



# Carb Heat

NEWSLETTER

Hot Air and Flying Rumours

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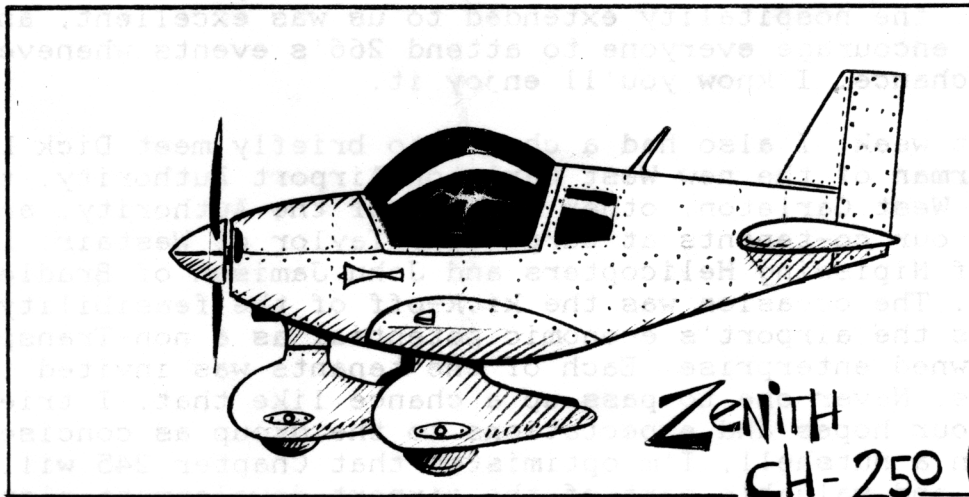
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Terminal, Ottawa, Ontario, Canada, K1G 3H8

**OCTOBER 1990**

Next Meeting: Friday Oct 19  
7:30 - N.R.C. 100 Sussex Drive

Topic: The McKenzies' Trip To The Yukon



Zenith  
CH-250

(WITH  
APOLOGIES  
TO  
ANDY.)

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VICE-PRESIDENT: Gary Palmer 596-2172  
SECRETARY: Andy Douma 591-7622  
TREASURER: Deric Dods 692-6121  
EDITOR: James Oliff 724-6123

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SPECIAL EVENTS: Gord Standing 224-2879  
PUBLISHING: Dick Moore 836-5554  
MEMBERSHIP: Rodney Stead 836-1410  
RECORDING SECRETARY: Roger Fowler 225-6070

## President's Corner

Fall is definitely here, with its windy and cold weather. The September weather was sure a disappointment, with all those rainy weekends. Our luck with the Breakfast Fly-In was nothing short of astounding...with the Saturday set-up taking place in horizontal (read "wind-driven") rain and the Sunday afternoon again became overcast. But Sunday morning was absolutely perfect, resulting in 117 paid breakfasts being served, 34 visiting aircraft, and even a little profit going into the kitty after the bills were paid! Who could ask for more? While you, the members, can't take credit for the splendid weather, you can certainly be proud of the enthusiastic support of the fly-in, both as workers and as drive-in or fly-in participants. Last, but by no means least important, was Gord Standing's usual detailed planning and his and Helen's enthusiastic management of the event that made it such a success. That event exemplified the true EAA spirit in spades. Well done, workers and participants, alike!

A lot has happened in the last two weeks, as well. To begin with, Luc Martin and I drove down to Ceders Airport to attend EAA Chapter 266's Weight and Balance Workshop. Despite the rotten weather, the classroom was full for the theory part, but of course, the line-up of aircraft waiting to be weighed didn't exactly tie up traffic on the 401!. Regardless, Ted Slack's lesson was, as usual, well delivered and well received. I saw four aircraft weighed and balance calculated: a sleek new turbocharged Mooney, a neat and tidy Cessna 172, a beautifully-restored Volmer Sportsman amphibian and finally, the speedy little KR-1 which visited us at the Fly-In at Carp. The Workshop was very well organized and informative, but I had an ulterior motive for attending: it gave me an opportunity to meet 266's President, Mike Flahauld as well as Frank Hoffman and Bob Gairns who are well-known people associated with Chapter 266. As I expected, the hospitality extended to us was excellent, and I heartily encourage everyone to attend 266's events whenever you get the chance. I know you'll enjoy it.

