



**NEWSLETTER**

# Carb Heat

Hot Air and Flying Rumours

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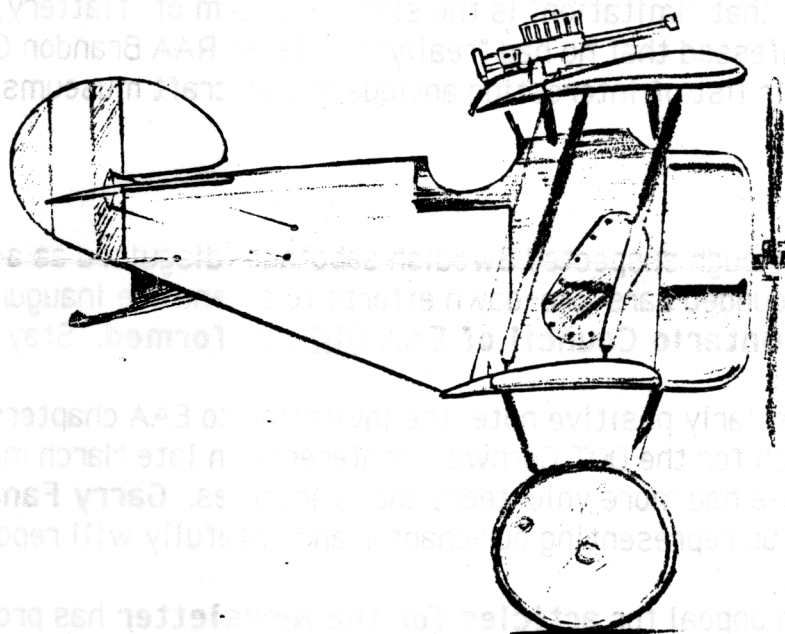
## APRIL 1990

**NEXT MEETING- Friday APRIL 20**  
**at NRC 100 Sussex Dr. 1930HRS**

### MEETING HIGHLIGHTS:

CALCULATING REARWARD C of G

VIDEO BONANZA

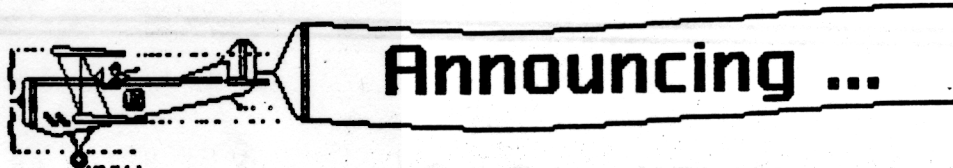


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**EDITOR:** James Oliff 256-4316

**AIRCRAFT OPERATIONS:** Dick Moore 836-5554  
**SPECIAL EVENTS:** Gord Standing 224-2879  
**PUBLISHING:** Dick Moore 836-5554  
**MEMBERSHIP:** Rodney Stead 836-1410  
**ROW HANGERS:**

MINUTES OF MAR. 16 MEETING HELD AT 100 SUSSEX DRIVE

**Welcome** On behalf of the chapter, Lars then bid a warm welcome to our guests: Bill Douma, Luc Martin (who became a member during the meeting), Don Faubert, Keith Davidson, André Durocher, Charles Sinclair, Dick Crabbe, Charles Hébert, and our guest speaker, Jay Hunt.



Lars opened the meeting at 7:59 with the reminder that the next open house would be at his place on Apr. 6 at 7:30. At that time, those who signed up would get to inspect his superb [the secretary's, not Lars' description] Steen Skybolt project. [Actually, some half-dozen people turned up, including Henri Beaudoin (who built a rag and tube CUBy), Martin Lax (who is building ribs for a Christavia MK IV), Frank Hughes, Don Walker, Alex Fulton, and George Landry (a radio controller working on a 1/4 scale Steen Skybolt). The session, which began in the garage and ended in the basement, generated lots of useful information on wooden wings, adhesives, how to secure wing components while glueing, propellers, etc. Also, however, the exchange rekindled motivation in both the hosted and the host. Such was the collective enthusiasm that Lars followed his "show and tell" with a solid week end of work on his project--something he hadn't managed in a while.

Arguing that "imitation" is the sincerest form of "flattery," Lars also blushingly confessed that he had "really" flattered RAA Brandon Chapter by purloining their list of interesting antique and aircraft museums. (More pilfering to come.)

