



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

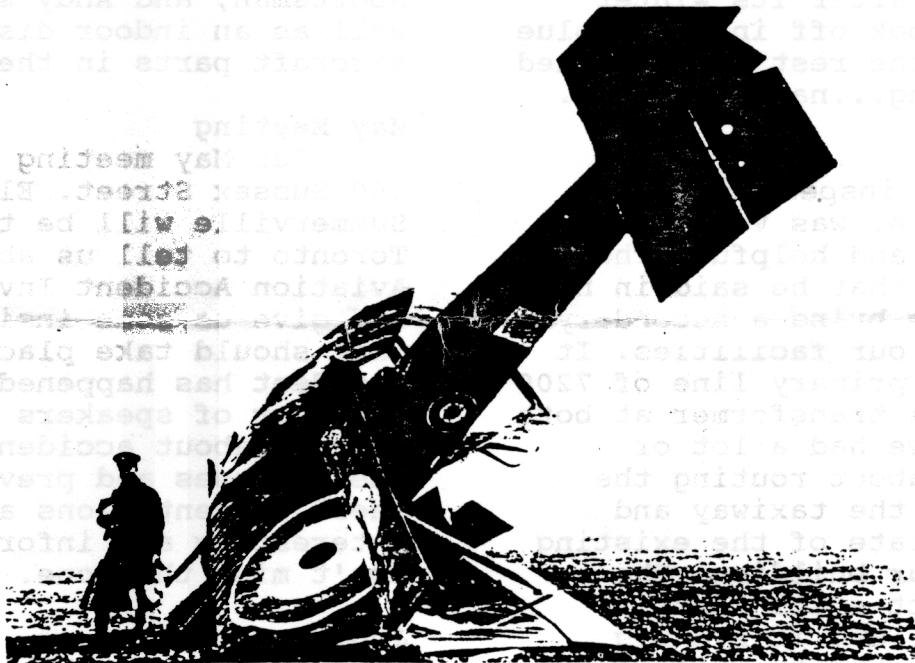
Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

MAY 90

NEXT MEETING- Friday MAY 18

at NRC 100 Sussex Dr. 1930HRS

Guest Speaker Elaine Summers , C.A.S.B.



OOPS..

PRESIDENT: Lars Eif 837-6680

VICE-PRESIDENT: Gary Palmer 596-2172

SECRETARY: Andy Douma 224-8493

TREASURER: Deric Dods 692-6121

EDITOR: James Oliff 256-4316

AIRCRAFT OPERATIONS: Dick Moore 836-5554

SPECIAL EVENTS: Gord Standing 224-2879

PUBLISHING: Dick Moore 836-5554

MEMBERSHIP: Rodney Stead 836-1410

ROW HANGERS:

President's Corner

Carp Airport Activity

'Talk about great weather, eh? I was out at the airport on Saturday, April 28th, to be one of the group to meet with a Hydro Inspector about our plans for electricity. What a beehive of activity at the Chapter! Irving Slone had his shirt off in the warm sunshine and was raking up a storm in the area of the Pietenpol's hangar. Gord had the Flybaby all lined up inside the coolness of the Chapter hangar getting ready to re-install his engine after the mini-overhaul that he did in his basement last winter. Luc Martin showed up to do some more work on the SE-5A. What a sweet little project that is! When we switch our monthly meetings to Carp (in June), I'll ask Luc to give us a Show-n-Tell on it. Steve Fogarasi was there waking the C172 up after its winter sleep. He took off into the blue to do what the rest of us wished we were doing...namely flying.

Electricity

The hydro inspector, whose name was Lyle, was very informative and helpful. The big shocker was that he said in no way could we bring a secondary line out to our facilities. It had to be a primary line of 7200 volts with a transformer at both ends. Then we had a lot of discussion about routing the cable under the taxiway and about the state of the existing wiring in our building. The whole project still looks feasible if, and it's a big "if", we can buy the primary cable at the right price. Gary Palmer and Dick Moore are graciously doing some digging on the prices for us. What was

impressive about Lyle was that he sacrificed his own Saturday morning for a bunch of people that he didn't know from a hole in the ground. (He has the makings of a good EAAer!) Anyway, he was rewarded with a flight in Dick's Cessna 150, so at least he went home with a story he can someday tell his grandchildren about. ('Just kidding, Dick!')

