

Sept. 1981

PRESIDENT'S CORNER

The mail strike and summer are over and it is time to get back on track for the coming season. First of all, I would like to thank Jim Bradley and his wife, Joy, for hosting the Annual EAA 245 Picnic and Fly-In at their farm. Jim grows the sweetest corn in the Ottawa Valley as everyone found out who made it to the picnic.

In spite of the weather, some aircraft did fly in and many people drove to Jim's farm. If you didn't get there, you missed something great.

Algonquin College is offering the Light Aircraft Construction course again this year. As of September 3, there were only 2 names on the list. The course needs a minimum of 12 people, however, if it is to run. If you want to attend, phone Algonquin College at 237-8101. The course may start a week late, if necessary, to get enough people. Remember, all the money generated by the course goes to Chapter 245.

On October 3-4, the EAAC Annual General Meeting will take place in Toronto. The rumours I hear indicate that EAAC is far from dead, thanks to the recruiting drive at Acme, Alberta, and Orillia. A restructuring of EAAC is in order and this topic will be discussed at the AGM.

Look around for some new executive members such as President, Treasurer, and Newsletter Editor. I'm sure the outgoing executive will be willing to help with more than ideas, so the task will not be that hard.

See you at the meeting.

Frank Cianfaglione.

Oshawa Symposium

This will be held on Oct. 16-18. If you want a copy of the finalized programme, send a self-addressed, stamped envelope to

EAA Canada Technical Symposium
P.O. Box 1340
Station B
Oshawa, Ont., L1J 6P8.

The tentative programme is as follows:

FRIDAY MORNING

- 8:45 "Current Amateur-built Aircraft Types" Bill Laundry
- 9:30 "When Builders Ask" D.W. Laurie-Lean
- 10:30 "Common Construction Errors of the Amateur Aircraft Builder (Part 1)" G. Clayton
- 11:00 "Common Construction Errors of the Amateur Aircraft

CHAPTER BULLETIN BOARD

Wanted: -more people in the Algonquin Homebuilt Aircraft course.
Phone 237-8101 for details.

For Sale: -rebuidable 1950 Piper PA20 Pacer 125 h.p. Recently rebuilt but accident damaged undercarriage and front lower fuselage. \$4,450. Will sell engine separately.
-Cont. C85-12F with logs, dismantled but not time-expired when removed from Cessna 140. \$995. Certified crankshaft available if required.
-Cont. A65 in running condition but no logs. \$995.
-Narco Escort 110 90 channel Nav Com. \$795. For all of the above, contact: Lionel Robidoux, 195 Crestview Rd., Ottawa, Ont. K1H 5G1, 613-731-5814 (evenings).
-Jodel D-11, Lycoming 125 h.p. GPU. Approx. 500 hrs. TTE & AF. Owner-built. \$6500. Also, Lycoming 125 h.p. GPU. With aircraft carb and sump, single ignition. Needs 1 piston replaced. \$1500. Contact: Lincoln Ray, 90 Centre St., Sault Ste. Marie, Ont. 705-253-0780.

Meeting of EAA Chapter 245 on June 19, 1981

Attendance: about 60.

- Frank Cianfaglione welcomed the group to our new building at Carp.
- Frank and Eric Taada talked at length on the difficulties facing EAAC. Eric made the motion that the Chapter require membership in EAAC and collect dues for EAAC. Motion defeated. Several years ago we required EAAC membership and the chapter lost members. It was felt that in our present shaky financial situation we cannot make any more demands on our members.
- Frank reminded the group that the Orillia Fly-In is on July 17-19.
- the evening ended with a slide show.
- thanks to Baker Brothers for the steel cable and rod for tie-downs (solicited by Irving Slone). The tie-downs are in and ready for use. [Now all we need are "users." Ed.]

Laurent Ruel

Check Your Stats

Be prepared at the next meeting to check the Chapter records concerning such matters as when you joined, positions held, activity membership, and the general accuracy of our version of your vital aviation statistics.

NEXT MEETING

Room 41, Algonquin College, Lees Ave. Campus, 8:00 p.m.,
SEPT. 18. See you there.

