

NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

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Next Meeting

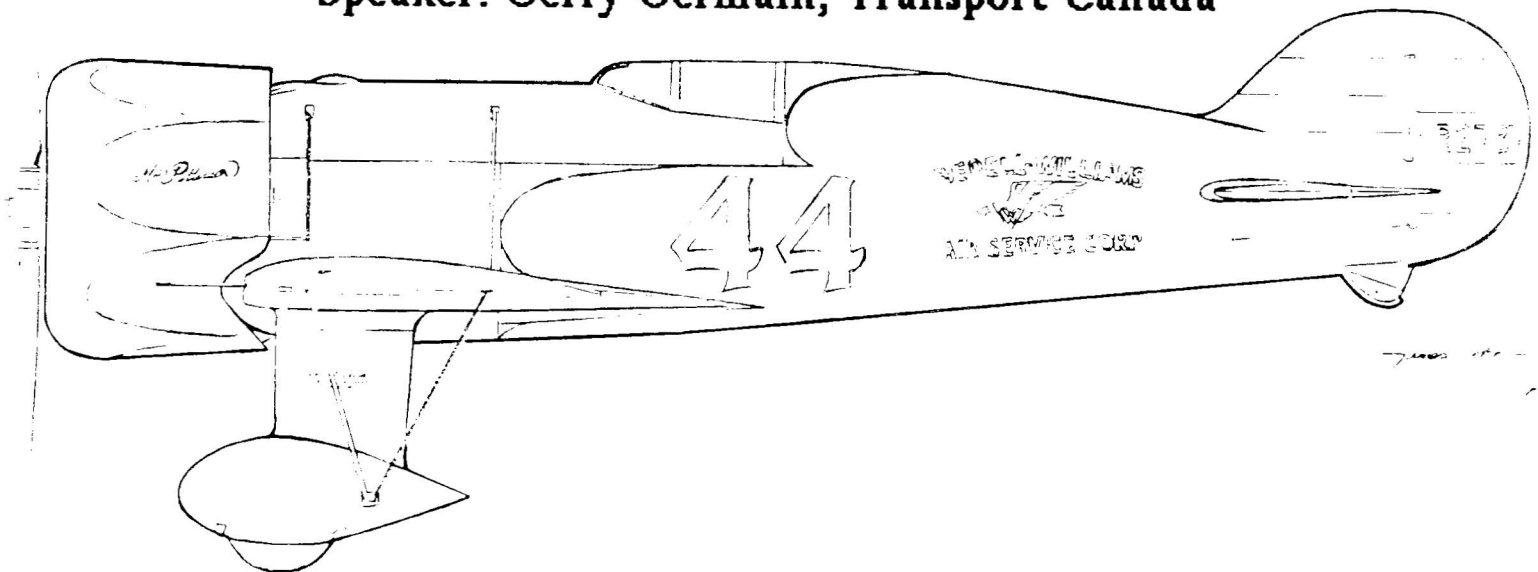
Friday Jan 18th 1991

7.30 p.m.

100 Sussex Drive

Highlights:

Preparing for Homebuilt Aircraft Inspection
Speaker: Gerry Germain, Transport Canada



PRESIDENT: Lars Eif 837-6680
VICE-PRESIDENT: Gary Palmer 596-2172
SECRETARY: Luc Martin 744-5347
TREASURER: Deric Dods 692-6121
EDITOR: James Oliff 724-6123

AIRCRAFT OPERATIONS: Dick Moore 836-5554
SPECIAL EVENTS:
PUBLISHING: Dick Moore 836-5554
MEMBERSHIP: Rodney Stead 836-1410
RECORDING SECRETARY: Roger Fowler 225-6070

President's Corner

Happy New Year! I hope that everyone had an enjoyable and safe holiday. For those of you who are building, this time of year always presents the opportunity for a few extra hours of work on the project. Just when you have mixed a pot of epoxy or got the flame on the torch just right, there's that call from upstairs "Hey, what're you doing down there? It's Christmas!" Oh well, the family does come first. Doesn't it?

Drop out to the airport, if you want to go for a drive any weekend when the weather is VFR. Everything is nicely snowed in with the exception of the area just in front of the clubhouse. True to their word, Bradleys cleared that area with their snowblower for the hardy souls who will be flying their aircraft throughout the winter. My thanks to the members who moved their aircraft to the north tiedown so that others could keep flying.

So what's ahead for Chapter 245 in 1991? I wish I could answer "Just a lot of socializing and flying!" No such luck! We've got a few challenges ahead of us, but it's nothing we can't overcome with a bit of thought and effort. Please think about these issues because I'd like to discuss them at the January meeting.

