



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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FEBRUARY 1988

Next Meeting

NRC Bldg Sussex Drive

Fri 19 Feb 88 8 PM

TOPIC Fiberglass and things plastic

Lawrence Russell CANUS PLASTICS

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

WHAT'S UP

Jan. was a good month for flying as we did not use Alert Aviation's snow removal equipment, just our own labour to clear our individual lots. Thus the expense was in line with summer and OH the great view aloft and that super smooth air. The number of movements in Jan. were 12 with 1 attempt.

Testing the Zenith has started in earnest by receiving my checkout on type by our in house instructor - Terry Peters. I have accumulated about 7 hours now, and need to do some twicking and adjusting to get the control surfaces as I would like them, perfect. During one of our talks Terry mentioned that in early Jan., one of our newest members, Barry Riley received his Private licence, using Jim Bradley's Davis. Congratulations Barry.

We also have a new aircraft on the line, Ed Doddson has brought his Piper J5 Cub Cruiser (or PA12 Super) up from Smith Falls . Another new member Stan Acres of Kinburn, will soon be bringing his newly acquired Fleet Canuck into Carp. Stan will be looking forward to the construction of the hangers as he purchased the last 2 shares in the row.

Have not talked with John Van Tuyle lately but have seen him fly into Carp for fuel on occasion. Sure looks as though he has the technic down pat - pretty good for his first year on skis. The 170 is kept in front of his place on the Ottawa river.

Our tiedowns are full at the moment with 9 aircraft parked outside, and 2 stored in the hanger. Our land will be full this spring with the reappearance of 3 A/C and 1 more, bringing the possible total of 15 A/C. There could be an even larger number if you builders in the final stages of construction enjoyed a good and productive winter. Keep them coming. As we said before, 245 has asked for a third plot of land to accommodate the congestion.

Of interest to people curious about the new hanger situation, the blueprints will have been stamped by the P. Eng. and on their way to Toronto for review by the Land Use Comitty. All being well we should hear back in 30 - 50 days.

Pilots at Carp and flying into Carp, Westair is now trying to stock and sell charts and logs. The most useful that I saw were the VNC AIR 5000 ; 5002 dated Nov 86 and Jan 86 respectively. Enjoy the winter while it is here, it will not last for ever!

I would like to compile a binder on the types of aircraft that 245 is or has built. What I would like is a 3D view of the plane showing the skeleton and major parts. Included would be the longerons, spar, ribs, bulkheads, engine, etc. If you could bring a 8 x 11 photo copy to the next meeting it would be most welcome. I have a couple of types if you want to see what I mean . Doug

To all you members who do not presently own an aircraft or are not building one, as was outlined at the Jan. Mtg. and CARB MEAT I will be taking your picture for the club lounge . That is if you will let me. We would like this in place as soon as spring .

EAA CHAPTER 245 (OTTAWA) Meeting JAN88

DATE: Friday 15 January 1988
LOCATION: NRC Building, 100 Sussex Drive
ATTENDANCE: 34 members, 9 guests
TIME: 2000 HRS

Chapter president Doug Richardson opened the meeting by introducing three new members: John Tener owner of a Waco registration CF-LWL, David Heron, and Timothy Robinson. Tim is working on a CH250TD with his father Jim who joined us last year.

Doug mentioned that our guest speaker, Lawrence Russell, from Canus Plastics was unable to come this evening due to a back problem. Andy Douma got up and apologized on behalf of Lawrence and indicated that we'll try again soon. This evenings turnout indicated considerable interest in the topic of fiberglass.

Doug introduced the new executive and each new board member got up to say a few words.

Announcements:

Roger Fowler mentioned a one day aircraft maintenance seminar offered by Ottawa Technical highschool on January 23 rd from 9:00 - 15:00 hrs. Cost \$30.00.

Doug announced that the West Carleton Airshow Association are meeting to discuss another airshow for this summer.