Roger Fowler.

CHAPTER BOUQUETS

Thanks to Jim Bradley for generously hosting our annual Fly-In. About 9 planes made it, an increase over last year.

We are also indebted to Fr. John MacGillivray for donating \$200 to the chapter hangar fund in recognition of generous services rendered by a chapter member. Thank you Fr. John.

EAAC Annual General Meeting

This year's meeting will be held on Oct. 3-4 at Etobicoke. Bill Laundry has agreed to act as our representative. He is eager to convey your feelings about EAAC (its structure, purpose, location of headquarters, method(s) of paying dues, etc.) so come to the next meeting, Sept. 18, ready to give him a polite earful!

October Meeting

Our October meeting will not fall on the third Friday, as usual, but on Oct. 23, due to the Oshawa Symposium.

District Airworthiness Inspector

We no longer have to go through beautiful downtown Toronto to get our homebuilts inspected! Mr. Fred Lucas is available locally. He can be reached at: 50 Airport Road, Room 3178, Ottawa International Airport, Ottawa, K1V 9B4. Phone: 998-3569. Mr. Lucas has a kit prepared for prospective homebuilders and is reportedly looking forward to dealing with us. This is a welcome appointment and should remove one more excuse for not bearing down on your net project: "I can't face the prospect of corresponding with bureaucrats in Toronto."

Calendars

EAA 1982 Calendars are now available. We will be taking orders at the Sept. meeting. Cost should be around \$4.00 (Canadian), if we can get over 25 orders. The reason for the new "pay in advance" policy is that last year the Chapter got stuck with unsold calendars. A specimen will be available for examination at the next meeting.

Designee Newsletter

The June 1981 Designee Newsletter carried the article "A Do-It-Yourself Lightweight Balance", with appropriate credits, from our own Newsletter. They really do read what we send them in Hales Corners!

NEXT MEETING

Sept. 18, Room 41, Algonquin College, Lees Ave. Campus, at 8:00 p.m. There will be a film, "The Great London-Victoria Air Race, 1971" (for which Bill Laundry did the handicapping), and Bill's slides of fly-ins. Bring your own slides of this summer's flying activities.

Builder (Part 2)"

11:45 "Common Construction Errors of the Amateur Aircraft Builder (Part 3)" Open discussion based on Parts 1 & 2.

FRIDAY AFTERNOON

13:30 "The Canadian Amateur-Built Aircraft Requirements (Part 1)" Ted Slack

14:30 "The Canadian Amateur-Built Aircraft Requirements (Part 2)" A DOT response to Part 1

15:15 "The Canadian Amateur-Built Aircraft Requirements (Part 3)" Open discussion based on Parts 1 & 2

16:00 "Amateur-Built Aircraft Accidents" George Reid

SATURDAY MORNING

8:30 "Power Plant Installations--Part 1: Cooling, Cowling and Baffling"

9:30 "Power Plant Installations--Part 2: Induction and Exhaust Systems"

10:30 "Aircraft Fuel Systems" W.A. Tee (de Havilland Aircraft)

11:15 "Aircraft Electrical Systems"

SATURDAY AFTERNOON

14:00 "Light Aircraft Aluminum Alloys" Chris Meintz

15:00 "Reinforced Plastics for Light Aircraft Construction"

16:00 "Wood and Adhesives for Aircraft Structures" Al Redekop

SUNDAY MORNING

8:45 "A Light Aircraft Maintenance Program" Ted Slack

9:45 "Inspection Procedures for Light Aircraft" Brian McGrath

SUNDAY AFTERNOON

13:30 "Aircraft Sheet Metal Repair" Farmon Karbe

14:15 "Wood Aircraft Structural Repair" Bill Merrikin

15:15 "Fabric Repairs"

This has all the makings of an excellent symposium. There will only be room for 200, on a first come first served basis, so you had better register early.

