



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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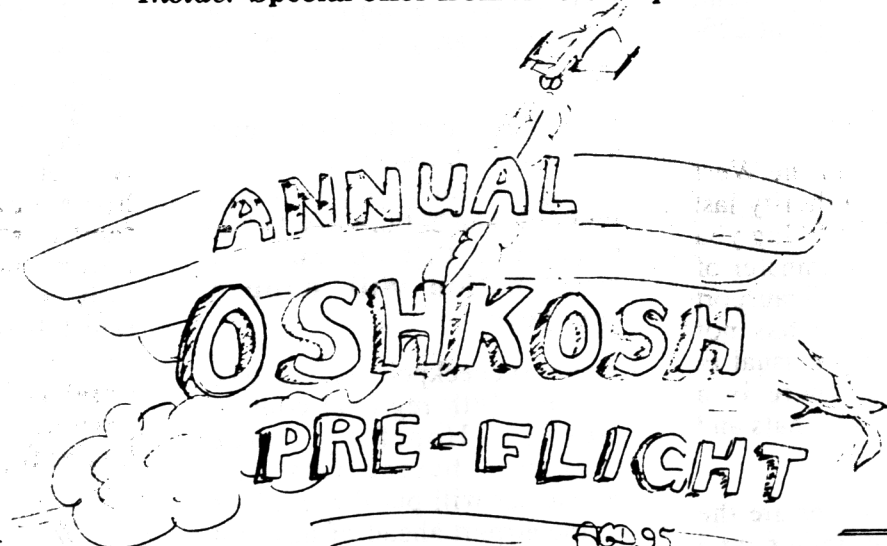
JULY-AUGUST 1995

Next Meeting: Saturday 15th June
1000hrs
Carp Airport

Program:-General Business

*-Meeting Topic: pre Oshkosh briefing
and weather permitting, some "Bald Eagles" flights*

Inside: Special offer from Aircraft Spruce



President:	Gary Palmer	596-2172	Aircraft Ops:	Dick Moore	836-5554
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Secretary:	Luc Martin	682-9442	Tool Crib:	Dick Moore	836-5554
Treasurer:	George Elliott	682-8327	Classifieds:	Andy Dourma	591-7622
Editor:	Andy Dourma	591-7622	Publishing:	Dick Moore	836-5554

President's Corner

The **Young Eagles** day on June 10th was a great success, thanks to Lars Eif's great leadership, and the hard work of the ground crew and pilot volunteers. We flew approximately 55 little brothers, as well as many parents and Big Brothers. The barbecue organized by Lars' charming wife Sandy was a fitting reward for the efforts put forward by all the volunteers.

We also received CBC television coverage, as well as a good spread in the Citizen. Irving Slone and the Pietenpol were this year's stars; line up at the right for Irving's autograph.

A hearty thanks to all who helped make this event another great success.

Chapter Fly-in Breakfast.

Remember to mark your calendars for Saturday August 12th at 9:00 AM for the setup for our breakfast. If you haven't yet contacted Barney de Schneider to volunteer for the Sunday August 13th big event, please do by calling him at 225-6003.

Carp Airport Saga

I attended the AGM of the West Carleton Airport Authority last week, and despite anything you may have heard, the transfer of the airport from Transport Canada to the region has not been completed. As is usual in situations like this there is a complete cast of White hats and black hats.

In the white hat corner are the WCAA, local politicians, and strange as it may seem, Transport Canada.

In the black hat camp are your usual collection of bumbling bureaucrats, starry eyed MBAs, and of course, beady eyed lawyers.

Having managed to offend many of my favourite (sic.) people, perhaps I should explain. It seems that much of the original enthusiasm of the Regional politicians was based on some rosy projections contained in the business plan prepared by the bright MBAs at OCEDCO.

A key element of this plan seems to have been the freedom to dispose of parcels of the 1,000 acres comprising the airport, without re-investing any funds so obtained in the airport, after a waiting period of only two years.

