

EAA 245

OTTAWA , ONTARIO

# NEWSLETTER

REPLY TO: EAA CHAPTER 245, TERMINAL BOX 8412  
OTTAWA , ONTARIO  
K1G 3H8



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CARB HEAT - Hot Air and Flying Rumours

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

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March "87

EAA Chapter 245  
March 20th Meeting

Loran C and other nav aids.

Maj. Wayne Clubine

Avionics Specialist , Canadian Forces  
20 March 2000 hrs  
NRC 100 Sussex Dr.  
Room 3001

also

Building a fiberglass fuel tank (5 min) Garry Fancy.

April 24th(as in the forth Friday of the month)

Capt Clive Barratt  
Director of flight safety  
will present a talk on Flight Safety  
(film and video)

" They shall mount up with wings as Eagles"- the Book of ISAIAH

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President: Eric Taada 749-4264 Vice-President: Roger Fowler  
Secretary: Andy Douma 225-1559 Newsletter: Dick Moore 836-5554-(work 564-4299)  
Aircraft Operations: Garry Fancy 225-0454 Treasurer: Gord Standing: 224-2879

EAA Chapter 245 (Ottawa) Meeting

Date: Friday 20th February 1987

Location: Flight Research Building U61, National Aeronautical Establishment, NRC, CFB Ottawa South.

Attendance: 75 plus people including three carloads from EAA Chapter 266 in Montreal and many visitors.

Business: Chapter president Eric Taada opened the meeting at 2000hrs to a packed room and kept business to a minimum.

He commented on the Carp airport Masterplan indicating that there would be no significant expansion until the decision is made to move General Aviation from Ottawa to Carp, and that would happen before they'll build parallel runways at Ottawa.

Eric also listed the names of Chapter members volunteering their time to the National Capital Airshow at Carp Airport this coming summer July 18th and 19th. More helpers are always welcome.

The Meeting Hosts were:

- 1-Kieth Davidson - NAE Rotary wing pilot and Zodiac builder.
- 2-Ted Slack - Chairman of CASTC also working at NAE.
- 3-Jim Laing - A Volksplane builder and flyer of 1000 hours also a builder of a CH250 Zenith, the man videotaping this meeting and also an employee at NEA.
- 4-Stan Kereliuk - the evenings Speaker, Chief Test Pilot at NAE and formerly involved with a Falconer Jodel project in Alberta.

Stan Kereliuk is an Engineering graduate from the University of Alberta and the British Empire Test Pilot School. He is currently employed as Chief Test Pilot at NAE. As a member of CASTC, the Canadian Aerospport Technical Committee, he has been involved with or done the flight testing for all amateur built aircraft in Canada that have applied for Aerobatic waivers. These include the Skybolt, the clipped wing Cuby, the Eagle 2, the Super Acro -Z, the Frank Jenkinson Special, the Cricket and Gordon Price's Pitts and the Ultimate 10 Dash 100 and 10 Dash 200 aircraft.

Stan explained the background of the aerobatic flight testing program, now its evolved over the years with close cooperation between the CASTC, MOT and NAE.

He brought slides and a video tape of the Gordie Price Ultimate 10 Dash 200 wich put on a spectacular aerobatic display.

Stan went on to explain how a flight testing program was carried out and pointed out a 1985 CASTC technical report (CASTC-TIR-2) entitled "Determining a Safe C.G. Range by Flight Test", that would be very useful reading to anyone interested in close details of one aspect of flight testing.

At the end of his formal presentation, Stan answered many questions from the audience.

After the coffee break the group was divided among the four hosts who gave a very interesting and informative tour of the EAA's hangar and facilities.

