

EAA 245

OTTAWA , ONTARIO

NEWSLETTER

REPLY TO: EAA CHAPER 245 , TERMINAL BOX 8412
OTTAWA , ONTARIO
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CARB HEAT - Hot Air and Flying Rumours

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

OCT. 84

On Friday, October 19th, approximately 30 members of EAA Chapter 245 took part in an evening tour of the Department of Transport Flight Services Directorate hangar which is located at Uplands airport. Our host and tour guide for the evening was Mr. W. "Bill" Boone, Executive Assistant to the Director General, Flight Services Directorate. In spite of the formal sound of his position, informality was the keynote and the separation of the audience into two groups allowed an almost one - on - one type of tour with questions being easily fielded by our host.

As we entered the hangar, the first impression was one of admiration as we became accustomed to the immensity of the hangar and its overall tidiness. If hangar floors were ever meant to be "eaten off", then this one certainly qualified. As well, we were first kept busy for a moment or so counting all the different types of aircraft in the hangar. Bill advised us that the DOT fleet includes some 90 aircraft and 35 helicopters, give or take one or two. The fleet includes six Twin Otters, nine Beech Barons, three Beech Queen Airls, six or seven King Airs 90s, seven King Air 100s, one King Air 200, 1 Grumman Gulfstream, four DeHav Beavers, six DC 3s, one (or was it two?) Canadair Challengers and four Lockheed Jet Stars. There are also 25 Bell 206 helicopters, seven or eight 212s, an S 61 at Prince Rupert, three Alouettes at Victoria and two MBB 105 twin engined choppers based at Shearwater. This great fleet is spread from coast to coast and is used to carry out the various airborne responsibilities which include flight inspection and calibration of navigational aids

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and instrument landing systems, both civilian and military, pollution patrol along the St. Lawrence seaway, maintaining pilot proficiency of DOT staff members and, of course, the operation of the Jet Star executive fleet which is called on to transport many government and other people to widely scattered destinations.

During the tour of the hangar, we were given the opportunity to board all the aircraft with the exception of the Challenger which was undergoing some maintenance work. This was a golden opportunity for the lightplane drivers to visit the cockpits of some pretty sophisticated aircraft. It was noticeable that the younger chapter members, 49 and less, gravitated to the Jet Star, the Gulfstream and the King Airs while one or two others who might not have all of their own teeth quietly slipped into DTH, the beautiful DC 3, and reverently once again fondled the throttles, mixture controls and the pitch knobs. Memories of true love raced through the brain until we saw the rest of the group leaving the hangar for the flight simulator visit. These two machines, one a primary Link Trainer and the other a King Air 90 clone (made by the Singer Sewing Machine company in the States) are in use to provide valuable practise in procedures, etc, without having to tie up expensive aircraft. From here the group, having earlier seen the helicopter repair shop, were led back to the lobby where we said goodbye to our genial host as he welcomed the second group. All in all, an impressive evening and one long to be remembered. On the way out of the hangar, I peeked at the blackboard on the hangar wall and saw that the DC 3, DTH, has logged well over 48,000 hours. With that time on it, it should lead the flypast of approximately 50 DC 3s at EXPO 86 in Vancouver.

PROPOSED 1985 FEE SCHEDULE

	Present	Proposed
Initiation Fee	147	150
Full Membership	23+21	25+22
Associate Membership	23	25
Junior Membership	5	5
Tie Down	15/m	18/m 216/y
Hangar		36/m



Ministry of
Transportation and
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JEFF BOND 248-3567

FOR IMMEDIATE RELEASE

01/05/84

COMMUNICATIONS

Introduction and demonstration of the
Telidon Aviation Briefing System - TABS

248-3711

TORONTO -- Ontario Minister of Transportation and Communications James Snow will hold a May 10th news conference to promote the new Telidon Aviation Briefing System.

"Ontario pilots will soon have access to reliable pre-flight weather information," noted Snow, "at the touch of a button."

Videotex terminals already installed in 14 airports will offer pilots an extensive package of weather information including regional forecasts, radar maps and surface weather maps.

