. Chapter president and meeting chairman Doug Richardson pointed out that proposed changes have been posted for the past month at the Chapter hangar at Carp. Also, the membership were informed of the proposed changes in the last newsletter. The Chair noted that we have a voting quorum. The chair recognized Chapter vice president Roger Fowler who proposed that the following changes be made to the Chapter By-laws.

Article III. - Purpose and aims of the Chapter - section (d) - be changed to read -
(d) To acquire, hold and operate all manner of aircraft not exceeding a gross weight of 1800 Kg.

On this item discussion was brief. This change merely updates the section to comply with metrification in Canada. The motion was seconded by Ted Chambers and passed by unanimous show of hands.

Article VIII. Conditions of Membership - Section (a) be changed to read - (a)
Associate Member - shall be a person who has paid such annual fees as may be fixed from time to time by the Board of Directors and is also member of the Experimental Aircraft Association in Oshkosh Wisconsin. Each Associate Member shall be entitled to one (1) vote at each Annual General Meeting or Special Meeting of the Chapter on all matters excepting those relating to functions classified as Activities. A person shall become an Associate member on payment of such prescribed fees and may be confirmed as an Associate member at the next meeting of the Board of Directors. Following payment of such fees and failing confirmation of membership, the person shall have all paid fees returned and shall cease to be an Associate member. Each Associate member shall have all social privileges of the Chapter.

898-808	Hangars - Dave Murray	President - [Name]
898-808	Operations - John Van Tuyl	Vice President - [Name]
898-808	Special Events - Gord Standing	Secretary - [Name]
898-808	Membership - Rodney Stead	Treasurer - [Name]
898-808	Publisher - Dick Moore	Editor - [Name]

Discussions followed this proposal centered on why we were dropping the three year non-voting initiation period. It had been the case that little attention was paid to this feature as it had been too cumbersome a procedure to determine who has and who did not have voting privileges.

Roger read the modified form of the Article again. The modified form was seconded by Ted Chambers, voted on and accepted by unanimous show of hands.

Article XVII. Dissolution of Chapter. Be changed to read - Upon the dissolution of the Chapter any assets remaining after the payment and satisfaction of all debts and liabilities of the chapter, including loans by members in support of Chapter activities and operations, shall revert to the Experimental Aircraft Association Canadian Council.

After brief discussion and explanations the change was seconded by Rodney Stead and passed by unanimous show of hands.

NEW ARTICLE: A proposal was put forward that the Chapter sell subscriptions of the Newsletter to any individual or organization with the stipulation that being a Newsletter subscriber carries with it no privileges of membership. This would become an additional article in the By-laws and will read -

Article XVIII. Newsletter subscriptions: Newsletter subscriptions are available to persons or organizations upon payment of prescribed fees. The subscribers are not considered Chapter members and will have none of the rights and privileges of Chapter membership. A subscriber may become an Associate member with all rights and privileges by providing proof of membership of the Experimental Aircraft Association parent body based at Oshkosh Wisconsin.

This article allows persons with a more casual interest in the Chapter to maintain up to date information on Chapter activities and programs.

The new article was again read by Roger, the proposal to add this article was seconded by Parr Tate and accepted by unanimous show of hands.

SHORTCUTS!

While not exactly a shortcut to builders this might be of some interest to you when you are flying. It comes from the Sept. '88 issue of Chap. 364 (Oshawa). " Captain Lebel passed on this idea that makes a lot of sense. Carry an unfuelled Zippo lighter in your a/c at all times. Place extra flints under the felt packing in the fuel compartment (fuel won't hurt them). If you are forced down, fill the lighter from the quick drain on a fuel tank. The Zippo is windproof, practically indestructable and may save your life." Good advice with winter coming.

MAINTENANCE HANGAR FEES:

The next item of business was the setting of fees for use of the maintenance hangar.

Chapter Secretary Andy Douma read out the proposed fee structure for use of the maintenance hangar. This fee schedule is intended to go into effect on 1 January 1989.

The posted proposals were discussed and modified as deemed necessary and the following proposal was put before the membership.

1 - For the aircraft assembly, rigging, test flying and debugging period the monthly rental fee is \$50.00.

2 - For aircraft that have been issued their unrestricted flight permits the fees are:

- first 7 days - no charge.

- next 23 days - \$50.00. A prorated portion of this payment may, at the discretion of the Board of Directors, be refunded. The \$50.00 would be prorated based on a 30 day (monthly) period.

- next 30 day (month) period - \$75.00.

- third 30 day period (month) - \$100.00.

The escalating rate is intended to encourage an individual to get the job done ASAP and to discourage a person from using the hangar for seasonal dead storage.

The above proposals were seconded by Terry Peters and passed by unanimous show of hands.

ELECTIONS: (seems everybody is holding them these days).

Positions open this year were for Vice President, Secretary, and Aircraft Operations and Safety. Roger Fowler is required by the By-laws to step down after serving two terms. Secretary Andy Douma wishes to retire at the end of his first term and help out in other capacities.