President: Eric Taada  
Secretary: Andy Downs  
Treasurer: Garry Fancly 225-0454  
Newsletter: Dick Moore 825-1550  
Vice-President: Roger Fowler 749-4264  
Operations: Garry Fancly 225-0454

**RODERICK, W.E.B. (Bill)**

(Aeronautical Engineer with the National Research Council, Ottawa). On Thursday, March 12, 1987, at the Toronto General Hospital, Bill Roderick; dear father of Kevin and Kimberley of California and Christopher of Ottawa. Beloved son of Violet and the late Dr. James Homfray Roderick of Ancaster. Loving brother of Margaret (Mrs. V.M. Kohler) of Oakville. Visitation at the Oakview Funeral Home, 56 Lakeshore Rd. West, Oakville (1 block east of Kerr), from 2 to 4 and 7 to 9 p.m. Friday. Funeral Service 11 o'clock Saturday morning, Reverend Robert McCord officiating. Cremation. Those who wish may make memorial contributions to Falk Oncology General Cancer Research, 700 Bay Street, 20th floor, Toronto, M5G 1Z6.

This sketch is of great historical importance in the world of aeronautics. The first person to correctly identify it's significance, at the March meeting, wins a free passenger ride in the blue and white biplane of their choice , based at the Carp Airport.



**IMPORTANT NOTICE**

The chapter flaring tool has been missing for several months and people are waiting to use it. If you have it or know where it is please phone Henry Beaudoin 749-9720.

## PLANE TALK

### IS IT ALL WORTH IT?

by Les Chortos

Somewhere along every builder's building career comes that everlasting, time-tested, ultimate question: is all the trouble actually worth it?

I believe, through my experience, that the answer to the ultimate question is a definite yes! The reason that I can say this with certainty is that I am now enjoying the fruits of my toil and labour. And, to be perfectly honest, after the first ten seconds of flight you can rest assured that all the work and headaches you've gone through are all forgotten. This is truly what it is all about!

Looking back on my building history I would have to say that at no point in time did I ever ask myself if I should continue. I was having my share of minor problems, but none worth quitting over. Financially, I had so much invested I could not possibly quit and sell it for peanuts, just to get rid of the junk in the basement. And personally, I like to take pride in what I do and did not want to be considered a quitter. Perhaps the biggest thing which kept me spurred on is that I never lost sight of what I was doing. I was building an airplane with which to fly into the great blue yonder. This was a fact and this was what I was doing. I figured that all the parts appeared to look the right shape and size so I must be going according to the plans.

Another thing I discovered about myself was that I like working on large projects better than doing the small day to day things around the house. Now this does not mean that I don't do them. I just feel that I can apply myself better to something where I can see results from my work. Taking out the garbage every week is not what I call stimulating.

So sit back and think about your own project and ask yourself if your personality, lifestyle, and building ability are possibly clashing. If they are, then perhaps you may think it is not all worth it.

After all, the bottom line is that you are building to get an airplane. If you do not think it is all worth the effort (and there is a lot of effort) then take the money you'd spend on building and go buy something to fly.

I can recall days when I would spend four hours building a small part - some insignificant little thing which will never be seen, but nevertheless has to be there for the aircraft to fly. This part would be similar to one that Cessna buys from a parts supplier who punches it out on a press in ten seconds flat. So you ask yourself, is it all worth it, comparing the four hours work and \$10 worth of aluminum, or buy it at \$85 and save the four hours plus \$10. I don't know - the choice is up to you!

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## DESIGNEE CORNER

### SPARK PLUGS TALK

by George Opacic

Continuing from last month's article about checking on your engine's performance with a differential compression test, this month will review the gossip your spark plugs can have about the engine they work in. Again, this information comes from many sources in the *EAAC Library*.

In order to get the plugs in the right mood to talk, they have to be thoroughly warmed up with at least a one hour flight. Have things prepared so that as soon as you land you can get at the engine to remove the top plugs from each cylinder. Checking the bottom plugs could be done as well, but is not as important as the top ones.

The bottom set usually does show some oil wetness, with this becoming more prominent toward the 800 SMOH mark (translation: 800 hours Since Major Overhaul). If the top set shows oil wetness immediately after a long flight, and the oil consumption has increased, then the next major overhaul is not far off. By the way, Lycoming says that a brand new O-235-L2C should burn no more than half a quart per hour, while the same engine after run-in will get down to about half that again.

When only one plug shows wetness then oil is making its way either past worn or cracked rings, a worn cylinder wall, or loose valve guides: top overhaul time!

