

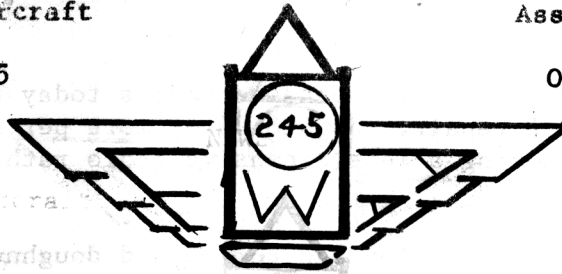
## NEWSLETTER

Experimental Aircraft

Association of Canada

Chapter 245

Ottawa, Ontario



President, Lionel  
 V/President, Frank  
 (Programme)  
 Secretary, Alex  
 Treasurer, Marc  
 (Membership)

Newsletter, Fr. John

Robidoux	731-5814
Cianfaglione	731-5001
Fulton	234-6753
Bastien	234-8205
196 Besserer St. Apt. 2, Ottawa	
MacGillivray	998-3041

(Chapter Dues - \$7.50 per annum payable 1 January to Treasurer)

APRIL 1976 - OTTAWA, ONTARIO

Meetings - 3rd Friday at the War Museum, 660 Sussex Drive - 8 p.m.

(Opinions expressed in this Newsletter are those of the contributors and not necessarily the Experimental Aircraft Association of Canada)

### MARCH MEETING

The meeting was called to order by the President who welcomed new members and visitors attending. Each of the dozen or so was invited to introduce himself, say where he was from and where his aviation interest lay. One had a PA-11 on floats, another a Jodie D-11 and another a Citabria. Those seeking information on specific types such as the KR one and two, VariEze etc. were put in touch with members having experience or details on that particular project.

The President then reviewed some correspondence from EAA Headquarters on the BD5. Two of five crashes on this type were fatal, one of the aircraft involved being the Jet model. This aircraft requires above average skill and proficiency.

Discussion next took place on the new MOT landing fees. Bill Pepler indicated that it was his understanding that existing fees would be increased by about 50% eg. to flying clubs but no new fees would be introduced for the present due to the massive opposition mounted against the proposal.

Vice President Frank Cianfaglione then gave a review of the questionnaires that had been and were still being returned. The preferences indicated by the members on these forms would be the basis of planning chapter activities for the balance of the year.

The Treasurer Marc Bastien reported 65 paid up members to date and a credit balance of \$954.00 in the chapter coffers. It was decided that the chapter would pay for name tags for all members to help us get to know each other better and advertise EAA 245 at aviation functions.

The President then introduced John Larsen, Manager of the Radio Shop at Laurentian Air Services who spent 14 years in the Air Force and ten in research with Lee Instruments before accepting his present position. Mr. Larsen discussed antenna positioning and mounting of the radio unit itself in the aircraft, carbon and dynamic wires and stressed the importance of using aircraft quality co-ax cable, wire, end

fittings, connectors etc. There are no inexpensive radios today but the more expensive ones are much easier to repair. At \$18.00 or more per hour for a repairman, you are better off junking a less expensive radio rather than having it repaired.

A question period followed the presentation and coffee and doughnuts concluded the evening for the 44 persons attending.

APRIL MEETING

The April meeting is planned as a ladies' nite and the programme should be most interesting for the members and their wives or girlfriends as well. The Ninety-Nines is a famous lady Pilots organization and the Ottawa Chapter will be providing an interesting slide show covering their background projects and activities under the direction of Mrs. Felicity MacKendry. It should be one of the highlights of the year.

CESSNA SAFETY

Flight safety is always a timely topic and Mr. Joe Scoles, former Air Force Navigator and holder of an engineers licence and owner of a Cessna 170 who is presently working with MOT has prepared a summary of accidents involving this type of aircraft. We can all learn something from his research.

"The following material is drawn from official investigations of 51 reported Cessna 170 accidents that occurred in Canada during the 5 year period January 1970 to December 1975.

A summary of these investigations in general terms, is prepared to draw a profile of the typical accident and at the same time give the reader an opportunity to evaluate his or her weak points.

Many accidents resulted in total destruction of the aircraft. With one exception all suffered substantial damage. The exception was an in flight collision with another aircraft that resulted in minor damage but suggests a much more serious accident could have occurred from this accident.

In most of the 170 accidents studied the pilot appeared to be the weakest link therefore, an evaluation profile can be drawn under the following topics; age group; total experience; type experience; training; currency; pilot ratings; also included is a brief summary of accident types.

