



NEWSLETTER

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

Carb Heat

Hot Air and Flying Rumours

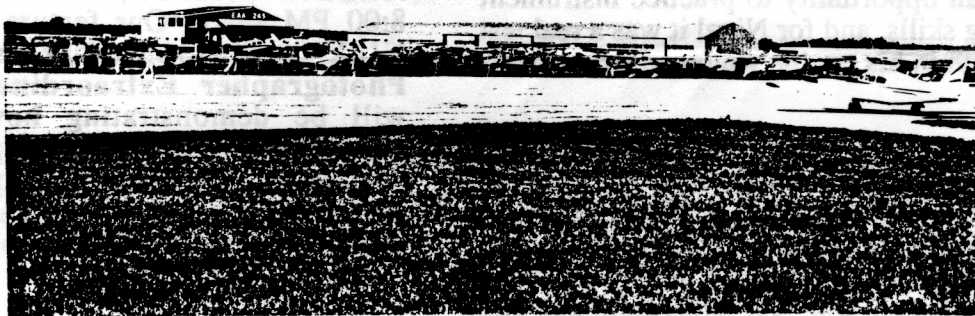
September 1994

Next Meeting: Thursday 15th September

BUSH THEATRE NATIONAL AVIATION MUSEUM

Program:
-Business

-Guest Speaker- Nick Wolochatiuk, Aircraft photographer



EAA 245,s annual Fly-in Breakfast

President:	Gary Palmer	596-2172	Aircraft Ops:	Dick Moore	836-5554
Vice Pres:	R. Emmerson	682-2058	Membership:	Manfred Ficker	839-2292
Secretary:	Luc Martin	682-9442	Tool Crib:	Dick Moore	836-5554
Treasurer:	George Elliott	592-8327	Classifieds:	Andy Douma	591-7622
Editor:	Andy Douma	591-7622	Publishing:	Dick Moore	836-5554

President's Corner

Well, Oshkosh is now behind us, and the summer flying season is starting to wind down. Of course this means that many projects will get underway in earnest, and hopefully we will see another first flight before the snow flies.

The fly-in breakfast was a success again this year, despite the best efforts of the weather forecasters to dissuade potential attendees. Actual weather was much better than forecast, and saw approximately 30 aircraft fly in. Approximately 270 superb meals were served by our fine cadre of volunteers, ably led, as usual, by Barney deSchneider.

There was an excellent turnout of volunteers to set up the breakfast, and we were able to get the hanger repainting almost complete, only a second coat for the rear wall remains. A sincere thank you to all the volunteers.

My annual pilgrimage to Oshkosh (third in the Lancair), was particularly notable this year due to my wingmen. Nigel Field, in his Subaru EA81 powered Vari-eze was putting his new engine installation to the acid test. Francois Marquis from Montreal, in his newly completed, and beautifully finished Lancair 235 was making his first trip in his own bird.

The weather enroute included some low ceilings and precip, but generally good visibility. The trip across lake Michigan was an opportunity to practice instrument flying skills, and for Nigel it was a real test of faith in his engine which never missed a beat.

The arrival at Oshkosh, some 5 1/2 hours after departure marked our escape to/from reality. This year saw a number of new aircraft types, and a significant upswing in auto engine conversions, mainly focused on Subaru, and V8 conversions. The Subaru seems to be the engine of choice for those favouring the auto conversion route in the medium horsepower range.

Nigel spent much of his time fielding questions from the engine conversion aficionados, and seemed to be thoroughly

enjoying himself. Francois meanwhile managed to win the best Lancair award at the Lancair banquet, which included a KX-99 as a prize.

The Zoche diesel that has been on display at Oshkosh for over a decade is now close to production, and first flight in a couple of test aircraft should occur before years end. The specs on this engine, particularly the power to weight ratio, and fuel consumption specifics make it extremely attractive for many aircraft. Burt Rutan's new Boomerang is supposedly designed for it, and I noticed several Lancair 4 builders seriously studying it. As a radial design of 4 or 8 cylinders it covers the 150 to 300 HP range.

Amongst the many new designs the new KIS Cruiser, a four place fixed gear composite looked very attractive; offering good performance and simplicity at a reasonable cost. The competition amongst the kit vendors is also heating up with competition from Cirrus aimed at the Lancair ES, and the new GlasStar which has as much aluminum as Composite construction.

