



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 300 Eagleson Road, Kanata, Ontario, Canada, K1G 3H8

April 1995

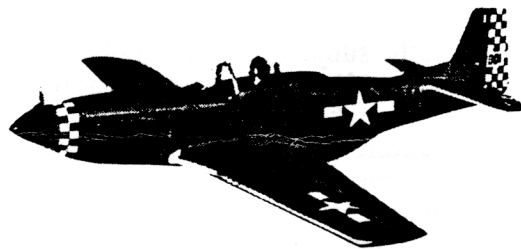
Next Meeting: Thursday 20th April

BUSH THEATRE NATIONAL AVIATION MUSEUM

Program:-Business

-Meeting Topic: Light Aircraft Maintenance by Bernie Adamache of Transport Canada

Please note: If you haven't already renewed for '95 then this is your last issue of Carb Heat



FEW Mustang

President:	Gary Palmer	596-2172	Aircraft Ops:	Dick Moore	836-5554
Vice Pres:	R. Emmerson	682-2058	Membership:	Barney DeSchneider	225-6003
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

(4313) - want dor (FAA)
 Dreme (Leathery Tool)
 need #2 philips bit - Valve grinding compound (fine)
 Head of staff on transponders - testing
 access into the board via modem
 AME will be allowed to overhaul an engine

941-8363
 941-8364

President's Corner

Spring has certainly arrived early this year, and our investment in new drainage seems to be paying dividends. Most of those parked on the grass should be flying much earlier than normal. I managed to get my bird in flying trim, and out for my first flight on Sunday March 26th. The conditions were CAVU, but as is often the case, the winds were 10 to 15 Knots at 90 degrees to 28, right out of the North. Nothing like a challenge for one's first flight of the year.

March Video Night:

For our March meeting we held a Video night featuring several interesting videos contributed by our members.

I think everyone enjoyed the trials and tribulations of Bill Lishman as chronicled in his **Cmon Geese** video. This brought new meaning to the term low & slow.

The Pegasair video also featured superb low and slow capability thanks to the automatic leading edge slats. Bill Argue is well on the way with his Pegasair project, and we look forward to seeing it later this year.

The Pelican Club was yet another Canadian design from our prolific Quebecois designers. It has been very successful, and I understand Ottawa Aviation Services plan to get one to complement their Katana training fleet.

George Elliott helped narrate the Cyclone Video, as he is building a C-180 version of this updated clone of the popular Cessna designs. George seems to be happy with his kit despite the challenges presented by the

relative paucity of documentation. Doug Irving's C-185 receives many visits from George trying to figure out just how it goes together.

Finally, the FEW P-51 Auto powered 2/3 Replica video provided inspiration for the would be fighter pilots. Being of composite construction, like my Lancair, I was intrigued by the development and testing processes used for the FEW P-51.

Chapter Hanger Insurance.

George Elliott, our intrepid financial wizard, is employing his subtle diplomacy, and extensive contacts in an effort to find us insurance for our chapter facilities.

Membership Renewals:

This is the cutoff month for 1995 memberships. If you haven't renewed yet, please ensure that we have your renewal by the next meeting if you want to continue receiving this fine Rag. Barney DeSchneider promises to make the next meeting to enroll the procrastinators, as well as new members.

On the subject of new members, we continue to see many new faces who are joining our chapter. Please, lets all make sure we include them in our meeting discussions, and make them feel at home.

Ivo Props Alert:

I received a copy of the newsletter of Minnesota Ultralight chapter 12, dated September 1994. In this article, Bob Treuter recounts his harrowing experience with an IvoProp while enroute to

Oshkosh in his Mariner Amphibian biplane. To make a long story short he lost a blade on the prop, and was fortunately able to safely land the aircraft with extensive damage; almost losing the engine which had broken free from the mount, which is normally a fatal event.

Bob's experience with Ivo was very discouraging as they said "Too Bad, That's the risk you take when you fly an experimental". Ivo's ads claim incorrectly, that they have never had a failure. Closer to home, some of you may be aware that Nigel Field also had an Ivo fail on his first circuit of the field; with two of the three blades de laminating, but fortunately not departing company from the plane. Nigel had also been assured that Ivos worked fine on Ezes. From my observations of the Ivos at Oshkosh, it seems a clever design that won't scale well to large powers, and is a resonance or torsional vibration event waiting to happen. Bob Treuter noted several similar failures amongst Oshkosh attendees, and at least one fatal accident in Australia.

April 20th Meeting Topic:

For our April meeting we have Bernie Adamache, from Transport Canada Air worthiness. Bernie will be discussing Light Aircraft Maintenance, and the new Canadian Aviation Regulations.