Transport Canada's position is that a minimum waiting period of ten years must apply. I think you will agree that this is clearly reasonable, and in the best interest of all parties using the airport. For the 4 or 5 transfers that have been completed in Ontario so far; a waiting term of 12 to 15 years has been agreed upon.

The Region's lawyers, and Transport's lawyers seem to be at loggerheads to put things politely. The bottom line to this impasse is that **no runway construction will happen this year.**

The next checkpoint seems to be a Sept. 18th regional council meeting. Hopefully the region's bureaucrats and politicians will put the interests of the airport ahead of any fast buck schemes that may have been put forward in the OCEDCO business plan.

The best case scenario seems to be reaching agreement on terms by Sept. 18th, and starting some preliminary work before year end. The funding from the Ontario infrastructure program was apparently approved by the previous provincial government and extended a year into 1996. This would see the runway complete by mid '96.

The worst case scenario sees the region unwilling to accept Transport's terms, or the new austerity program of Mike Harris's PCs resulting in not extending the infrastructure program into 1996, sticking with the original 1995 deadline for funding. In either of these cases we find ourselves back at square one, operating on a deteriorating airport with an uncertain future. I honestly hope that the regional bureaucrats have not blown this golden opportunity to re-vitalize the airport, and the businesses that depend on it.

July 15th Meeting Topic:

Our July meeting is being held Saturday July 15th 10:00 AM at the chapter clubhouse at the **Carp** airport. We had hoped to arrange a visit to CanAir Airmotive's facility to see their hover-craft manufacturing facilities. Business pressures unfortunately preclude our visit, and we will attempt to re-schedule later. We will have our usual **pre Oshkosh briefing**, and if conditions permit, perhaps some Bald Eagles flights. Hope to see you there!

Gary
Gary

Aircraft Spruce is holding a special sale for selected EAA chapters this summer. Members of our chapter 245 will receive discounts on merchandise ordered between July 1st and July 30th, 1995 as long as your names were on the list that was sent to them mid June. This list was drawn from our data base, and if you had given us an EAA number then your name and number, nothing else was sent to Aircraft Spruce. If your name is on the following list, you qualify.

To take advantage of this offer simply tell the order taker **at the beginning of the call**, that you are a member of EAA chapter 245 and wish to take advantage of the special offer. This offer is valid when you place an order between July 1st to 30th, 1995. Discounts of nominally 10% are offered on most homebuilder supplies such as foam, fibreglass, 4130 steel, aluminum, plastics, and hardware. A smaller 5% discount is offered on items such as tires, landing gear supplies, engine accessories, engine parts, electrical supplies, and pilot supplies. There is no discount on instruments or avionics, so wait for deals at Oshkosh.

EAA Chapter 245 Membership with EAA numbers in Data Base Eligible for Sale


- | | | | | | |
|----------|--------------|------------|-----------|---------|------------|
| Roland | Acorn | Roger | Fowler | Gary | Falmer |
| Stan | Acres | Hugh | Frampton | Mark | Pankhurst |
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| Bill | Argue | Sam | Holman | Terry | Peters |
| Dan | Barracough | Frank | Hughes | Olav | Peterson |
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| Wally | Bielinski | Doug | Irving | John | Richards |
| John | Bradley | Ron | Johnstone | Mark | Richardson |
| Jim | Bradley | Richard | Jones | Doug | Richardson |
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| Yves | Chevalier | Bill | Laundry | Laurent | Ruel |
| W.B. | Cotnam | Pierre | Legare | Mike | Sacoutis |
| Luc | De Sadeleer | Eric C. H. | Levin | Charles | Sinclair |
| W.B. | de Schneider | Joseph | Loch | George | Skinner |
| Bill | Devine | Paul | Lumsden | Ted | Slack |
| Jack | Dods | Ken | MacKenzie | Irving | Slone |
| Andy | Douma | Derek | Mackie | Rodney | Stead |
| Lars | Eif | Charles | Martel | Eric | Taada |
| George | Elliott | Luc | Martin | Parr | Tate |
| Rod | Emmerson | Jack | Martin | Richard | Taylor |
| Garry | Fancy | Gerry | McGrath | John | Thorpe |
| Chris | Fauquier | Ron | McMillan | W.T. | Tiefenbach |
| Bill | Fentiman | Greg | Merrill | Tom | Van Tuyl |
| Manfred | Ficker | Dick | Moore | Ed | Vilks |
| Stephen | Fogarasi | Dave | Murray | Doug | Wardle |