Age Groups: The majority of pilots in this accident survey placed between 26 and 55 years old, with about half between 36 to 45.

Total Experience: Most of these unfortunate pilots had less than 500 hours. Only 5 logged over 1,000 hours.

Type (170) Experience: Low experience or less than 200 hours.  
40% of all the accidents occurred to pilots with less than 25 hours.

Training: 37 of the 51 accidents occurred to pilots that had logged less than 5 hours dual on 170's. A few had logged up to 35 hours of dual.

Currency: 41 accidents occurred to pilots who flew less than 50 hours in the 90 days prior to the accident. Furthermore 50% of all these pilots had logged less than 25 hours during a similar 90 day period.

- 3 -

**Pilot Ratings:** The record shows most were private pilots. The breakdown is, one unlicensed, five commercial and the remainder private pilots.

**Accident Types;** these accidents all reveal inadequate training and a lack of airmanship. The in flight phase of each accident can be summarized as Landing, take-off or General:

**Landing Phase;** Nose over, undershoot, overshoot, hard bounce and loss of directional control for a variety of reasons.

**Take off;** Ground and water loops, taxiing upset, stall, and disorientation.

**General;** Collision with fences, wires and terrain, stalling from turns, disorientation from weather, getting lost and two cases of engine failure.

Most of the accidents could have been prevented if the pilot had taken the time to obtain more training coupled with a higher degree of awareness of his or her limitations, particularly of the hazards associated with low airspeed and low flying.

Over 40% of these accidents was due to some degree of poor airspeed control or misuse of rudder. The 20% that resulted from collision with fences, trees, autos, wires, poles and other aircraft are examples of carelessness, inexperience and inattention to the job of flying the aircraft.

Collision with wires during flight proved fatal, however it is significant that two legitimate engine failures caused no injury.

Have fun flying the 170 but remember most of the hard luck stories are born of inexperience, inattention, lack of professionalism and poor judgement."

- Joe Scoles

#### WHERE (CONT.)

Our plea for information on local airports has resulted in two submissions which follow. We would like to thank Ken Cavers and Larry Rowan for their support and encourage other members to follow their example.

#### RUSSELL

Many people when they hear the name of Russell Airport look at you and say "What and Where it that? I have never heard of it."

Well What is it? It is a busy little airfield seven days a week. Be it student pilot instruction or commercial, be it pleasure flying or business, charter work or just sightseeing, Russell welcomes them all.

Many come just to do a fly-in visit, and have a coffee and consult one of many charts on the walls and gaze in awe at the large pictures of old and new airplanes, actual photos of WW 1 and WW 2 aircraft.

Maybe a refueling stop is required for 80-87 or 100 octane? Both are on hand as well as several types of motor oils. If there is a problem at hand with your airplane which requires an A.M.E. there is a "A" man on hand at all times or nearly all times.

Russell Airport is one of few remaining training establishments that teach tail wheel, grass roots type flying at very low prices, one of the lowest in the entire Ottawa area.

With a Master Flyer and top rated Instructor such as "Gordon Thomas" teaching you, guiding you and helping you one cannot help but be a better pilot, as top quality is his watch word.

In the winter two runways are kept snow plowed 26 - 08. But under that snow there are more runways. 23 - 05 is almost ready for service and should be in use about mid-summer this year. A third runway has been started last fall, 35 - 17, and the plans make provision for night flying with all the necessary lights.

A new hangar with office building is on the drawing board at this time.

From visit to visit it is very plain to see that homebuilders are coming to Russell more and more frequently and I believe the reason is plain to see. The welcome mat is always out.

What is Russell, we an easy answer would be to say it is a "Haven to All".

Where is Russell, it is not difficult to find, just 18 miles east of Ottawa International at the town of Embrun and that is where it is all at.

Unicom - 122.8 is available.

AP-33 J

Take 417 to the Vars turnoff, then south 5 miles to Embrun and north 2 miles to the field (turn off at flashing yellow light.)

What is at Russell? The following aircraft call it home. John William's Tiger Moth, a Cessna 172, an Aeronca 7AC, two 150's, a 140, a Piper Cub J.3 and a Stinson 108. Tie down fees ar \$10.00 per month and the 22 Knot windsock is located at centre field. The operator is Golden Triangle Air Service and information on the condition of the field can be obtained by calling 443-5426. Runway 26 - 08 is 2800 feet long with another 1000 feet to come while 23 - 05 at present has 2000 feet. Why not drop in some time and pay us a visit.

