



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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JULY - AUGUST NEWS LETTER

Next Meeting

Thursday July 18th , 1991

7.30 p.m.

EAA 245 Hangar, Carp Airport, Carp, Ontario.

Featured Topic

**Social Night; Complete Bob Demert Video Showing !
PLUS
Milk and Cookies!**

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VICE-PRESIDENT: Gary Palmer 596-2172
SECRETARY: Luc Mart'n 744-5347
TREASURER: Deric Dods 692-6121
EDITOR: James Oliff 724-6123

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President's Corner

The season that we spend all year waiting for is finally here! Chapter 245 facilities at Carp Airport are a beehive of activity each weekend these days. Even during the week, many people are taking time off work to spend a restful day flying or sprucing up the bird. Despite the lack of rain in June, the grass still keeps growing, but fortunately for us, there is a small group of unsung heroes who regularly spend a few hours pushing the mowers around. Nina and Olav Peterson have been out tending and watering the gardens. Eric and Sandy Taada also filled in some of the deep holes and ruts in the South tie down area. Actually, the place looks really good!

As expected, June was very busy for the Chapter. We displayed five amateurbuilt aircraft at the National Aviation Museum to help them celebrate the third anniversary of the opening of the new building. On display were Henri Beaudoin's Super CUBy, the Bytown Flyers' Pietenpol, George Elliot's CH300, Jim and Tim Robinson's CH250 taildragger and Rod Emmerson's Teenie II. Several Chapter members without aircraft also joined in to help with the hosting duties. Although the crowds were a bit thin, our efforts did not go unappreciated by the Museum staff. As testimony to this, I received a very gracious thank-you letter from Christopher Terry, the Museum's Director.

On Canada Day, we did it all again, this time with a few less aircraft and a few less volunteers than before, but Charlie Martel and his family brought the always-impressive Sportsman 2+2 out, so that helped to again produce an interesting display. The Canada Day crowds were much bigger (11,000 entered the Museum) but there were a lot more rowdy children trying to climb on the aircraft than at the earlier display. Next year, we can easily solve that problem by roping the aircraft off and

allowing cockpit inspections by invitation only. Despite having to watch the kids, it was a worthwhile effort. As usual, the Museum staff were well prepared and waiting for us when we arrived.

Most of you probably attended the National Capital Airshow, so I won't go into detail other than to say that once again the NCAS committee did an excellent job in presenting an entertaining and safe aviation event. I missed the World War II warbirds, but seeing the Stealth Fighter nicely made up for their absence.

Closer to home, things have been happening in the Chapter as well. Congratulations to Deric Dods on the purchase of a clean little Davis which Deric ferried back from Saskatchewan. The reason why you haven't seen too much of this little bird is that Deric had a hard landing at the very end of his long cross-country flight. Hopefully, the repairs won't take too long, Deric!

Gary Palmer just passed his final inspection on the Lancair 235 and is now grinding his teeth as he waits for the all important Flight Permit. Come on, Gary, we want to see it fly!! Andy Douma also had good luck in getting a pre-cover inspection for the Zenith project that he purchased a while back, so he can now go full steam ahead on finishing that aircraft.

Not to be outdone by the builders, the flying division has been racking up some impressive mileage as well. Ken and Trish MacKenzie flew their Cessna 150 to Winnipeg and back as casually as the rest of us drive to the shopping center for groceries. Dick Moore also headed west in his 150 and took care of some business in Thunder Bay before winging his way back to his tiedown at Carp: Luc Martin didn't fly quite as far away, but he soloed for the first