NEWSLETTER REVIEW

"PUT THE EAA BACK IN EAAC"

This letter from Chapter 154 has really stirred things up. The full five pages appear in the newsletters of Chapter 85 (vancouver), 305 (Dartmouth) and 318 (Calgary). Chapter 199 (Sarnia) has formed a committee of six to review and reply to the letter. Let's hope that all this activity will get all interested individuals together in their support of amateur aircraft building in Canada. Don't expect any other organization to do it for you.

EAA CHAPTER 185 Windsor, Ontario Log Sheet May 1981

- From The Editor's Desk - Dick Roe notes that inflation is cutting into 185's budget to such an extent that possibly the newsletter will have to be reduced in size. One of the items to go will be the Newsletter Reviews. This reviewer earnestly hopes that this doesn't come to pass. For the past couple of years, the prime source of information about what's going on across the country is via newsletters reviewing other newsletters. Until we get a national newsletter to keep us informed, keep up the good work 185.

- Also From The Editor's Desk - Dick says he will be 88 on Sept. 2nd and after 15 years as publisher of the Log Sheet, it is time to hand it back to the Executive. Dick may step down as an Editor of the Log Sheet but he will always be remembered as the Editor of 185. All those who have worked with and those who have had the privilege of knowing him will have had their lives enriched by the association.

- Dick; don't blame Roger for this reviewer's comments. I did not have the pleasure of meeting Dr. O'Neil during the air race and to Dr. O'Neil my name will be "mud". The handicappers of the London-Victoria Air Race were three in number, one from Transport Canada, one from National Defense and yours truly from the National Research Council. Since it was my formula that was used for the race, my name will be the muddiest. Dr. O'Neil was race no. 6 flying a 1964 Piper PA-30-160 Twin Comanche, CF-PSH. Dr. O'Neil did quite well placing 17th out of the 52 finishers of the race.

- The Editor of 185 reports on this reviewer's visit to Windsor on the 29th of April. On June 8th, I had the privilege of attending Chapter 687 Exeter meeting and on the 9th, Chapter 199 Sarnia meeting. Southwestern Ontario is really a hotbed of activity. Looking forward to getting down that way again in July.

EAA CHAPTER 185 Windsor, Ontario Log Sheet June 1981

- This reviewer was sorry to hear that Rick Fasan is laid up with a back problem. I hope Rick will be up and around for the picnic in July.

- Log Sheet News - Starting with the September 1981 issue, Ralph Howling will be publishing the newsletter and Dick Roe will remain as Editor.

- Your reviewer heartily agrees with Fred H. Pegg, Chapter 112 London President, in regard to Chapter 154's letter, "Put the EAA back in EAAC".

EAA CHAPTER 364 Oshawa, Ontario June 1981

- Ken Spratley has an interesting article on how to build that troublesome fairing that goes around the bottom of the windshield and fastens to the cowling.

- Weldon Howell, 364 President, gives us a bit more information on the EAAC Technical Committee Symposium to be held in Oshawa this October. It's shaping up to be quite an event and yours truly will be there. We will hear a lot more about it as time goes by so plan now to attend.

A THANK YOU TO CHAPTERS 185, 687, 199 & 65

Your reviewer has been very fortunate in being able to visit these Chapters in southwestern Ontario (Windsor, Exeter, Sarnia and Hamilton). The courtesies extended to me were not unexpected since all EAAers are the same. I only hope that they will receive the same if and when they visit the nation's capital. For those in Sarnia, we got home on the Wednesday after a couple unplanned stops for weather. For those in Hamilton, I managed to grope my way to Brampton, thanks to the ASH VOR, and got there just in time for lunch. The flight from Brampton to Ottawa was uneventful except for the low ceilings and visibility

NEWSLETTER REVIEW

A LETTER TO EAA MEMBERS AND CHAPTERS IN CANADA

Subject: Put the EAA back in EAAC.