N Emb.

12 - 7:00

- Ken Cavers

Alex.

July 17 - 10:30

Aeronca #24-6 \$18-

KARS INTERNATIONAL

Could this be a misnomer or a hint of things to come? To our knowledge there hasn't been any Immigration or Customs Office set up as yet for the building strip three miles south of Kars on the Rideau, but, who knows? A bit of jesting is good for the soul, but on the other hand we have never publicised the dreams, aspirations and plans for future development so we shall begin with a bit of history.

172  
24-

In 1969 we (Lar Rowan and Les Staples) had a dream to get flying a little closer to our doorstep. So we jointly purchased a rundown farm at Lat. 45° 06' 05"N, Long. 75° 37' 57"W. This "Farm" was about a mile long, flat, facing into prevailing wind and bordering on the Rideau River. It appeared to be an excellent property for an airstrip, land and water. We spent the first four years building the homes which would have this airstrip at e back doors.



We soon came to realize that anything that looks that good has to have some flaws and for the first time in our lives realized that a piece of land can be too flat for an airstrip. If we wanted to fly at times other than mid-winter and mid-summer, we had to do some head-scratching which led to some ground-scratching. With the aid of a D-8 Caterpillar; a vintage 1928 Grader, some very capable grader operating by Les Staples and Glenn Lockhard and a lot of sweat over a long-handled spade by Glenn, we now have a beautifully crowned strip. The strip is licensed at 2700' long and 200' wide. I sure hope it looks as good next spring as it did last fall with the newly planted sod looking every bit like a sod farm which was too long and too inviting to be lifted for someone's lawn. In fact, the strip looked so good from the air that Air Canada still announce "We are now passing over Kars Airstrip".

#### The Floatplane Base:

We have 40' of floating dock and a wind sock which meets M.O.T.'s requirements for a float operation. We have since found that the Rideau Watershed is controlled by Indian and Northern Affairs and they were not ready to grant permission for M.O.T. to license a floatplane base in waters adjacent to their canal. We were told that the entire position with regard to aircraft use of waters adjoining the Trent and Rideau Systems is being reviewed and that we may get a more favourable response to our request in 1976. However, we have been verbally advised that those who have been not using the Rideau may continue to not use it in the same manner as has been done in the past.

On November 26 M.O.T. issued a private airport license for Kars Rideau Valley Airpark.

#### A Word of Caution:

The field will be open this spring or summer as the sod becomes sound after the spring run off. The sod was freshly planted last year and when dry will support aircraft traffic, but it would be wise for the first while to phone Les at 489-3177 or Larry at 489-3466 before attempting a landing. There will be more written on the glider operations to be conducted at the field this summer, but for now please observe a normal left hand circuit and watch closely for glider traffic. When on a westerly approach, watch for power lines between the road and threshold. These lines are in the process of being buried, but the job is not yet complete.

- Larry Rowan

#### THE CHIEF

The February issue of our newsletter which went to EAA HQ carried a blurb on ecumenism in Aviation and occasioned the following letter for Paul Poberezny, head man of EAA. We are pleased and honored to pass it along.

Dear Father John:

I received my copy of Chapter 245's newsletter and must say I really enjoyed it.

I have found it extremely important for any organization to encourage close communication and contact with its members, and promote a good working relationship with other aviation organizations which also

support the many and varied phases of general aviation. We, in EAA, can take pride in that we have enjoyed this fine relationship with other aviation groups throughout the years. It is always better to work shoulder to shoulder with presidents of other associations, especially when meeting with government officials on matters pertaining to the welfare of us all.

I also support the philosophy that it is best to have a number of aviation organizations working together rather than depend on one single voice. Each organization with its leaders provides extra manpower and it also provides recognition for the particular interests of this group. A stronger voice and united front can thus be presented in matters pertaining to our common welfare, such as the energy situation, taxes and flight restrictions. Here in our own country people talk of aircraft burning fuel as if it was wasteful and a crime. Yet the automobile, the motorcycle, snowmobile, motor boats, etc. seem to be immune from such flack which certainly is all right with me. While attending some energy meetings in Washington, I found some very amateurish thinking both by government and some representatives of other aviation organizations. They talk of fuel learning, minimum warmups, flying a straight line, flying with two pilots in one airplane and leaving one plane on the ground to conserve fuel. To me it is a bunch of hogwash. They imply it is a crime to fly an airplane.