## News

Although suspected Swedish sabotage (disguised as a defective Volvo alternator) grounded Lars' pre-dawn efforts to attend the inaugural meeting in Hamilton, the **Ontario Council of EAA DID get formed**. Stay tuned for further details.

On a similarly positive note, the invitation to EAA chapters to provide 2 candidates each for the DOT Cornwall conference in late March met with such success that we had more volunteers than vacancies. **Garry Fancy and Eric Taada** wound up representing our chapter and hopefully will report briefly at our April meeting.

Alas, an appeal for **articles for the Newsletter** has produced--so far as I know--nothing! We can't believe that people who do their own propeller whittling, canopy moulding, cockpit upholstering, engine overhauls, fuel tank fabrication, wiring, covering, electronics troubleshooting, etc., have nothing

interesting to say about these experiences. (If you don't soon oblige, you'll risk hearing about my wife's joy at following an oil slick through our carpeted apartment to discover an unbudgeted 0-290 in her shoe closet!!) Don't worrie nun about yer speling and gramar in yer contrabeeooshuns: we'll make shur there gud.



Next, Gary Palmer updated the issue of hangar electricity . Because he can obtain wire for about one-half the wholesale price, a 100-amp service would cost us about \$2200--not including hydro hook up or labour. (His source for 4/0 cable is \$7200/1000 metres). If you can beat these figures, let us know.

**REPORTS:** When asked about **membership**, **Rodney Stead** paused from issuing receipts, quickly evaluated his writer's cramp, and announced that we were doing fine. (As the proud new owner of a slick 150--congratulations Rodney!-- he would, of course, have other reasons for a cramped writing hand.!!!)

● **Sec. Andy Douma** was similarly brief in his remarks, urging us **NOT to drive on our sodden taxi way**, cautioning us to wear hipwaders and lifejackets around the new hangar, and reminding us that water skiing is prohibited on the lake in front of our toilet. **Special Events Co-ordinator Gord Standing** reported that there were no special events needing co-ordinating at the moment.



**Treas. Deric Dodds** concluded with the disclosure that we have about \$14,000 in the bank. Of this, however, roughly \$4,000 must be set aside for back taxes and an anticipated increase in hangar insurance. Nonetheless, the financial picture looks good. Eric Taada then rose to announce that the EAA Canadian Council is willing to co-ordinate and help chapters putting on workshops.

#### FEATURE PRESENTATION:

**Jay Hunt**, by virtue of his lengthy and successful career in aerobic instruction and competition and his ownership of an aerobic airplane, was extremely well qualified to address us on this aspect of sport flying.

Jay began by addressing the most obvious question: "**Why aerobatics?**" His general answer was: "**It's the most fun you can have with your clothes on!**" One reason NOT to do it was supplied anecdotally. While manning (pun intended) an aerobatics booth at an aviation event, Jay noticed an attractive female eyeing him intently while her male companion engaged him in conversation. Hopes that sex appeal might be added to the advantages of aerobic training were quickly dashed, however, when the female confided to her man: "That guy looks normal enough!" Better reasons for aerobatics include a sharpening of pilot skills, an increased knowledge of your aircraft, and a reassuring exploration of your own physical limits--which are hardly tested in normal flying. **The benefits** will, in

turn, be obvious in tidier circuits, more precise VFR/IFR flying, and increased peace of mind from your greater ability to cope with unusual flight situations.

Before dashing off to obtain aerobatics training, however, you should thoroughly check both the machine and the instructor. Some Citabrias, for example, are certified for aerobatics while others are not. You should also be wary of the beefed-up homebuilt for which the seller claims aerobatic potential but which does not have a legitimate aerobatic waiver. Since there is no formal aerobatics licence endorsement, the choice of an instructor is not so clear cut. Generally, however, he will likely be attached to an accredited aerobatics flying school and/or have credentials from a reputable training centre. This is definitely one area of flying where self-teaching or instruction by an unqualified friend could easily be disastrous.

**On the subject of getting started correctly**, Jay noted the increasing difficulty of getting proper aerobatic instruction in Canada. At present, we have only two or three accredited aerobatic flying schools. Fortunately for us, Rockliffe has a Decathlon in which qualified instructors can provide training at various levels. Although Jay and his colleagues offer a 5-hour introductory safety course in aerobatic flight, almost invariably the students opt to extend that to the more popular 10-hour course. Here, the student begins with a review of the theory of flight and an evaluation of his flying skills. An exercise Jay uses and recommends is a series of Dutch rolls while maintaining one's heading. The first lesson ends with a demonstration loop as a preview of what the student can look forward to. Gradually, the aspiring aerobatic pilot is coached in the proper techniques of doing a loop and a Cuban 8 and then taught to link them. As skills improve, the student learns to match exit and entrance speeds of sequential maneuvers and to perform his aerial artistry in a progressively shrinking box.

