



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 300 Eagleson Road, Kanata, Ontario, Canada, K1G 3H8

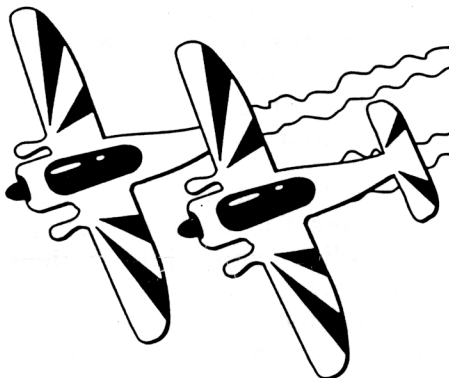
MAY 1995

Next Meeting: Thursday 18th May

WORKSHOPS NATIONAL AVIATION MUSEUM

Program:-General Business

*-Meeting Topic: Non destructive testing by Joe Schwemler of DND,
Quality Engineering Test Establishment*



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President's Corner

Now that Spring has truly arrived it is clear that our investment in new drainage is paying dividends. Most of those parked on the grass have been able to fly with very little down time due to soggy field conditions. We have also filled in the winter sinkage with some new stone and will be adding soil and seed later in the spring to grass over the drainage areas. We also completed our Electric installation to Hydro standards and now are fully certified at both ends. Thanks to all who helped in these projects.

April meeting with Bernie Adamache:

Bernie gave an excellent talk which covered both the new regulations as well as many maintenance tips and techniques. It was very refreshing to see new blood in Transport Canada putting forth fresh, pragmatic ideas to simplify the regulations that we operate under. Bernie indicated that the new Canadian Aviation Regulations are a single document, replacing three previous ones, that more clearly states what is and is not permissible.

The CAR will be largely harmonized with the American regulations known as FAR part 91. He indicated that most of the chapters of this new document are complete and can be accessed by computer bulletin board (613-941-8363/4). The goal is to have comments in and the new regs approved by year end.

Bernie encouraged us to have a close look at the proposed Transponder regulation, and make our thoughts known.

Remember that our June meeting will feature **Lindsay Cadenhead** from transport Canada to discuss the Recreational Aviation Working Group that he has spearheaded

Chapter Hanger Insurance.

George Elliott, our intrepid financial wizard, as noted at our last meeting has been able to obtain an insurance quote for our facilities at Carp. Obtaining a quote was no small feat in itself given the extremely gunshy nature of the insurance industry.

To make a long story short, the new quote is approximately 50% higher than previous rates, and is \$1800 to cover both the chapter hanger and the row hanger. Both buildings are covered for \$65,000 which basically covers materials only, with sweat equity coming from the membership in the event of a total loss.

Given this substantial increase, we will be asking for a **vote from the membership May 18th** whether to accept this quote, or continue in a self insured mode.

We did not ask for separate quotes for both the chapter building, and while in theory the row hanger can be insured separately, we do not expect that we can get separate quotes given the current industry climate.

If you have any questions on insurance, please contact George Elliott at 592-8327.

Membership Renewals:

I am glad to see that virtually everyone has renewed their membership. If however, you

have forgotten, or we have failed to update our membership data base correctly, then you will note the word "LAPSED" at the bottom of your label. In that case please contact Bernie deSchneider at 225-6003 to correct the error, or renew.

The next edition of the newsletter will contain a membership list so that you can contact fellow members. If you note any errors in the information please contact yours truly to update the data base.

On the subject of new members, I am pleased to note that we continue to see many new faces who are joining our chapter. Please, lets all make sure we include them in our meeting discussions, and make them feel at home.

Ivo Props Follow-up:

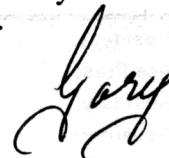
I received a copy of the November issue of the newsletter of EAA chapter 12, courtesy of IvoProp. This edition tells the other side of the story from Ivo's perspective. I am sure you will find it very interesting reading.

