



# Carb Heat

Hot Air and Flying Rumours

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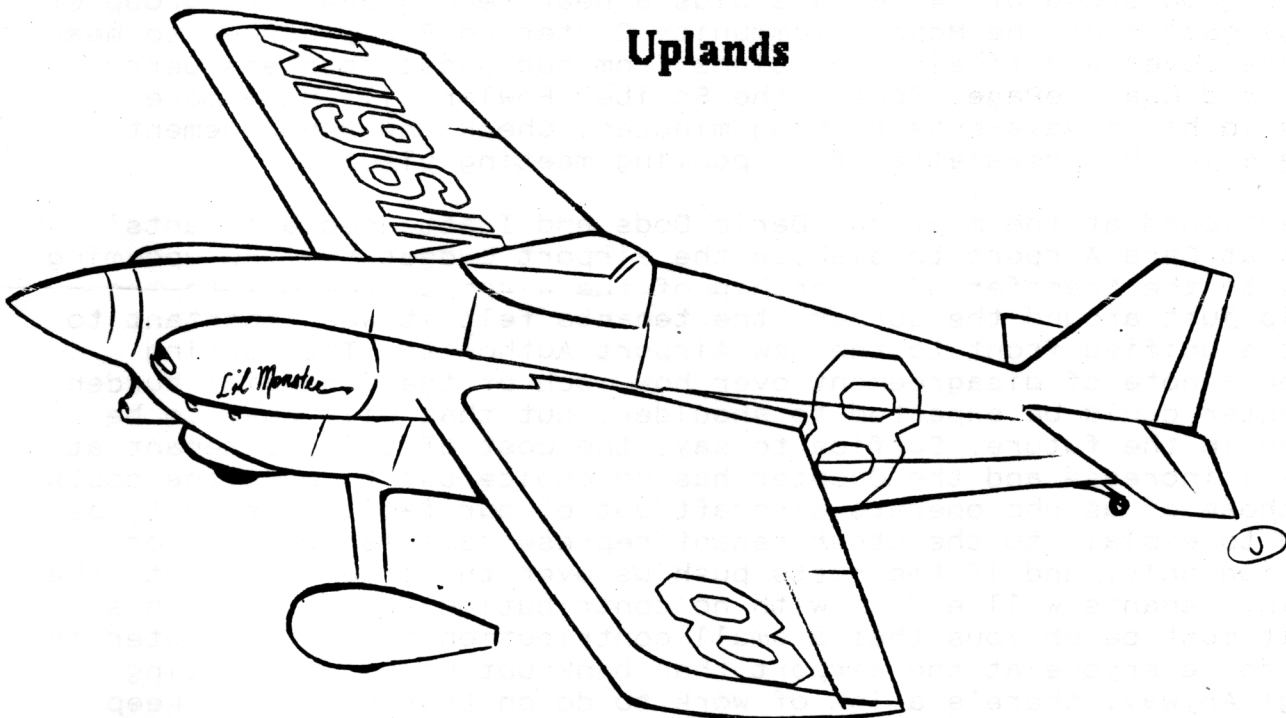
## Next Meeting

Friday Feb 15th

7.00 p.m.

N.A.E

Uplands



PRESIDENT: Lars Eif 837-6680  
VICE-PRESIDENT: Gary Palmer 596-2172  
SECRETARY: Luc Martin 744-5347  
TREASURER: Deric Dods 692-6121  
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## President's Corner

Those who read my parting shot in the January newsletter will recall that I asked if anybody knew if there was a Seawind builder in the area. Well, I was only joking! But Jim Robinson didn't take it as a joke; he called me up and said that there is a Seawind builder in Ottawa. I've contacted George Mackenzie about his project, but as he is still waiting for the kits to arrive, it is a bit premature for him to give us a meaningful presentation on the construction of a Seawind. I will contact him in a year or so for a speaking engagement to the Chapter assuming he receives the kits which he and his partner ordered five years ago.

In the Good News department is the response that we are getting from a few Chapter members who are willing to assist builders as EAA Technical Counsellors and as inspectors in the AIR program when the call comes. This is very encouraging indeed, and on behalf of all the rest of us, my thanks goes out to those volunteers. I will formally announce the names when the Tech Counsellor appointments are approved by EAA Oshkosh. Incidentally, we have also received ideas for speakers for future meetings, which is good. The thing is, though, these suggestions came from the very same people who volunteered to be Counsellors and Inspectors! C'mon, the rest of you, let's get some ideas from you, too!