Nominations for offices:

<u>Position</u>	<u>Nominated</u>	<u>Nominated by</u>	<u>Seconded by</u>	<u>Elected</u>
Vice President	Andy Douma	Ed Atrajji	Jim Bradley	: Lars Eif
	Lars Eif	Andy Douma	Dick Moore	
Secretary	Nina Petersen	Jim Bradley	?	: declined
Aircraft Ops	John Van Tuyl	Andy Douma	Doug Richardson	: acclaimed

A proposal to postpone the election for secretary to next month was passed by show of hands.

Ed Atrajhi proposed that the secretary's job be partitioned into two parts i.e. - recording secretary and "other jobs" secretary. Secretary's note: no-one could read my notes.

MISCELLANEOUS:

- Rodney Stead agreed to look into the possibilities of setting up a telephone at the hangar.
- Roger fowler proposed that we offer a flight with each calendar sold. This is up to the individual selling the calendar.
- Rodney thanked the Board of Directors for the work over the past year and the by-laws updates.
- Gord Standing reported on the Fly-in breakfast. 130 breakfasts sold despite the early and sporadic fog. The Chapter made \$265.78. The membership agreed with the executive that we will hold the breakfast again next September in concurrence with the 99,s Poker run. Gord and his helper crew were thanked for their excellent effort.

Adjourned for coffee and donuts.

GUEST SPEAKER:

Gord Standing spoke to us about his Bi-Fly baby.

The Fly-baby was designed by Pete Bowers of Seattle Washington back in the early 60's as a result of an EAA design contest. He won with this low cost, easy to build and fly low wing open cockpit monoplane.

Gord ordered the bi-wing version of the plans on 21 September 1975 he waited till November to get them due to one of Canada's perenial mail strikes. 13 years later the aircraft is undergoing final assembly at the Chapter hangar at Carp. The aircraft weighs in at 651 lbs with a gross weight of 972 lbs. The 65 hp Continental should be able to attain 95 mph top and 85 mph cruising speed. Stall is at 42 mph.

Gord deviated from plans only with the landing gear. He substituted spring aluminum gear for the rather rigid and heavier original setup. Gord spoke in some detail about how he went about building and installing the new gear. Building the fuselage was straightforward but the wings were fussy. Gord opted for heavier flying wires after some of the Monoplane Flybabys experienced in flight flying wire failures.

The wings are covered with Lincoln cloth, 4-6 coats of clear dope, 2coats of aluminum and 2 coats of yellow pigment.

He followed the guide in the Sport Aviation handbook and had no problems with the lettering.

Gord acquired an 85 hp Continental from a Davis DA-2 that took on a tree down Windsor way. He paid \$650.00 for it. It needed some work and he now has about \$1750.00 invested in the engine. Not bad Gord.

The spruce came from Calgary and arrived in April of 1976.

According to his work log Gord started the project on Sunday 17th May 1976 at 7 pm.

While he was working on the Flybaby he became distracted by a Volksplane project that slowed progress of the Flybaby by several years.

When asked if he would build wood and fabric again he indicated that he would probably try his hand at a metal project but lets first finish and fly the project at hand.

Gord was thanked for an informative and intersting presentation.

AJOURNMENT: 2230 hrs

SUBMITTED BY:

A.G. DOUMA, SECRETARY, CHAPTER 245

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Flight Lines

by Nina and Olav Peterson. November, 1988.

Fuel survey:

80/87 OCTANE FUEL PRICES OCTOBER 1988

AIRPORT	Price per liter in cents
Mascouche, Que.	73
Gatineau, Que.	69 (up 3 cents since June)

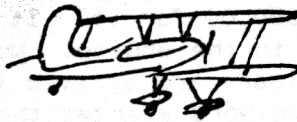
The old Lycomings and Continentals which were designed for, and have grown used to, a diet of 80/87 avgas may have to adjust to a slightly different menu in the not too distant future. Reports and notes keep appearing which either bemoan its lack of availability or forecast the beginning of the end for this particular type of avgas.

An article called "100LL lack to delay introduction of Mooney PFM to Canada" mentions that 100LL, which may be introduced as early as 1989, is destined to eventually replace 80/87. (Canadian Aircraft Operator, Sept. no.1, 1988)

Debby Burluson and Chris Purcell who write "Notes from New England" in the Stanley Sport Aviation Newsletter and do a great deal of Cub-flying in the vicinity of Boston, refer to 80/87 fuel as "rare" in that part of North America.

Recent newsletters:

According to the September issue of the Stanley Sport Aviation Association's Windsock, their 18th Annual Fly-In on Labour Day weekend was a great success with over 100 airplanes in attendance in spite of a poor meteorological prognosis. Among the more infrequently seen homebuilts were two Marandas, a Schleicher KAGE and a Starduster Too.



STARDUSTER
TOO

Since the Stanley Fly-In was a weekend event, it, of course, entailed much more planning and organization than the breakfast fly-ins we are accustomed to in the Ottawa Valley. Spaces had to be provided for trailers, motor homes and campers. Flair pots were positioned along the runways for nocturnal arrivals. A radio was installed in the tower and a PA system with speakers was erected.

