



Carb Heat

January 2014

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Contents

Editor's Comments	Page 1
President's Message	Page 2
Upcoming Meetings	Page 2
Membership Renewal	Page 2
Air Cadets Familiarization Day	Page 3
Chapter Executive	Page 4
Exhaust 35/20 years ago	Page 5
How Important is one Washer?	Page 6
Fly-Out Possibilities	Page 8
For Sale	Page 9
Membership Form	Page 10

Next Meeting: Thursday Jan 16 at 7:30 PM
Bush Theatre
Canadian Aviation and Space Museum

Presentation:

Lessons Learned from Buying a Homebuilt Project;

-

Mark Briggs

Editor's Comments



This month our new president, Phillip Johnson presents the President's Message. Wayne

Griese brings us a historical look at Carb Heat.

Victor Thompson brings us two articles; one on hosting Air Cadets at the Hangar and a second one about the importance of details for safety.

A new flying season is starting with several winter fly-ins listed.

Check the For Sale section where there are great opportunities listed.

We need more stories and information to pass on to our readers. If you have flying adventures, take notes, pictures and write a short article so others find out what they missed.

Yvon Mayo

President's Message by Phillip Johnson

Welcome to 2014 and what it brings to EAA Chapter 245. Hopefully this year will be all about flying, building, and our dreams. Last year was clouded by the specter of losing our Chapter Hangar but it looks like that has been put to rest, at least for the short term.

Cary has chosen to leave the executive and as elected Vice President I have moved up to the position of President until such time as we have a new election for the position. In that role I will endeavour to represent the chapter to the best of my abilities. By the time this newsletter reaches the members the new lease will have been signed. It is not as onerous as it had originally been portrayed and we do have an option to exit after two years if we choose to do so. I will be giving a quick briefing on the subject at the monthly meeting at the museum on

Thursday 16th January. At that venue, if any members wish to speak with me please feel free to do so. In the meantime it is business as usual back at the CYRP hangar.

For those of you who don't know me I've been around aviation most of my life being in the air cadets, 1408 squadron, back in the UK in the 1960's. I got to fly a few Chipmunks out of RAF White Waltham and Gliders out of RAF Tangmere. Flying in the UK was expensive but I was lucky enough to travel to the US on business with monotonous regularity, during the 1980's, where I met up with a flying instructor who gave me free lessons and all I needed to do was pay for the aircraft. I took my flight test in the UK and was issued my US licence based on my UK licence. I bought a Piper Warrior II in Albany, Oregon when on a business trip and had a ferry pilot fly it back to the UK on my behalf.

I came to Canada at the beginning of 1990 and started to build a Cozy MKIV a couple of years later. The Cozy is still a project some twenty years later but has reached the point of taxi testing at Smiths Falls CYSH this past summer. I am a strong proponent of amateur built aircraft and I see this as one of the most important aspects of EAA. Now that Christmas is over and our Chapter Hangar is secure I invite you all to come out to our Sunday breakfast/coffee sessions at CYRP for aviation chatter and banter. Regards to all,

Phillip Johnson
(President)

Meeting Schedule

16 Jan 2014	Lessons Learned from Buying a Homebuilt Project; - Mark Briggs
20 Feb 2014	TBD

Membership Renewal!

Hello All and Happy New Year!

The calendar has turned and marks the start of the 2014 membership renewals. As in the past, you may renew in person at the chapter meeting which is also a good opportunity to verify or update contact information. Alternatively, payment may be submitted via mail with a completed renewal form available at the back of the newsletter. Electronic payment is available via paypal, send an email request to membership@eaa245.org or aview@teksavvy.com with your full name and indicate the level you wish to renew. A paypal invoice will be sent to your email address on file, and you may use your paypal account or credit card through the paypal website.

Note the increase of member fees this year, and full members and associate members, please don't forget to include your parent EAA membership number and renewal date.

