

EAA 245

OTTAWA, ONTARIO

NEWSLETTER

REPLY TO: EAA CHAPTER 245, TERMINAL BOX 8412
OTTAWA, ONTARIO
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CARB HEAT - Hot Air and Flying Rumours

Meetings - 3rd Friday at the National Research Council Building Auditorium
100 Sussex Drive, Ottawa, 8 pm

Jan. '86

Minutes of Meeting, 15 November 1985

- The meeting was held at NRC (Sussex Drive) with about 25 in attendance.
- Eric Taada announced that for those interested, the first annual Mylight dinner was being held on Friday, November 27th at 7 p.m. in the Talisman Hotel. Cost is \$17.
- The next Carp Airshow Planning Meeting was being held on Wednesday, November 20 at Mylight - Carp.
- The Russell/Embrun airport is licenced again and operating and a meeting was scheduled for 7:30 p.m. Thursday, November 21st at the airport to introduce the operation and staff and brief those interested, regarding future plans for the field.
- The Treasurer, Gord Standing, discussed the financial report for 1984-85 and noted that it was not yet known what our 3% (approximately) share of the Carp operating expenses would amount to. After some negotiations last year, our bill came to \$674.
- George Reid was presented with a Chapter "Builder's Plaque" in recognition of his Taylor Monoplane CF-GWR.
- Eric Taada noted that hangar space was available in Carleton Place.
- Chapter Committee nominations resulted in the election of the following members by acclamation:

President: Eric Taada
Treasurer: Gord Standing
Editor (Newsletter): Dick Moore
Programme Chairman: Peter Plaunt

- The President introduced the evening's two guest speakers - Mr. Graham Smith of Graham Electronics and Mr. Geoff Bailey, Chairman of the Carp Airshow.

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 Graham Smith, Gralen Electronics

15 November 1985

The thing to remember when dealing with avionics is that you pretty well get what you pay for. There is a great rash of portables on the market at the moment and Graham doesn't think there will be a significant drop in their price, except at a gathering such as Oshkosh where vendors buy up a truckload to sell cheaply with no warranty. Without a warranty card, you're out of luck if it needs fixing, even if it is brand new. Graham pointed out that repairing radios is not a lucrative business and is only done to keep customers happy until they buy another one.

The TR 720 is the one Graham likes best. It is about \$100. more than the STS but it has a really good battery and comes in a leather case. Becker (German) is also very good but expensive.

He usually wires everything up on the bench ready for installation as a complete package rather than trying to use old wiring. Neatness counts - the long way around is sometimes the best. Regarding the wisdom of buying old radios versus new ones - once again, you get what you pay for. Graham feels there aren't a lot of good radios around.

Gralen Electronics has wire available (Teflon, not PVC which is no longer legal). PVC has a clear coating and breaks when bent. Insulation quality and memory (ability to retain shape) are two important characteristics.

Loran C equipment is very simple to install (about 3 hours work) - somewhat equivalent to a transponder installation. (Installation of an ADF can take 3 days and the cheapest (new- e.g. KR86) starts at about \$2145. U.S.). The antenna is a standard VHF type. Some manufacturers are now putting the pre-amp inside the antenna which forces one to buy their antenna to go with their Loran.

Graham feels that the Apollo (from II Morrow) at approximately \$1440. installed is one of the best buys available. It tells you how far away you are, how long it will take to get there and the heading to steer. However, you can't operate it without a manual whereas you can with an R Nav. Total installed weight is 4.24 lbs. It draws 10 watts and operates on 6.5 to 48 V DC. More expensive Loran C equipment can tell you the six nearest airfields (U.S., Canada and Alaska) including grass strips over 4000 ft! (You get what you pay for)!

There is a gap in Loran C coverage between Thunder Bay and Prince George but apparently an R Nav with extended range isn't affected by the gap.

Graham doesn't work on tube radios anymore. They're too unreliable. The Department of Communications is dropping them off their list of approved radios. If you have one in your aircraft it can continue to be licenced but if you take it out and sell it the buyer won't be able to licence it. Graham remarked that the Escort 110 is a real nightmare!

The two big contenders in Loran C equipment are II Morrow (for 2 Morrow brothers) and R Nav. The rest of them are "a way down there - they are the Escort 110's!"

Notes on talk by Geoff Bailey - Chairman, Carp Airshow

Geoff Bailey gave a brief rundown of the last Airshow and some of the plans for the future. It is now called the Carp Flying Association and has as its aims the promotion and improvement of the Carp airfield. Between 30 and 40 people belong to the association which hopes to put on an impressive and enjoyable airshow in 1986. Last summer's airshow attracted about 5,000 (including 1,500 children) which is impressive considering there was only six weeks preparation time available. The Association is looking for between 10,000 and 15,000 next summer.

It is planned to have Canadian and U.S. military participation, a wing walking act, aerobatics, ultralights, helicopters, airplane rides, etc. Geoff would also like the EAA to be involved - static displays or whatever plus he'd like to use our help and expertise during the airshow and with the Association if possible. Geoff is hoping for some war planes from Hamilton and ground displays of museum and antique aircraft.