Two local Stanley church groups supplied food which included a choice of fast foods like hamburgers, hot dogs and fish and chips as well as

Flight Lines November, 1988 (cont'd)

a sit-down, homecooked roast beef dinner. Always eager to make a contribution, the "Ladies Wing" set up craft and bake tables, a "Fish Pond" and provided a "Hayride" for the children.

Sunday's clear skies and light winds set the stage for a whole range of aviation activities. In addition to contests involving flour bombing and spot landings, pilots had an opportunity to take part in a mini governor general's rally. Everyone enjoyed the airshow featuring Ken Maharaj in his Aerobat, Arielle "Dancer on the Wind", Gordon Waugh's glider display and a Bell 212 fire fighting demonstration by the Department of Lands and Forests. Awards for the winners were presented on Sunday evening at the clubhouse.

The September Newsletter of EAA Chapter 364 in Oshawa carried an account by "president Woody" about the adventures of his flight to Oshkosh. In spite of the fact that he cleared customs at Port Huron as late as 9 pm on Thursday, he was made to feel very welcome south of the border by a friendly customs official who even drove him into town to pick up a take-out dinner at the late hour.

A further example of American hospitality awaited him next morning when he awoke under the wing of his aircraft after spending a night on the tarmac. A problem surfaced with the plane's exhaust system which appeared to have a broken brace. The repair shop, upon hearing that it was a question of a homebuilt aircraft, allowed him to use the facilities and carry out the necessary repairs with the result that in two hours he was on his way again.

Many of the EAA chapters which were in existence a year ago have now decided to stay with EAAC, or rather RAA, and are no longer part of EAA. One of these is the Toronto chapter which in their September Newsletter describes their attitude to the situation and reflects on some of the unhappiness that is presently being felt.

On a more cheerful note, the Toronto area homebuilders are planning to re-activate an old practice of visiting members' projects under construction. A Corben Jr. Ace, a Zenith, two KR's and a replica Spitfire have already been offered for viewing. This would seem to be a stimulating and fun way to share information and expertise.

On a recent mid-October flight to Bromont, Que., we transited the Mirabel control zone and tried to obtain a reading for our newly installed mode-C transponder. However, Mirabel tower was not able to handle our request for lack of up-to-date equipment.

Bromont Airport, located just outside the Montreal control zone in a rapidly developing industrial area, was sporting a newly lengthened and paved runway with a very gentle upslope towards the east. Their modern terminal building has a restaurant which serves full meals on weekdays and hamburgers, hot dogs, etc. on weekends.

On the tarmac we discovered a beautifully finished yellow Davis with a modified fiberglass cowling and fiber glass wheel pants. The interior was lovingly finished to the smallest detail and boasted a very compete panel with NAV/COMs and even a LORAN C. The owner, who just happened to arrive, explained that he had extended the wings to in-

clude tip tanks. We were not surprised when he smiled and said that he was proud of his airplane.

On our return flight, when we landed at Gatineau Airport for hot chocolate and muffins as well as for some 80/87 avgas, we sighted another interesting homebuilt, the Jurca Sirocco. We had not recently seen a Jurca in the Ottawa area, but some of our members remember one flying at Rockcliffe in the sixties. It is further interesting to note, that the Rockcliffe Jurca was mentioned in Victoria, B.C., newsletter earlier this year and is apparently active on the West Coast.



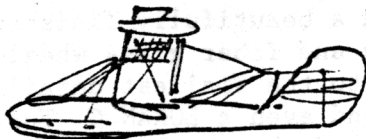
Readings and reviews:

JURCA SIROCCO

An informal association of aviation enthusiasts called the "Glass Cockpit Project" is currently involved in developing an avionics system utilizing computer technology for the amateur-built and general aviation market. The project has already begun developmental work in areas involving Loran, AM/FM, enroute VFR-only navigation, flight planning and weather monitoring. It is based on the IBM XT and uses EGA graphic standards. The "Glass Cockpit Project" hopes to use the Georef global mapping coordinate system with most of the information to be derived from Transport Canada and FAA aeronautical charts and airport and navaid data. (Canadian Flight, Sept./Oct. 1988, p.22).

The National Aviation Museum, of NAM, which opened to the public in mid-June, has already attracted record numbers of visitors and is living testimony to the fact that Canadians value their flying heritage. In the first six and a half weeks 140,000 people visited the new establishment and attendance is expected to reach 300,000 by the end of 1988. (The Canadian Aircraft Operator, Sept. no.1, 1988, p.1).

We have already made three or four return visits to NAM, mostly on rainy days when flying conditions deteriorate to zero-zero and the aircraft at Carp field turn into confirmed earthlings. How marvellous to look at some of the early flying boats from the twenties! They never cease to impress us with their immense size, graceful hulls, and immaculate finish. A photograph in a book, although it can be very informative and illuminating, is never as powerfully vivid as the life-sized, three-dimensional presence of the aeroplane itself. On your next visit to NAM, meet the Curtiss Seagull face to face! Examine again the wings of the HS-2L and observe the details of its roomy cabin.



CURTISS HS-2L