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CLASSIFIEDS

01 July 95

AIRCRAFT FOR SALE:

Taylorcraft BC-12D, 1946,
Jim Robinson (613) 830-4317
 95/4

Cessna 150, 1967, 2500hrs TT, 750
 SMOH, factory reman, needs some paint,
 excellent \$18,000.00
Cessna 150, 1966, 3500 TT, 1000 SMOH,
 recent paint, fresh C of A \$16,500.00

Mike Sacoutis (613) 729-3774.
 94/10

PROJECTS FOR SALE:

!!! NEWCOMERS !!! Looking to start or
 finish a project? These partial to nearly
 completed projects will save you years of
building time and barrels of money.

7AC Champ *sold* project, complete
 \$4500.00

11AC Chief Project,
 60% done, new parts \$6000.00

Lots of parts, mags (new) Tons of A/N/
 hardware

Larry Loretto (613-675-2301
(613-737-2933
 95/3

RV-4 Empennage Kit With plans,
 dimpling and rivetting tools, jig materials,
 etc

Invested to date - \$1600.00. Will sell for
 \$1200.00. Offers?
Alex Clanner 736-0555

PARTS FOR SALE:

Shoulder harness, inertia reel, 2
 seat belts, metal to metal, like new, 2
 NACA air inlets
 Elevator trim assembly
 Primer
 Fuel pump, Pesco
 Voltage regulator
 Aluminum tank, 5 gallons
 CHT gauge & probe
 Engine VW 1600cc rebuilt
 95/5

Fuel selector valves.
 Parking brake valve.
 Accelerometer (G-meter) 2 1/4 inch.
 Randolph butyrate dope in unopened
 gallon containers: 1 gallons clear;
 1 gallon Piper Lockhaven yellow (Maule
 yellow); 1 gallon insignia blue.
 - 2 large oil coolers (~8x9")
 - 1 hydraulic pump
 - 1 vacuum pump
 - 1 Lycoming dual accessory case adapter
 for above pumps.
 - Spinner, pointed, 11" base.
 - piston rings for Continental E-185-3.
 Cylinders, four, Lycoming IO/HIO-360,
 wide deck, fresh chrome.
 Propeller, Hartzell HC82XL-2C constant
 speed plus governor for 320 - 360
 Lycoming engines.
Garry Fancy (613) 836-2829

From Tim's parts bin

KR-2 Canopy frame \$50.00
 -Cleco pliers, U.S. made, new. \$10.00
 -Bute-dope, insig. white -unopened
 gallon. bahama blue \$40.00
 -Automatic pilot gyro, Piper, horizon unit
 P/N 52R21 \$100.00
 -Autopilot gyro, Tactair, horizon \$100
 -Mach meter \$50.00
 -A.C. tach, 0-3500 rpm \$30.00
 -ASI, high speed, 0-300 mph \$30.00
 -Control panel, three levers
 with bowden cables \$20.00
 -Brake disks, chrome, C-150, for six hole 3
 piece wheel. \$200.00
 -Rudder pedals, Mooney, castings only
 \$20.00
 -VSI, 0-6000 fpm \$100
 -Operators handbook,
 Beech Sierra 200 B24R \$20.00

Tim Robinson 824-5044 94/10

Cessna master cylinder
Dave Stroud 226-7889h
 727-9304w 3/95

Lots of parts: Throttle cable, mixture
 cable, cabin hot and cold air cables,
 electric flap motor c\w transmission
 Cessna 150, control yoke assembly, 2 sets
 of seat tracks & doublers from Cessna,
 main landing gear shims Cessna, 2
 Grumman canopy tracks, COM and VOR
 antennae, inspection covers Cessna,

Ron McMillan 837-6865.