By now, most of you know that because of the Gulf War, NRC had to go to heightened security as did all federal government departments in Ottawa. That left us without a place to meet with only one day's notice. Despite Henri Beaudoin's best efforts, nobody could accommodate us with that short a lead time, and we were forced to postpone the meeting for a week. Notwithstanding the change in venue, we had a good crowd of 24 members plus a near record-breaking group of 9 guests gather at the McNabb Community Center on Percy Street to hear about pre-cover and final inspections from our guest speakers Gerry Germain and Real LePage. Roger "the Scribe" Fowler will have more details in his always-entertaining minutes. Check the announcement elsewhere in this newsletter for upcoming meeting places.

As I mentioned at the meeting, Deric Dods and I attended a tenants' meeting at Carp Airport to discuss the airport budget for the upcoming year. With the transfer of ownership of the airport from DOT to the Township just around the corner, the tenants felt it was important to present a unified front to the new Airport Authority. The meeting ended on a note of disagreement over how much of the financial burden the Chapter could be expected to shoulder, but that will have to be resolved in the future. Suffice to say, the cost of being a tenant at Carp will increase and the Chapter has no choice but to pass the costs on to those of us who operate aircraft out of our facilities. But, as I tried to explain to the other tenant representatives, we fly for recreation only, and if the costs push us over the breaking point, the remaining tenants will end up with no contribution from us. In this case, it must be obvious that a small contribution from the Chapter is better for everyone at the airport than bankrupting us and getting nothing! Anyway, there's a lot of work to do on this yet; I'll keep you posted as events unfold.

I'll stop now, as I want to leave room for some important announcements and some info that Rem Walker sent from the EAA Canadian Council. Don't miss the February meeting; it's a tour that is always enjoyable!

# EAA CHAPTER 245 MEETINGS - 1991

MONTH	DATE	LOCATION
February	Friday, 15 Feb 91	Building 61, CFB Ottawa North
March	Thursday, 21 Mar 91	McNabb Community Center
April	Thursday, 18 Apr 91	McNabb Community Center
May	Thursday, 16 May 91	EAA 245, Carp Airport
June	Thursday, 20 Jun 91	EAA 245, Carp Airport
July	Thursday, 18 Jul 91	EAA 245, Carp Airport
August	Thursday, 15 Aug 91	EAA 245, Carp Airport
September	Thursday, 19 Aug 91	EAA 245, Carp Airport
October	Thursday, 17 Oct 91	National Aviation Museum
November	Thursday, 21 Nov 91	National Aviation Museum
December	No Meeting	

**FRIDAY, FEBRUARY 15, 1991**

**OUR LAST FRIDAY MEETING!!!**

**TOUR OF NRC'S AEROSPACE RESEARCH UPLANDS LABORATORY**

**Location:** Building 61, CFB Ottawa North (Uplands)

**Parking:** Lot U-61 (See map)

**Time:** 7:00 pm (Very important; no one admitted after 7:30 pm!)

**Identification:**

Visitors' names will be checked off against the Chapter nominal roll. Visitors who are NOT Chapter members as of 25 Jan will be admitted only if their names have been added to the list submitted to NRC in advance. Contact Lars Eif to make arrangements for non-Chapter attendees.