Your 2014 membership coordinator,

Gord Hanes

872 RCAC Flying Familiarization Day by Victor J Thompson



The EAA Chapter 245 clubhouse gets invaded by Air Cadets from the 872 Sqn on Sunday 1st Dec 2013. Due to snowy overcast weather Major Cooper, pilot for the day was able to fly the cadets in the Carp airport circuit flying a Cessna 172.

Following a safety briefing by Major Cooper; the 1st group of 3 cadets were airborne around 10 AM and he continued to fly till about 3 PM. As the cloud ceiling was very low each Cadet present had the opportunity to make a couple circuits around the Carp Airport.



Following their flight the cadets relaxed in the EAA Lounge, warmed up to the fireplace and had some hot chocolate. Note when I listening to their post flight discussions the Cadets all seemed to enjoy the day.



Major Diane Dixon CO 872 Air Cadet Sqn and some of her staff arranged a morning and afternoon schedule of cadets to go flying. Senior cadets were very well organized ensuring the schedule was followed so as to minimize the down time and to get all cadets up flying.



For some of the cadets this was their 1st flying experience.





Chapter member John Montgomery having just returned from the East Coast set up some rib building for the cadets to pass the time while waiting for their turn at flying. There were a lot of cadets participating in this rib making activity.

Several chapter members dropped in observing our Chapter hosting a well-run Cadet Flying Familiarization Day.

Victor J Thompson
C-GIRQ

Experimental Aircraft Association Chapter 245 Ottawa. We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located@the Carp Airport, just west of Ottawa.

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EAA 245 Website:	http://eaa245.org/	and	http://www.245.eaachapter.org:

EXHAUST – from the Carb Heat Archives



30 YEARS AGO January 1984

The EAA Chapter 245 meeting was on held January 30th at the National Research Council Auditorium, 100 Sussex Drive. The guest speaker, John Firth, was a glider expert, a 1965 U.S. champion, plus a holder of many other long distance and altitude records and had 2700 hours TT flying gliders at that time. John gave an interesting insight into the preparations necessary to glide long distances and a complete account of his record breaking triangular flight, according to reporter Jack Macready.

In the newsletter, chapter president Eric Taada wrote about some of his hobbies which included amateur radio, amateur built aircraft and microcomputers. In linking radio, computers and airplanes Eric provided several observations:

- Amateur radio had at least 60 years of history extending from very proud beginnings when they first made long distance communications possible via H.F.

until now (1984) where they fly their own satellites. Amateurs lost their 10 M. band to Cb'ers. CB (Citizen Band) radio developed much more rapidly because anybody could buy their way on air on short notice. The CB radio became the first step for many Amateur Radio Operators.

- Microlights (forerunners to the Ultralight Aircraft of today) represented a similar leap in accessibility of flight to the average citizen, however, the consequences to the public were more pronounced. Some townships banned microlights due to noise and loss of privacy. The law preventing passengers was, in his view, unenforceable and was contrary to human nature. Rutan's composite Canards succeeded while the aviation industry procrastinated in applying composites.

- Due to nervousness about product liability, three amateurs in a garage made the right compromises to get cheap computers on the market. Now millions of people were able to take their first bite with an apple. Unimpeded amateur innovation, Eric wrote, has been the theme of his favourite success stories.

20 YEARS AGO, January 1994

The January meeting of 1994 started as always by welcoming new guests. Ray Jones gave the feature presentation on the CH 701. Ray bought the 85% kit and proceeded to assemble it (with the help of some friends) in a little over a year. His 701 was powered by a Rotax 912 engine and he installed floats and skis for an all-around, go everywhere, aircraft.

Progress on the hangar included purchasing fluorescent lights for installation at a later date and it was reported that our stove was all paid for and was burning merrily on weekend. You were invited to come out and enjoy a cup of coffee with the rest there.

January 1994 was a record setting month in terms of frigid weather according to president Gary Palmer. He noted the frigid weather didn't keep a growing number of members from visiting the clubhouse to enjoy the warmth of the new wood stove in the upstairs lounge while they engaged in some healthy hangar flying.

wayner@igs.net.