The return trip from Oshkosh was relatively uneventful, aside from a minor alternator problem on Nigel's bird, as I passed 200 Hr's on my Lancair.

Our next meeting is scheduled for Thursday **September 15th** at the **National Aviation Museum, Bush Theatre** at 8:00 PM sharp. Our feature speaker is **Nick Wlochatiuk, Aircraft Photographer Extraordinaire!** Nick will be demonstrating how to take interesting, well composed photos and illustrating his talk with vast quantities of slides of Homebuilts, Classics, and warbirds. I am sure you won't want to miss this one..

Freedom to Fly

The September issue of COPA's CGAN (Canadian General Aviation News) contains a very significant article entitled "Freedom to Fly. This is a lead in to a comprehensive set of recommendations that

President's Corner

COPA has put forward to Transport Canada's Recreational Aviation Regulatory Review Project headed up by Lindsay Cadenhead.

The key objective is to simplify the regulatory environment and make it easier to both learn to fly and continue flying and maintaining an aircraft. Key points that stood out in my own mind include:

Creation of two groups of Recreational aircraft, Certified, and non certified.

Certified aircraft are to have simpler maintenance criteria to reduce cost of keeping em flying. Owners of certified A/C allowed to reclassify as non certified.

Non certified class includes existing homebuilt category and allows the same degree of owner maintenance as for homebuilts.

Reduced medical requirements equivalent to those for an automobile license.

A COPA Checklist based on the government's own "Citizens Code of Regulatory Fairness" which aims to eliminate the unfair arbitrary decisions by some regulators.

I strongly recommend that everyone read this article and make your thoughts known in writing to Lindsay Cadenhead at DOT. If we don't exercise our democratic rights at this unique moment of opportunity, we will have no-one else to blame if our sport slowly withers and dies.

We will be trying to schedule Lindsay as a speaker at a future meeting to gain clarification on the regulatory review project, and provide the opportunity for first hand feedback.

EAA Flight Advisor Program

EAA headquarters has initiated a new program designed to improve safety for that all important first flight in a new homebuilt aircraft. This program is open to any EAA member that is willing to pass on their experience and help new builders make the

right decision when it comes time to turn a labour of love into a creature of flight.

The flight advisor is not a test pilot, and does not decide whether a pilot is qualified to make a first flight. Rather the goal is to help the builder understand the flight characteristics of the new aircraft so that the builder can assess their own readiness for the first flight. People skills are as important as flying skills in the flight advisor role.

Flight advisors are expected to specialize in various types or categories of aircraft such as Tail-draggers, aerobatic ships, high performance, etc.

If any of our members are interested in becoming an advisor, please let me know, and I will give them the application forms.

EAA Calendars:

If anyone is interested in buying EAA's **World of Flight 1995** calendars, please let me know. The price is dependent on the number ordered, as mailing costs can equal the cost of the calendar. Based on the current cost of U.S. dollars, the price is expected to be between \$25.00 and \$30.00 per calendar.

I will bring the calendar to the next meeting for inspection prior to purchase. They make excellent Christmas gifts for your aviation minded friends.

October Elections:

Our October 20th meeting is our annual elections night. New blood is always welcome on the board of directors, so if you are prepared to get a little more involved, please contact any of the Executive.

I look forward to seeing everyone at the NAM.



Gary

Fly-in Breakfast 1994

Once again I had the pleasure of organizing the annual fly-in breakfast, and once again, it was a success due to the superb efforts of the members and their families who volunteered. We had twenty-five volunteers helping early Sunday morning, and others showed up throughout the morning and pitched in to help. An equal number were also out on Saturday to clean up the hangar and grounds. My sincere thanks to each of you.

Many other members brought family and friends out to the breakfast. Thank-you.

This year the weather reports leading up to the weekend, and as late as Sunday morning, were threatening showers, thunderstorms and wind. Only the wind materialized, but that was enough to reduce the number of arriving aircraft to 33 from 77 last year. It was gratifying to see that those who could not fly in came by car anyway. As a result, the "cooking team" served breakfast to 250 guests.

We had expected to have up to 15 antique aircraft at the breakfast, but the threatening weather obviously kept them away. Greg Reynolds and his Stearman were present throughout the morning and he took a number of people for flights. He also generously donated a flight to one volunteer. Congratulations to Ken Mackenzie, whose name was drawn as the winner.

As a final note, the net return to the Chapter from the breakfast was \$443.25.

Barney

From the Secretary's desk

Hi there !

