

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

Nov. '85

Minutes of Meeting, October 18, 1985

The meeting was held at NRC, Sussex Drive and opened with about 25 members at 8 p.m.

Eric Taada announced that our 1986 Fly-In Breakfast will be on Sunday, June 22nd (Fathers Day) and will be followed a week later by the Carp Air Show (June 29th).

The Pietenpol missed the climb test by 3 seconds. (Was the stop watch calibrated? Was the altimeter calibrated? Was there any lag in the altimeter?)

Next months meeting will be on November 15th and the topic of the 920 channel handheld ICOM by Graham Smith.

Eric introduced the guest speaker, Neil McGrath, who has been with DOC's equipment approval group for four years, dealing with the regulatory aspects of avionics certification. He is also a parachutist (750 jumps), a class B rigger and used to own an Aeronea Sedan based at Rockcliffe.

CARP AIR SHOW

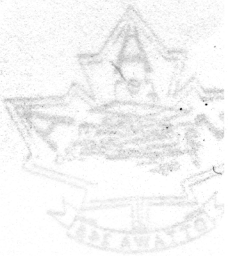
At a meeting of the Carp Air Show Committee, held at Mylight Aircraft in Carp and attended by Eric Taada and Bill Argue, an offer to have the Snow Birds appear on Tuesday, July 22 was declined.

The Air Show will be held again this year on a Sunday to be announced at a later date.

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President: Eric Taada 749-4264
Secretary: Terry Peters 745-7466
Aircraft Operations: Gary Fancy 225-0454

Vice-President: Roger Fowler 225-6070
Newsletter: Dick Moore (home)836-5554(work)231-4299
Treasurer: Gord Standing: 224-2879



Notes on talk by Neil McGrath

Department of Communications
(Equipment Approval)

"Licencing Radios in Aircraft"

There are no Canadian standards for getting aircraft radios licensed. American FAA standards are accepted, and Canada uses "technical acceptability" standards in lieu of a Canadian standard when one asks for a newly designed radio to be certified.

There are many different standards for mobile equipment - Neil has copies of a variety of standards and can be contacted for information.

It is expensive to get radio equipment certified (especially since July 22, 1985 when new fees were introduced). Neil does not recommend individuals getting a radio certified (cost is about \$700.) - get the firm its being bought from to do the certification.

Before buying a radio, you should make sure that it can be certified in Canada - it is is not listed in the equipment approval book, it can't be certified!

Neil pointed out that old equipment no longer listed as certified can still be used provided it remains in the aircraft (or boat for that matter) it was originally installed/licensed it. If it is removed and sold, the buyer can't get it certified. In other words certification of radios in a ship or aircraft may not be transferrable. Neil mentioned that if someone buys a boat in the States to import into Canada and removes the radios to avoid theft or damage it will pass through customs noted as having no radios. When the person goes to re-install the radios he or she will find that they can't be certified! (That may seem more logical if you happen to work for the government). A lot of radios have been removed from the certified list in the past few years because they may cause interference with the spectrum. DOC has some concern that radios with 100 KC spacing may be splashing over four frequencies. They obviously don't want transmissions that are going to interfere with other users.

Call 998-5968 to enquire if a particular model of radio is certified in Canada.

Radios should have a type approval or certification number on them. Unfortunately many manufacturers don't bother putting the stickers on.

Certification of LORAN's falls into a category where one could do it oneself. The fee is about \$180.

Neil pointed out that some of the radios advertised in the Canadian General Aviation Newsletter are not certified, so be careful when you buy.

One practical point - if you buy a radio ahead of time for the aircraft you're building, it may have been amortized out of the book by the time you're ready to fly - in other words it may no longer be certifiable. Anyway, Neil pointed out that radios are getting better and cheaper, so you shouldn't be in a hurry to buy one before you need it.

FINANCIAL STATEMENT 1984-1985

Rental symposium tapes	20.00	Opening Bal checking	302.75
Newsletter costs	439.50	Memberships	1533.00
Building maint	526.64	Tiedown and storage	1579.00
Alert Aviation (common costs)	674.01	Initiation	150.00
Bank Service charge	22.50	Interest	63.01
T-shirts and caps	263.44	Transfer from Savings	1100.00
Symposium expenses	138.71	Receipts from F/H'st	405.66
Taxes	449.47	Sales T-shirts and hats	260.00
Chairs and table legs	120.90	Proceeds Cornfest	43.00
P.O. Box rental	16.96	Soft drink sales	30.95
Insurance	400.00		
Fly-in Breakfast Supplies and float	400.00	Total revenue checking	\$5467.37
Surveying New lot	100.00	Opening Balance Savings	1593.47
Plaques	160.16	Interest	129.35
Gas stove	25.00		
Concrete shed floor	175.64	Total revenue Savings	\$1722.82
*NSF cheques and charges	61.00	Total	\$7190.19
T-shirt refund	16.00		
		Total Revenue	7190.19
Total Expenditures	\$4009.93	Total Expenditures	4009.93
		Closing Balance Checking 30 Sept 85	568.96
		Closing Balance Savings 30 Sept 85	2611.30
			\$3180.26

NOTE: The club presently has outstanding loans payable to members amounting to \$1243.94 and outstanding lease costs for airport property occupied by Chapter 245.