Wayne GRIESE

How Important Is One Washer?

by Victor J Thompson



A subsequent FAA investigation determined that the fire was caused by a fuel leak due to the omission of a single washer after maintenance on the No. 5 leading edge slat assembly.

Pictures of a China Airlines B737-800 catching fire at Okinawa's Naha Airport back in 2007. The aircraft had made a successful landing and was taxiing up to the ramp. Emergency crews took only four minutes to reach the burning jetliner and the aircraft was completely destroyed. A few passengers sustained minor injuries in the evacuation and fortunately, there were no fatalities.

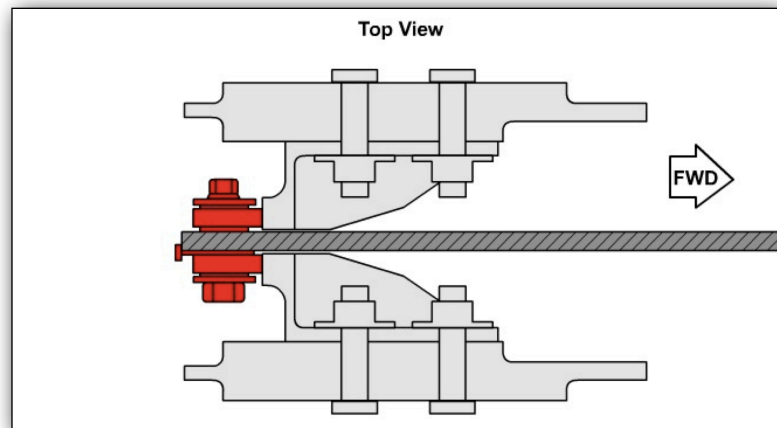
This illustration shows how the leading edge slats extend by the



Main Track and is supported by roller bearings assemblies. The Downstop assembly (in red) stops the forward movement of the LE slats. When retracted, the Main

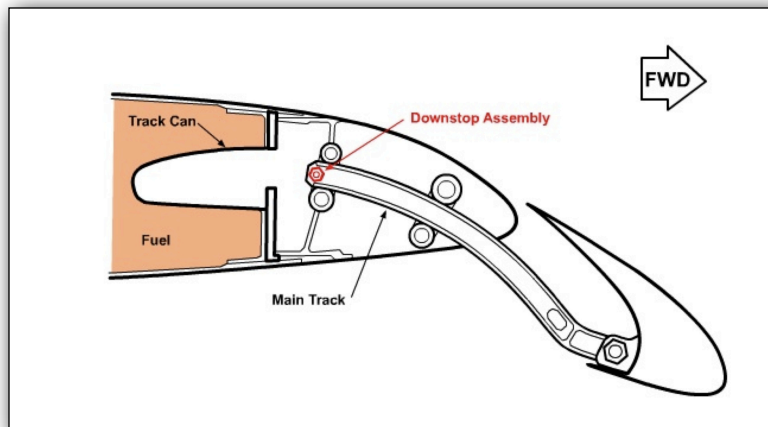


This top view shows the Main Track in dark grey, and the Downstop Assembly in red, clearly in contact with the aircraft structure at the fullest extension of the slat.



Track is housed in the Track Can, which is integrated into the wing fuel tank and is only large enough to house the Main Track.