May 18th Meeting Topic:

For our May meeting we have Joe Schwemler of DND's Quality Engineering Test Establishment. Joe will be discussing and demonstrating **Non Destructive testing** techniques.

The meeting is in the NAM restoration workshop, where we will also see a nearly completely restored BE2 aircraft.

Gary



Meeting Minutes:

The meeting was well attended, we had several guests in attendance.

Among these were Derrick Mackie who owns the Soneraï on the lot at Carp. Welcome to the Chapter Derrick!.

Some of us attended the Ottawa Flying Club's fly day.

It took place on the 7th of May.

This event is always good exposure for the Chapter.

Hydro has approved our electrical installation and the drywall work in the chapter shop is completed.

Dick Moore and Gary Palmer and several other members are to be congratulated for their efforts on our behalf.

We are currently self insured for fire on the hangar facility, please be careful to shut off allelectrical

devices when you leave.

This topic will come under discussion at the next meeting.

Dick Adams who is building a Seawind 5000 is almost finished, he could use a little help in the last stages of his project. Dick's telephone number is 749-2619.

Barney de Schneider needs someone to manage the Carp Fly In Breakfast on August 6t he has everything organized but can't attend the event and needs to be replaced.

Repairs to the runway at Carp are to take place over the summer and may take as long as four months to complete.

At this stage we don't know if the old runway will be repaired for temporary use as a strip, stay tuned for more info.

I am proposing to take E.T.'s matches away from him after he toasted a sizable portion of the field while burning trash.

Feature Speaker:

Gary Fancy introduced **Bernie Adamanche**. Bernie is an AME, he has managed maintenance operations for several commercial airlines and Quality Control for Pratt and Whitney of Canada. He then joined DOT in the Airworthiness and Standards Branch where he is currently revising the rules and regulations as well as the way they are formatted.

This will make the rule book easier to understand, the scope of the work is to enable normal non-legal types to read, understand and access the info.

For example, AME's will be able to sign off engines as zero time starting in the late fall.

Other changes that affect us directly will be taking place when these revisions are completed, I will be passing on the computer access number to access all of this data in next month's newsletter.

The amount of information

that was passed out at the meeting is staggering and I just cannot write that fast, so when Bernie comes back you will have to be there to take it all in.

See you at the airfield.

Luc Martin.

Upcoming Events:

June 4 Smiths Falls Fly-in breakfast. 99's Poker run. Make it a double header.

June 10 Young Eagles Rally at Carp. Contact Lars Eif.

June 11 Cobden Fly-in breakfast.

June 18 Cornwall Fly-in breakfast.

June 24 Kingston Fly-in breakfast.

July 1st Canada Day display at the National Aviation Museum. Contact Gary Palmer.

July 9 Arnprior Fly-in breakfast.

July 15 Kingston Air Fair.

July 16 Iroquois Fly-in breakfast.

July 28th - Aug. 3rd Oshkosh 95.

Aug. 12/13 EAA245 Fly in Breakfast. Set up Saturday 12th, Breakfast Sunday 13th. Contact Barne de Schneider 225-6003.

IvoProp Update from EAA Ultralight Chapter 12.

In the interest of fair reporting the following is copied from the chapter 12 newsletter "Low and Slow". It makes very interesting reading.

And Now the Rest of the Story.

Dear Editor:

Referring to your article in the September issue, the article title

should read "Friends Don't Let Friends Use A Modified Larry Sievert Prop," alias Two Wings Aviation.

Bob Treuter, the author of the misquoted and twisted truth story, conveniently forgot to mention that the builder of his Mariner was also the modifier of the prop.... his personal friend Larry Seivert of Two Wings Aviation.

We took pictures at Oshkosh '94 so everyone can see Bob Treuter's modified prop for

themselves. This propellor was so extensively modified that we couldn't even recognize it as an IvoProp! We have never made props like this and never will!