Butyrate dope, 5 gallon pail, new \$?

Mike Sacoutis (613) 729-3774.
 94/10

PROPELLERS:

Harzell constant speed - HC82VL-1D1
 to fit O-320 plus governor and vernier
 control, zero timed. OFFERS.
Mike Sacoutis (613) 729-3774.

Propeller, Hartzell HC82XL-2C constant
 speed plus governor for 320-360 Lycomings
Garry Fancy (613) 836-2829

Propellers, VW 48/30 & 60/38, wood plus
 adapter for 1600cc VW engine.
Jacques Pilon (613) 446-4175

ENGINES:

O-300A 1750 SMOH, O-300C bottom end,
 C-85-12 Continental 1200hrs
 Propellers for above
 Exhausts for above
Mike Sacoutis (613) 729-3774.

Engines, VW 1600 cc, Continental 2
 cylinder ground power unit 30 HP.
Jacques Pilon (613) 446-4175

RADIOS:

STS7600 Handheld tranceiver, \$259.00
Dave Stroud 226-7889h
 727-9304w 95/3

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Steel, Aluminum, Plastic, Wood and Hardware.

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Sheet Aluminum - 2024T-3, 6061-T6 and other grades. Available from - Ridalco Industries Ltd.

1551 Michael Street, Ottawa, Ontario
745-9161

The "Canadian Amateur Built Aircraft Registry" is now available from CASTC.

A registered version of shareware will soon be available for \$30.00

Ted Slack at 226-8373.



**PLEASE NOTE:
ADS DEADLINE IS THE
1st OF THE MONTH
PLACE YOUR ADS BY
PHONING ANDY AT 591-7622
Classifieds Editor**

INSTRUMENTS:

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- Altimeter \$50.00.
- ASI \$50.00
- Mach meter \$75.00

Autopilot, Federal, new, 2-axis, STC included for installation in C-172 A.B.C., \$250.00.

Tim Robinson (613)824-5044 evngs.

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Garry Fancy (613) 836-2829

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Propeller, McCauley 1B90-74-44
Jim Robinson 830-4317
4/95

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Luc 744-5347

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Garry Fancy 836-2829 7/94

Plane loses power during air show

Pilot's plunge 'uneventful'

By DAVE RIDER
Ottawa Sun

A cool-headed pilot from Embury walked away from a "very uneventful" emergency landing that tore the landing gear off his plane at an air show in Malone, N.Y.

Nigel Field — Saturday's first flyer at the Malone County Air Show — was far luckier than a U.S. pilot who died Sunday during the show's finale. The P-51 Mustang crashed killing its pilot, George Krieger, 66, of Pound Ridge.

Field, 49, said yesterday his home-built plane lost all power over a runway as he demonstrated low-speed, low-altitude flying with his landing gear down and speed brake deployed.

The steel shaft that drives the propeller had snapped, leaving him out of runway, only 30 metres above the ground and headed for

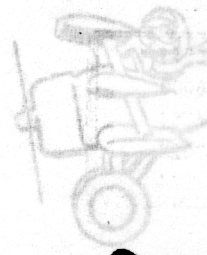
a patch of field and trees at 130 km/h.

"I couldn't have been in a worse position because I had no altitude and I had no speed, and they're your two best friends when you're flying," said Field, a pilot since 1964 and former Armed Forces air navigator.

Field said that with hundreds of spectators several hundred metres to his left he had no choice but to do a long, careful arc to the right and land just short of another runway, on mushy turf that ripped off the plane's undercarriage.

"It wasn't a crash. It was a carefully controlled landing and actually very uneventful," said Field, who was uninjured.

He credited the safe landing to his military training and the manoeuvrability of his Vari-Eze "canard" plane — a strange-looking craft with a small wing on its nose and a rear-mounted propeller.



EAA CHAPTER 245

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SUNDAY, AUGUST 13

8:00 TO 11:30 AM IN THE CHAPTER HANGAR

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