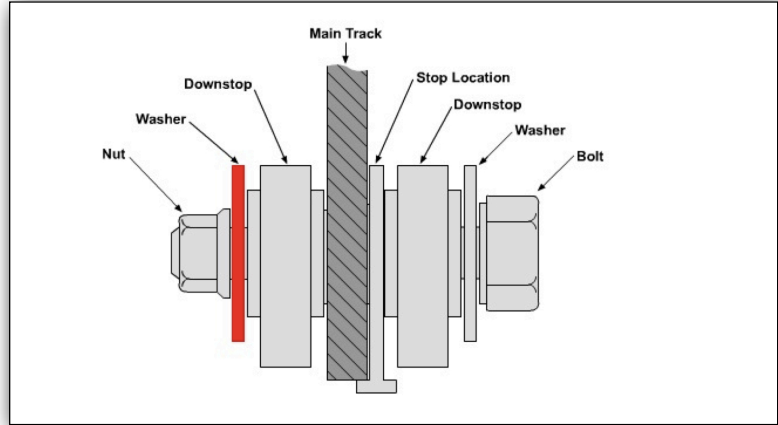
A close up view of the Downstop assembly shows a bolt and nut that holds the 2 downstops and the stop location to the main track assemblies. Note the red washer.



The picture doesn't show that the nut diameter is smaller than the hole in Downstop and the Main Track. The importance of the red washer now takes on a more dramatic role. Investigators believe that after routine maintenance to the No. 5 Slat Can, technicians failed to replace the red washer behind the nut (see close up view).

This washer prevents the nut from passing through the Main Track, as the nut is smaller than the hole in the Main Track.

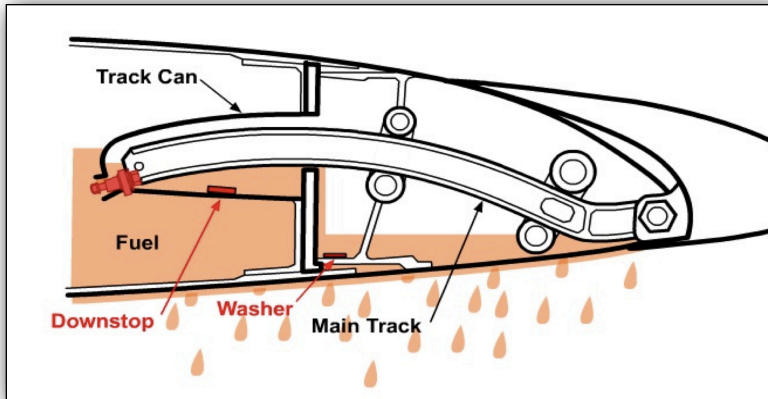
Sometime following maintenance, the bolt passed through the Main Track assembly and fell into the Track Can. When the Main Track was retracted, it forced the bolt through the Track Can, puncturing the Can causing a fuel leak. While taxiing, cool engine fan exhaust and air flow kept the fuel from reaching the hot engine and hot brakes. Once stopped on the tarmac, and the engine shut down, the fuel started leaking to these hot areas. Ground workers spotted the leaking fuel and alerted the flight crew. Soon after, the fuel ignited.



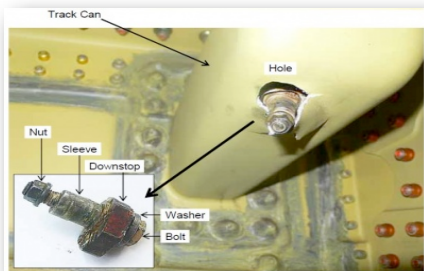
The text, illustrations and photographs for this article were taken from the Federal Aviation Administration web site in "Lessons Learned from Transport Airplane Accidents" Link: lessonslearned.faa.gov

So as amateur built aircraft owners what lessons can we learn from this accident.

1. Aircraft maintenance must be performed correctly 100% of the time to ensure safe operation of your aircraft.
2. Do we have any critical red washer locations on our planes? Can we eliminate these areas and make our aircraft safer?



This is an example of overlooking a small detail; a larger nut or a lock wired bolt could have prevented this accident. How many times do we drop hardware and not find it? Flight controls, fuel pumps and wire bundle connectors don't like washers, nuts and bolts. Remember it was just one red washer.



Damaged Inner Track Can of Slat Nr 5 Inside Fuel Tank

The Downstop has punctured the Track Can. Close up shows the sleeve that slides over the bolt. The Downstop sits on this sleeve. The sleeve diameter is slightly larger than the nut diameter, hence the need of the red washer. This hole is where the fuel leak came from.