The first time we heard about the incident, Bob Treuter came over to our booth with half of a "LarryProp" and hub, angry and upset because his friend Larry told him the crash was due to prop failure and he should collect damages from IvoProp. We asked Bob who

(continued on page 2)

YOUNG EAGLES

A Program of the EAA Aviation Foundation

1995 EAA Young Eagles International Fight Rally Saturday, June 10, 1995 Carp Airport

Thank you to all the sharp-eyed readers of our newsletter who correctly pointed out to me that our Young Eagles Flight Rally is **JUNE 10**, and not July. 'Just goes to show that proof-reading the article is great, but mistakes can crop up in the title, as well.

The response to our request for ground crew and Young Eagle pilots at the April meeting was excellent.

However we still need more of both so that the workload does not fall on just a few shoulders. The work is easy and rewarding, so don't hesitate to put your name on the clip board at the next chapter meeting.

All volunteers will receive written instructions by mail before the Flight Rally, so don't worry if you are unclear as to how we are going to pull this thing off.

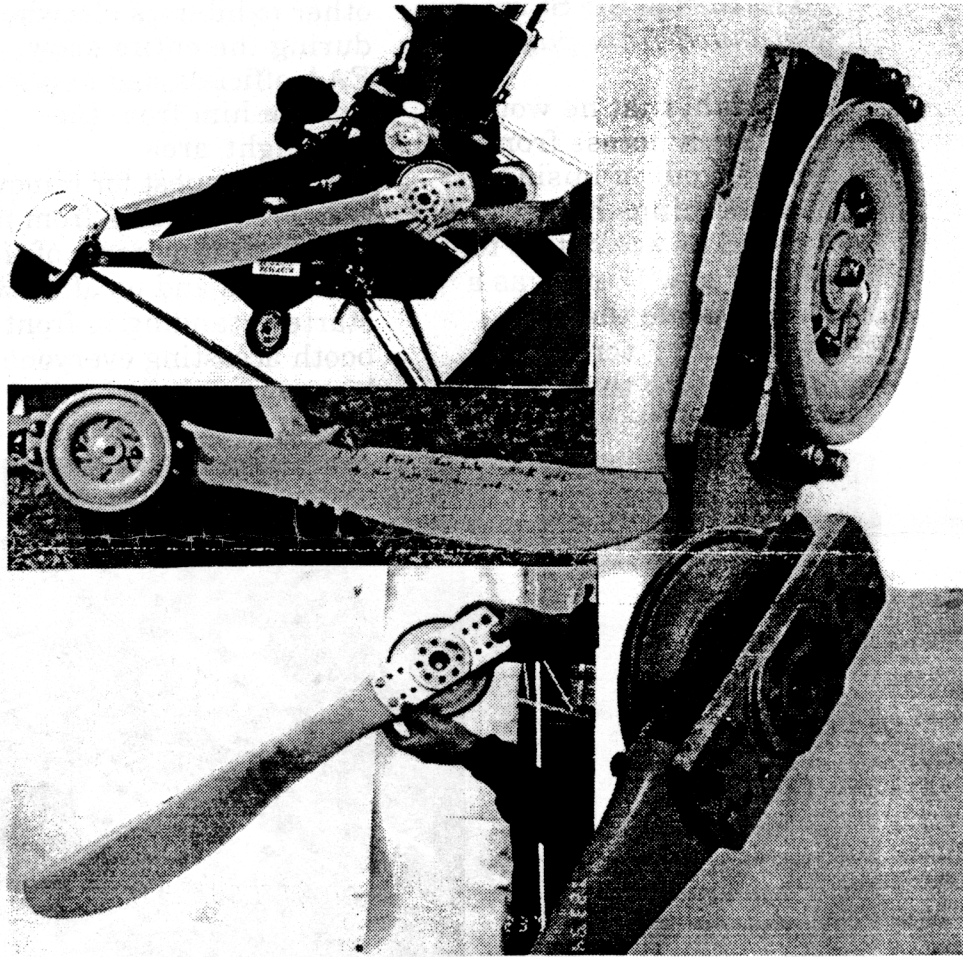
I'm as unclear as you can get. (No, 'just kidding!)