*NSF cheque 57.00
(reissued and made good)
Charges 4.00

W. G. Standing
Treasurer

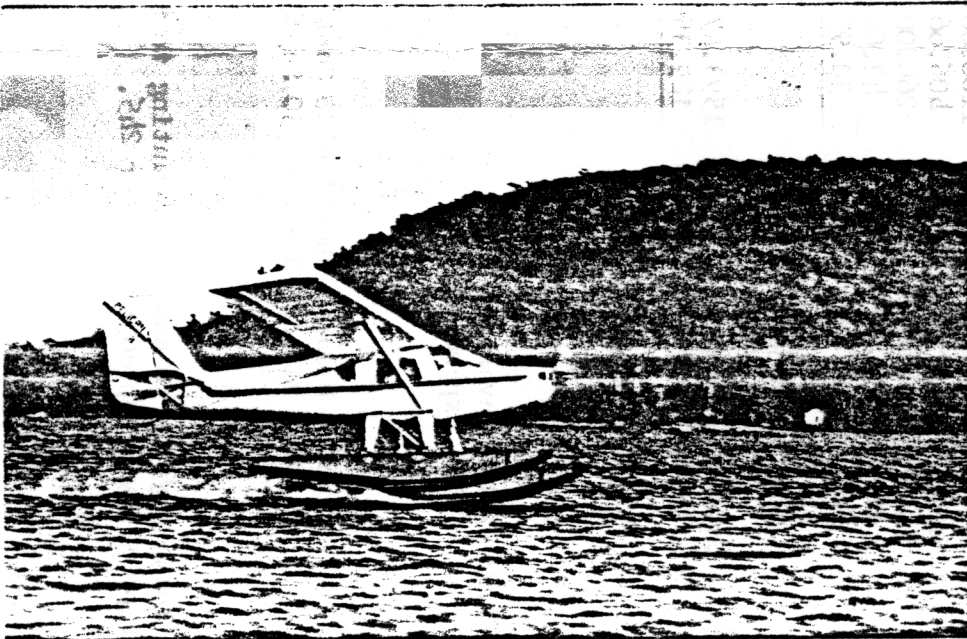
Mylight the 1st Year

On November 29, everyone is welcome to help celebrate Mylight's 1st anniversary and Christmas dinner. At this time awards will be given to all those who have received their wings this year.

Talisman Motor Inn

7:00 pm

\$17.00 per person



THE PELICAN CLUB

There is a new breed of aircraft out there. It looks like regular light aircraft but is classified as an ultralight.

Recently I had the pleasure of trying this new bird, and I must say I was quite impressed. The numbers for climb and cruise were accurate as far as I could tell. Control was responsive without being overly sensitive. The day I was up it was a bit gusty and for an extremely light aircraft it was quite stable and actually made for a pleasurable ride.

To date, Peter Plaunt and Ted Slack have also flown the Pelican Club.

Perhaps this aircraft is the shape of things to come in the amateur built light aircraft market. Light and durable, it is economical at around 2-1/2 gals an hour. Versatile in its ability to be tricycle or tail dragger and also don skis or floats.

Dick Moore

THE PELICAN "CLUB"

THE MOST ADVANCED ENTRY IN THE LIGHT PLANE WORLD ...
THROUGH THE ULTRALIGHT DOOR.