That meeting to be held on 31 January 1988 at the Citizen Building on Baxter Road.

Doug also mentioned that Zenair is working to certify a new trainer.

Current Events:

Winter operations are now in place at our Carp facility. Bill Argue came out after the late November snowstorm and cleared a pathway. Doug has arraigned with Bradley's to keep the approaches cleared. The cost for the extra work is being born by those people who are flying.

We had 13 flights in December and 10 flights in January up to this date. Nina Peterson has agreed to write a Club profile that we will offer for publication.

Doug will chase people to get photos and a few words about their projects in progress or completed to put on the lounge poster board.

Proposal:

Doug suggested that we reorganize the operation of the Chapter Tool Crib. Henry currently has most of the tools, a few have been lost track of. Doug proposes that we keep the tools locked up at the Carp Hangar and that a record be kept of who borrows what. One member suggested a low weekly rental fee to expedite the return of tools borrowed.

Doug has designed a form that we can use to either donate or loan tools to the crib. If anyone has tools that see little use and you wish to help out other builders, please contact Doug at 592-5279.

Videotapes:

At this point a videotape from the EAA parent body in Hales Corners USA was shown. The tape featured EAA President, Paul Poberezny, talking about the organization that he founded and it gave us a tour of the EAA museum at the site of the annual Convention at Oshkosh Wisconsin.

Coffee Break

After the break a videotape entitled "Wings over Water" was shown. This program followed the formation of Naval aviation in the USA over the last 60 years. The tape was longer than expected and the last of us left the building past 2330 hrs.

Submitted by A.G. Douma, Chapter Secretary

AIRCRAFT PARKING POLICY AND RULES

POLICY:

- 1 - The owner of the aircraft parked on EAA property must be a FULL MEMBER in good standing.
- 2 - Aircraft parked will be invoiced for the full year with refunds issued to aircraft that leave before the years end.
- 3 - Aircraft being parked for winter only will be invoiced to the end of April.
- 4 - Aircraft being tied down late in the year will be invoiced to years end.
- 5 - Aircraft parked before the 15th of the month will be charged for the full month.
- 6 - Invoices are to be sent out in December of the year and payment is due before February 28th of the following year. Late payment will incur a 1.5% per month interest charge. If payment is in arrears by 4 months, tie down privileges will be revoked but may be reinstated by paying all back charges plus a \$50.00 penalty fee.

SAFETY:

- 1 - Hand propping - aircraft must be tied and chocked or pilot or qualified person at the controls.
- 2 - Tie down restraints must be of sufficient strength (to be published).

The penalty for failure to comply with the forgoing rules is removal of tie down privileges.

WANTED Shielded harness for Continental C65

Call Roger at 225 6070

Loran C Model 11 Morrow
Avenger For Sale
\$600.00 (like new)
Phone Mike Proulx
(819) 827-3676

Flight Lines

by Nina and Olav Peterson. Feb. 1988.

On January 10 we paid our first visit to Carp Field in 1988 and found the Chapter tie-down area both accessible and active. Cold winter weather certainly had not deterred the EAAers from coming out. Snow plowing operations had cleared a large portion in the centre of the field providing easy entrance onto the tarmac for the Chapter aircraft. Andy Douma's Jodel, stationed directly opposite our C172, was peeking out of its hangar and was sporting a new made-to-measure winter outfit, namely an aluminum baffle which covers the rather large air intake opening. We asked Andy about lift-offs in the dry, cold January air and he said it's really impressive. You are airborne with a very brief take-off roll, no longer than the distance between his hangar and Jim Bradley's yellow Davis parked diagonally across on the other side. I remembered a book I was reading called *Wings of the North* by Dick Turner who describes winter flying in his T-Craft near Yellowknife in the early sixties:

"Before the winter was far advanced I noticed a big difference in the performance compared to the warm weather of the summer. On a hot day the engine develops less power, and coupled with less lift from the expanded air it often seems to take forever and a day to become airborne. On a cold day the engine develops full power, and at forty below the air seems as thick as water and with this terrific lift you are in the air right now."