Winter Meeting Location

I'm sorry to report that after many years of meeting in NRC's conference room at 100 Sussex Street, we will not be able to use these facilities after our January meeting. All the clubs using these facilities have been given the same notice so whether we like it or not, we have to find ourselves another place to meet. Here's my proposal:

- a. For Feb, Mar and April, we will meet at a City of Ottawa community center. I've already contacted the city, and they say there should be no trouble booking a meeting room for our regular meeting nights. The location for the Feb meeting will be announced in the Feb newsletter, after we've had a chance to discuss it.
- b. For May to Sep inclusive, we'll meet at the clubhouse at Carp Airport as per our normal summer program.
- c. Beginning in October, I would like to start meeting at the National Aviation Museum for all our future winter meetings. I've spoken to the Museum and they would be glad to accommodate us on one condition: we'll have to switch our meetings to Thursday evenings. Friday evening meetings are out of the question because of the Museum's operating hours.
- d. For simplicity, I suggest that beginning in October 1991, we switch all our meetings to the third Thursday of each month, both summer and winter.

Carp Airport Transfer

The negotiations to transfer the ownership of the airport are still on-going, so at this time, we are still not in a position to settle the terms of a lease with the West Carleton Airport Authority. Hopefully, this will occur in the near future so that we can get on with installing our electricity. We should also start thinking about requirements for more tiedown space and another row hangar (or two), but again, this all hinges on the plans of our new landlords.

Technical Volunteers

As you are aware, the responsibility for the inspection of amateur-built aircraft in Canada is gradually being passed to us, the amateur-builders. So far in our Chapter, we have no one who has been signed off by DOT to do pre-cover or final inspections. We are still depending on Transport Canada to do our inspections, but this situation can't last forever. Sooner or later, I will be asked to submit the names of volunteers to be delegated as inspectors. If you are an experienced amateur-builder, please consider volunteering your services as an inspector. Ideally, we should have one inspector for each amateur-built technology: aluminum, wood, composite, and steel tube-wood-fabric.

If you have completed the construction of one or more aircraft, you may prefer to volunteer as an EAA Technical Counsellor before becoming an inspector. Also, if you are an AME and can spare a few evenings a year to help builders, please become an EAA Tech Counsellor or an inspector. I can't emphasize the importance of these two programs enough.

Topics for Meetings, the Newsletter, or Special Events

As long as I can remember, ideas for meetings have been left to the six or seven people that we railroad into serving on the executive. Believe me, thinking up new ideas for speakers is not easy and we are getting a little stale. How about everybody submitting two topics for future meetings/events at the January meeting? If you know of a speaker or speakers who could give an interesting talk, then put down their names as well. I will assign someone to formally invite the speaker to come out to a meeting, if you prefer not to do it yourself.

We do have offers of videos. Video nights are popular, and we will have some, but too many definitely tend to get monotonous.

As for events, our traditional breakfast fly-in is always popular when the weather cooperates, but at the moment, it is our only social event planned for 1991. There must be other excuses to get together at the airport other than the regular meetings. Please give it some thought.

And finally, our newsletter. Don't forget to submit your articles and pictures. Believe it or not, everything that goes on at our airport and in your projects is interesting to the other members of the Chapter!

Ok, that's enough for now. I'd like to close by saying that several people commented on how fantastic the November meeting was. You'll read the blow-by-blow description in Roger Fowler's minutes, but the enthusiasm of Jim Paul for the Kitfox and Marcel Belanger and his group for the RV-6 was nothing less than electrifying. It's going to be very difficult to top that meeting for popularity, but we'll keep our eyes and ears open for other people who can maybe do similar presentations on their favourite aircraft. 'Anybody know if there's a Seawind builder in the area? 'See you at the meeting!

A handwritten signature in cursive script, appearing to read "Lars", with a horizontal line extending to the left from the start of the signature.

Minutes of Nov 16 Meeting Held at 100 Sussex

President Lars established order among his rowdy troops at 8:01.

Unlike the poorly attended Oct.—election—meeting, this one nearly filled the room. Guests approached double-digit figures and were given the customary warm welcome by the President and chapter alike.

Meeting Place?

Eric Taada's influence in upper NRC levels has secured our present venue until the end of 1991. Pres. Lars noted that we would probably also be welcome at the Aeronautical Museum, if we wanted a change of scenery. Members, however, seemed less concerned with location than creature comfort—how cushy for the tushy? A sitting committee will likely investigate the matter.

Announcements

Henri Beaudoin kindly volunteered to succeed Gord Standing as Captain Caffeine and promptly reminded us that coffee, hot chocolate, and doughnuts are 50 cents each.