**NINETY-NINES OPEN MEETING**

**Everyone is welcome!**

**Date:** Thursday, March 28, 1991

**Time:** 7 p.m.

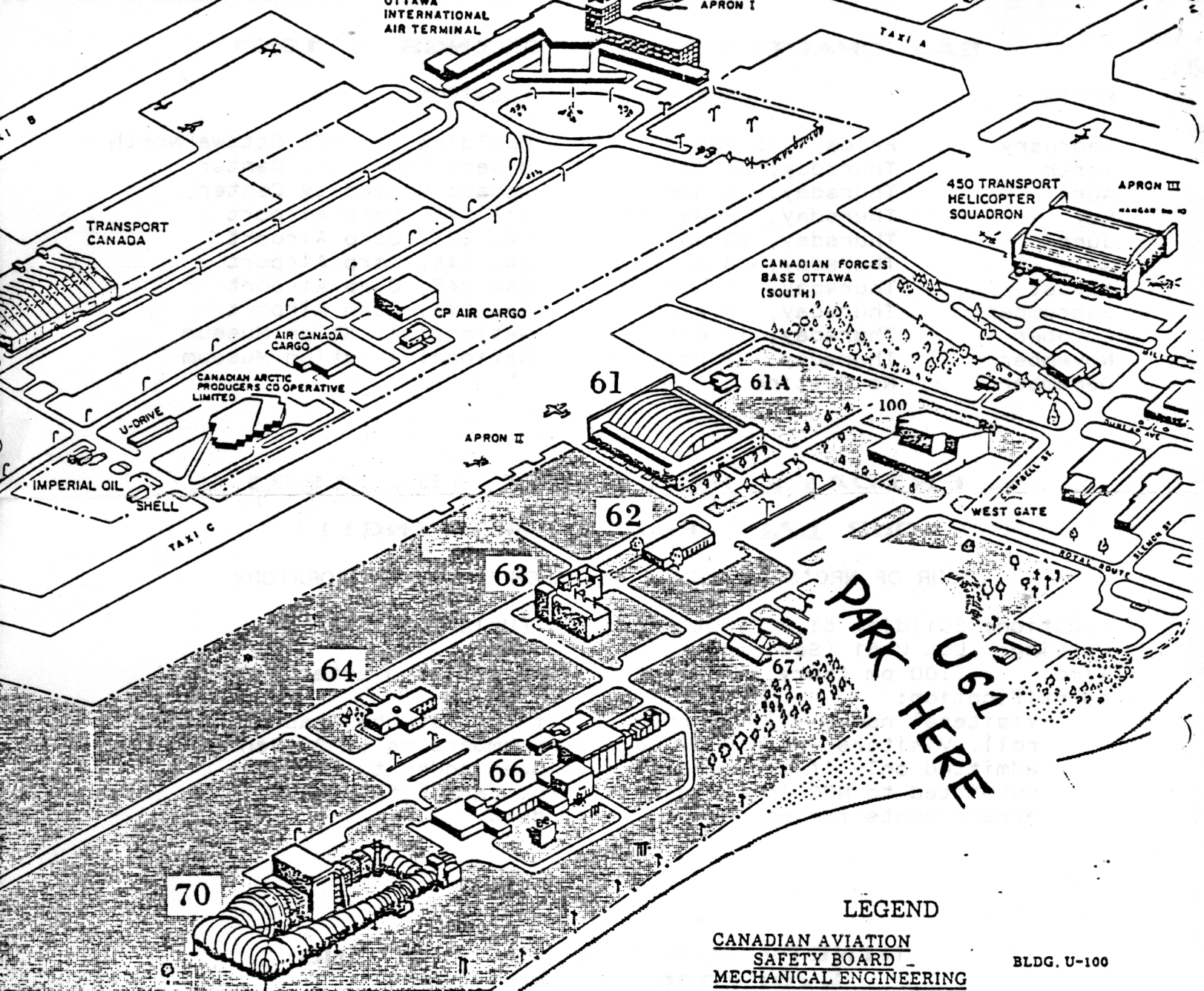
**Place:** Ottawa Flying Club

**Guest Speaker:** Elaine Summers on Accident Investigations

**Read at your own risk!**

**The information contained herein may be filled with inaccuracies, halftruths, misinformation and down right fibbing.**





"CFB OTTAWA NORTH"

ENTER VIA  
 BOWESVILLE / ROYAL ROUTE  
 HUNT CLUB RD.  
 FOLLOW ROYAL  
 ROUTE TO THE  
 END.

LEGEND

<u>CANADIAN AVIATION</u>	
<u>SAFETY BOARD</u>	
<u>MECHANICAL ENGINEERING</u>	BLDG. U-100
<u>RAILWAY LABORATORY</u>	
• LADING	91
• LOW TEMPERATURE	
CLIMATIC CHAMBER	88
• PUMP HOUSE	84
• RAILWAY DYNAMICS	89
• STRENGTH TESTING	90
• WEAR FACILITY	87
<u>NATIONAL AERONAUTICAL</u>	
<u>ESTABLISHMENT</u>	
• OFFICES	64
• FLIGHT IMPACT SIMULATOR	69
• FLIGHT RESEARCH HANGAR	61
• HEATING PLANT ( C.F.B. )	63
HIGH SPEED AERODYNAMICS	
( 1.5m WIND TUNNEL )	66
• N.A.E. SUPPLY AND STORES P.E.S.	62
• LOW SPEED AERODYNAMICS	
( 9m WIND TUNNEL )	70
• STORAGE	67,68
• THRUST AUGMENTATION	61A

TO OTTAWA  
 MC CARTHY RD.