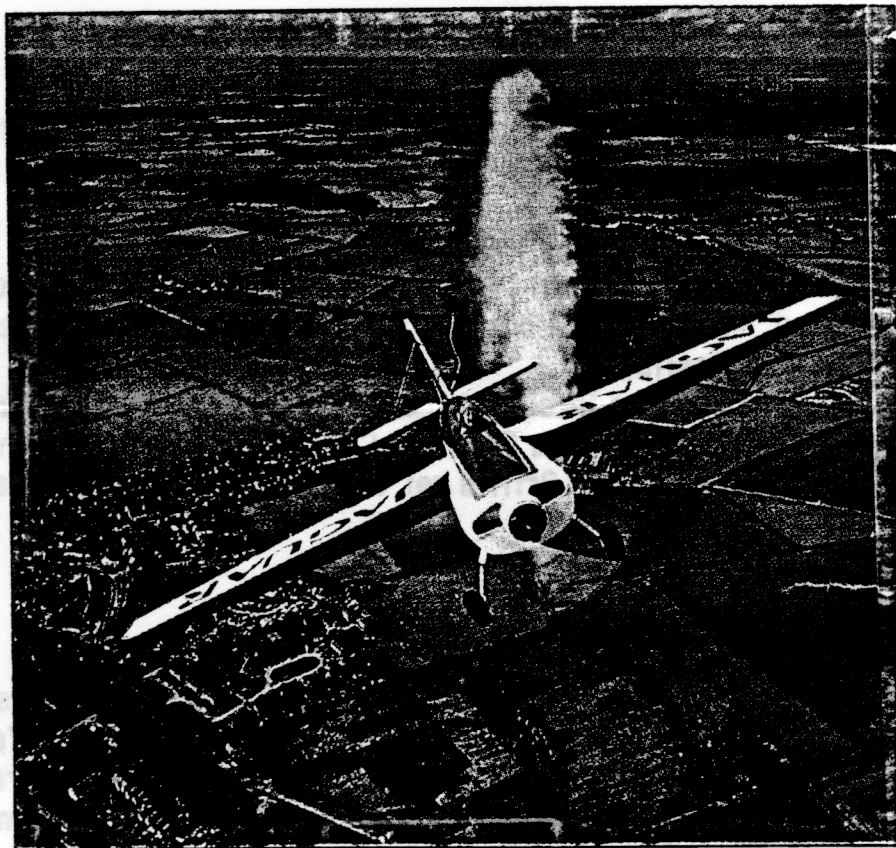
time in a Cessna 150 at Rockcliffe as part of his Private Pilot's Course. I'm sure there is lots of other member news, but that's all that I can think of right now.

The mail has been fairly full lately. I received a thick brochure from a guy in the US who wants to sell or rent jigs to the RV-6 and RV-4 builders. Because there are a lot of pages, I will make copies only on request. I am also receiving a lot of phone calls from people who want to build a specific aircraft and are looking for contact with owners and builders of that type of aircraft. I have been giving your names and telephone numbers out when the individuals sound sincere. If this has caused trouble for any member, please let me know and I will be sure not to give your name out to anyone. After all, you are entitled to your privacy.

Finally, I would like to mention that there are now at least 20 active amateurbuilt aircraft projects within a 50-mile radius of Ottawa that I am aware of. I'm sure there are also a few aircraft being built that we don't know about, but suffice to say that we are involved in a very rapidly growing form of recreation in this area. I just hope that the new inspection system falls into place so that all these new aircraft builders won't have to go through the frustration of writing to Members of Parliament as has been the case in the all-too-recent past!

That's it for now. As you probably know, the next Carb Heat will be published in September, but there will be meetings at the lounge in July and August; nothing formal, just come out for a good hangar flying session and some of Henri's coffee and doughnuts.

'See you there!



Minutes of June 20 Meeting Held at Carp International

This being **Awards Night**, V-P **Gary Palmer** chaired the meeting and called the meeting to order at 8:06 p.m. There were no guests to welcome.

ANNOUNCEMENTS & OBSERVATIONS

FORMULA V AIR RACES: Pres. Lars noted that there would be Formula V Air Racing on Aug. 17-18 at St. Jean sur Richelieu. This is a rare opportunity to view pylon racing close to home.

Reporting briefly on the recent fly-in and display at Rockliffe and the Aviation Museum, Lars observed that 7 homebuilt aircraft turned out but that the general attendance was disappointing.

Chapter 911 (in the Peterborough area) are helping the Kiwanians and Boy Scouts through their efforts with the **Kawartha Lakes Air Show, July 20-21**, which will include such well-known acts as the Snowbirds. Pilots wishing to camp under the wings of their plane are welcome to do so. (See the May issue of Carb Heat for further details.)

Luc Martin recently soloed but was unavailable for comment. (Try Cloud Nine!!!)

Also headed for Cloud Nine is **Gary Palmer**, whose sleek **Lancair 235** is rapidly nearing the final inspection stage in the main hangar.

Andy Douma reported that the minimum cost for **professionally installed drainage** would be about \$2500, with \$3500 being more realistic and probably more suited to our needs.

Electricity will likely cost us about \$5500.

The **ownership of Carp airport** has not yet been transferred into private hands. Pres. Lars noted, however, that only the usual last-minute legal details keep the deal from being finalized.

Irving Stone threw out an interesting challenge by asking the membership to consider the feasibility of holding a fly-in at Carp which would be similar to the now defunct (certainly dormant) Orillia get together. Think about it and let Irving know your opinion.