If you are willing to spend Saturday, June 10th at Carp Airport amid some exciting aircraft that will be doing a lot of take-offs and landings, just sign up at the next Chapter meeting. Can't be at the meeting? No problem ... just call Lars Eif at 990-1409 (office) or 837-6680 (home) to volunteer.

The Rest of the Story
(continued from page 1)

modified the prop. It had the core extended with a build-up of fiberglass and the hub was drilled with larger 1/2" holes! His response was "Larry Seivert." We tried to get answers to more technical questions but Bob was at a loss for words. He told us to speak to Larry, all he did was fly it.

At that moment an A & P



A collage of different views of the "LarryProp" that failed in flight on Bob Treuter's plane.

mechanic saw the "LarryProp" and asked who manufactured it. Bob said, "It's an IvoProp, John." How can you say it's an IvoProp?!! It doesn't even resemble an IvoProp! Bob kept insisting that it was. John stood unbelieving while shaking his head in disgust. Bob was also asked, "How can you infer that IvoProp is responsible for this monstrosity?" His answer was because his good friend Larry told him so.

His good friend Larry, instead of taking any responsibility for compromising the structural integrity of his modified propeller, pointed the finger

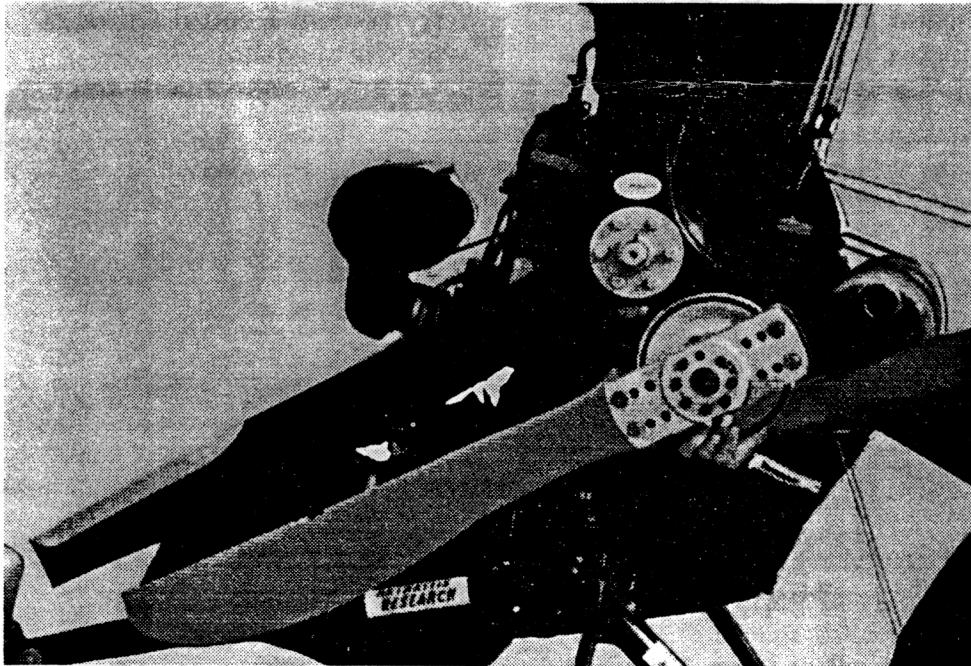
at IvoProp! Bob demanded that we pay up \$8,000 or else. We said we needed to speak to Larry Seivert, and Bob said, "You haven't heard the end of this!" A short time later Bob Treuter came back with Larry Seivert carrying the hub and half of a "Larry-Prop," once again demanding \$8,000 for the plane, which, by the way, Larry told us was the amount Bob still owed him. When we told them that IvoProp doesn't pay for other people's experiments conducted on their customers, Larry declared to us, and our customers there

Standard IvoProp on the left versus the prop that failed on Bob Treuter's plane.

