



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 28 No. 10

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Next Meeting:

Thursday November 19, 1998 8:00 PM
National Aviation Museum

Presentation by our own:

Perry Casson,

his early experience with the Stoddard Hamilton Glastar Kit built Airplane.

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Winter is on the doorstep, and our regular Sunday flights to Smiths Falls have become more problematic. Conditions this past Sunday, included widely spread snow showers, the first of the season, and gradually improving ceilings which resulted in a later than usual departure. The usual group of malingerers was present, with an old friend, Francois Marquis, flying in from Dorval, in his award winning Lancair 235, C-GLUE. Seeing his beautiful bird makes me want to rebuild my Lancair, talk about indecision.

Amongst the later arrivals was what appeared to be a Bird Dog, in full military regalia. It turned out to be **Dave Stroud's Christavia Mark II**, powered by a Subaru EA-81. First flight was about a month ago, congratulations Dave! Dave built up his own engine, and carved his own prop, to go along with a plans built bird; a true homebuilder in the traditional sense. Dave has agreed to write an article for the newsletter, chronicling the challenges, and satisfaction of doing it the traditional way.

Also very close to first flight is **Roly Acorn** with his Murphy Rebel. Roly has been spending a lot of time flying Denis Charbonneau's Rebel, so probably by the time you read this, we will have two new eagles in the chapter.

Stan Ironstone, of hanger 13 fame, is on that seemingly

endless last mile on his awesome Glasair III. The wiring on this very well equipped machine looks like something you might find on a Challenger jet. Perhaps that has something to do with the source for the Mil spec wire. First flight should be early next year if Stan can resist the temptation to continually improve on the original design.

Bob Crook, Stan's next door neighbour, is close to his pre-cover inspection on a beautiful CB-1 Hatz biplane. This machine is pure nostalgia, and with a little luck, may fly late next year.

October Election Results

Many thanks to **Wayne Griese**, who has accepted the position of membership secretary, filling in for departing membership stalwart, Barney De Schneider. A special thank-you to Barney for his years of service on our behalf.

Dick Moore has graciously agreed to another two year term as Operations Director. I am sure both Wayne and Dick can count on your continued support over the next two years.

Uwe's Fantastic Trip

Our feature speaker last month, Uwe Stickel, inspired many of us with the slides of his trip in his Citabria to the Grand Canyon. In common with most of us who have flown in the U.S., he was the recipient of outstanding hospitality just about at every stop.

Uwe continues to outdo himself on his flying trips. He routinely does things most of us only dream of, starting with the purchase of the Citabria just after getting his license. He picked it up in Victoria, got checked out on a tail dragger from the seller, then proceeded to cross the Rockies for the long flight home. Subsequently he has flown to Newfoundland, down to Florida for Sun n Fun, and now, the Grand Canyon. What's next Uwe, the Yukon?

Thursday Nov. 19th Meeting

Our feature speaker will be our own **Perry Casson**, who will share with us his early experience with the Stoddard Hamilton **Glastar**. Perry plans to bring along the Glastar video, and some of his completed components. Luc and I visited his project a few weeks ago, and were impressed by both the quality of the components, as well as Perry's workmanship. So if a versatile, modern two place high wing design is what you are looking for, make sure you attend this presentation. I look forward to joining you there.

Gary

Could This Happen to You?

by Olav Peterson

Today was the day. It had been established already for a week when the family had planned and discussed and optimized and had then selected that today was the most convenient for all concerned for me to fly to Toronto to deliver a present to our hardworking son, whose busy schedule did not allow us this year to share any time together to celebrate his birthday.

Of course, we all realized that the weatherman always had the last word. When you are a "VFR-only" pilot who flies only for the pleasure of enjoying the view of the ground-bound from the vantage point of gods, sky conditions and visibility always over-ride all other considerations.

My motto had always been: "When in doubt, call it off", but 'doubt' comes in various flavors and often influenced by a multitude of both external, as well as, subconscious factors. Often one is able to talk oneself out of doubt by conveniently inventing very effective rationalizations.

There was a period in my flying career when I was content to 'call it off' whenever the Gatineau Hills, some five miles away, were obscured by weather. Now with GPS and Moving Map in the cockpit this standard has crumbled and I have not yet found a substitute maxim.

The night before the Gatineau FSS was looking forward to proclaiming VFR conditions for the following morning. And sure enough, this morning at 6am., they didn't waver as they predicted nothing worse than the tail end of a passing front, and that too, mostly South near the Lake.

The sky is high overcast at lift-off but South of Smiths Falls I start picking up rain-showers and I have to descend to 1500 feet to remain clear of cloud base.

And it isn't getting any better, only much worse!

"Kingston Radio, Cessna 172, 30 SW at 1.5, on VFR flight plan from Carp to City Center; encountering marginal VFR in rain showers. Request conditions at your field."

Instead of poking his head out the window and taking a visual, their response comes directly off the teletype which I had already received from Gatineau Radio on departure briefing, and I am left no wiser. Now they also want to find out my intentions.