Last week, I also had a chance to briefly meet Dick Lalande, the Chairman of the new West Carleton Airport Authority, the Mayor of West Carleton, other members of the Authority, and all three of our co-tenants at Carp: Tony Taylor of Westair, Luc Poulin of Nipissing Helicopters and John Jamison of Bradley Air Services. The occasion was the kick-off of the feasibility study to assess the airport's economic potential as a non-Transport Canada owned enterprise. Each of the tenants was invited to say a few words. Never one to pass up a chance like that, I tried to express our hopes and expectations to the group as concisely as I could. In a nutshell, I'm optimistic that Chapter 245 will be an integral and valuable part of the airport development plan as it unfolds. Anyway, time will tell.

So much for my exploits, which were tame compared to the adventures that Andy Douma and Ted Chambers will tell you about actually flying to Chris Heinz's Zenith gathering in that rotten weather on the 23rd of September, and James Oliff's 3200 mile, not kilometer drive to attend a weekend Pitts Party. What's a Pitts Party, you ask? Read James' article and you will find out!

Well, that's enough carb heat from me for this month. 'See you at the meeting!

## Minutes of Sept. 21 Meeting Held at Carp

Calling the meeting to order at 8:03, President Lars wiped an icicle from his cheek and announced that this would be our last meeting for '90 at Carp. He also noted that we may be looking at an alternative to NRC in the new year.

**Welcome** Lars extended a particularly warm greeting to the RC modellers—**Gerry Nadon** (Pres.), **Jean Diotte**, and **Ed Ray**—who provided the feature attraction of the meeting. Also on the guest list were **Andy** and **Chris Bereglaszy**, a father and son team who are just beginning a Falco.

October will be *election night* for the chapter. The positions of President and Secretary are up for grabs. **Andy Douma**, our long-serving, hard-working, Secretary, has decided to take a well-earned rest. He promises to help his replacement as much as he can.

Also anxious for relief is **Gord Standing** in his role as **Capt. Caffeine**. Between them, **Alex Fulton** and **Gord** have performed the monthly task of providing doughnuts and coffee for the last dozen or so years and it is high time we rotated these duties on a more frequent basis.

The executive meeting will be held on Oct. 3 at James Oliff's house, where interest will no doubt centre around how he crams two planes into a single car garage.

**Thank You—Garry Fancy**, our hitherto anonymous donor of funds for the purchase of a video on woodworking and welding steel. It will make a welcome addition to our growing collection of A-V material in the chapter library. As Garry's fine example shows, you don't have to be deceased to leave things behind for others to use.



**Ted Slack** has been going flat out, but he is still a little behind in his filing and other related chores, now that the **Canadian Aerosport Technical Committee** has moved to **Room 201, 15 Grenfell Cres.** (off Slack Rd). Accordingly, he is looking for help on Tuesday evenings. He also needs someone to help set up a filing system on an AT compatible. Call him at **226-8373** and volunteer. You can work for a couple of hours, and then browse among the extensive aviation literature available.

**Mister Membership, Rodney Stead**, urged potential new members to join now and enjoy the rest of 1990 free. He also reminded us that chapter membership requires EAA membership.

## EAA 245 6TH ANNUAL FLY-IN BREAKFAST REPORT

Gord Standing heartily thanked all his faithful helpers (some 15) who

combined to make the fly-in a social and financial success. Some 34 aircraft visited us and we served 117 breakfasts. For those who don't find comparisons odious, Gord included some interesting data:

Year	Breakfasts	Profit
1985	90	\$54.09
1986	120	\$130.53
1987	123	\$265.78
1988	?	?
1989	96	?
1990	117	\$255.30

## **DOUMA FALLS ON HIS AZIMUTH—WINS SPOT LANDING CONTEST HANDS UP!!**

This year's **purple heart (and precise landing) award** goes to our cashier, **Andy Douma**. Upon seeing a 9-passenger twin headed in our direction, he became so excited that he accidentally retracted his chair's undercarriage and fell on the floor. (The Canadian Aviation Safety Board's preliminary findings indicate a combination of poor welding on the chair and too many jumbo coffee refills by the pilot!!!) Fortunately, personal injury was limited to a temporary minor dent in the pilot's crankcase. After thoroughly pre-flighting his next chair, Andy heroically carried on.