This letter has received wide publicity appearing in its entirety in the COPA May issue of Canadian General Aviation News and in the May issue of Chapter 364 newsletter. The letter as received from Chapter 154 Regina is full five pages long and cannot be dealt with in detail here or elsewhere in this newsletter. Our chapter Editor will be summarizing it in an attempt to make all our chapter members aware of its content. Your reviewer has not had time to go through it in detail yet, but after a first reading the following points are made: 1. The EAAC Technical Committee is responsible to and must report to an organization that speaks for ALL amateur aircraft builders in Canada. If the Technical Committee does not, then it becomes a separate body with no head and could become an adjunct to the D.ofT. on amateur built aircraft matters. 2. The EAA chapters in Canada do not represent ALL of the amateur aircraft builders in Canada. You, as well as this reviewer, can name several, if not many, builders past, present and future in the Ottawa area who are not EAA Chapter members. Also many areas of the country do not have EAA Chapters primarily due to the geography. Therefore, an association of EAA Chapter Presidents would only represent a fraction of the builders in Canada, maybe about 40 percent. It is also interesting to note that at least half of the members of the EAAC Technical Committee are NOT EAA Chapter members.

We are going to hear a lot more on this subject so be prepared to discuss it at future chapter meetings. Maybe a special meeting of the chapter should be held after the chapter executive have had time to thrash it out themselves.

A VISIT TO - Your reviewer flew into Tim Parson's strip a couple weeks ago. Tim's strip is just outside Gananoque, it's 1400 feet with a slight dog-leg in the middle. If you can't get your beast stopped within 1000 feet, I wouldn't try it. Tim is building a modified Bakeing Duce and expects to have it in the air in a couple of months. So if you see an orange high-wing with O-GEMY on the tail, say hello and welcome him as one of the flock. I'm planning to get down that way again in a month or so to see how Tim is getting along.

EAA CHAPTER 154 Regina, Saskatchewan March/April 1981

- I believe this is the first newsletter from 154 that 245 has received. Most welcome.
- There certainly is a lot going out west and it will take some time to get up to speed with their activities. Some of these projects are - a VPl by Marley Leibel - an Osprey (the newsletter doesn't say whether it is a I or II) by Doug Cunningham - Rem Walker and some "cohorts" are rebuilding a Hurricane (not your average amateur built aircraft) - a Cavalier by Howard Parr - a Jodel D-9 by Rem Walker - an Emeraude by Ken Lovatt - a Flutter-Bug by Art Wyatt - a BD-4 by Ed Koroll - a Mustang II by Dick Ellis - another Mustang II by John Veale. See; I said it was busy out west.
- The newsletter has two articles about wooden propellers. One, of course, is about Frank's Coot. The other entitled "wood Propeller Installation" was sent to Chapter 154 by Bob Bushby and referencing the FAA publication AC 43.13-1A. If you have a wood propeller, be sure to read this article.
- If you are interested in the Mustang, there is a newsletter for Mustang builders called Mustang News. Contact Ralph Troy, 34064 Brookshire, Sterling Hts., MI 48077.

(Now for your reviewer, it's back to Judge Dubin's Report of the Commission of Inquiry on Aviation Safety, Volume I. Most interesting reading.)

EAA DESIGNEE NEWSLETTER May 1981

- Engine Pre-Heater Modification - An Easy Way to Remove Pushrod Housings - Disposable Paint Brush - Acme Molded One Piece Tire and Wheel - Steel Sheet and Tube Tolerances
- Fuel Tank Overflow - Exhaust Stacks - Out of the Past; The Tin Bender's Corner
- Continental Aircraft Engine Service Bulletin; Engine Preservation for Active and Stored Aircraft - FAA Airworthiness Directive; Teledyne Continental Motors; re AC Fuel Pumps on A-65, A75, C75, C85, C90, A-100, C-125 and O-200 engines - Service Difficulty Reports; Bellanca BL-7ECA/ Wing Rib Nails; Cessna 185Q/Fuel Tank Sealant; Cessna C-152/Elevator Spar; Bellanca BL-8KCAB/Overvoltage Control; Cessna C-R172XP/Engine Mount; Cessna C-172M/Sump Screen; Amateur-Duci VANS-RV3/Spar; Bellanca BL-8KCAB/Fuel Tank; Cessna C-150M/Elevator Cable; Cessna C-175/Engine Mount Brackets; Cessna C-182F/Torque Tube Flange; Cessna C-152/Carburetor; Cessna C-182Q/Throttle Cable Binding; Cessna C-180J/Air Filter Gasket.