I have been touring around the United States and I have had one of our staff members working on a project which will be published a bit later in SPORT AVIATION. When I go into an airport, I ask the controller - "Has your region and FAA issued any instructions on fuel conservation to you in the handling of traffic?" Thus far, after many inquiries, we have found there have been none. In other words, government speaks out of both sides of it's mouth. On one hand they almost demand that we save fuel but think nothing of holding seven, eight or ten airplanes waiting takeoff while they play radar games. Or, even in the case of airliners, where the Professional Air Traffic Controllers, when they have a slowdown (going on strike, we call it) suddenly go into exotic so called safety rules, and cause delays, aircraft to hold and even be diverted to other airports to refuel and burning up more fuel than the general aviation aircraft fleet would use in two or three months.

My next visit to Washington, armed with these facts, should be quite enlightening.

Plans for the 23rd EAA Annual Fly-In Convention at Oshkosh are coming along very well. It looks like we will have about a 20% increase in attendance this year. This is based on the mail that we receive here at headquarters. Many people say it is getting too big. We don't advertise our event any other place other than in our own magazine, but the word gets out and people all want to share a part of what we have created, even though they are not all members. We realize that with growth there are problems, and I only hope that all EAA members will understand and take pride in what their organization is accomplishing.

I will be going up to Vancouver March 6 to meet with the chapter up there and I am looking forward to it. Also, I will be going to Paris, France on March 10, representing the United States on the World Amateur Built Antique Aircraft Club. We understand that Canada has a representative, however, we have not seen him at the meetings as yet. We have had meetings for the past three years and I don't recall his name as being involved in Canadian amateur aircraft building circles.

CF-IVO is doing well. We have the fuselage on your fine Tiger Moth down to bare bones: all the fittings have been taken off, cleaned and it is ready for recovering. Some day you will have the opportunity to again fly this beautiful airplane.

My very best to you and the chapter members.

Sincerely,

Paul H. Poberezny  
President

EDITOR'S NOTE

There is much food for thought in what Paul says. He visited Ottawa last spring for a CASI symposium on recreational aircraft. Perhaps we can have him back to a supper meeting of our chapter sometime. That would really be something. Thanks again to Paul for taking time from a busy schedule to write.

QUESTIONNAIRE REPORT

Frank Cianfaglione has prepared a summary of your responses to the questionnaire and it is attached to the newsletter (no, he didn't cut his finger, he used red ink!)

"AND NOW A WORD FROM OUR SPONSOR".....

Do you ever find yourself rewriting in your mind the script for some of the T.V. commercials one sees? Like the one last evening extolling the virtues of no lead gas. "See this spark plug after 50,000 miles, no pitting, no messy deposit build up, see this muffler, no corrosion, good as new with our wonderful no lead gasoline. re, we'll just saw it in two and show you the inside, how nice and clean it is?"

But then the announcer says "But you pilots are not going to get it. Instead of 80/87 we're going to make only 100L with 4 or 5 times as much lead to foul up your plugs, burn your valves and cause fliers to spray around polution and get a bad name. Us poor oil companies are not making enough money so we're going to quit making low lead 80/87 so you will just have to pay mechanics 18 bucks or so an hour to replace heads on your old engines at about \$500.00 each, if you can still get them. That's your problem, buddy. After all, us oil companies are in business to make money, not serve the public. You can hardly blame us for cutting costs any way we can no matter what the consequences are for you dumb bunnies with stupid old engines." If truth in advertising ever becomes law, it will make for interesting viewing.

AEROMART

Wanted

Low time certified Lycoming O235C1 engine complete with starter, alternator, starter ring gear, mags, harness and carburetor.

For Sale

Kingfisher Amphibian project-plans, all hull frame, fiberglass parts, fuel tank and many fabricated fittings \$900.00 firm.

Contact: Lionel Robidoux, 195 Crestview Rd., Ottawa, Ont. K1H 5G  
613-731-5814



Wanted

Skills and original type wheel pants for 1941 Taylorcraft BC-65 Deluxe in servicable or repairable condition.

Contact: Newsletter Editor - 998-3041

Note: Anyone requiring a xerox copy of the Skyway XS-15 Radio Handbook see your editor.

Wanted

Black faced Cub instruments (Bradford Penn) also zenith height meter (altimeter WW 1 surplus or 1930's, one needle)  
Continental A-40 engine and parts  
E 2 and J 2 Cub parts.  
Tachometer for above manufactured by Consolidated.