I look forward to seeing everyone at the Bush Theatre in the NAM.

Gary



YOUNG



EAGLES

A Program of the EAA Aviation Foundation

1995 EAA Young Eagles International Fight Rally Saturday, July 10, 1995 Carp Airport

How quickly a year passes! The second annual International Flight Rally to support the EAA Young Eagles program is almost upon us. Whether you are a pilot with a suitable aircraft or, like me, a member of the ground crew, it's not too early to start making preparations.

As the weather becomes warmer and more flyable, it's a good time to check your aircraft over, do some of those little maintenance chores, and do the annual inspection if it's due. Once the bird is shipshape, put some air time on it and yourself just to get comfortable with the traffic and the inevitable crosswinds at Carp Airport again.

Last year, we gave airplane rides to 47 Boy Scouts and young Air Cadets and their younger brothers and sisters. By 3 pm, we still had several willing pilots, but we ran out of Young Eagles!

This year, our goal is to give rides to 60 members of the Big Brothers Association of Ottawa. On June 10, thirty youngsters, their parents and their Big Brothers will descend on Carp Airport. At 12:30 pm, the second wave of thirty will eagerly arrive to experience flight in a small aircraft. We are also contemplating a small social get together of Chapter 245 after all the Young Eagles and their friends and relatives have left. More details to follow.

Groundcrew, start thinking about how you will participate in the Young Eagle Flight Rally. As we found out last year, it isn't really hard work; it's actually a lot of fun.

There will be volunteer sign-up sheets for both pilots and ground crew at the April and May meetings, but you don't have to wait until then. You can volunteer just by calling Lars Eif at 990-1409 (office) or 837-6680 (home). Our lines are open and our pens are poised!



HEY I THINK THE DRAWS ARE WORKING - I GOT IN 20 FEET FARTHER THAN LAST YEAR AT THIS TIME!

**General Meeting NAM
16 March 1995**

President Gary Palmer opened the meeting at 2200hrs by introducing our guests tonight. These were - Al Hepburn, a friend of George Elliot and a Twin Comanche owner. He came to see the videos. Allan Martel also knows George and he is also here for the show, as was Harry Lewis, I don't think he knew George but he's welcome anyway.

Lars did his rounds selling 50/50 tickets to support our efforts for the Young Eagles fly-day in June.

The first video tonight was "C'mon Geese" produced by Bill Lishman in 1989. Bill acquired a collection of eggs, incubated and hatched them and ensured that the youngsters imprinted on him as "mother". He introduced the goslings to the sound of his ultralight as they dashed across the field to the geese's favourite pond, yelling "C'mon Geese". He later modified his Easy Riser ultralight by adding a wheeled undercarriage to replace his questionable legged one. The power source was also altered from muscles and gravity to a small engine. With this setup he would drive up and down the grass runway with the geese following in rough formation. Then on one fine day he led them down the runway and into the air. After many "training" flights the geese naturally fell into formation with the ultralight. The video footage was nothing short of spectacular. These large and graceful birds have much to teach us about interacting with the atmosphere around us.

Thanks are due to Ken MacKenzie for the loan of this very interesting video.

At 2230 hrs Gary brought us back to the business portion of the meeting.

Roger Fowler and Eric Taada are looking for the springed undercarriage of George Ried's old Taylor Monoplane. They have a builder who could use the gear. Please contact either of them if you have an idea where the parts have wandered off to.

The local RAA chapter is having a meeting at Kars on Wednesday April 19th. For their June meeting they are hoping to have Lindsay Caidenhead of Transport Canada.

Back to the videos.

The next video featured the Pelican Club, a composite fuselage and metal winged high wing that is being produced near Montreal by Ultravia Aero International. This aircraft was designed in 1984 and first flew in 1985. It is currently sold in 18 countries. This aircraft has proven to be an excellent inexpensive and rugged primary trainer.

Ottawa Aviation Services is purchasing one for their local Flying School. Thanks to Barney Deschneider for this videotape.

Gary now came back with an important **safety bulletin** concerning the IVO **Propellers**. There have been several incidents of propeller delamination leading to disaster elsewhere and near disasters locally when Nigel Fields test flew one on his Long EZE.

The next tape was supplied by Bill Argue. He is working hard at another Canadian design called the Pagazair. This super STOL aircraft exhibits some phenomenal slow flight abilities. Some time in the near future we will be having a tour of Bill's shop. One of our visitors this evening was Paul Scofield and his wife. He is a marketing specialist looking at marketing the aircraft in Canada and Internationally.

Thanks are also due to Hugh Frampton for his F.E.W. mustang video. This composite construction WW II Mustang Replica is powered by an automotive V-6 and it looks like an upscaled REVEL plastic model.