**Operations Manager Dick Moore** noted that parking is available in back of the main hangar, now that Lake Carp has been filled in. Dick urged us all to obey the club's policy of **NOT DRIVING CARS ON THE CENTRAL GRASS TAXIWAY IN FRONT OF THE MAIN HANGAR.**

## **Amateur-Built Aircraft Inspections**

**Réal Lepage** is still theoretically available, but at least 3 months behind schedule. **Rem Walker**, of the EAA Canadian Council, recently informed the chapter that the **DABI** (Delegated Amateur-Built Inspector) program is still not in effect and that both EAA and RAA are carrying on with their own inspections programs in the meantime. DOT plans to delegate authority for inspections directly to individuals, not to an organization. The centre for the implementation of this plan has recently shifted to Toronto and hopefully, progress will be speedier than it has been in the past.

**FEATURE** The main attraction of the meeting was provided by radio-controllers **Gerry Nadon**, **Jean Diotte**, and **Ed Ray** of the Orleans based club. The plan was to have their presentation followed by **Luc Martin** on his **SE5** and **Garry Fancy** on his **Super Husky Cuby**. In fact, the meeting quickly broke up into three groups all enthusiastically carrying on at the same time. Unfortunately, your limited scribe had left his "ubiquity" hat at home, so he can only report on the modellers.

**Gerry Nadon** brought a 1/4 scale Morrisey Evans along. It weighs 19

lbs, has an 84" span, and uses a Globe engine of 1.8 cu. in. swinging a 20" x 8" prop. The 1 litre tank will fly the plane out of sight but not control. The problem is that after about 500' it is difficult to tell the direction of flight. In addition to the usual aileron, rudder, elevator, and motor control, Gerry's plane sports needle valve adjustment capabilities in flight. He covered the plane with pigmented Coverite which he ironed on. The aircraft was beautifully finished and flies as well as it looks. Gerry also brought along a kit of an Ultimate 10-300. It was a far cry from the razor blades, cut fingers, and split balsa wood of yesteryear! So too, however, are the modern-day price tags. It is not uncommon to spend \$200 for the motor, about as much for the plane, and \$500 for the radio. State-of-the art transmitters can be programmed to remember all the input controls for a particular aerobatic sequence so that the figure can be duplicated later by pushing a single memory key. (So that's how the hot-shots do Lomcevaks!!)

**Jean Diotte** brought an ARF (almost ready to fly) Cherokee, one step up from your basic trainer. Jean's plane was also well finished and a proven performer. The .40 cu. in motor consumes about 7 oz. of fuel in a 12-14 minute flight, which is fairly economical. Larger motors and avid flyers, however, can burn enough in a single week end to sound like a Continental or Lycoming figure.

To prevent simultaneous flights on the same frequency or those with inadequate separation, the modellers have devised a simple system of colour-coded clothespins which they attach to a spectrum board. These clothespins physically cover enough of the spectrum board to ensure adequate channel separation. A club rule limits the number of aircraft in the air to 5. There are many more channels available but the risk of mid-air mishaps becomes too great beyond 5.

If the general din in the hangar is any indication, this meeting was a howling success.



Your faithful dinned-out scribe,  
Roger Fowler

## **CARP—The Plain Truth At Last!!!**

----- (If you can decipher this, read on)

For years, members have mistakenly believed that the bold white letters on the roof of our hangar were a navigational aid for pilots who didn't have Loran (or Andy). Others argued that the letters were a clever re-write of the defunct EAAC acronym. The truth, however, is that **CARP** really stands for **Carp Amateur Radio Pilots**. Unsuspecting members of this select group include:

Laurent Ruel VE3HKK; Eric Taada VE3SGG; Roger Fowler VE3BP; Henri Beaudoin VE3EQW; Olav Peterson VE3CUI; Ed Dodson VE3SFZ; George Elliot

VE3GAE; Chris Fauquier VE3JTL; Derwin Hunt VE3-; Don Kernohan VE3PUB; and prospective members George Reid VE3??? and Gord Standing VE3??? (Have I missed any others out there? Let me know.)