We have had a busy summer with our activities. The display at the Aviation Museum was a success. Our Pilots where kept busy with questions from the crowd.

As well Claude Roy put on a demonstration with his Challenger aircraft.

Some Flying parachutes where on display along with Trikes and the Koliber Aircraft.

The event was well attended and I am sure the people where impressed with the chapter aircraft.

The young eagle day was a success with over fifty people carried aloft Thank you to Lars Eif for his hard work organizing a successful event. We should not forget the pilots and the ground crew who help to make things happen.

The flying breakfast was a successful event with a good attendance and aircraft from all over.

The atmosphere was festive and the food was delicious. Thanks go to Barney de Schneider and his merry band of cook for doing such good work.

Election are coming up for the following positions on the executive. President Vice President Treasurer Secretary, Ops Director and Membership Director. If you would like to run for any of the positions please let us know at the next meeting.

On the 17 of September we will be trenching the lot for drainage All the aircraft owners are expected to attend since this benefits us directly.

See you at the next meeting

HELP WANTED

We'll be looking for a few good men to help install a drainage system at our Carp property. We'll need about six rake and shovel operators to help out on saturday September 17th. Phone Dick Moore at 836-5554 or 564 4299



Pancake Chef
Richard
Moore

The Eggs
&
Bacon
Boys

Dominique
&
Roger



CLASSIFIEDS

8 September 94

AIRCRAFT FOR SALE:

Zenith Zodiac GH600 Taildragger
Mosler Mag **SOLO** 82 hp, ~80 hrs TT.
Built with solid rivets.

Kieth Davidson (613) 731-9628 8/94

Zenith CH250TD taildragger, aerobatic
waiver from DOT, 8G+-. 30 hours TT
Lycoming O-320, 160hp. Quality built with
solid rivets.

Jim Robinson (613) 830-4317
Tim Robinson (613) 824-5044.

PROJECTS FOR SALE:

!!! NEWCOMERS !!! Looking to start or finish a
project? These partial to nearly completed
projects **will save you years of building time**
and barrels of money.

RV-4 Empennage Kit. With plans, dimpling
and rivetting tools, jig materials, etc
Invested to date - \$1600.00. Will sell for
\$1200.00.

Alex Clanner 736-0555

PLANS:

PLANS for Davis DA2A.

Russ Robinson 831-4317.

PARTS FOR SALE:

Lots of parts; Throttle cable, mixture cable,
cabin hot and cold air cables, electric flap
motor c/w transmission Cessna 150, control
yofe assembly, 2 sets of seat tracks & doublers
from Cessna, main landing gear shims
Cessna, 2 Grumman canopy tracks, COM and
VOR antennae, inspection covers Cessna,
control pulleys, turnbuckle assemblies,

Ron McMillan 837-6865, 720-7521

A NEW AND EXTENSIVE LIST FROM
DAVE STROUD 727-9304 days. 226-7889
evngs

Extensive, miscellaneous selection of aircraft
and engine parts, new and used, some with
tags.

- Bendix navcom, overhauled
- C-150,172,180 gear legs
- Cessna master brake cylinder
- PA 18 exhaust pipes SS new
- 2 Spinners, back plates,
- prop hub extensions
- C-150, 172 cowl winter covers
- inspection covers, a lot
- exhaust heat muffs
- Delco-Remy alternators
- new plugs, and reconditioned

and more odds'n ends
7/94

PROPELLERS:

Harzell constant speed - HC82VL-1D1 to fit
O-320 plus governor and vernier control, zero
timed. OFFERS.

Mike Sacoutis (613) 729-3774.

Propeller, three bladed, gound adjustable,
wooden blades, metal hub with spinner. Fits
VW hub \$250.00.

Tim Robinson (613) 824-5044 evenings.

Propellers, VW 48/30 & 60/38, wood plus
adapter for 1600cc VW engine.

Jacques Pilon (613) 446-4175

ENGINES:

>>>>NEW<<<<<<!!!!

Lycoming 0235-C2C, 200hrs since new limits,
cermichrome major. Avspark electronic
ignition, 4Cylinder EGT/CHT, vacuum pump,
oil cooler and everything but the engine mount.

Gary Palmer 613-596-2172 9/94

O-300A 1750 SMOH, O-300C 1200 SMOH, C-85-12 Continental 1200hrs

Propellers for above
Exhausts for above

Mike Sacoutis (613) 729-3774.