Contact: Garth Elliot  
Meadowvale, Ontario  
LOJ 1KO

COMING EVENTS

APRIL 27 - Tuesday - Keith Hopkinson Memorial Dinner  
Howard Johnson Motel - Toronto. Guest speaker Steve Wittman.

APRIL 29 - 2 MAY - COPA Annual Convention - Jasper, Alberta.

MAY 27 - Angel Derby - Quebec City to Ft. Lauderdale, Florida.

JUNE 5-6 - Annual Convention Canadian Aviation Historical Society,  
Valhalla Inn, Toronto, Ontario.

JUNE 6 - Breakfast Fly-in, Cobden, Ontario.

JUNE 19-20 - Air Show - Hamilton Airport, Can. Warplane Heritage.

JUNE 20 - Oshawa Breakfast Fly-in.

JULY 11 - Brampton Air Show, Brampton, Ontario.

JULY 31 - AUG 8 - EAA Convention, Oshkosh, Wisconsin.

AUGUST 30 - IAC Aerobatic Competition, Fond du Lac, Wisconsin.

SEPTEMBER 18 - Air Show, Moncton Airport, Moncton, New Brunswick.

If you hear of any events within flying distance from Ottawa, give your editor a call with the details.

195 Orestevew Rd., Ottawa, Ont.  
613-721-5814



TEAM CANADA

Canada has produced some great hockey players and when we take on the Russians nothing else on T.V. is of much interest. We win some medals in Olympic competition in swimming, skiing etc. But there is another Team Canada that should stir our interest. The World Aerobatic Championships will be held at Kiev in Russia July 25 - August 5 this year and if plans work out Canada will have a team entered for the very first time. An organization known as Aerobatics Canada was formed some time ago to foster the sport and form a team for international competition. A minimum of \$30,000.00 will be required, about the price of a new single engine Cessna. Donations to the cause are tax exempt. If you would like to help out or get more information; write to Doug Murray, Team Manager, Aerobatics Canada, Box 53, Station "Z", Toronto, Ontario M5N 2Z3.

Canada has produced outstanding pilots in peace and war. The Golden Hawks, The Centenaires, The Snowbirds, The Red Knight T-Birds, have all given Canada a reputation for producing superbe aerobatic pilots. This will be the first opportunity for individual Canadian pilots to test their metal in the challenging field of international competition. They deserve that chance. Let's do all we can to support them. If every pilot in Canada sent 2 bucks to the above address that would do it, but just to make sure why not send five. Show the guys you're really behind them. Use the form given below.

Ottawa, Ontario

April 1976

Aerobatics Canada  
Box 53  
Station "Z"  
Toronto, Ontario  
M5N 2Z3

Dear Doug:

Best wishes to yourself and the members of the Canadian Aerobatic Team in Kiev, Russia. Enclosed is a small donation to help out. A receipt for income tax  is not  is requested and may be sent to me at the address given below.

Sincerely,

Name \_\_\_\_\_

, EAA 245

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

MEMBERSHIP LIST (Page 10 to your list)

Please ammend your membership list by adding the following new members or corrections:

New Members:

K. Martin  
79 Rita Avenue  
Ottawa, Ontario  
K2G 2E9  
224-6327

Ronald Viau  
7 Leclerc Road  
Cantely, Quebec  
J0X 1L0  
827-2095

Roger C. Nantel  
1719 Rhodes Crescent  
Ottawa, Ontario  
K1H 5T1  
731-7984

Michel St Amour  
141 Foley Road  
Aylmer, Quebec  
(819) 684-2650

Louis R. Saumweber  
125 Cartier Street  
Ottawa, Ontario  
K2P 1K6  
236-1212

Jack Dods  
Box 193  
Manotick, Ontario  
K0A 2N0  
692-3253

Bill MacLean  
137 Aylmer Avenue  
Ottawa, Ontario  
K1S 2Y1

Lucien Legault  
1 Hemlock Street  
Aylmer, Quebec

Dick Moore  
267 Monterey Drive  
Ottawa, Ontario  
K2H 7B1

Frank Rothery  
18 New Haven Street  
Ottawa, Ontario  
K2G 0X5  
825-1344

Corrections: (in pencil)

W.E. Landry  
18 Beaumarif Drive

should read:

W.E. Laundry  
18 Beaumaris Drive

John Matewson

should read:

John Mathewson

Fred Horton  
6 Pine Street  
Box 52  
Stittsville, Ontario  
K0A 6G0

should read:

K0A 3G0