BOOK REVIEWS

Flying Start (A Guide to Flying Light Aircraft)
Mary Francis, Pelham Books

Your reviewer tries to get a look at every new book on flying that comes to our library and lately there has been quite a few. Your reviewer is also appalled at the misinformation given in some of these books on the mechanics of flight. This is the area first reviewed and if incorrect I don't go on. If it's wrong in the areas that I know, how much is it error in the areas I don't know. A few examples, from page 59, "Flight: two basic laws to remember about flight. 1. If the engine power setting is not changed, raising the nose of the aircraft results in a rise in height and a drop in airspeed". This fallacy has led to too many unnecessary accidents. Get below the speed for best glide and pull back; you'll go down faster; the stick controls only the speed not the altitude. "2.The increased speed gives more lift to the wings." For steady flight the lift is approximately equal to the weight and the aircraft weight is not affected by speed so how can the lift be greater? In a simple analysis, the aircraft lift is greatest in level flight (equal to the weight) and slightly less than the weight in ascending and descending flight.

Flying: An Introduction to Flight, Airplanes, and Aviation Careers.
Walter J. Boyne, Prentice-Hall Inc.

Here's another one! On page 39 it states, "If you move the control column back, you raise the elevator, causing the nose of the aircraft to pitch upward, entering a climb." I know what your saying; everybody is wrong and the reviewer thinks he is right. If you don't believe me try this the next time your flying. From your aircraft manual, find the speed for best glide angle. Set up this condition, note the rate of descent, now pull the control back slowly, raise the nose and reduce the airspeed by 5 mph or knots, note the rate of descent, it will be greater or pull back makes you go down faster. If it doesn't, then the original speed wasn't the speed for best glide. But note that raising the nose reduced the airspeed; that's what the elevator is for, to control airspeed. On page 35 another fallacy is repeated. This one comes from an FAA manual. It goes as follows, "The difference in curvature of the upper and lower surfaces of the wing builds up the lift force. Air flowing over the top surface of the wing must reach the trailing edge of the wing in the same amount of time as the air flowing under the wing." Why is this myth still being expounded by the FAA, I really don't know. It can be shown theoretically that if the above statement were true, the wing would develop no lift. This was shown experimentally by the late Dr. Alexander M. Lippisch in 1935 and after 45 years the FAA hasn't got it straight yet. Maybe the news was sent by mail.

(The best book on this subject is Stick and Rudder by Wolfgang Langewiesche)

DARTMOUTH EXPERIMENTAL AIRCRAFT ASSOCIATION

EAA Chapter 305

P.O. Box 401 Dartmouth, N.S.

B2Y 3Y5

August 27, 1981

E.A.A. Chapter 245
c/o Roger Fowler
3-2049 Baseline Road
Ottawa, Ont.

Dear Roger:

I would appreciate it if you would reproduce this letter in your monthly Newsletter.

During the recent strike by the Postal Service, we had a visit from Bruce Hamer and Joe Morrison of your Chapter who were distributing copies of E.A.A.C. Newsletters while enjoying a cross-country flying vacation in the Maritimes.

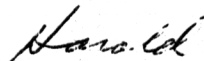
They required fuel at Stanley, and since few of our members were at the airfield at that time, they spoke to the first one they met, who, for some reason, was in a bad mood.

They were received in a most inhospitable manner and made to feel unwelcome to say the least. I will not include all the details of the incident, but, I most emphatically apologize to these two men in particular and to Chapter 245 in general for the unpleasant treatment they received while our guests.

This subject was discussed at our recent monthly general meeting and it was a unanimous decision to have me write to you and try to convince you that we do not condone the shoddy treatment of a fellow flyer. All aviators are welcome at Stanley Airfield and all of our facilities are at their disposal.

Again, may I repeat that I regret the incident and ask that you understand that the mood of one individual should not be taken as that of our group.

Yours very truly,



Harold Hodgson,
President