Next on the agenda are rolls, varying in complexity from the relatively simple [Hal] full aileron variety to the more demanding precision slow and barrel rolls as well as various combinations of these. Rolls are followed by spin training in which the student learns to determine when the stall will occur and how to enter and exit a spin precisely on a given heading.

Thus far, the instructor has ensured that the maneuvers have a more or less successful ending. As even ordinary pilots know, however, what goes up must come down--but not always level or straight or even right side up. This is where the student learns how to handle baulked (i.e., goofed!) exercises. The purpose is to provide confidence by teaching a fail-proof escape technique for situations where Murphy suddenly decides to apply his laws. Only when the instructor is fully satisfied with the student's recovery techniques will he be allowed to practise specified routines solo.

**The final hour or so of the course** concentrates on the hammerhead, a deceptively difficult and dangerous maneuver which can easily turn into an inverted flat spin [no thanks!], a tail slide, or any number of other unpredictable and unsettling gyrations. As well, this final segment of the course provides

instruction in the immelman, split-S, and snap roll, in addition to a review of everything learned so far.

For those who wish, there is also a **10-hour advanced course** which deals with more advanced aspects of aerobatics such as inverted flight, vertical rolls, negative G push-outs, inverted spins, outside snap rolls, and the rolling turn, the last of which Jay rates as extremely difficult. The total cost of the course, which stresses pre-fighting, safe practices, and which includes instruction in both the classroom and the aircraft, is about \$1100.

To the inevitable question about **air sickness**, Jay reassuringly answered that this problem quickly disappears as students learn how to orient themselves. In fact, only one of his many students had to quit because of this reaction.

Having provided an excellent theoretical discussion about the why's and how's of aerobatics, Jay then produced superb visual proof of the sport's practical side through **Duane Cole's demonstration video, "Flight Around the Axes."** The film takes the viewer through several basic aerobatic maneuvers as viewed through a front-seat camera. Supplementing this coverage is parallel footage shot from a chase plane so that we can see what the action looks like from both inside and outside the cockpit. Both over-the-nose and along-the-wing angles help with orientation during the maneuver, as does calm and practical commentary throughout the flying, the more complex aspects of which are repeated in slow motion.

The smoothness and precision which are the hallmarks of Duane's flying easily convinced the rapt audience of Jay's two initial claims for aerobatic training: it will make you a safer and a better pilot.



Roger Fowler, Recording Secretary

## President's Corner

I normally like to keep the Chapter newsletter centered around internal events, but the meeting with Transport Canada at Cornwall in March over the Amateur-built aircraft inspections problem was so important that I'll violate my own rule on this.

Chapter 245 was fortunate in having four members at the Cornwall meeting: Eric Taada, Garry Fancy, Ken Cavers and Jim Robinson. The early feedback which I received is that although the issue is far from resolved, all parties addressed the problem in a spirit of mutual cooperation. Transport Canada has appointed a task force to investigate the issue and to come up with a solution that everyone can live with. To this end, the delegates drafted and agreed on the resolution reprinted in this issue of Carb Heat. The resolution was passed to the representative of the DOT task force.

I also received a very nice letter from Weldon Howell, the Secretary of RAA Canada, which is reflective of the spirit of cooperation which existed at the meeting. Weldon wrote:

" I'm writing on behalf of the RAAC to thank your members for their participation in the DOT conference at TCTI last weekend. It was a pleasure to be with these people and we look forward to more communication in the future.

The frank discussions that took place gave both parties a better insight into the work they are attempting to do for the Canadian aircraft homebuilder. Ironically, it appears we are all working in the same direction with only a slightly different outlook on the methods.

We are optimistic that the regulators will reassess the restrictions placed on amateurbuilt aircraft inspections and come up with some workable solution. This is an instance where everyone's support is needed.

Would you kindly pass on our thanks to these individuals and ensure the remainder of your members are aware of the time and effort they have expended for your chapter."

Like Weldon, I also appreciate the valuable contribution of Eric, Garry, Ken and Jim and, as your President, thank them sincerely on behalf of the entire Chapter.