(Available at the Nepean Public Library is Dick Turner's *Wings of the North*, 629.130 92 Tur)

This book also contains many descriptions of flying with skis in the Canadian North, where landings in snowdrifts are not without problems and where extreme colds can cause your hands to become so stiff that in order to maintain pressure on the control stick you have to bring your knee up for extra support.

A current article about the joys of winter flying and about flying with skis, in particular, is featured in the January 1988 issue of *Sport Aviation*, p.91-94. The well illustrated article describes different types of installations as well as techniques of flying with skis.

* * *

The noise of an aircraft engine is one of my first recollections of flying in a light plane. It was urgent. It was overwhelming. And it never let up. This was back in the days when we flew without any earphones. The modern headset,

especially, if accompanied by an intercom system, has done a great deal to make flying less stressful and more sociable.

Not only is noise a problem inside the cockpit but in a suburban environment the ground population, as well, complains of noise pollution and clamours for controls. Therefore it is very welcome news when designers of airplane engines have succeeded in creating a notably quiet powerplant. I am referring to the new Porsche PFM 3200 engine.

We heard this new-generation engine fly in a Cessna 182 at Oshkosh last summer, and were really impressed with its relatively noise-free performance. In addition to being so quiet that wind noise can be heard in cruise, it also features a reduced vibration level and a 30 per cent increase in fuel efficiency.

Does it like avgas or mogas? Versatile and well attuned to current trends in fuel consumption it can handle both. The 217 hp model uses avgas while the 209 hp model is happy with either avgas or mogas.

One of its innovative features is the Performance Control which in a single power lever replaces the throttle, mixture and propeller controls. The trend to reduce the number of functions performed by the pilot, as seen, for example, in the computerized cockpit of the Airbus, leaves the pilot more time to concentrate on such things as conflicting traffic and hectic landing patterns. The Porsche PFM 3200, already FAA certified and much in demand, is featured in the Robin and the Mooney. (Flying, Nov. 1987, p.38-46; Canadian General Aviation News, Jan. 1988, p.8; Aviation Trade, Dec. 1987 p.18; Canadian Aviation, Dec. 1987, p.2; EAAC's Recreational Flyer, Spring, 1987, p.41).

* * *

A JP4 Summit which was 15 years in the building is featured in the December 1987 issue of Canadian Homebuilt Aircraft News. Perseverance and a positive outlook are evident in the completion of such a lengthy project. Jack McMorran describes his repeated attempts and failures to make a fibreglass gas tank and cowlings, and the numerous problems with leaks, cracks and crazing that he encountered. What finally helped him in his efforts was an EAA manual about working with plexiglass. Once again EAA comes to the rescue of a homebuilder.

* * *

A new acquisition of aeronautical Canadiana has arrived at the Canadian Warplane Heritage Museum: The Fleet Finch 16B. This WWII Warbird was built in 1940 by Fleet Aircraft Ltd. at Fort Erie, Ont., and was flown as a trainer with the RCAF until 1944. (Canadian Aviation, Jan. 1988, p.6)

* * *

Flight Lines Feb.. 1988 (cont'd)

For those of us who fly older factory built planes it was bad news, indeed, to read that there has been a 30 per cent increase in Cessna and Piper parts recently. (Canadian Homebuilt Aircraft News, Dec. 1987, p.4)

* * *

Composite materials are in the news again, this time claiming responsibility for the success of the amphibious STOL Claudius Dornier Seastar which is currently undergoing a flight test program. The low pressure composite (LPC) production process involved in making the all-composite airframe is well-tested and certified and derives from 30 years of research and development in the production of high performance gliders in West Germany. Tests of the composite structure are being performed up to temperatures of 72 degrees Celsius (162 degrees Fahrenheit). (Canadian General Aviation News, Dec. 1987, p.13)

* * *

"You are what you eat", says an old expression, which for those of us who are on diets could better be expressed in the negative: "You are what you don't eat!" What to eat and what not to eat is discussed in an excellent article about nutrition for pilots in the January 1988 issue of Canadian Flight. Did you know that nutrients are affected by altitude?

