

EAA 245

OTTAWA , ONTARIO

NEWSLETTER

REPLY TO: EAA CHAPER 245 , TERMINAL BOX 8412

OTTAWA , ONTARIO

K1G 3H8



CARB HEAT - Hot Air and Flying Rumours

Meetings - 3rd Friday at the National Research Council Building Auditorium
100 Sussex Drive, Ottawa, 8 pm

Feb '87

EAA CHAPTER 245 (OTTAWA) MEETING JANUARY 1987

DATE: 16 January, 1987

LOCATION: NRC 100 Sussex Dr. Rm. 3001

Attendance: 47

Time: 2000HRS

GUESTS: Norm McPhee Ottawa Flying Club, Avery Frail aviation enthusiast, Tom Van Tuyl learning to fly a C170, Tod Shea Jodel D-9 owner from Rockcliffe, Vinc Lefebvre, Jim Robinson working on a CH250 taildragger, Mike Proulx interested in KR-2, Jaques Terrier BD-4 owner and Rodney Sten.

GUEST SPEAKER: Lawrence Russel of Canus Plastics

CHAPTER BUSINESS: Eric announced that the Chapter has recieved a \$25.00US refund for the liability insurance paid out to EAA last year. It seems we don't have to carry it any more to be associated with them. He also pointed out that we carry a \$1000000 policy on our Carp facilities.

Gord Standing passed out the Chapter financial statement and answered several questions from members present. He pointed out that major expenses still outstanding are -the lot lease and property taxes, these should be about \$1100 total.

MEETING TOPIC: The Guest speaker was introduced by Garry Fancy who brought in some examples of how not to work with plastics.

Lawrence Russel of Canus Plastics proceeded to enlighten us on the very interesting subject of Plastics.

Most aircraft use some form of "plexiglass", this is a manufacturers name for the most commonly used plastic generically known as Acrylic. Other names for this plastic are Lucite or Acrylite.

Larry brought in a handout brochure entitled Physical properties of Acrylite GP this listed many of the properties looked for in an aircraft windshield or canopy .

President: Eric Taada 749-4264

Vice-President: Roger Fowler

Secretary: Andy Douma 225-1559

Newsletter: Dick Moore 836-5554-(work 564-4299)

Aircraft Operations: Gary Fancy 225-0454

Treasurer: Gord Standing: 224-2879

Larry brought to our attention a number of interesting points about the plastics most commonly used.

1)-There are two major manufacturing categories for plexiglass:-GP is a general purpose plastic sheet which is of higher quality than the FF grade sheet. So if you want good stuff, ask for GP.

2)-Do all your cutting, i.e. shaping, vent holes, cut outs, screw holes etc., before heating to bend. Refer to another handout brochure entitled Working with Acrylite, also available from Canus Plastics. Smooth all cuts, don't have any rough edges as these are places where cracking will start. It's much like working with aluminum.

3)-Bending- Heat the entire sheet, preferably in an appropriate oven, to 210-220 degrees fahrenheit. Then immediatly drop it over a suitably prepared mold. Alternatly- hang the sheet and use an industrial heat gun to heat both sides equally.

4)-Fitting- Allow for thermal expansion, about 1/16 inch per linear foot. It is preferable to set the plastic into a rubber gasketed frame. If that is not possible, drill the attaching holes to a suitable oversize and use rubber washers.

Larry also talked about another type of plastic sheet in common use which goes under the tradename Lexan. This plastic is a Polycarbonate whose main features include:- extremely tough, nearly unbreakable, Cold bendable without forming stress cracks. It's major disadvantages are that it has a soft surface which is too easily marred and it is considerably more expensive than acrylic sheet. However, a new version of this plastic is now available which is almost as hard as acrylic but again more expensive. This material could be very usefull for simple bended windshields or canopy doors.

For a slightly outdated comparison of prices - refer back to the June '86 Newsletter.

Canus Plastics is prepared to do vacuum molding custom work and help any one or group with any specific aircraft related needs. Larry answered many questions from those present and he offered to return and talk about working with fiberglass.

After the coffee break Henri Beaudoin showed us a Cuby aileron covered with a new pre-doped fabric now available from Levins in Toronto. He says this stuff is very nice to work with (no smell) though it costs about double that of regular undoped ceconite. It's major advantages are- No smell, -Easy to work with, -Saves considerable time.