The group meets irregularly and accidentally on 2 meters at unforeseen times. Anyone interested in joining this crack crew should see **Laurent Ruel**, our guru of the airwaves. (He also recently aced his exams so he knows what's involved.)

## The Rhinebeck Expedition

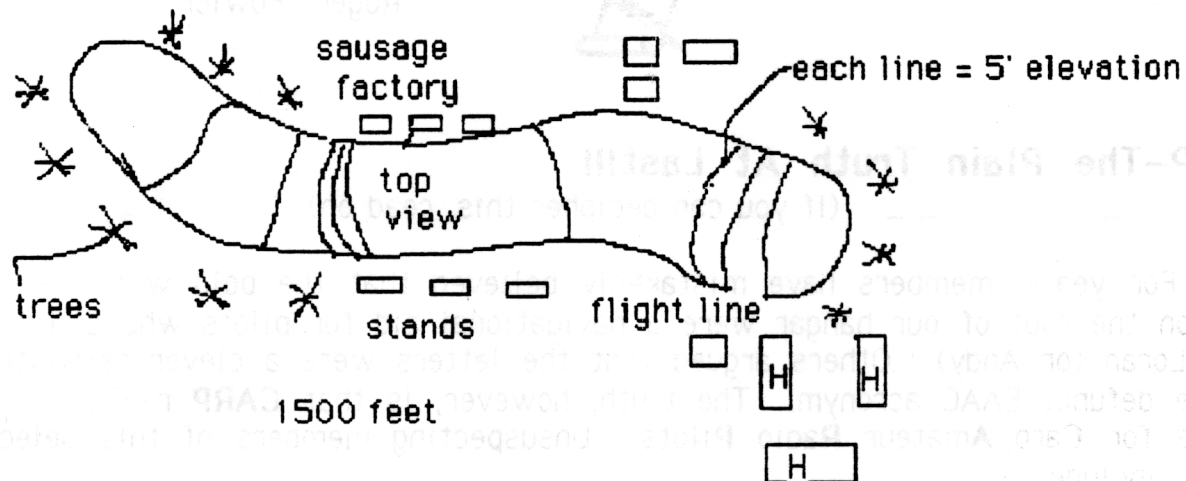
I was on the first week of my vacation and Rhinebeck, N.Y., sounded like a good place to go. After an early start, we jumped in my trusty truck and successively drove through Cornwall (fragrant city), Kanewake Reserve (with its New York trooper campground and Bingo Palace), Adirondack Park, Lake Placid, and beautiful forests. A short 7 hours later we arrived in Rhinebeck, followed the well placed road signs, and found the airfield with at least 4 seconds to spare!

Planes like a Bleriault, a Wright Flyer, and a Demoiselle opened the show. These were followed by a Student Pilot (first lesson) routine with a twist. A biplane was being held down by wingmen when suddenly a power surge tore the bottom wing off and revealed a Fleet. This was a fitting start to some hairy manoeuvres, some which came uncomfortably close to the trees.

Next, WWI aircraft such as a Fokker Triplane and a Sopwith Dolphin strutted their stuff. Then came a Jenny, a 1930 Eaglet Biplane (flown by Cole Palen) and plenty of fire and smoke bombs hit the Gassvurtz Sausage Factory and forced panicked buxomy workers to flee in WWI era vehicles (an ambulance, motorbikes, and cars), with a Mailwing bringing up the rear.

The final segment of the show featured a game that we have to play in the chapter. All you need is a plane, a runway, and some helium balloons as targets. Trust me! You'll love it!

The runway is nearly as impressive as the show. It goes something like this:



[with the rec. sec.'s apologies for this terrible artwork!]