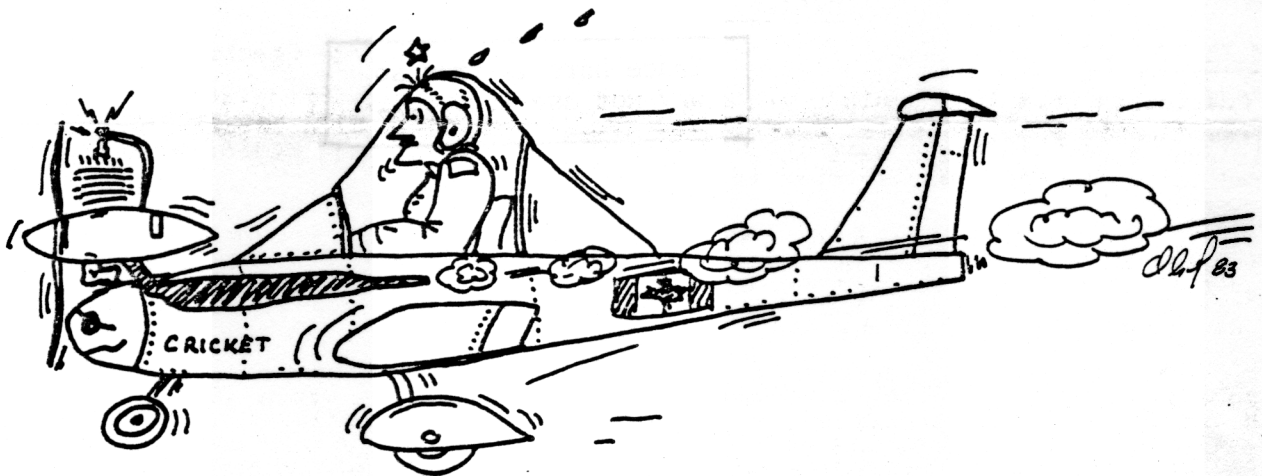
Lead fouling is indicated by excessive amounts of hard globular brown-red, or maybe greyish deposits. This is different from fuel fouling, which is a black, sooty deposit. Normally, these deposits are not of concern since proper leaning (once you find out they are there) will clear them out. If you have to use 100LL fuel in some engines, though, lead fouling will occur very quickly and often, requiring special operating procedures. The lead fouling may be caused by too many shut-downs after an insufficient time to bring the engine up to proper operating temperatures (for instance, just starting the engine and running it on the ground for a few minutes over the winter, "to keep the oil in the top of the engine" will do this; if you know that the engine will not be needed for a few months, drain the oil and prepare the engine properly for the period of inactivity).

The fuel fouling carbon build-up can result from too much ground handling, also; or from a too rich mixture setting, or a plug that runs too cold for that engine. Most engines are permitted a choice of plugs that depends on the type of operation they undergo. If what you do with your engine keeps the operating temperature on the low side, then "hotter" plugs should be installed so the deposits do not accumulate.

The other type of deposit found is a white powder that is formed during too much leaning. This deposit forming in only one cylinder, or the one bank of cylinders, indicates a problem with the fuel mixture flow into that part of the engine. There may be an air leak in the manifold. The white deposit means too lean a burn and too hot a cylinder, so the problem must be corrected post haste.

How much can the plug's ground electrode wear before it needs replacement? Most authorities allow the electrode to get down to half their original thickness. (The "ground" electrode is the one coming in from the outside casing.)

At the executive meeting , talks have begun on the feasibility of building hangar space at Carp Airport.



Flight testing new designs can be challenging ....

# For Sale

600 x 6 pair of Hayes Wheels,  
brakes, tires, tubes and axels  
from Colonial Skimmer amphibian.

600 x 6 pair of wheels, tires,  
brakes and axel from an aircoupe.

Narco 31 solidstate single unit  
ADS with cable and antenna.

Call Linonel Robidoux  
195 Crestview  
Ottawa, K1H 5G1  
Phone 613 738-1066 Home

## REQUIRED

Prop 72 x 42 for a  
tapered shaft A65 Coninental  
call Eric Taada 749-4264

Space here is free so  
why not use it.....