* * *

A draft proposal has been released by DoT's Aircraft Airworthiness Branch concerning new maintenance procedures to eliminate CCI as a regulatory procedure. The new, simpler report will have no bearing on C of A or Flight Permit and will not require certification by an AME or pilot. (Canadian General Aviation News, Jan. 1988, p.1).

* * *

An EAA Canadian Council has been created as a result of a meeting at EAA headquarters in Oshkosh in November. Representing the 3,500 EAA members in Canada, the EAA Canadian Council will communicate with its members through the publication Sport Aviation and members can in turn send in comments to the EAA Canadian Council. An article by Rem Walker, who is the Chairman, relates further details about the creation of this council in the January issue of Canadian Homebuilt Aircraft News. In the same issue a letter from Paul Poberezny mentions that the EAA Board of Directors has voted to appoint an EAA Canadian member to the board to strengthen the ties with its members in Canada.

LOGBOOK

Hi Everyone.

I wish to use this space to reiterate my talk at the last meeting about EAA. vs EAAC.

To those who do not know why this is being brought up, it will be presented both at the next meeting and in this statement. As it was said at the Jan mtg., we should start talking formally about what, if any body we should be affiliated with. A brief history of this situation is as follows. In his basement in 1957, Paul Poberezny and a few people formed an association called EAA. It has grown into an international organization involving many countries. The highlight of this Assoc. is Oshkosh each year in Wisconsin during the first week of Aug. Another body that is in existence is EAAC. This body was first formed in 1964 in Toronto. The primary goal of this organization was to serve the needs of the Can. EAA. chapters. As of late EAA. has brought forth a third name to the list, the Canadian Council. This was formed to represent the needs of the EAA. members in Canada as EAAC is no longer affiliated EAA.

Chapter 245 Ottawa, is a Charter of the EAA. National body from the states. The reason for this letter boils down to this, the Nat. body has stated that as of now individual chapters, in order to remain affiliated, will have to have 100% of the membership (of the chapters) also as members of the Nat. body. A second requirement is that dual chapter affiliation is not allowed. This does not affect us.

On the other hand EAAC. does not impose any restrictions on a chapter i.e. dual affiliation, membership status. This was discussed at length at the Jan. general meeting and at the Feb. Board of Dir. meeting. We thought the most democratic way to solve this problem was to give the membership notice that this important topic would be discussed at the Feb. general mtg. The method that we chose is easy, on the blackboard we will list the pros and cons of both ass. as brought forth by the membership, and see where we sit as a chapter.

It might sound trivial now, but I feel that it is best to sit down calmly and discuss this matter rationally as opposed to jumping to a quick conclusion later. I prefer to get this into the open than to let it brew in the corner any longer, we need to know.

So for the Feb. meeting we will take some time to discuss this matter at more length. If you have any ideas, thoughts, or convictions, please write them down and bring them to the next meeting. As a member you have a say.

We are going to do a Chapter profile of 245 for publication. Nina and Olaf Peterson the friendly 172 flyers out at Carp have agreed to compile an article on us based on past and present events. Canada is an active country where homebuilders are concerned, and are breaking new waters in the aviation world with such things as the proposed new ARV certification standards, loosening Gov't red tape, and working with the general aviation enthusiasts. Also EAA. and COPA. are working well to ease terminal security, (finger printing) and VFR on TOP. With all this publicity and several home-built designs flying around Ottawa the Board of Dir. thought that now would be a good time for 245 to help promote aviation and also show that we are not a bunch of people flying "things" constructed out of junk found in the garage and powered by Aunt Mary's lawnmower.