Victor J Thompson
C-GIRQ

Fly-Out Possibilities

All Items Taken from the COPA Website

January 31 - February 2, Montebello, QC: 24th Annual Challenger Winter Rendezvous located at the Fairmont Le Chateau Montebello co-ordinates N45 39 / W74 57. The Canadian Challenger Owners Association invites Challenger owners and fans as well as all aviation enthusiasts to congregate at Chateau Montebello for Canada's largest and most famous winter aviation event! The Challenger Winter Rendezvous typically attracts several hundred people from across the length and breadth of Canada and the United States. In the middle of winter there have been nearly 100 skiplanes on the river outside the Chateau. This has become the premier aviation fly-in / drive-in of the winter! For more information, please contact Claude Roy at 613-836-7243 or arm-roy@bell.net

February 15, Saint-Anne du lac, QC: 4th Annual Fly-In, everyone welcome. Co-ordinates N 46 52 55, W 75 19 18. Elevation 815 feet, com. 122.7. For more information, please contact Michel at 819-586-2769 or 819-586-2502.

February 15, Hawkesbury East, ON (CPG5): Hawkesbury Flying Club / COPA Flight 131: Ski Fly-in at the East Hawkesbury Airport. Sloppy Joes served by the HFC president. 11:30 to 13:30 Skiplanes only! Drive in visitors welcome. For more information contact Stephen Farnworth at (h) 613 632-3185 or (c) 613 678-0325 or HawkesburyFlyingClub@gmail.com

February 15, Stanstead/Derby Line, Quebec/Vermont (CTQ2): 6th Annual International Ski Fly In Lake Memphremagog. Canadian and US pilots to meet each other at our common border line on the ice of international Lake Memphremagog, part in Quebec and part in Vermont. Planes should plan to arrive between 11:00 a.m. and 1:00 p.m. Bring lunch and a lawn chair or something to sit while we talk across the border with each other. There will be a BBQ set up on the border to cook on. "There is a small thin ice or, open water area next to the island about a thousand feet north of the border west of the island." The meet location is due north of the Newport, VT airport EFK on the 45th parallel on Lake Memphremagog just west of Providence Island in the middle of the lake whose southern tip is in the US. The border is easily seen as there is a line about 20 feet wide cut across the island and continuing from coast to coast, about 3,000 miles. Everyone fly's at their own risk, there is no insurance or umbrella organization. For more information, please contact George Weller at 819-876-2528 or gweller@ctq2.org

February 22, Ottawa River, ON: Mo's 25th Fly-In 2014. COPA Flight 169 will start at 10:00 a.m. Located on the QC side 1 Mile west of the Ottawa VOR. Coordinates 45°26'57" N, 75°55'48, runway 3500' x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting, a runway will be ploughed, landing is at your own risk. For more

information, please contact Maurice Pru-Homme at 819-682-5273. Download poster [click here](#).

February 23, Cobden ON: COPA Flight 124, Champlain Flying Club hosts their annual "SKI Plane Only" Winter Fly-In from 10:00 until 14:00. CPF4 in the Supp. Beans, chili and beverages. For more information, please contact Larry Buchanan at lbuchan@nrtco.net or 613-638-2792.

March 1, Kars, ON (CPL3): Kars RAA Chapter 4928 11th Annual Ski Fly-In/Drive-In. Home style food served from 11:00 a.m. until 2:00 p.m. in our Clubhouse at Rideau Valley Airpark , co-ordinates N45°06 W075°38. Com 123.4, RWY 26 /08. Public Welcome. Dilworth Road just East of 416. For more information and/or check on field condition prior, please contact Larry Rowan at lrowan@xplornet.com

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or eea245@gmail.com. The deadline is two weeks before the next meeting. The ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

FOR SALE

RV9/9A project for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$6,000. email holbrog at gmail.com or phone Greg Holbrook at 613-487-2374.