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EXPERIMENTAL AIRCRAFT ASSOCIATION  
CANADIAN COUNCIL

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January 1, 1991

2318 Garnet St,  
Regina, Sask.,  
S4T 3A2

TC: Canadian Council Directors  
EAA Chapter Presidents

This memo is being sent early in the New Year to enable you to get a head start on the items listed.

- GST. Copy of information as it pertains to most EAA Chapters in Canada. There are a few that will have to be part of the GST and they should take appropriate action by contacting GST officials right away, if they have not done so.
- CASTC. The EAA Canadian Council has provided \$3,500.00 to the Canadian Aerosport Technical Committee to enable Ted Slack to continue his work on the Recreational Aircraft Category in Canada. CCPA, Murphy Aviation, Zenair Limited and Seawind International, as other contributors, are assisting in this important effort.
- Importing Aircraft from U.S. The Council receives the occasional request for assistance or information to import a U.S.-built homebuilt into Canada. The intent is to pass it off as having been built by the importer. Some get away with it but if the inspector starts asking for proof that the structure was built by that person it could be a problem. This has happened. It has cost a lot of money with the end result that a Flight Permit will not be issued. Chapter 549 covers this. Be sure your members are aware of this provision. EAA and the Council, as noted in previous issues of CHAN and SPORT AVIATION, will continue to defend the present Amateur-Built Category and the 51% rule, but will not go out on a limb to help those trying to circumvent the system.
- The Transport Safety Board has released a report of a safety study on VFR Flight Into Adverse Weather, Report No. 90-SPO02. The TSB has made several recommendations to DCT. These might be of interest to you or the Chapter members. Weather Minima for VFR flight, Special VFR, VFR-Over-The-Top, Night Visual Flight, Night Endorsement, Pilot Licensing, Licence Validity, Licence Privileges, Instrument Endorsements, Helicopters, Commercial Ops, Aircraft Equipment, Safety Promotion, etc., are covered. The Council is prepared to photocopy its original and mail it to you. In Canada, cost is \$8.00 for surface mailing to you. Airmail \$10.00.
- Chapter 549, AMA 549:11 is reserved for Noise Emission Control for Amateur-Built Aircraft. It is going to be a problem. For others it is, or, has been, a problem. Small strips have been shut down because of noise. EAA Chapter 245 President, Lars Eif, has a few words about this subject which are quoted on the reverse side of this memo. Your thoughts on this subject are going to be very important in the months ahead.

.....over.....

- Emissions

Pollution emission standards for transportation products such as motorcycles, snowmobiles, outboard motors, etc., have been ready for promulgation for some time. The right push from the legislators is all that will be needed to get them in to place. When the standards go out for comment the manufacturers and dealers are going to respond. There will likely be grandfather clauses but the cost is going to be hard hitting.

Where do the amateur builders fit in? If a fellow finishes his 1994 Lancair after the legislation is in place, will the grandfather clause apply to his 1968 Lycoming C-320, or to the new aircraft as a whole? Suppose he uses a 1993 Ford V-6 engine with a reduction gear on it. The first thing he does is remove 60 pounds of emission control equipment before installing the engine. Will he be denied a Flight Permit because he does not meet the emission standards for a 1993 Ford? What about engines such as the Rotax? An exemption for aircraft? Can we convince the legislators that we have more right to fill the air with toxic emissions than others such as snowmobilers, boaters, etc?

What about noise. Radio control model fields and small privately owned airstrips have been shut down by neighbours complaining about noise. Flyers, it is suggested, should do everything possible to minimize noise from their aircraft whether it is a 1/4 scale or a full sized one. It is common to hear amateur-builts with straight pipes snarling loudly to announce their arrival or departure from small strips in areas where city dwellers have purchased acreage to get away from the "noise". It might only take one complaint to jolt neighbours to revolt against the strip responsible for the noise emission.

The key to our survival is to be heard. Individual chapter members must be made aware of the need to respond when DOT requests comments on various topics. Consider the Mode C proposal of 1988. Of the tens of thousands who received the Aviation Information Circular only 219 replied. When DOT sees that kind of apathy is it any wonder we get stomped on? If each EAA member in Canada, at that time, had responded DOT would have had over 4000 responses from EAA alone. Add to this the others in RAAC, COPA, IFF, etc., there should have been sacks of mail on the desks of DOT officials. 219 is hardly noticed. Even though the Council (or other organizations) send responses, representing its memberships, it is not as impressive as 4000 replies as opposed to one representing 4000 EAA members in Canada.