Equally impressive is the skill of the pilots, the way the airplanes are put to work, and the fact that 90% of the people are volunteers. When the big jobs had finished, the Radio-Controlled models took over and flew in a competition—everything from 1/8 to 1/3 scale was present and provided some spectacular flying.

Those interested in attending this very worthwhile event can fly to Kingston and take the shuttle or take the highway from Montreal, if you want to save some time (1 1/2 hours from a 7 1/2 hour drive).

Luc Martin

## The Zenith Caper

It was a dark and gloomy day. But it brightened up some by 15:30hrs on that Saturday the 22nd of September past. I phoned Ted Chambers and after brief discussions he was on his way to Carp airport. We were airborne by 17:15hrs on what should have been a 110-minute hop to Owen Sound. Ah—the best laid plans!! It didn't quite work out that way, however. Punching through the several showers wasn't a problem. The 25-30 knot head winds, rapidly growing darkness, and lack of cabin heat definitely were! After 2 hours and 15 minutes, we were still only over Georgian Bay—well behind schedule and quite cold. Darkness was approaching almost as fast as the squall coming out of the northwest over the Bay. Command decision time! We instantly agreed to divert to the airport at Collingwood, where we landed in near darkness, lots of wind, and some precipitation. Of course, the airport was closed. Ted went searching for a suitable tiedown space while I found a phone and arranged for my Owen Sound friends to pick us up near town. A taxi took us to town where we waited a very long time for a late supper. We reached my friends' place by about 22:50hrs. We could have driven as fast. We did, however, have a very nice visit.

The following morning dawned dark and wet and the weather channel showed nothing encouraging. After breakfast and checking weather again, we decided to go to the airport and wait things out there. We were delivered to Collingwood airport by 10:50hrs and found it to be a very pleasant place to sit out the weather. A large wood stove kept the lounge warm, food was readily available, and we chatted with the very helpful people manning the flight desk. We read, updated the logs, and went through the Loran manual and figured it out—once again! By 14:30hrs, conditions improved sufficiently to try a circuit. We were soon airborne and out at the edge of the Bay. We followed the shoreline at about 800-1000AGL—or was that AWL?—to Wasaga Beach, where we got very good visibility but only a 1500 ft ceiling. No problem finding Midland-Huron airport. After landing, refuelling and meeting some of the other visitors, we learned that we were the only aircraft to fly

in that day. We went over to the Zenair facilities where we joined in with a fair crowd who'd arrived by ground transportation. The shop was set up to show off the hottest item on the Zenair line—the CH701. There were a number in various stages of construction. Chris was readily accessible to answer questions for any who wanted to bend his ear.

Due to the questionable weather, we decided not to stay too long and were away again by 16:00hrs, intending to fly to Muskoka. Once airborne, we noted the clearing skies and "sucker holes" to the east, so that's the way we went. Just east of the Muskoka /Lake Couchiching line, the weather went "down." However, to the south of our track, the weather was good, so on we went, intending to go to Peterborough (I've got relatives there). We punched in the Loran coordinates and found that the 25-knot tailwinds were moving us along at up to 140 kts. As we approached Peterborough, the weather looked good to the east with more bright "sucker holes" appearing. We decided to punch Kingston into the Loran and press on—I've got relatives there too! We never flew much over 1500-2000 feet, but the visibility was good. Due to the tailwinds, the beautiful countryside moved by at considerable speed as we flew south of Highway 7 towards Kaladar. The weather continued to look good to the east, but looked very uninviting to the north, that is, until we approached the Westport area. Then, the way to the north cleared to sunshine and we flew over Perth and Carleton Place back to the Carp airport, just before the weather closed in again with showers in the Ottawa area.

The whole flight was quite an interesting and challenging experience and a lot was crammed into a 24-hour period. Ted's Zenith CH300 performed beautifully and proved itself a reliable, stable, and sturdy aircraft with more than adequate payload capacity. The excursion to the Zenair facility is also highly recommended to anyone contemplating the acquisition of one of Chris Heintz's stable of excellent flying machines.

Andy Douma, Hon. Sec., EAA 245 Ottawa.