The meeting adjourned at 2230hrs.



"Boy, I'm glad we're not renting this by the hour!"

PIPER BLASTS
AUTO FUEL

In a contradictory and misleading service bulletin issued on January 14, 1987, the Piper Aircraft Corporation states that, "The use of automotive fuels is prohibited in Piper airplanes." Paul Poberezny has challenged the validity of the service bulletin in a letter to Piper President Frank G. Manning. In his letter, Paul describes the lengthly, detailed and highly successful auto fuel test program conducted by the EAA Aviation Foundation. He notes that current "aviation" gasoline (100 LL) has never been tested to the extent to which EAA tested mogas and that, to our knowledge, FAA has never defined any fuel specifications for 100 LL. The Federal Aviation Administration has approved the use of mogas as an aviation grade gasoline for over 350 different airframe and engine combinations.

When mogas is used in conjunction with an FAA approved STC, it is for all intents and purposes, aviation grade gasoline. Any other conclusion is illogical! You will certainly be reading more about this issue in SPORT AVIATION in the future. Several of your Headquarters staff members suspect that the lawyers for Piper's parent company, Lear Sigler, may be preparing themselves a future "product liability defense" by issuing the service bulletin. However, as Paul said in his letter to Mr. Manning, "In spite of careful record-keeping and EAA's own independent investigations, we have absolutely no records of any incident or accident in which mogas, of ASTM D-439 specifications, when used in conjunction with an FAA approved STC, has been shown to be a causal factor."

EAA VISITS
CANADA

President-elect Jack Greenlaw and Secretary Bill Weir of the Experimental Aircraft Association of Canada (EAAC) visited the EAA Aviation Center in January. They met with Paul and Tom Poberezny, Chapter Administrator Lisa Chapman, Insurance Coordinator Harry Hanisch and Director of Corporate Communication Henry Ogrodzinski. The discussions focused on how EAA and EAAC can work more closely together in the promotion of aviation on the North American continent. The conferees also discussed methods of clearing up misunderstandings, among aviation enthusiasts, about the affiliation of the two groups and how they may work together. EAA and EAAC are two separate, different and distinct organizations.

By the way, EAA Chapter 30 in Edmonton, Canada is celebrating its 30th anniversary this March 7th. Paul and Audrey will be attending as guests of honor. EAA members in the area may want to contact R. Gibeault at 403/453-2873 for more details.

PEAKING OF
CANADA

EAA hosted a meeting, at the EAA Aviation Center, of the Canadian Ministry of Transportation, the U.S. FAA and Canadian and U.S. EAA members. Together, they worked out new procedures which permit operation of Canadian amateur-built aircraft in the U.S. for reasons other than to attend special airshows for air meets. The procedures will allow the issuance of a special flight authorization for an extended period of time to tour the U.S. Meetings of this nature are essential to bringing our two neighboring countries closer together through aviation. Details will appear in a future addition of SPORT AVIATION.



EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086
PHONE: 414/426-4800

U.S.A.

AIRMAIL

January 12, 1987

Eric Taada, President
EAA Chapter #245, ONTARIO, OTTAWA
66 Glynn Avenue
Ottawa, Ontario
CANADA K1K 1S8

Dear Eric:

EAA held a meeting at EAA Headquarters in Oshkosh, Wisconsin, on December 19, 1986 regarding Canadian and U.S. Border Crossing for amateur built aircraft. On hand were FAA Representatives from Washington, EAA Executives, and a representative of the Canadian MOT.

The decision was arrived at that Canadian and U.S. border crossings by amateur built aircraft would be handled the same way in either direction. Canadians wishing to come to the U.S. should contact:

Mr. Marion S. Jozefowski, Manager
Manufacturing Inspection/QASAR Branch
ANE-178, FAA, New England Region
New York Aircraft Certification Office
181 S. Franklin Avenue, Room #202
Valley Stream, NY 11581

You may either write a letter, or you may prefer to use the Canadian Post Office Telex facility, and the Telex number for the New York Aircraft Certification Office is #961579. It is not possible to call this information in by telephone - it must be either by letter or Telex. The following information is required for a special flight authorization:

- 1) AIRCRAFT MAKE
- 2) AIRCRAFT MODEL
- 3) AIRCRAFT SERIAL NUMBER
- 4) NATIONALITY AND REGISTRATION MARK
- 5) NAME AND ADDRESS OF REGISTERED OWNER
- 6) PURPOSE OF FLIGHT (briefly)
- 7) PLACE DEPARTING FROM
- 8) PLACE ARRIVING AT
- 9) ROUTING (including fuel stops and border crossing, if applicable)
- 10) IS AIRCRAFT IFR EQUIPPED?
- 11) HOW LONG AUTHORIZATION SHOULD REMAIN IN EFFECT? (normally 30 days)
- 12) WHO SHOULD AUTHORIZATION BE MADE OUT TO?
- 13) WHO SHOULD AUTHORIZATION BE SENT TO? (if different from above)
- 14) NAME AND TELEPHONE NUMBER OF PERSON TO CONTACT

EAA... the sport aviation association

Eric Taada, President
EAA Chapter #245, ONTARIO, OTTAWA
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It is best that the information is sent at least several weeks in advance of the proposed border crossing to give the New York FAA Office time to mail back the Special Flight Authorization, which must be carried in the aircraft. However, such requests can be handled quickly, particularly if you have the availability of a Telex office. Our understanding is that all Canadian post office's do have a Telex facility.

This is basically the same procedure that Americans use to cross the border into Canada. It is an excellent example of U.S. and Canadian cooperation.

This procedure is being set up through the New York FAA Region Office as a central point. Previously, it was necessary for a Canadian amateur built aircraft owner to be flying to a designated air show in order to enter this country. The old procedure of contacting the closest region to the border crossing, or contacting the region office where the air show is located can still be done if a Canadian pilot is flying to air shows. However, it is recommended that the central point be used for all such travel in 1987.

Please make the members of your chapter aware of this information. Thank you.