George Elliot brought us his Cyclone (clone of a Cessna 180) video. He has been doing some extensive investigating of Doug Irving's airplane. The Cyclone is of more robust construction, has a longer wing, and will take tri-gear, conventional gear, floats or skis. A very versatile aircraft.

Rod Emmerson attended a WCAA meeting concerning the upgrades being done this summer. It appears that the main runway will be closed for the duration but the old 04 runway is to be patched up for tenant use. The biggest potential problem is with possibly rescheduling our breakfast. We'll be discussing this at our ecec meeting.

I now have to cut this short due to recurring software problems. Ed.

**ATTENTION:
EAA Members at Carp**

The *South Renfrew Municipal Airport* "ARNPRIOR" is now taking reservations for tie-down spots in front of our new terminal building. While your airport is closed for the construction of a new runway, you are most welcome to come and stay at ARNPRIOR.

For those of you who register early, there are lots of parking locations adjacent to the Terminal Building. This parking guarantees that your prop is parked over asphalt.

The tie-down fee is \$25.00 per month and we have the same rate for those who need waterfront spots.

Fuel prices: AVGAS
100LL - \$.76 per litre
80/87 - \$.76 per litre
available soon
Jet A \$.66 per litre
Aircraft tied-down at Arnprior also receive fuel discounts.

FREE CALL OUTS

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(613) 623-0723 evng

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31 March 95

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>>>>NEW THIS MONTH!!!!!!!

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65 hp VW engine.
Moving -Must Sell \$9999.00
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4/95

Cessna 150, 1967, 2500hrs TT, 750
SMOH, factory reman, needs some paint,
excellent \$18,000.00

Cessna 150, 1966, 3500 TT, 1000 SMOH,
recent paint, fresh C of A \$16,500.00

Mike Sacoutis (613) 729-3774.
94/10

Zenith CH250TD taildragger, aerobatic
waiver from DOT, 8G+. Low total time,
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.

NEW!!!!

7AC Champ Project, complete \$4500.00

11AC Chief Project,
60% done, new parts \$6000.00

Baby Ace, 70% complete with Continental
A40 Engine \$4000.00

Lots of parts, mags (new) Tons of A/N/
hardware

Larry Loretto 613-675-2301
613-737-2933

95/3

RV-4 Empennage Kit. With plans,
dimpling and rivetting tools, jig materials,
etc

Invested to date - \$1600.00. Will sell for
\$1200.00. Offers?

Alex Clanner 736-0555

PARTS FOR SALE:

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

From Tim's parts bin

KR-2 Canopy frame \$50.00

- Cleco pliers, U.S. made, new. \$10.00
- Bute-dope**, insig. white -unopened
gallon. bahama blue \$40.00
- Automatic pilot gyro**, Piper, horizon unit
P/N 52R21 \$100.00
- Autopilot gyro, Tactair, horizon \$100
- Mach meter \$50.00
- A.C. tach, 0-3500 rpm \$30.00
- ASI, high speed, 0-300 mph \$30.00
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with bowden cables \$20.00
- Brake disks, chrome, C-150, for six hole 3
piece wheel. \$200.00
- Rudder pedals, Mooney, castings only
\$20.00
- VSI, 0-6000 fpm \$100
- Operators handbook,
Beech Sierra 200 B24R \$20.00

Tim Robinson 824-5044 94/10

Cessna master cylinder

Dave Stroud 226-7889h
727-9304w 3/95

Lots of parts; Throttle cable, mixture
cable, cabin hot and cold air cables,
electric flap motor c\w transmission
Cessna 150, control yoke 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,

Ron McMillan 837-6865,

Butyrate dope, 5 gallon pail, new \$?

Mike Sacoutis (613) 729-3774.
94/10

PROPELLERS:

Hartzell constant speed - HC82VL-1D1
to fit O-320 plus governor and vernier
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Mike Sacoutis (613) 729-3774.

Propeller, Hartzell HC82XL-2C constant
speed plus governor for 320-360 Lycomings

Garry Fancy (613) 836-2829

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

Jacques Pilon (613) 446-4175

ENGINES:

O-300A 1750 SMOH, O-300C bottom end,
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

STS7600 Handheld transceiver, \$259.00
Dave Stroud 226-7889h
727-9304w 95/3

AIRCRAFT SUPPLIES:
Steel, Aluminum, Plastic, Wood and Hardware.
 Available from - Grass Roots Aviation
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Dave Drain (905) 434-4651

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745-9161

INSTRUMENTS:
Guages
 -Altimeter \$50.00.
 -ASI \$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 evngs.