## **The Pitts Party**

Thursday Sept. 27 5:00 p.m. depart Ottawa

Thursday Sept. 27 9:30 p.m. arrive Toronto

Thursday Sept. 27 9:45 p.m. depart Toronto

next 22 hours—solid driving except for fuel and nature stops

Friday Sept. 28 5:00 p.m. arrive St. Augustine Florida

I knew I had to be there.

The March 1990 issue of Air Progress was dedicated in part to the Pitts Special; actually, it was a "hats off to Pitts" sort of issue, honouring both the machine and its creator. Budd Davisson, the author of the Pitts article hoped that someday fans of the aerobatic biplane might gather en masse to shower Curtis Pitts with the accolades he so richly deserves. Sure enough, in the very next issue of Air Progress, Budd announced "Pitts Party I," a combination 75th birthday for Pa Pitts and 45th anniversary of the



have a look around" was the prevailing attitude. Everyone seemed very proud of the airport and wanted to keep it a "fun place to fly." Imagine an airport by the ocean with its own aerobatic box!

When we arrived on Friday, however, overcast skies threatened to dampen this "fun place." These conditions kept many airplanes away but there were still about 20 Pitts Specials for us to ogle and even sit in. As well, the list included a replica of 'Lil Monster', a few Bucker Jungmeisters, the Wedell Williams Racer, and numerous other beauties.

We enjoyed a much needed night's rest at Ocala (2 hours from St. Augustine), and were up at 6 a.m. to sample the Daytona beach scene before heading to St. Augustine for noon. Another 5 or 10 Pitts had managed to sneak in under the ("rare for this time of year") weather.

Budd Davisson was offering rides in his S.2A, so I signed up instantly. Before I (or my lightened wallet) had a chance for second thoughts, I found myself putting on the parachute, ratcheting myself into the 5-point harness, and getting brief instructions on how to bail out in an emergency (No thank you!). Then, it was off to the runway for a snappy take off. With a 7 to 1 weight to power ratio, the 200 h.p. S.2 is comparable to a Mustang for acceleration. We were off in 400 ft, climbed out at 110, and reached 3000 ft in nothing flat. What a view, I said to myself, grinning from ear to ear, as the horizon rolled this way and that, disappearing over there and coming back into view from somewhere else. Now this is flying!! This is using an airplane to its fullest! I took over the controls and promptly proceeded to fly the Pitts like the hamfisted tyro that I am. After a 110 m.p.h. downwind, it was back onto terra firma where Budd jumped on the rudder pedals to keep the unruly beast in line. About 8 or 10 of us parted with \$50 (U.S.) to get a ride in the Pitts, but half of the fee went to help pay for the replica which had cost about \$29,000 in personal donations.

After an enjoyable day at the airport, it was off to the banquet to join the other 275 owners, pilots, builders, well-wishers, and wives thereof. The meal was terrific and the after-dinner speeches by the likes of Curtis Pitts, Caro Bailey, and Betty Skelton put the icing on one great cake of a weekend!

Oh yes! I also won a Pitts Special wing rib mounted on a gorgeous walnut plaque for "the person who drove the furthest." The next day, we were up at 6:00 a.m. en route to Charleston, S. C., to visit the Yorktown Aircraft Carrier (definitely recommended), then back to Ottawa by 3:45 the next afternoon.

Was all that driving worth it? You bet!

James Oliff

## 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.

### 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 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.

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.

Original WW II RAF Aircraft ID charts for HE 111, Do 217E2, ME 110, Ju 88, Do 17Z, ME 109. Each chart 28"x40". Also WW II Turn & Bank indicator available. Offers considered on all items. Contact Doug Bisson at 819-777-8787 evenings.

### 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 October '90.

## NOTICE:

TED SLACK IS LOOKING FOR MEMBERS TO SORT NEWS LETTERS AT 15 GRENDFELL CR, STE. 201 EVERY 2ND AND 4TH TUESDAY. FREE REFRESHMENTS AND AN OPPORTUNITY TO READ ALL BAA AND CHAPTER NEWSLETTERS