OFC Fly Day

By the time you read this, our display at the Ottawa Flying Club Flyday will be history. Our co-ordinator for the display is Luc Martin. (Funny how that name keeps cropping up; Luc is one BUSY guy. I wish we had ten more like him!) If all goes well, we will have had an outdoor static display of the Pietenpol, Henri's CUBy, Charles' Sportsman, and Andy's Jodel as well as an indoor display of aircraft parts in the making.

May Meeting

Our May meeting is still at 100 Sussex Street. Elaine Summerville will be there from Toronto to tell us about Aviation Accident Investigations and give us some insight into what should take place after an accident has happened. We've had a number of speakers in the past to talk about accidents and their causes and prevention. These presentations are always interesting and informative, so don't miss this one.

June Meeting

In June, we'll meet out in the lounge at Carp. There won't be a guest speaker, but that's no problem. Now and then we need some time to do some hangar-

flying. There will be a couple of Show and Tell presentations, just to keep things informative. By the way, don't wait for the Executive Committee to come up with topics; bring in that instrument panel or whatever you're working on to generate some discussion. Sharing information and experiences is what it's all about!

Newsletters

Ever since the EAA chapter directory was published, I've begun to receive quite a bit of mail. It's not all appropriate for the newsletter, but I'll describe it in my articles from time to time. If you are interested, let me know and I'll give you the originals. For example, you'll see aircraft and projects from other provinces in our classified ads which I insert based on letters sent by the sellers. We'll run them for a couple or three issues as long as there's room.

Jenny

I also received a pamphlet from The Early Bird Aircraft Company featuring their 2/3 scale Jenny. If James has room, he will include the data sheet on this little beauty elsewhere in the newsletter. If you want to see the rest of the package, give me a call and I'll mail it to you. (If you hurry up and order a Jenny kit, you may be able to fly formation with Luc in the SE-5A in a couple of years!)

HIPEC and Ribstitching

The latest newsletter from RAA Canada had an interesting item in it. Apparently a couple of builders are having difficulty convincing DOT inspectors that HIPEC covering material does not need to be ribstitched. According to the seller of the

material, that's the case, but the lesson here is to check with your DOT inspector before covering with HIPEC, not after the aircraft is painted and ready for its first flight!

Other Chapters' Newsletters

We regularly receive monthly newsletters from the following organizations:

EAA Oshkosh
EAA 266 Montreal
EAA 305 Stanley Sport Aviation
EAA 911 Whitby
RAA Canada
RAA Chatham, Ont
RAA Oshawa District
RAA Barrie-Orillia
RAA Brandon Manitoba

Our newsletter goes to all EAA chapters in Canada and those RAA chapters who include us on their mailing list. We also send copies to EAA, RAA and COPA headquarters, all the local flying clubs and to key groups in DOT. The exchange of information among the chapters is excellent! Glance through the newsletters that Andy Douma puts out each month; there's a lot of good stuff in them. You may also want to make a point of looking some of these chapters up during your holidays in other parts of Canada. The newsletters are an excellent source of up to date names and phone numbers of people who would probably be glad to show you around their chapter facilities when you're passing through.

We also mail our newsletter to a number of other chapters and amateur-built clubs whom we never hear from. Maybe we should save the postage on this last group; we haven't decided yet. If you have some thoughts on this, let me know.

Rem's Visit

Don't forget that Rem Walker, the Chairman of the EAA Canadian Council, will be visiting us either Friday, May 31st or Saturday, June 1st. I hope to have more info on this at the May meeting. I'd like to hold an informal get-together at Carp when he comes through. (Plug the kettle in, Gord!)

Oshkosh Volunteers

In the latest newsletter from Oshkosh, the organizers of the EAA Annual Convention have issued an appeal for more volunteers to help out with the myriad of jobs which need doing. Even a few hours one of the days you will be there will help. If you plan to attend this year's convention in Oshkosh and are willing to help, call Jim Casper, the Flightline Operations Chairman at (414)231-1464 or call the EAA Chapter Office. It's real easy. When you arrive at Oshkosh, just go to the volunteer centre and, if you've called ahead, they will assign you to your job.