Andy Douma is our new **Chapter Tool Bin Stocktaker**. All loans of chapter tools should be cleared with him first.

Our thanks to both for agreeing to fill these positions.

Reports

Treas. **Deric Dods** was absent with pneumonia.

Membership Maestro Rodney Stead, although chin-deep in membership renewals, gallantly called for more money and paperwork.

Ops. Manager Dick Moore asked that tie-down fees (\$20/mo.) be paid in 6-month installments, beginning Jan. 1, 1991. Dick is inaugurating a coloured-sticker scheme and the new Jan. 1/June 1 renewal dates will ease his administrative headaches. **PLEASE KEEP TIE-DOWN AND MEMBERSHIP PAYMENTS SEPARATE.**

Newly-elected Sec. Luc Martin is cheerfully filing away former Sec. **Andy Douma's** complete records on everything.



Congratulations!

Special Events Co-ordinator Gord Standing was last seen at FL 250—smiling from ear to ear after his maiden flight in his Flybaby on Nov. 3.

Hats off also to **Luc Martin**, whose SE3A passed its pre-cover, and to **Keith Davidson**, whose CH600 passed its final inspection.

FIRST FEATURE PRESENTATION: Jim Paul and his Kitfox

The **Kitfox**, in case you don't know, is a neat little side-by-side rag and tube high wing design with spectacular STOL performance. The fuselage is completely factory welded (but not primed—ask Jim about the ton of sand he used in preparing it!). Other parts are pre-formed but need finishing and final fitting. The design allows quick wing folding by one person for easy hauling to and from the airport. (The company will even sell you a modified boat trailer if you want).

Jim Paul began his **Kitfox** discussion with a promo film. He has about 400 hours on a Robertson B1-RD (an ultralight). He thoroughly enjoyed its low and slow abilities but wanted a 2-seater and something less brutal to fly in the winter. A cover picture on Kitplanes ended his search. The testimony of other Kitfox fliers was so consistently positive that he didn't feel obliged to fly the aircraft before ordering it. Accordingly, he took the plunge, received the kit in May 1990, and reckons that as of Nov. he is about half-done at about 250 hrs.

The decision not to go with the Avid Flyer (a near identical rival) was mostly in response to the more pervasive and glossy ads put out by Kitfox.

Having experienced minimal problems with a Rotax, Jim stuck with this brand and chose the popular 582 liquid-cooled, electric start, dual ignition, oil-injected 64 h.p. version for his plane. Options will include cabin heat and electric start—major changes for a guy whose previous plane had no real cabin, never mind a heated one!

As well as looking forward to impressive performance, Jim is excited about having flaps to play with. New composite floats have recently been released for the Kitfox, so this really will be a bird for all seasons.

As for the quality of the kit and after-sales support, Jim has nothing but praise. All his queries were answered promptly and thoroughly. This is his first such project, but he feels that it is fairly straightforward. The building process has, above all, taught him patience—such as not getting upset over using more than a ton of sand in sandblasting the metal parts. He also learned to take a break when frustration threatens to make you settle for second best.

By way of tips, Jim noted that he saved around \$500 by picking up his kit in Watertown—even after renting a 5-ton truck.

He hopes that the new ultralight regulations will be in effect before he takes to the air because he plans to register his Kitfox in the new ultralight category.

His overall investment will be about 500 hours of dedicated labour and about \$22,000 (Cdn). Hopefully, by this time next year, we will be able to report that Jim is back into "low and slow" but no longer alone, cold, or flapless.

SECOND FEATURE PRESENTATION: Marcel Belanger and his RV-6

The RV-6 is an all metal, low wing, side-by-side plane that is the last in a series of safe, economical, docile. It combines slow landing speed and very respectable cross country performance. Several members who have flown these designs commented on their light responsive controls and suitability to grass strip flying.

Like Jim, Marcel whetted the group's appetite with a promo video.

Marcel had already built a Maranda and flown it on wheels, skis, and floats. Its performance was never entirely satisfying, however, and so the search was on for something better. A ride in a RV-4 indicated that the quest was nearly over. With the advent of the RV-6 and its side-by-side seating, light balanced controls, and wide range of speeds, Marcel stopped looking and ordered the kit.

His metal working experience was mostly limited to enlarging a set of Edo 1650's to 2000's but Marcel has found the RV-6 fairly simple. The plans are quite detailed (even on how to build jigs) and he received excellent support from the manufacturer when occasional snags arose.