(continued on page 5)

The Rest of the Story (continued from page 2)

at the booth, that he would open a booth across from us and put us out of business! The other things he said and called us are not fit to print. By now there was a crowd of people there to listen to Larry screaming belligerently to them with Bob showing them the



A side by side comparison between a standard IvoProp and Bob Treuter's failed prop.

"LarryProp" saying they will all "die if you use an IvoProp!" Soon the crowd yelled back at them, noting the obvious modifications, things like, "Get lost, you have no class," and "Take responsibility for your modification," and "It's because of people like you that Cessna quit making single engine planes," and "That's not an IvoProp!" Bob and Larry backed down after that, but Bob continued to harass the crowd and

other exhibitors elsewhere during the entire show. The EAA officials had to physically remove him from the ultralight area.

The request for removal of Bob Treuter came from most of the exhibitors, some of the customers and us after Bob started standing in front of our booth accosting everyone with his prop and misleading flyers. Customers came to us

and asked, "Is that man crazy?!! That's not an IvoProp!" Larry and Bob then started rallying for signatures of others with IvoProp woes by Larry's plane. We walked about 20 IvoProp clients over to see the prop and witness this ignorant insult to aviation. After seeing how much the prop was modified our clients could not see Bob's point. And we never saw one signature on the list.

Two Wings Aviation has placed a new recommendation

in their sales packets; "We highly recommend, if you place any value on your life to use a Warp Drive prop." Poor Bob must not know about this new recommendation. The irony is that IvoProp was the original Warp Drive propeller designer, although now no longer associated with it.

Bob told me during a phone call on 10/20 that the prop failure was due to the poor quality and workmanship of the prop and had nothing to do with the modification or his good friend Larry. As for his "good friend..." Many people came forward and told us about Larry Seivert (Two Wings Aviation). We have learned that he has blown at least two other types of props apart and that he is a danger to himself and others.

IvoProp Corporation

To The Editor:

Regarding your article, "Friends Don't Let Friends Fly Ivo," September, 1994, I hold a very favorable opinion of IvoProps. I am an ultralight pilot and an ultralight flight instructor with over 3,000 hours of flying time. More than half my hours, 1,700 hours, have been flown using IvoProps.

I manufacture the Thunder Gull ultralight and IvoProp is the prop I recommend to my kit builders. Also, I have run IvoProps for many hundreds of hours on other aircraft such as Thunder Gulls with Honda Civic, Kohler, Chevy Sprint, and Rotax 912

engines.

I have personally flown nine round trip flights of over 5,000 miles each, plus many other trips, and my IvoProp has never let me down.

While I was at the Oshkosh Air show this year, I saw the blade used on Mr. Treuter's Mariner Biplane to which his article refers in your newsletter's section *Low and Slow*. This prop was extensively modified, and in my opinion, the modification must have been responsible for the failure.

Thus I would caution your readers to reserve their opinion on IvoProps until they have talked with those of us who have many hours of flight time with unmodified IvoProps. If you or any of your readers would like to discuss IvoProps, I would be happy to talk about my experiences. I can be reached at (805) 438-5235.

Sincerely,

Mark Beierle
P.O. Box 136
Santa Margarita, CA 93453

(The proceeding article does not necessarily represent the views of the publication *Low & Slow*. This same disclaimer should have appeared on the article written by Bob Treuter which appeared in the September issue of *Low & Slow* called, *Friends Don't Let Friends Fly Ivo.*)