I would also like to commend the Chapter members for their very generous contributions to the formation of the EAA Ontario Council. We sent a total of \$245 to Tom King to allow him to start the Council. (Honest, that figure was not rigged!). You'll be pleased to know that the other EAA chapters in Ontario and 266 in Montreal responded to the call as well in supporting Tom's efforts.

I've recently heard from Rem Walker, the Chairman of the EAA Canadian Council. Rem will be passing through Ottawa on the weekend of 31 May 90. I'll give you more details as they are finalized with Rem.

That's enough Carb Heat from me for now. Fly and build safely!

*Lars*

TRANSPORT CANADA TRAINING INSTITUTE  
CORNWALL, ONTARIO, MARCH 23-23,1990

TCAG INSPECTOR TRAINING SESSION

PARTICIPANTS:

RECREATIONAL AIRCRAFT ASSOCIATION CANADA (RAAC)  
EAA CANADIAN COUNCIL (EAACC)  
CANADIAN AERO SPORT TECHNICAL COMMITTEE (CASTC)  
TRANSPORT CANADA AVIATION GROUP (TCAG)

MOTION

RESOLVED THAT: The joint Executive and Directors of EAACC and RAAC submit the following resolution to the Minister's representative Mr. George Worden' for presentation to the Minister's Task Force for consideration and resolution...

THE MOTION PASSED UNANIMOUSLY...

RESOLUTION

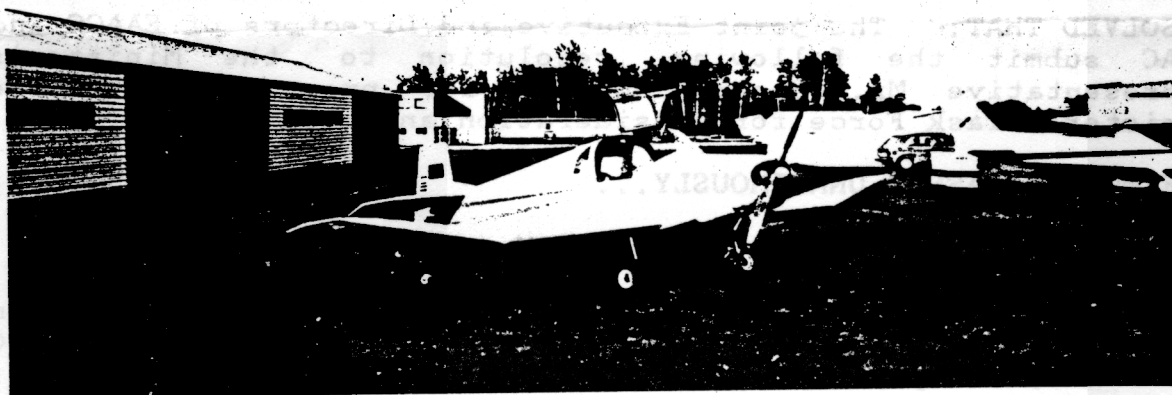
Recognizing that Amateur Built inspections, particularly in Ontario, are not being done in a reasonable time period, EAACC and RAAC jointly petition the Minister of Transport as follows:

- 1] To grant interim permission to Regions to have initial and pre-cover inspections performed by persons already qualified and trained under previous programs, in order to clear the existing backlog, and to maintain reasonable inspection services until a more permanent arrangement can be made. Final inspections would be done by T.C.A.G. Inspectors.
- 2] T.C.A.G. to take the necessary action to license, train, and qualify as necessary, volunteers from RAAC and EAACC to perform initial and pre-cover inspections, with final inspections by T.C.A.G. Inspectors.
- 3] T.C.A.G. to consider means of funding the program.
- 4] T.C.A.G. to continue to pursue the possibility of returning all inspection tasks to T.C.A.G. Inspectors.

**FOR SALE**

**JODEL D-112**

**C-FYOR**



**300TT, 2 place, stick control,  
A-65-8 Continental  
ATR720 channel plus Intercom.**

**new paint and plastic,**

**Always hangared at Carp EAA area,**

**GOOD, RELIABLE, ECONOMICAL FLYING, STOL**

**\$8995.00**

**phone 992-8659 weekdays,**

**738-1873 other times**



## CLASSIFIED SECTION

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. \$8995. Andy Douma 992-8659 days, 738-1873 evgs.

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 256-4316.

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.

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.

STOP THE PRESS !

WANTED : ALUMINUM SHEET 86 -30

.025 or .032

6061 - T6 or 2024 - T3

if you can spare a sheet please call

Jim Robinson 830-4317