Flight controls from Piper Tomahawk: hanging rudder pedals with brake cylinders, control wheel yoke assembly.
Garry Fancy (613) 836-2829

WANTED:
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4/95

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Luc 744-5347

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

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 1st OF THE MONTH
PLACE YOUR ADS BY PHONING ANDY AT 591-7622
Classifieds Editor



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 Become a part of EAA's growing family. Complete both sides of this form and mail with your membership payment to EAA Membership, P.O. Box 3086, Oshkosh, WI 54903-3086. For faster service call toll-free
1-800-322-2412

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CHECK ALL THAT APPLY

PILOT	STUDENT PILOT	AIRCRAFT OWNER	ENTHUSIAST
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Canadian Amateur-Built Aircraft Register
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Katana

Specifications & Performance

AIRFRAME: Full-fibre all composite construction.

Wing Span	35'4"	10.8 m
Length	23'6"	7.2 m
Height	6'11"	2.1 m
Gross Weight	1,610 lbs.	730 kg
Useful Load	520 lbs.	236 kg
Basic Empty Weight	1,090 lbs.	494 kg
Fuel Capacity	20.9 U.S. gal.	79.1 L

PROPELLER: Constant speed with composite blades.

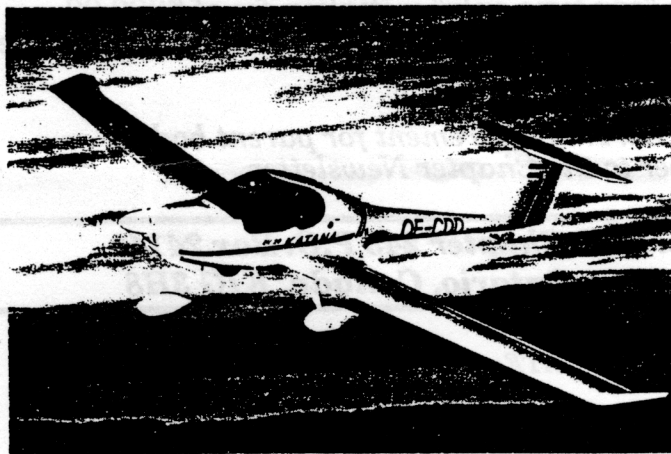
ENGINE: Bombardier Rotax 912

- 81 horsepower
- 4 cylinder, horizontally opposed
- Combination liquid and air cooling
- Dual electronic ignition

PERFORMANCE:

Never exceed speed (Vne)	161 kts	185 mph
Cruise speed (75% power)	119 kts	137 mph
Maximum range	523 nm	602 sm
Rate of climb (at sea level)	730 fpm	
Service ceiling	14,000 ft.	
Stall speed (flaps up)	50 kts	
Stall speed (flaps down)	44 kts	
Landing (over 50')	1,490 ft	(over 15 m) 454 m
Takeoff (over 50')	1,600 ft	(over 15 m) 488 m
Fuel efficiency (65%)	34 mpg	
Exterior noise (takeoff)	65.2 db	

All specifications, performance data and measurements are stated in U.S. standards. Operating procedures specifically mentioned or implied in this document are not intended for aircraft operation. Consult the appropriate Pilot's Operating Handbook for information pertaining to flight.



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EAA Chapter 245 (Ottawa)

P.O. Box 24149 300 Eagleson Road, Kanata, Ontario, Canada, K1G 3H8

NEW: ___ **RENEWAL:** ___ **DATE:** _____

EAA NUMBER: _____ **EXPIRY DATE:** _____

>>See Annual dues note<<

NAME: _____ **PHONE:** _____ - _____ **H**
ADDRESS: _____ - _____ **B**
_____ **PC** _____ **ext** _____

AIRCRAFT & REGISTRATION: _____
(or aircraft of interest) _____

OTHER AVIATION AFFILIATIONS:

RAAC: | ___ | **COPA:** | ___ | **Other:** _____

ANNUAL DUES: January 1st to December 31st. (Prorated after March 31st for new members/subscribers).

>>> **Note:** Associate and Full Chapter members *must* also be members of the EAA parent body based in Oshkosh, Wisconsin - \$35.00US.<<<

| ___ | **Associate Member:** \$30.00 Entitles one to the newsletter plus Chapter lounge privileges.

| ___ | **Full Member:** \$55.00 plus a "one time only" initiation fee of \$200.00. This entitles the member to full hangar, workshop and tie-down privileges. (Tie-downs are billed extra at \$20.00 per month).

| ___ | **Newsletter subscriber:** \$30.00. No requirement for parent body membership. Entitles the subscriber to the Chapter Newsletter.

**Make cheque payable to: EAA Chapter 245 P.O. Box 24149
300 Eagleson Road, Kanata, Ontario, Canada, K1G 3H8**

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