Baby Seats

The FAA has for a long time encouraged the use of child/infant safety seats for young children in both light aircraft and airliners. Apparently some "car seats" are approved for use in aircraft and others are not. If you want more info on this, I've got a copy of the pamphlet. It doesn't list the seats by name but gives tips on using the seats in aircraft and a phone number where you can ask about a specific brand of baby seat.

30th Anniversary

EAA Chapter 65 in Hamilton celebrates the 30th anniversary of its formation this year. Congratulations to all members of EAA 65!

EAA Dues Increase

EAA headquarters has announced a dues increase. Effective July 1, 1990, the dues are as follows:

EAA Individual member	\$35
EAA Family membership	\$45
EAA Junior membership	\$20

If you have recently joined the Chapter and have yet to apply for EAA membership, you should apply as soon as possible and save five bucks (US).

Well, that's about all I can think of for now. Get out and enjoy some of the numerous airshows and breakfast fly-ins in Ontario and Western Quebec this year. It's too bad that all the fun events are crowded into May, June and July, but with our climate, I guess it's a bit risky scheduling a large airshow earlier or later.

'See you at the May meeting!

MINUTES OF APRIL 20 MEETING HELD AT 100 SUSSEX DRIVE

Pointing to our extensive agenda of announcements, Cornwall report, feature speaker, Ted Slack, the raffle of a 1991 EAA calendar, coffee and doughnuts, and a Lancair video, President Lars called the meeting to order at 8:00 sharp.

Smiths Falls will hold its annual Fly-In Breakfast on June 3 and the Circle V Flying Club will offer more of the same at Embrun on June 24.

Closer to home and nearer in time, the Ottawa Flying Club's Annual Fly Day is scheduled for May 6 (May 13 rainedate). Once again, Chapter 245 will be looking for volunteers to mount an indoor/outdoor display (contact Luc Martin 744-5347).

CORNWALL REPORT: ERIC TAADA

The delegates to the gathering were comfortably housed at the DOT training centre in Cornwall (capacity 450). Friday night was devoted to socializing and testing remedies at the bar for "dry traveller's throat." Saturday morning took those in attendance through a history of the aircraft movement and provided an examination of the Air Worthiness manual concerning its relevance to homebuilts and which parts can be used in the 51% rule. (Auto seat belts, for example, are acceptable in homebuilts if you can demonstrate that they have been tested to at least 1500 lbs.) There is considerable regional discrepancy in the application of the rules, however. Despite the goodwill demonstrated on all sides, there is, unfortunately, no simple solution to the backlog of homebuilts awaiting final inspection.

REPORTS:

Secretary Andy Douma noted that the 99's will be using our facilities at Carp as the terminus for their annual poker run on June 16 (June 17 rainedate). **Master of Membership, Rodney Stead**, reminded us to verify that the chapter has our EAA membership numbers for compliance with insurance regulations. If you fail to submit this vital information, your membership will be downgraded. **Treasurer Deric Dodds** noted the awkwardness of dealing with one cheque for various items (membership, tie down, hangar use, etc.). Please simplify his bookkeeping by submitting separate cheques for individual accounts. Also, please check that you have paid your tie down fee for this year and don't forget to pay for your personal use of the main hangar. **Operations Manager Dick Moore**--despite his title, he doesn't organize chapter surgery--proposed a new parking scheme but since members wanted more time to consider the idea, the motion will be included in the Newsletter and voted on at the next meeting. On the electrical front, **Vice-**

President Gary Palmer moved (seconded by George Reid) that the executive be empowered to spend up to \$5,000 to put power into our Carp facilities. Motion carried, 22 in favour, 1 opposed, no abstentions.

FEATURE SPEAKER: TED SLACK "DETERMINING CG LIMITS"

Ted's informative talk was especially relevant to us because virtually every homebuilt is a prototype, given the variation from one specimen to another. Commercial aircraft are constructed under carefully controlled conditions which theoretically reproduce identical CG ranges for all examples of a given type. All the owner has to do is stay within the CG limits prescribed by the manufacturer.