They can display enroute weather patterns in the form of a vertical cross section extending to cruising altitude while portraying the location of frontal surfaces, freezing levels, hazards and winds aloft. Such sections can be updated as new information becomes available or the route is altered.

"It's a giant step for the aviation industry. Not only have we increased the flying safety with improved communications, but as a wholly Canadian venture, the project will produce a fully-integrated software package for use elsewhere in Canada and abroad," Snow said.

"And, it could generate several million dollars per year in export sales in the near future."

The 11:00 a.m. conference will be held at the Westin Hotel, Governor General Suite, 145 Richmond St. W., Toronto, Ont.

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From: Public and Safety
Information Branch
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October 23, 1984.

- Went to Octoberfest Air Show at Kitchener. Saw the Snowbirds, an F4 and a pair of A10 Tankbusters. Boy! Can they ever roll.
- Tinkered with a Telidon aviation briefing system at Guelph Airport. It's really neat! It has a map showing everything between Windsor and Ottawa. Colours to shade VFR and IFR areas. Weather charts, sequences, and forecasts. The bad news is that this is only an experiment of 2 years duration.

I wonder what it costs and how many briefer's it would replace.

- While seeking information on a 40-year old Continental A65 engine I gained a new-found respect for the level of support that can be had for aircraft products. After enquiring of Fred Smith at Standard Aero, Winnipeg, about drilling con rod ends to provide extra lubrication and cooling in the opposite cylinder. I received copies of a Telex response from the Continental (Teledyne) factory okaying the drilling. To match the A75 and C85 con rods. Also provided were service bulletins dating back to 1947.
- Jack Dods has volunteered to catalog our new letter collection from across Canada. Roger Fowler will try to publish summaries of topics covered for us infoholies.
- Les Deane gave a very information presentation on A/C engine operation and maintenance at the Ottawa Flying Club on October 16. Les has spent 45 years with Standard Aero working on engines, plus a few winters on skis in Manitoba. He offered a novel procedure for engine operation in cold weather.

- Step 1: Pull the engine through several time by hand. Preferably with somebody on the inside priming. List for the clack of the impulse couplings in the magneto to make sure they are working.
- Step 2: Start the engine with the starter and run if for a little while.
- Step 3: Shut it down, close the bug eyes and cover the cowl with a blanket. Let the heat of the exhaust system perforate through the whole engine compartment while you go and do your flight planning.
- Step 4: Start up again and feel free to go flying as soon as the oil temperature shows motion. If you are using multigrade oil you don't even have to wait that long.

Next meeting, Friday, November 16, 1984, 20:00 hrs, National Research Council, 100 Sussex Drive.

Topic: Double feature
Telidon aviation briefing system and Oshawa Tech Symposium video tapes.

Speaker: Mr. Jeff Bond, Senior Telecom Specialist, Public Safety and Information Branch, Ontario Ministry of Transportation and Communications.

A hands on demonstration of a colour computer system that reduces the need to visit weather offices or bother a briefer to read things to you.

The Oshawa Mini Symposium took place as scheduled with about 30 people present.

Representing Ottawa were Eric Taada, Peter Plaunt, Bruce Hamer Doug Dale and Dick Moore.

Speaker Ed Lubitz gave a complete and entertaining lecture on the conversion of a Ford Escort engine to an aircraft engine.

Such things as remounting of the distributor, redoing the camshaft, rerouting the cooling system and changing the carburetor were discussed. The engine works in the reverse position to operate a toothed bet 2.5 to 1 reduction drive.

Originally designed for the Pietenpol the engine throws a 76 x 66 in prop. and normally operates at 5000 rpm.

Currently Ed is designing a two-place aircraft around his converted 100 hp engine and hopes to be at the next Oshkosh Convention.

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January 18, 1985 meeting will feature:

DR. BJARNI TRYGGVASON
Canadian Astronaut

Topic: Space Vision System and description of preliminary
results of Marc Garneau's historic flight.

ELECTION -

Vice-President - Nominations

Roger Fowler
Andy Duma

New position to be created: Operations Director
in charge of all movement of aircraft
in or out of hangars as well as tie downs.

Nomination: Gary Fancy

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