Sincerely,

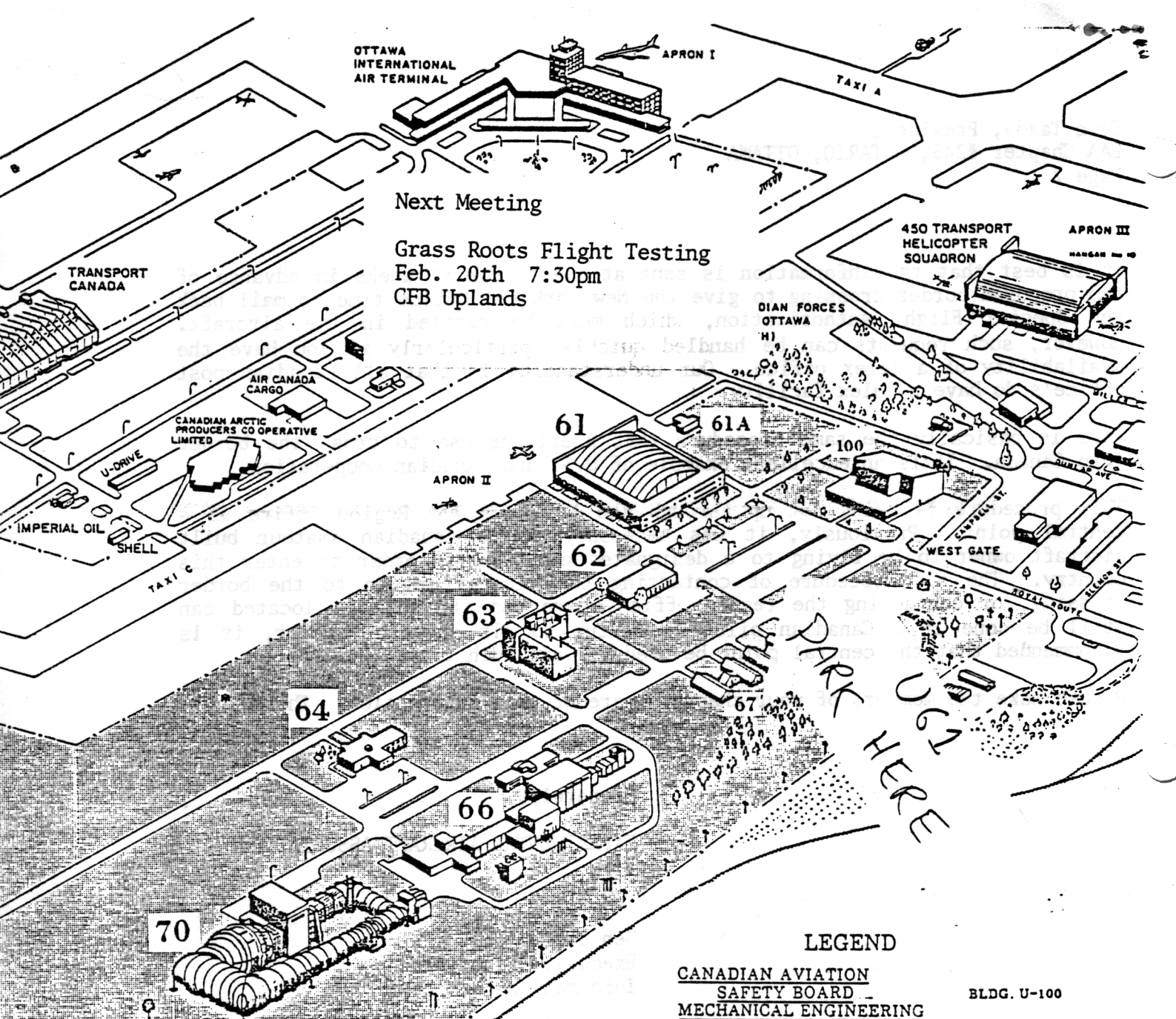
EXPERIMENTAL AIRCRAFT ASSOCIATION



Ben Owen
Executive Director
Information Services

ar
7150H





Next Meeting
 Grass Roots Flight Testing
 Feb. 20th 7:30pm
 CFB Uplands

"CFB OTTAWA NORTH"
 ENTER VIA
 BOWESVILLE/ROYAL ROUTE
 HUNT CLUB RD.
 FOLLOW ROYAL
 ROUTE TO THE
 END.

LEGEND

<u>CANADIAN AVIATION</u>	
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• THRUST AUGMENTATION	61A

TO OTTAWA
 MCCARTHY RD
 R10
 YDRG

Visit to Chapter 266

On January 29th, 1987, Eric Taada Peter Plaunt and Dick Moore braved low hanging clouds and the dark of night to attend at Chapter 266 Meeting.

The meeting was held at the John Abbott College in Ste-Anne-de-Bellevue.

We watched a 20 minute tape on the last minutes of the Voyager flight and were given a talk by retired design engineer, Mr. Irbitis, on his early experience on aircraft design in Lativa prior to WWII. Between 50 and 60 members were in attendance. A brief chat with the program director revealed that only about 10% were active builders.

After, Eric took an opportunity to welcome members to our next meeting, we were on our way back to Ottawa.

SAFETY

Aircraft safety

The following article found in the US Government Publication "Aviation Inspection Aids" is reprinted here. We think it tells it all about the hazards of using two part epoxy paint. And for those of you who are new to this health hazard, we hope it will encourage you to read the label on the can and meticulously follow the precautions suggested by the paint manufacturer when applying this type of finish on aircraft.

Be Aware — Epoxy Paints

North Central Airlines (which is now Republic Airlines) published the "Ungarbled Word". A recent issue contained an account of an employee's experience with an

epoxy-based paint used to finish a model glider. As he tells it, he spray-painted the bird in his heated garage workshop. He sprayed a tack coat and stepped out. Twenty-five minutes later, he stepped back in, sprayed a finish and stepped out again. Total time in the spray area was less than 4 minutes. He then proceeded to clean his spray gun. About one-half hour later, he noticed a strong smell of algae — like a stagnant swamp. An hour and a half later, he was experiencing pains in his lower rib cage. The pains spread throughout his chest cavity; and in short order, he found himself in a coronary care unit. Here's what he says about it:

"Even though I suspected possible poisoning from the epoxy and took a can of it to the hospital with me, an educational program followed which should be shared

with everyone: (1) there is no antitoxin (as in the case of a snake bite) or reversing-type chemical to render the effects of the epoxy formula harmless. (2) If you are going to live, you live; if not, the staff just has to watch you die. (3) The resins and hardeners inflame the tissues in the lungs and surrounding areas near the heart; the effect is like a coronary, but no traces can be found later. The moral is obvious; if you are going to spray epoxy, do it outdoors or in a vented spray booth. If you are going to dry-sand epoxy, wear a carbon-activated face mask — the powder or dust is as dangerous as the wet spray. Final note; the effects are cumulative over a period of time; and when your tolerance has been reached, there is no reversing the process."▲

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