Life is not so simple with the homebuilder, however. The Pietenpol consortium, for example, quickly discovered that the plans made no mention of a CG range. When contacted, the designer stated that the plane was safe to fly at a CG of 25% of the wing chord, but this only established one point in the CG range. The only sure way to determine CG is by flight testing. Since CG is directly related to flight stability, the CG limits are of vital concern to the pilot.

Unfortunately, the only practical way to determine the **forward CG limit** is to keep flight testing with a progressively forward CG until you can't perform a required manoeuvre, such as flaring the plane on landing. Perform this procedure carefully and gradually or you will find yourself: a) in the bent prop/landing gear club b) charged for ploughing non-agricultural land c) flying your bird without its landing gear while you survey the damage the runaway undercarriage caused and contemplate what is yet to come during your belly landing d) offering (ultimately embarrassing) explanations to your "significant other" as to why you landed **BELOW** the asphalt! Since **stability decreases with a progressively aft CG**, the ultimate aft limit will be reached when the plane is uncontrollable in flight--an even more expensive bit of test flying!

Happily, the CG aft range can be established safely in 2 (3 would be better) carefully documented flights. The requirements include an accurately calibrated airspeed, a precise weight and balance, known fuel burn, and preferably calm air and the same density altitude throughout the test period. With known weight on board, the pilot attaches a flexible tape (the "low tech" dressmaker's variety works well) under the instrument panel so that he can measure the right-angle distance from the panel to the Full Nose Up Position of the Stick/Wheel, the Full Down Position, and other points in between. During the test flight, the pilot trims the plane for neutral flight at a given height (about 4,000' AGL is fine). During the rest of the test flying session, he must not alter the trim or power. After carefully establishing stable climbs and descents at

or close to pre-selected target speeds, the pilot records the distance of the stick/wheel from the panel. (Placing a pin in the top of the stick or using securely attached white tape on the wheel will help establish an accurate reference point.) It is a good idea to alternate high and low speed runs to keep a uniform altitude during the test flying. The **speeds should be spread out over the middle safe speed range.** Fuel burn ought to be carefully monitored to establish accurate data at various times during the test flights. The second run need not aim at the same speeds. If possible, a third run should be carried out, but the calculations can be performed with only two. Obviously, the more accurate the measurements, the more precise the determination of the CG range. Back on terra firma, the pilot transfers the collected data to a series of charts, draws a few lines, and **ABRACADABRA**, he finds his neutral point, or technically speaking, "the CG position at which the slope of the stick position curve is zero." **Generally, an aircraft should NOT BE FLOWN "with the CG closer to the neutral point than 5% MAC or MGC, and that should be considered the aft limit."**

The actual plotting of the various bits of information is not very difficult but the explanatory details would require too much time here. If you're interested in the full test flying procedure, contact Ted Slack at the Canadian AeroSport Technical Committee, Suite 104, 1801 Riverside Dr., Ottawa, Canada K1G 0E7. Also, Ted would appreciate receiving your data for his files.

HERO RISKS NECK TO SAVE PILOT WITH STUCK UP LEG

After the usual stampede for coffee and doughnuts, Lars showed some incredible footage of attempts to free a stuck retracted gear. The tension-filled drama ended when an enterprising pair of daring fellows manoeuvred their speeding sportscar down the runway while the passenger reached up through the sun roof and dislodged the stuck gear.

FEATURE VIDEO: LANCAIR 320.

This video is a very professional, slick, mouth-watering (especially for Gary Palmer) presentation of the "**Lancair 320.**" The spectacular performance and good looks of this bird--especially in dazzling, bright red--as it skimmed over ocean surf and sunny beaches was enough to stir the juices of even the most jaded aviation buff. How does one adjust to comfortable, fast, responsive, efficient, cross country flying? **EASILY!!!** beam the proud and enthusiastic owners.

Your faithful scribe,
Roger Fowler.