FOR SALE

The Canuck Group at EAA 245 in Carp has **shares in the 1946 Fleet Canuck CF-DPZ** for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared. Price, \$ 6,800 per 1/5th share. Own a Canadian classic. Please call Ken Potter at 613 259-3242 or email at: kjpotter@sympatico.ca

Wanted

I will be starting to do fabric covering soon on Supper Pelican and Fisher 101, finally....mostly elevator and aileron parts.

If anyone has surpluses/leftovers fabric (Dacron or Stits in the 1.7 oz, 1,8 oz to 2.1 oz area for ultralights) I could be interested in buying. These parts are long but not wide and can be made in two pieces (top & bottom). So these parts are ideal for leftovers.

Elevator parts are about 95 inches long by 14 & 19 inches wide. Ailerons are about 110 inches long by 12 inches wide.

Thank you,
Michel Tondreau
Tel: 819-685-2194

FOR SALE

Bilmar 2003 **Amphib floats** 1850 kevlar, fiberglass composite with rigging, electric hydraulic, hatches, rigging, dual water rudders, emergency back up pump.

Must sell, Contact Paul Sicard
Tel: 613-487-2614
Cell: 613-884-9575
lise.sicard@xplornet.com

FOR SALE

1986 Rutan LONG EZ FOR SALE: \$36,000
470 Hrs airframe. Engine: Lycoming 0-235 L2C 2430 hrs TT.(with original logs). 5.0 hrs since Top overhaul & other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 andrewr@magma.ca Currently in flying condition. Last annual Nov 2011. For specs see http://en.wikipedia.org/wiki/Rutan_Long-EZ

FOR SALE

Mc Caulley Prop
Klip-tip Met-1 prop
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.

Hangar for Rent

On the North Field, Hangar T1, No. 1 is available for rent immediately. October 2013 to May 2013, Additional months negotiable.
\$300/month (includes winter snow removal right to the hangar door)
Contact Matt by text or call cell phone at 613-851-2300

(Continued on the next page)

FOR SALE

G meter + 6 to -2 g

Quartz clck with timer function

Facet electric fuel pump 50l/hr 12v
prices negotiable

Glass cloth, medium weight, close weave about
1.2 x 0.5 m FREE

Contact John Firth johnfirth0@gmail.com

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good
compression \$8,000.00 or best

Sensenich 54x48 composite prop 20 hrs
for a 2200 Sonex \$600.00

Sonex tail dragger engine mount \$450.00

Grand Rapids EIS 2000 with probes \$350.00

2 1/4 Uma instruments Alt, AS, VS \$75.00 each

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

Contact Chris McNally at:
Email: iammcnally@yahoo.com
Phone: 1-613-291-1254



**Experimental Aircraft Association
Chapter 245**

Membership Application

New: ___ Renewal: ___
Date: _____

Name: _____

Address: _____

City/Town: _____

Prov: _____ PC: _____

Phone: (____) _____ - _____ H(____) _____ - _____ W

Email: _____

Newsletter Distribution Preference:

Email ___ or Canada Post ___

Aircraft & Registration: _____

Aviation Affiliations:

EAA Number _____ EXP Date: ___ / ___ / ___

COPA: _____ RAA: _____ UPAC: _____

OTHER: _____

Make cheque payable to:
EAA Chapter 245 (Ottawa)
P.O. Box 24149
300 Eagleson Road
Kanata, Ontario,
Canada, K2M 2C3

Annual Dues: January 1st to December 31st.
(prorated after March 31st for new members /
subscribers).

Newsletter Subscriber: ___ \$40.00
Newsletter only

Associate Member: ___ \$40.00*
Newsletter plus Chapter facilities

Full Member: ___ **\$90.00***
Newsletter, hangar, workshop, tiedowns. (Note:
there is a one time \$200 initiation fee when you
become a Full Member

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

**Credit Card payment available, Contact
Membership Coordinator for details.