AWARDS PRESENTATION

Customarily, these awards fall into two parts: 1) EAA certificates of recognition for the executive of the chapter 2) presentation of plaques for homebuilts whose first flight occurred in the past year. Those so honoured in category 1 were: **President--Lars Eif; Vice-President--Gary Palmer; Secretary--Andy Douma; Newsletter Editor--James Oliff; Treasurer--Deric Dods.**

In category 2, the chapter made a special presentation to **Stan Kereliuk** in appreciation of his test flying numerous chapter homebuilts. Stan generously lends us his professional talent on his own time--and steadfastly refuses all remuneration. He was literally making hay that night, however, so the presentation will be made later. Thank you Stan.

Keith Davidson and his gorgeous all metal, low wing, Hapi-powered **Zenith 600 (C-F16C)** saved us from an embarrassing skunk in the first-flight department (by less than three weeks!). **Stan Kereliuk** performed the first two test flights; **Murray Morgan** did the third. A slightly rough idle in flight which was not present on the ground turned out to be the difference in carburetor fuel level between gravity feed and fuel pump assist.

When invited to say a few words about his project, Keith commented that he is a chronic "do-it-yourselfer." He would soon be into retirement but wanted to carry on flying on a manageable budget. He also wanted a Canadian design which would allow quick consultation on the inevitable snags that arise in aircraft construction. The plane also had to fit in a single car garage, be trailerable, and made of metal--the material most familiar to him. These requirements soon narrowed the choice to Chris Heintz's CH 600.

Keith opted for the materials kit, which meant that any part over 8 feet long was pre-formed. He began construction in Aug. '87 and finished 37 months later. The concluding stages went equally well--the final inspection was in Nov. '90, with the paperwork completed by Jan. 25 '91.

The construction is mostly straightforward, but even when it wasn't--as in certain details for the tail-dragger version--Chris was nearby for consultation.

For around \$23K, Keith now has his zero-time plane with new everything. All that remains is to apply his 6,000 hours of helicopter experience towards a fixed wing ticket.

In conclusion, Keith offered to help anyone building the 600 but also said that the newer 601 is rumoured to be getting a speed wing which will increase speed to 150 m.p.h. on a turbo'd 80 h.p.

OSHKOSH '92 VFR ARRIVAL PROCEDURES VIDEO:

After coffee, many returned to the lounge to watch this excellent FAA video. This is must viewing for anyone flying to Oshkosh.



Your faithful scribe,

Roger Fowler

CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Homebuilt Super CUBy. Completed 1988. Less than 100 hrs TTAF. Lycoming O-320, 80 hrs SMOH; full gyro panel; 2-20 gallon wing tanks. Excellent condition. Contact Henri Beaudoin at (613) 749-9720.

Two-Place Lazair. KFM engines, less than 10 hours TT. \$3900 negotiable. Contact owner through George Reid 749-0792.

VP 2. Signed off for cover by MOT. Complete except for engine and landing gear. Includes covering material, wheels, brakes, AN hardware and many extras. Asking \$1800. Contact Keith Gillespie at 592-4742 Kanata.

PROJECTS AND PLANS FOR SALE:

KR-2 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will sell for HALF or reasonable offer. Contact Mike Proulx (819) 827-1930.

Baby Great Lakes Project: Fuselage 90% complete; all ribs and spars; Continental C-85; MacCauley metal prop; all instruments. \$6500. James Oliff 724-6123.

Zenith CH 250, 75% complete, trike gear. Signed off by DOT, ready to finish closing. Wings and tail nearly complete. Includes gear, cowling and fairings. Reduced to \$4900! Will consider trade for

CH 701. Call Jim Robinson at 830-4317.

Davis D2A plans. Call Russ Robinson. 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts:

Propellers - 0 time constant speed

- Wood pusher prop.

- Zenair wood 68x46

Hanlon Wilson mufflers, Mooney Parts:

Complete retract gear with 6.00x6 main wheels, 5.00x5 nose wheel. Also seats, fuel tanks, gauges, gyros, and control surface pushrods.

Brakes and wheels, Rosenhan. Suitable for Vari-Eze, Davis, etc. Offers welcome. Eric Taada 749-4264.

Vari-Eze landing gear legs. New. Contact Peter Plaunt, Carp, Ont. (613)839-2283.

WANTED

Aluminum needed, 2024-T3, 2 pieces approx 22"x52"x.040". If you can help, contact Ron MacMillan at 837-6865.

Classified Editor: Lars Eif 837-6680.

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