Winter Flying and Maintenance

On January 23, the Continuing Education division of the Ottawa Board of Education sponsored a workshop (9-3) at the Ottawa Technical Highschool on maintaining and flying aircraft in the winter. Although fairly loosely structured, the workshop offered several valuable tips:

-when boost-starting an aircraft, make sure that the ground booster cable is **NOT** attached to the aircraft frame or motormounts because the large current flow can easily melt a hole in these (especially with a poor connection)

-when disconnecting any high-amperage battery, disconnect the **GROUND FIRST**. If you begin here and accidentally touch ground with your pliers or wrench, nothing will happen. Similarly, once the ground cable has been removed, if you accidentally ground the positive terminal while working on it, nothing will happen since you have an open circuit. If you begin with the live terminal and ground it through pliers or a wrench, you could burn a hole, fuse your pliers, ruin your battery, or even start a fire. If the short-circuit is completed through a ring on your finger, you will quickly have a red-hot band melting into your flesh. **REMOVE RINGS WHEN WORKING ON OR AROUND BATTERIES.**

-prior to winter, a good application of liquid silicone wax to metal or fabric planes makes for easier ice removal later

-waxing both the inside and outside of the windshield is a good idea, but care must be exercised not to scratch the surface and to leave as little lint behind as possible. Anti-static brands are best

-"Fantastic" is an excellent de-greaser. Wash it off later, however, since it has an alkaline base

-"Dunk" is also good and has the added advantage of being water soluble

-MDS or Moly slip (available at Canadian Tire) are both excellent lubricants due to their strong bonding properties

-gas, unlike wine, deteriorates with age. A strong musty smell is often the sign that it has altered its burning qualities, become corrosive, will carbon up the engine, and ought to be discarded or used to light campfires

-Octane is a gas composed of 8 matched ingredients and is the standard against which gases are compared in terms of rate of burn. The higher the octane, the more slowly the gas burns. That's why you should go to the next higher octane if your usual octane is not available

-devise 25, 50, and 100 hour inspection lists and follow them faithfully. Don't switch back and forth between the powerplant and flight control systems when carrying out the inspection.

-water droplets suspended in gas can freeze into tiny spear-like structures which later clog up filters and result in fuel starvation. These ice particles give a slightly milky appearance to the fuel.

(Roger Fowler)

SHORTCUTS!

This is an effort to reduce the workload on our editor, Ted. If you have any tips on anything related to the business of flying maybe you could drop a line off to Ted. This could be of use to other members who would be facing the same obsticals down the road. Some ideas are tech tips, phone numbers and changes, material deals, locally available products, manuals that you have, engine specs, construction tips, and the list goes on. In 5 - 7 years you probably know how much you have spent on the phone and in stamps not to mention the frusterating waiting time.

For instance: Old engine pushrods make excellent 1/4" ID bushing stock on welded aircraft tailfeather hinges, pulley brackets, etc.

When ordering material from the states tell the vendor to mark " TO CLEAR" on the outside of the package. All UPS freight that I know of that had this on it CLEARED through customs and the UPS brokers without any phonecalls to me and sped up the delivery time by a week. This stopped the running around Ottawa paying duties.

CLASSIFIEDS:

AIRCRAFT:

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

Phone Perry Wilkins 563-0821 home,
782-2305 work

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.

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

Parting out - Mooney M20 complete.

Mike Secoutis 729-3774

PARTS:

Hanion Wilson mufflers

Spinner and backplate for Grumman

Instruments, Navcom, Wheelpants and more.

WANTED Shielded wiring harness for Lycoming O 320
Call Ted at 749 0269

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

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

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

PLANS:

Davis D2A phone Russ Robinson 231-2425.

OTHER:

Golf shirts, T-shirts with the Chapter logo, White, Dark and light blue. \$16.00 and \$ 7.00. Phone Andy Douma 225-1559.