Engines, VW 1600 cc, Continental 2 cylinder ground power unit 30 HP.

Jacques Pilon (613) 446-4175

RADIOS:

Genave 100, \$250.00

Andy Douma 591-7622

Aircraft supplies:

Steel, Aluminum, Plastic, Wood and Hardware. Available from - Grass Roots Aviation
648 Adelaide Ave West, Oshawa, Ontario
(905) 434-4651

Sheet Aluminum - 2024T-3, 6061-T6 and other grades. Available from - Ridalco Industries Ltd.
1551 Michael Street, Ottawa, Ontario
745-9161

INSTRUMENTS:

Guages, Altimeter \$50.00.
 Airspeed indicator
 \$50.00
 Mach meter \$75.00

Autopilot, Federal, new, 2-axis, STC included for installation in C-172 A.B.C., \$250.00.

Tim Robinson (613)824-5044 evenings.

Fuel selector valves.
Parking brake valve.
Accelerometer (G-meter) 2 1/4 inch.

Randolph butyrate dope in unopened gallon containers; 1 gallons clear; 1 gallon Juneau white; 1 gallon Piper Lockhaven yellow (Maule yellow); 1 gallon insignia blue.
- 2 large oil coolers (~8x9")
- 1 hydraulic pump
- 1 vacuum pump
- 1 Lycoming dual accessory case adapter for above pumps.
- Spinner, pointed, 11" base.
- piston rings for Continental E-185-3.

Cylinders, four, Lycoming IO/HIO-360, wide deck, fresh chrome.

Propeller, Hartzell HC82XL-2C constant speed plus governor for 320 - 360 Lycoming engines.

Garry Fancy (613) 836-2829

Flight controls from Piper Tomahawk: hanging rudder pedals with brake cylinders, control wheel yoke assembly.

Garry Fancy (613) 836-2829

Seats for C172 - Complete set of seats for 1963 C172. Will fit other models. New blue upholstery. \$300.00

Jim Robinson 830-4317

Silica Gel packettes. Keeps the moisture out of engines in winter storage. \$3.00 each.

Irving Slone 722-0359

WANTED:

Wanted; Back issues of Sport Aviation for the National Aviation Museum's collection.
1965 April V14/4 1983 March V32/3
1987 Nov. V36/11 1989 Jan. V38/1
1992 Feb. - Oct. V41/2-10

George Skinner 749-9582

OTHER:

CHAPTER CRESTS:
Sew-on, \$6.50 each.

Luc 744-5347

Giving Away!!!! Electric motors, 1\4 to 1\2 hp, help yourself to the collection on the table at the hangar There are still a few left

Roger Fowler 225-6070

Campers!!! one large tent for sale. Large outer with smaller suspended 5 person inner. Light weight cotton material. You can live in this one quite comfortably. \$100.00

Garry Fancy 836-2829 7/94

Limited edition aviation & Military prints by Connolly, Taylor, Dietz etc. Custom framing and matting services also available.

Greg Merrill 591-3477 7/94

The "Canadian Amateur Built Aircraft Registry" is now available from CASTC. A registered version of shareware will soon be available for \$30.00

Ted Slack at 226-8373.

**PLEASE NOTE:
ADS DEADLINE IS THE 5TH OF
THE MONTH**

**PLACE YOUR ADS BY PHONING ANDY
AT 591-7622
Classifieds Editor**



CANADIAN AEROSPORT TECHNICAL COMMITTEE, INC.
SUITE 201, 15 GRENFELL CRESCENT, NEPEAN, ONTARIO K2G 0G3

Ted Slack

phone/Fax
(613) 226-8373

NATIONAL RECREATIONAL AVIATION COUNCIL, INC.

CONSEIL NATIONAL DE L'AVIATION DE LOISIR, INC.

Ultra-Light/Amateur-Build

Safety Data Bulletin Board

1-800-267-6052

(Ottawa local 723-0563)

Suite 201

SYSOP - Ted Slack

15 Grenfell Crescent

Canadian AeroSport Tech. Com.

Nepean, ON, K2G 0G3

Voice phone (613) 226-8373

Canada

MIKE RENAUD



Metals Division

Ridalco Industries Inc.

1551 Michael Street

Ottawa, Ontario K1B 3T4

Tel.: (613) 745-9161

Fax: (613) 745-6452

MANUFACTURERS-SUPPLIERS OF SPECIALTY METAL PRODUCTS