Lars suggests we, as homebuilders, take the first step to control noise emissions. It may be unpopular but it is better than having small strips and airports closed because of noise. Toxic emissions is going to be tougher. We will have to be vocal right from the start. You can sure bet your bottom dollar that the dealers and manufacturers of motorcycles, outboards and snowmobiles will be letting their comments be heard.

Sincerely,

EAA CANADIAN COUNCIL,

R. Walker,  
Chairman.

Ted Slack's address if your Chapter wants to send a contribution to assist with the Recreational Aircraft Category:  
CASTC,  
Suite 201  
15 Grenfell Cres.  
Nepean, Ontario  
K2G 0G3



**COMMUNIQUE COMMUNIQUE COMMUNIQUE COMMUNIQUE**

**REPORT OF A SAFETY STUDY ON  
VFR FLIGHT INTO ADVERSE WEATHER**

#12/90

(To be released on 20 December 1990)

(Hull, Quebec) - Pilots call it "pushing the weather". This situation occurs when a pilot, flying by visual flight rules (VFR), encounters adverse weather conditions or Instrument Meteorological Conditions (IMC), but decides to continue the flight anyway. Whatever you call it, the practice is dangerous and potentially fatal.

The Transportation Safety Board (TSB) has just released a Safety Study on VFR Flight Into Adverse Weather. The report looked at 333 "pushing the weather" accidents that occurred over a ten year period. The data show that these types of accidents account for a disproportionate number of fatalities each year.

VFR flight into IMC weather conditions accounted for six percent of all aviation accidents in Canada. More significantly, they accounted for 23% of all fatal accidents and 26% of all fatalities.

The Board found that the accident causes and contributing factors had recurring themes. These included:

- inappropriate pilot qualifications or proficiency for the conditions encountered;
- shortcomings in:
  - the permissible weather minima for VFR flight;
  - pilot training;
  - pilot licence privileges.

In some cases, current industry practices and limitations in aircraft equipment and weather briefing facilities exacerbated the circumstances leading up to the accidents.

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**Canada**



The Board found that the phenomenon is not limited to any particular sector of the aviation community, and that diverse action is required. Of particular concern to the Board was the safety of the fare paying public using small commercial charter operators.

Approximately 35% of the accidents studied occurred to aircraft operating in commercial operations. These were generally small commercial charter operators working in the more remote areas of the country. In light of the accident data, the Board believes that serious consideration must be given by Transport Canada (TC) to instituting additional safety criteria into the regulatory standards. By doing so TC would be ensuring that a high standard of safety is provided for all passengers who use the air transport system.

The TSB believes that full implementation of the 26 recommendations made in its report will go a long way towards redressing the pervasive conditions leading to this type of accident which claims so many fatalities.

-(30)-

**FOR MORE INFORMATION:**

Marvise Brunet-Lalonde  
Senior Advisor, Communications  
(819) 994-8051

James Harris  
A/Manager, Public Affairs  
(819) 994-8053



## CLASSIFIED SECTION

### AIRCRAFT FOR SALE:

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

1941 Aeronca Chief, 65 hp, 1650 TTSN. C of A to June 90. Totally restored in 1986. Always hangared. Asking \$11,995 or best reasonable offer. Contact Gord Coleman at (416) 298-1360.

Jodel D-112 C-FYOR 65 hp Continental 290 hrs TT. Always hangared. \$8950. Andy Douma 992-8659 days.

Piper Pawnee, 150 hp, \$17,000. Also Jurca Sirocco, 1980. 200 TTAF; no engine; retractable gear; radio, instruments. Nice machine. Best offer. Call Mike at (613) 729-3774.

### PROJECTS AND PLANS FOR SALE:

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 Proulx (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. Asking \$6000 or will consider trade for CH 701. Call Jim Robinson at 830-4317.

Rotorway Scorpion II (133) kit. Engine in box. Some work completed. Can be converted to Exec by buying special kit from Rotorway. Selling for health reasons. Will accept reasonable offer. Bill Arrain (902)963-2261.

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.

FOR RENT: Hangar space for one aircraft at Carp. \$100 per month. EAA members only. Call 832-2691.

### CLUB NEEDS

Platform weigh scale like type to weigh feed sacks. We have one, need a second one. Gas-powered snowblower needed.

Classified Editor: Lars Eif 837-6680.

Carb Heat June '90.