I surprise even myself when I respond with an immediate, "Proceeding enroute." Well, I guess that's that. The old principle, 'when in doubt...' definitely has lost its importance in guiding this pilot. New technology will guide me now through all this peril and I feel instilled with a healthy dose of confidence and boldness.

Rideau Lakes, bush, bogs and marshes below and a gray mass of active nimbus clouds within easy reach above. Forward visibility is zip through rain-splattered windshield

and there is nothing but a solid curtain of whiteness. But sideways, thanks to the high wing on Cessnas, allows an oblique view of the ground of approximately a mile. I'm now just clear of the cloud but just a few hundred feet higher the sideway view would, undoubtedly, become just as useful as through the forward windshield. Moreover, this terrain is not at all pilot-friendly and I would be far more comfortable if I could climb a few thousand feet.

Navigating by map and landmarks is definitely out of the question.

Thank goodness, we all have sets of guardian angels, otherwise how else would we make through each day. In our highly technological world, guardian angels may take on different appearances in order to fit in with the changing times. And it so happens that the guardian angel of the aerial navigator takes the form of 24 satellites, circling the planet-earth and beaming down indispensable information for determining his precise location. The precision is awesome and no longer has a pilot an excuse for declaring himself lost.

I certainly know where I am; zooming out sufficiently, I can see on the Moving Map display window my relative position to Gananoque and Brockville. I could get to them even if I were engulfed by heavier downpour and degraded visibility.

The trip continues in and out of showers. Visibility drops from 1-2 miles in rain, from the side window, to no better than 3 when it subsides, but there is always the nagging doubt: will the next shower that I will run into remain within my instruments skills! I have been under the hood but the real thing could be vastly different. There are now numerous pilots towards North-West reporting poor VFR; but hope comes from traffic Eastbound on the lakeshore, out of Oshawa and Toronto, complaining about rapidly deteriorating visibilities approaching Trenton. So the worst must be over! Just like the old reliable Gatineau FSS predicted on my briefing: "...by the time you get to the shoreline, the tail end of the Eastbound system will be passing the Trenton area ..."

Is there a moral to the story? You bet there is! This was supposed to be a joy-trip, but I had succumbed to an urgency to go and an overconfidence in hi-tech aids which consequently precipitated in unwelcome "excitement"; I could have delayed my departure by a few hours until after the passage of the weather system.

There is humanly no way of predicting visibility in rain showers with any great degree of accuracy; however, this issue remains strictly academic for you can be sure that inside the cockpit, even a light shower can render visibility to no farther than to the opaque, water-covered windshield, and unless the pilot is absolutely comfortable in tackling periods of semi-IFR conditions, the best procedure still is to "call it off".

Maintenance Corner

by Charles Gregoire

Hope to be able to provide a forum for our members to pass on maintenance related experience gleaned from working on their airplanes as a regular section in the newsletter. I invite you to send me articles and/or miscellaneous tips related to this topic and to not assume everyone knows what you know about maintenance.

For those interested in electronics pertaining to avionics, I thought I'd pass on what I thought was a useful source of information pertaining to Audio panels and Intercoms. If you are into hands-on electronics projects for your plane checkout the RST Engineering Web site run by Jim Weir <http://rst-engr.com/>

In my case I'd been thinking of buying a Portable COM to be used as an emergency back-up to my existing COM but also had the idea of using it as a second COM. I started thinking about how I'd wire it in etc.. I found useful information related to this task at the RST site.

Things that stand out as being useful to me were Jim's explanation of two different ways to wire the PTT (Push To Talk) switch. I wasn't aware of the need to not only ground the tip of the mic connector (referred to as the key) but also, in some cases depending on your radio, to switch the mic on the ring of the connector into the radio. In cases where you want to have two PTT switches and mics that can transmit, this could be important. There is full set of on-line schematics for a four place Intercom, and also a full set for an Audio Panel. Studying these schematics has given me more confidence towards tackling the job of modifying my intercom panel to accommodate two COMs.

Classifieds

Place your ads by phone with Charles Gregoire @ 828-7493 or e-mail to chg@nortel.ca
 Deadline is first of the month.
 Ads will run for three months with a renewal option of two more months.

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 Tim Robinson 613-824-5044 03/98
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Engine, VW 1600cc completely rebuilt
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Articles Wanted

I am always interested in receiving submissions for this, your Newsletter. You may bring articles to the monthly meetings or mail information to the post office box or send me an e-mail attachment at:

cbg@nortel.ca

01/98



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___
 EAA NUMBER:.....
 EXP Date:___/___/___
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Annual Dues: January 1st to December 31st. (porated after March 31st for new members/subscribers).

Associate Member ___: \$30.00 Newsletter plus Chapter facilities

Full Member: ___: \$55.00 Newsletter, hangar, workshop, tiedowns

Newsletter subscriber ___: \$30.00 Newsletter

Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

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