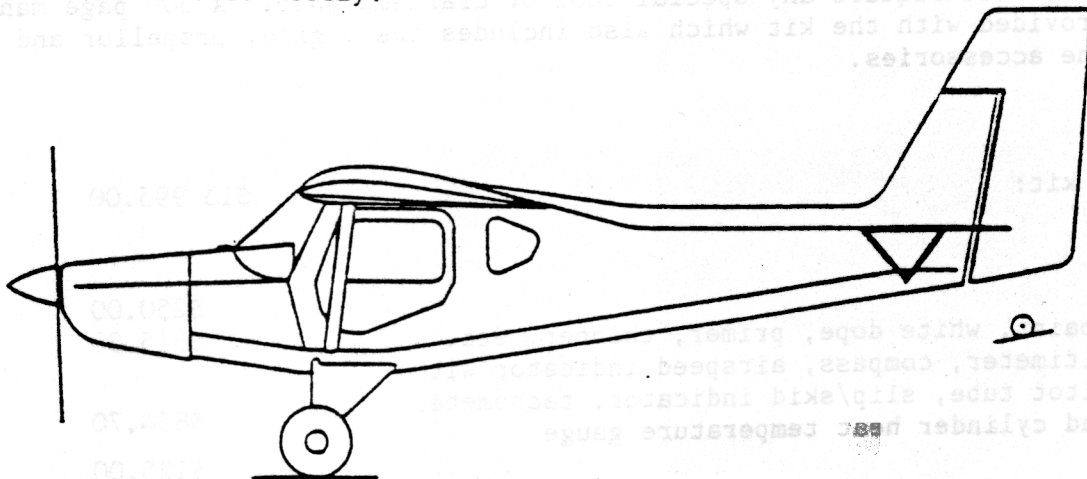
With a Pelican "Club", you are pilot in command of the world's most efficient durable light plane for the money.

More and more aircraft pilots are discovering the Pelican "Club's" amazing performance, stability, responsiveness and, of course, the fantastically low cost cost of operation for their personal transportation.

Fine tune your pilot skills in the most versatile airplane in either of the 4 landing configurations: tailwheel, tricycle, skis or floats.

We are satisfied that the Ultravia Aero Engineering have made a genuine breakthrough in the design of the new Pelican "Club" 2-seater fully enclosed cabin light aircraft. This little airplane is the breath of fresh air in the flock of 1985 new aircraft designs.

Strap on a Pelican "Club" today!



SPECIFICATIONS

Length	19'6"
Height	8'4"
Wing span	35'
Wing area	160 sq.ft.
Aspect ratio	7.9
Cabin width	36"
Fuel capacity	10 US gal.
Empty weight	375 lbs
Gross weight	825 lbs
Load factors at 825 lbs	+3.8/-1.9 G's limit +5.7/-1.9 G's ultimate
V _{NE}	110 mph

PERFORMANCE

	ROTAX 447	ROTAX 503
V _{max}	90 mph	105 mph
V _{cruise}	75 mph	85 mph
V _{stall} (gross)		35 mph T.A.S. 25 mph I.A.S.
Rate of climb		
at 525 lbs	950 fpm	1200 fpm
at 825 lbs	550 fpm	800 fpm
Glide ratio		12:1 with fairings
Ceiling		15 000 ft
Range		300 miles

Note: Specifications are subject to change without notice.

KIT DESCRIPTION

FUSELAGE: The fuselage is made from composite materials (a vacuum molded fiberglass/foam/fiberglass sandwich). The two fuselage shells are delivered assembled and jugged, with the wing carry-through tubes and landing gear boxes bonded in. The builder is left with the installation of the fuel tank, the dashboard, the seat, the doors, the windshield and other pieces. The kit includes all materials required to complete the assembly, such as fiberglass, resin, etc..

The controls, landing gear, engine mount and tailwheel are 4130 steel, factory welded and ready to install.

WINGS AND TAIL: The wings consist of an aluminium D-cell and foam aluminium ribs, fabric covered and doped. All parts are cut, punched, drilled and jugged for easy assembly. Unlike most other ultralights, the Pelican's thick wings feature a rigid structure for better performance and stability, even in turbulence.

The tailfeather is made from aluminium and steel tubing with aluminium ribs. They are fabric covered and doped.

All parts are shipped ready to assemble and the kit includes the hardware, fabric and Poly-Tak cement.

BUILDING TIME: The assembly of a Pelican "Club" requires approx. 200 hours of work and does not require any special tool or craftsmanship. A 300 page manual is provided with the kit which also includes the engine, propellor and engine accessories.

PRICE LIST

Pelican "Club" kit: \$13 995.00

OPTIONS:

Rotax 503 \$250.00

White acrylic paint, white dope, primer, thinner, etc... \$615.30

Instruments: altimeter, compass, airspeed indicator with pitot tube, slip/skid indicator, tachometer and cylinder heat temperature gauge \$854.70

Spinner \$125.00

Landing gear legs and tailstruts fairings kit \$125.00

Vinyl covered seat cushions \$125.00

Assembly of D-cells \$300.00

Brakes, skis, floats and cabin heat Price to come

Above prices are F.O.B. Repentigny (Montreal) Quebec and they are subject to change without prior notice.

THE PELICAN "CLUB"

IS DESIGNED AND MANUFACTURED BY

ULTRAVIA AERO INC.

609 Iberville, Repentigny (Montreal) Quebec Canada J6A 6Y7

(514)585-6132