AIRCRAFT PARKING POLICY

PROPOSED AMENDMENTS

Due to increased aircraft activity at our Carp facility, it has become necessary to amend our parking policy for the following reasons:

- accommodate active aircraft
- facilitate snow removal

The executive has authorized the Operations Officer to move aircraft to optimize the use of club facilities.

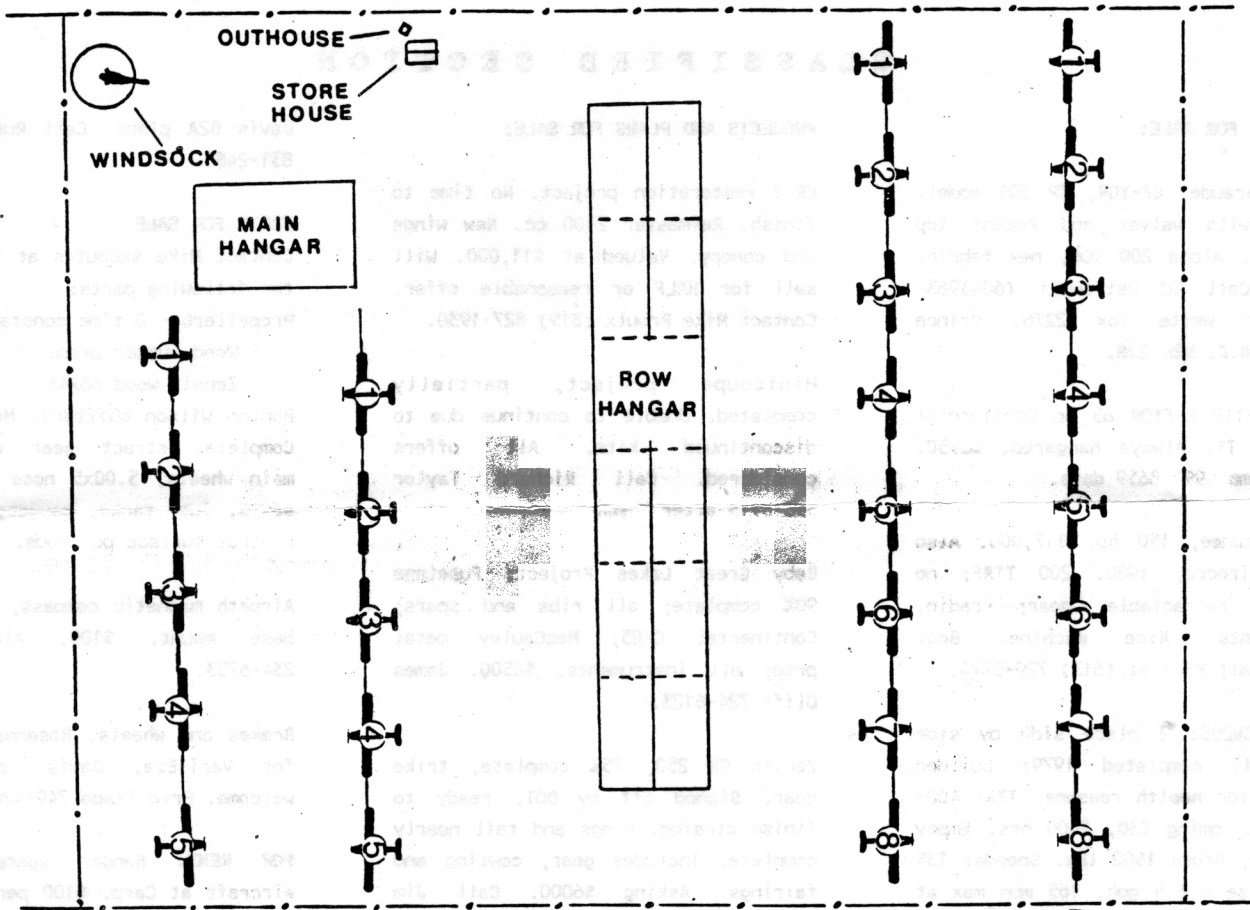
Currently two categories of parking are identified one for year round operations and one for seasonal operation.