Balloon Rally

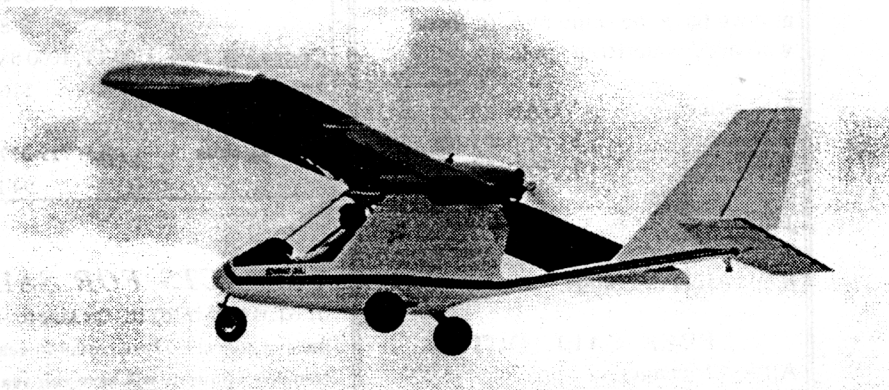
(continued from page 1)

No balloons flew Sunday morning because of the heavy dew, although a couple of them set up to dry off after Saturday night's dunking in a nearby swamp. I guess a short note about the balloons is in order, since this is supposed to be the event's main attraction. They flew Saturday night. A bunch of them left from the Faribo Airport about 6 p.m.. While another group took off from a

heard over the airport. When that rare moment did occur when we were not flying, FAPA (Faribault Area Pilots Association) people were on the radio or running over to ask, "Can you please get some ultralights up and flying and keep them flying." No sweeter words were heard!

The crowds at this year's event were down a lot compared to last year. The only reason I could think of was the weather.

A big thanks needs to go



Mark Beierle has flown more than 1,700 hours on IvoProps. Show here flying a Thunder Gull.

site about 5 miles north of the airport. The group flying in was supposed to drop a weighted streamer onto a big X on the field. Who ever hit it or came the closest to it won the use of a new truck. We asked if the ultralights could participate since it was us, not them, who had kept the fly-in alive all weekend! If you were there you would know what I mean.

Both Friday night, all day Saturday, and over half a day on Sunday, the ultralights were the hit of the show. At any time it seemed, the drone of two-cycle engines could be

out to the B.F.I.s (Basic Flight Instructors), Dale Funk, and Jerry Scrobeck, who put a smile on many a person's face over the weekend with their first ultralight ride. **Thanks guys!** Thanks also to Ric Kottke for manning the information area while running his own sale area as well.

I'd have to say all in all, it was a lot of fun. We showed a lot of people that ultralights can co-exist at an airport with lots going on in the air, and do it very well! Well done *Lite Flyers*, we'll see you all again next year.

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:

Hartzell 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:

Genave 100, \$250.00

Andy Douma 591-7622

STS7600 Handheld transceiver, \$259.00

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

AIRCRAFT SUPPLIES:

Steel, Aluminum, Plastic, Wood and Hardware.

Available from - Grass Roots Aviation
648 Adelaide Ave West, Oshawa, Ontario

Dave Drain (905) 434-4651

Sheet Aluminum - 2024T-3, 6061-T6 and other grades. Available from - Ridalco Industries Ltd.
1551 Michael Street, Ottawa, Ontario
745-9161

INSTRUMENTS:

Guages

-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.

Flight controls from Piper Tomahawk: hanging rudder pedals with brake cylinders, control wheel yoke assembly.

Garry Fancy (613) 836-2829

WANTED:

Looking for CH701 Project or Plans.
Jim Robinson 830-4317
4/95

Propeller, McCauley 1B90-74-44

Jim Robinson 830-4317
4/95

OTHER:

Murata M720 Thermal Fax/Phone

\$275.00

Apple Macintosh Powerbook 100 4/20 meg.

\$800.00

Colin 613-789-7469 95/3

CHAPTER CRESTS:

Sew-on, \$6.50 each.

Luc 744-5347

Campers!!! one large tent for sale. Large outer with smaller suspended 5 person inner. Light weight cotton material. You can live in this one quite comfortably. \$100.00

Garry Fancy 836-2829 7/94

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