The plane comes in 4 kits—empennage, wing, fuselage, and finishing. Many builders use the relatively inexpensive empennage kit as a test of their ability to work with metal. If the challenge is beyond them, they can recover most of their modest investment simply by selling the completed kit and related tools. Although quite at home in working with metal, Marcel feels that the cost of having the wing spar professionally built is well worth it.

Like Jim, Marcel saved a bundle by picking up his kits in Watertown. There he also experienced the friendly helpfulness of **Roadway Transportation**. The Roadway agents noticed that some necessary customs documentation was missing and let Marcel phone long-distance and use their fax machine to correct the problem. All they would take in payment was Marcel's genuine gratitude.

Another tip is not to mention the freight costs when discussing the price of your kit or you'll pay tax on it as well. On the subject of paying, Marcel offered some advice on buying tools. The cheapest tools often turn out to be just that. If a tool will receive extensive usage, buy a good quality one that will perform well throughout the duration of the project. Often, a well-engineered, polished, hardened tool can be purchased for not much more than its trashy counterpart and will still be a joy to use long after its "bargain bin" rival has worn out itself and your patience.

Marcel has a Lycoming 160 h.p. for his RV-6 and anticipates a good spread between minimum and maximum speeds (49-203 m.p.h.). Currently, however, he is at the stage where he can't do much more on his wings, flaps, ailerons, empennages, etc. without an inspection.

The complete kit costs only about \$10,000 (Cdn), but by the time you add a few incidentals like a motor, propellor, instruments, paint, etc., that figure will be nearer \$20,000.

Following the presentations, members eagerly gathered around the

sample tail section of the RV-6 and engaged both presentors in animated conversations, a sure sign of the interest generated by the talks.

Read This!

A FREE PILOT DECISION MAKING COURSE will be offered by Transport Canada on Feb. 9, 9 a.m. to 5 p.m. at the Ottawa Flying Club. Particulars are available from Rod Neufeld (722-6922), but he has requested that we minimize his headcount headache by making one phone call to indicate the extent of our group's interest in the course. Accordingly, I will be polling those present at the next meeting. If numbers warrant, the course will be shifted to larger quarters nearby.

OTTAWA FLYING CLUB WINGS DINNER

RA Centre 26 Jan.. cocktails at 18:30. dinner at 19:30. Tickets are \$20 each and include dinner and dancing afterwards. The guest speaker will be Major Deanna (Dee) Brasseur, a CF-18 pilot. Call 523-2142 for more details.

SPONTANEOUS COMBUSTION IN TWO HOURS

Last summer, a chapter member coated parts of his aircraft with linseed oil and then placed the rag in the trunk of his car. Two hours later when he opened his trunk, he found a smouldering cloth which was ready to burst into flames. **HANDLE AND DISPOSE OF DANGEROUS MATERIALS VERY CAREFULLY!!**



Your faithful scribe

Roger Fowler

CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Two-Place Lazair. KFM engines, less than 10 hours TT. \$3900 negotiable. Contact owner through George Reid 749-0792.

PROJECTS AND PLANS FOR SALE:

Everyone interested in Group building or Group Ownership of Amateur-Built Aircraft, please contact Peter Patton at 731-2269.

Zenith CH701 Project. Plans, wing fittings, spars and ribs cut. Some sheet metal, rivets and tools. Asking \$1000. Peter Plaunt, Carp, Ont. (613)839-2283.

KR-2 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will sell for HALF or reasonable offer. Contact Mike Froulx (819) 827-1930.

Baby Great Lakes Project: Fuselage 90% complete: all ribs and spars; Continental C-85; MacCauley metal prop: all instruments. \$6500. James Oliff 724-6123.

Zenith CH 250. 75% complete, trike gear. Signed off by DOT, ready to finish closing. Wings and tail nearly complete. Includes gear, cowling and fairings. **Reduced to \$5500!** Will consider trade for CH 701. Call Jim Robinson at 830-4317.

Davis D2A plans. Call Russ Robinson. 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts:

Propellers - 0 time constant speed

- Wood pusher prop.

- Zenair wood 68x46

Hanlon Wilson mufflers, Mooney

Parts: Complete retract gear with

6.00x6 main wheels, 5.00x5 nose

wheel. Also seats, fuel tanks,

gauges, gyros, and control surface pushrods.

Airpath magnetic compass, 0 SOH

1987, base mount. \$100. Alex

Fulton, 234-6753.

Brakes and wheels, Rosenhan.

Suitable for Vari-Eze, Davis, etc.

Offers welcome. Eric Taada

749-4264.

Vari-Eze landing gear legs. New.

Contact Peter Plaunt, Carp, Ont.

(613)839-2283.

Classified Editor: Lars Eif

837-6680.

Carb Heat January 1991.