Assignments to these areas are made at the discretion of the Operations Officer considering such factors as, nature of aircraft, frequency of use and owners length of membership in the chapter.

Any disputes which cannot be resolved between the Operations Officer and the tenant can be appealed to the executive.

To ensure this policy is enforceable we require members to promptly move their aircraft as requested by the Operations Officer. Failing this the operation Officer is authorized to move the aircraft and shall be held blameless; however he will exercise reasonable caution in effecting the move. The aircraft owner remains ultimately responsible for ensuring the security of their aircraft.

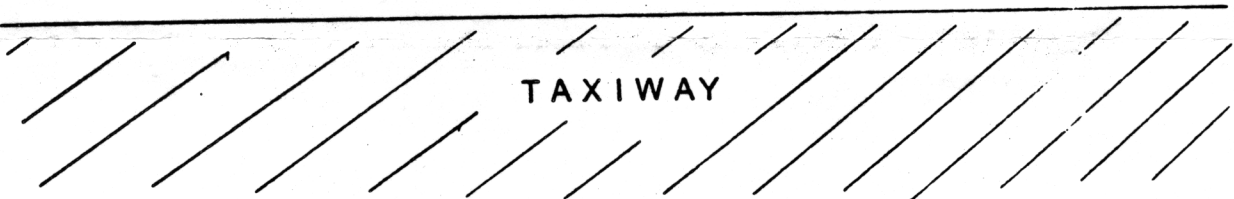
All aircraft will be issued a parking sticker valid for the year paid and are to display this sticker in a prominent place on their aircraft. Any aircraft not displaying such a sticker will be considered transient and will be billed at twice the current monthly rate.



Row A - Seasonal - Relocate for Winter
 Row B - Yearround Operation
 Row C & D - Seasonal



C
 PROPERTY LINE
D
 AIRCRAFT LOCATION
 TIEDOWN CABLE



EAA Chapter 245
 CARP Airport Facility

CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Piel emeraude, CF-YGR, CP 301 model. O-290G with valves and recent top overhaul. Alpha 200 VOR, new fabric. \$7600. Call Ed Ostrowski (604)963-8511 or write Box 2276, Prince George, B.C. V2N 2J8.

Jodel D-112 C-FYOR 65 hp Continental 290 hrs TT. Always hangared. \$8950. Andy Douma 992-8659 days.

Piper Pawnee, 150 hp, \$17,000. Also Jurca Sirocco, 1980. 200 TTAF; no engine; retractable gear; radio, instruments. Nice machine. Best offer. Call Mike at (613) 729-3774.

Zenith CH200: 2 place side by side all-metal; completed 1979; builder selling for health reasons. TTAF 400; 150 hp Lycoming E30, 2400 hrs. Empty 1000 lbs, Gross 1500 lbs. Speeds: 135 mph cruise @ 6.5 gph, 165 mph max at 8000 ft, 60 mph stall, 80 mph approach and climb. Fuel cap 20 gal. Lines in wings for 16 more gal. Full panel, Genave Alpha 600 Nav-Com, 3 gyros. Ext white with red/blue trim, int upholstered blue/black. Easy flying at low cost. Handles grass strip with ease. Asking \$12,000. Contact Gil Smith at (306)232-4366/4891.

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.

Minicoupe project, partially completed. Unable to continue due to discontinued kits. All offers considered. Call Richard Taylor 596-6913 after 7 pm.

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. Asking \$6000. Call Jim Robinson at 830-4317.

Rotorway Scorpion II (133) kit. Engine in box. Some work completed. Can be converted to Exec by buying special kit from Rotorway. Selling for health reasons. Will accept reasonable offer. Bill Arrain (902)963-2261.

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.

Airpath magnetic compass, 0 SOH 1987, base mount. \$100. Alex Fulton, 234-6753.

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

FOR RENT: Hangar space for one aircraft at Carp. \$100 per month. EAA members only. Call 832-2691.

CLUB NEEDS

Platform weigh scale like type to weigh feed sacks. We have one, need a second one. Gas-powered snowblower needed.

Classified Editor: Lars Eif 837-6680.

YAWIXAT