QUOTABLE QUOTES

When asked for an explanation of his recent crash, one pilot who shall remain nameless said "Iron out airspeed, altitude and ideas simultaneously".

Noted on an aircraft placard on the instrument panel "Maintain Thy Flying Speed, Lest The Earth Rise Up And Smite Thee"

If God had meant man to fly he would have given him more money.

● A partner in the IAE 2500 turbofan—it could have been American, British, German, Italian, or Japanese—ran a competition for an advertising slogan to get across the partnership's tremendous power.

How about: "IAE 2500—by all the great countries which brought you World War Two".

Roger Bacon

PRESIDENT'S CORNER

Read Hamilton's letter about the slowness of his project inspired this letter. "Capital Piet" was started in 1967 as a project to commemorate Canada's Centennial. C-GFCU first flew on October 24, 1982. Some excuses that we offer are that:

- 23 people, most of whom are civil servants, makes for inefficient use of effort. Imagine having every piece of your work appraised by 22 others.
- given that most of the construction took place on Monday nights (about 500 of them) 6 days was found adequate to forget exactly who was going to find the part or bring that tool.
- access to fancy tooling like swaged control cables always take longer because you are asking someone for a favour. Favours have open ended time frames.
- the 50% ahead of the firewall axiom only applies if you don't build your own cowling from scratch by potting your engine in Plaster of Paris to make the mold.

Seriously, though folks I consider this project a success. Despite the fact that it weighs 763 lbs and that the COF G is at 30% M.A.C. The brakes are marginal, the visibility during flare is poor (we don't put any incidence into the wing) and that hot starts are difficult due to direct coupled megnetos, meanwhile members of this same Bytown Flying Club helped EAA Chapter 245 Ottawa erect a hangar and clubhouse at Carp Airport 45 19 N 760 1 W in less than 2 months. Two of our members have passed their share on to their sons, yielding satisfactory return from a 1967 \$100 investment.

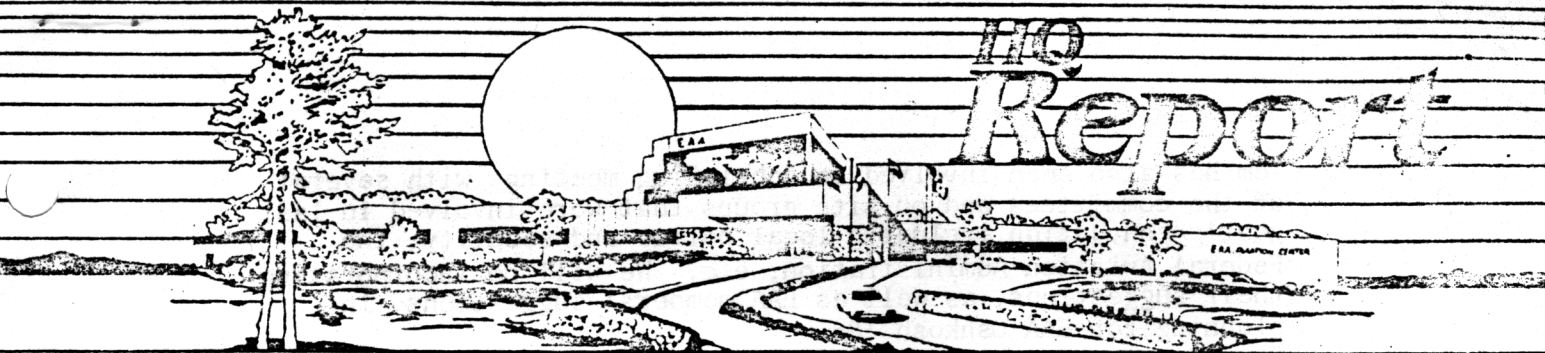
The Pietenpol flies nicely for me at 1800 rpm and 70 mph with our tired 70" x 43" wooden something or other.

We have not gotten more than 2200 rpm out of our newly majored A65-8 even with a 72x42 wooden prop. A metal prop would help our COF G condiion. Can anyone tell us how to get 2300 rpm.

In closing I would point out that I joined this project when the Bede 5 was the rage and have only been flying it since Burt Rutan retired. The one thing I have learned is the Pietenpolers have perseverance.

The Pietenpol is now endorsed for carrying a passenger and will begin doing so this spring after the installation of new bungees and a retired tail wheel. It is expected that the pietenpol will become the Flagship for the 1986 Carp Airshow.

Eric Taada
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A RESOURCE DESIGNED TO BE USED BY EAA CHAPTER NEWSLETTER EDITORS

Volume 1, No. 1

November 1, 1985

EAA
OSHKOSH
'86

The dates for the 1985 EAA International Fly-In Convention and Sport Aviation Exhibition have been announced by Convention Chairman, Tom Poberezny. The 34th Annual Convention will be held from Friday, August 1st to Friday, August 8, 1986. The theme will be "An Air of Adventure" and, again, the convention will feature the world's most significant aviation educational opportunity with over 500 forums, seminars and workshops. It's time to make your plans for EAA Oshkosh '86.

EAA
TECHNICAL
COUNSELORS

After receiving a great deal of input regarding the Designee program from EAA Chapter Presidents, Designees and members at large, EAA has instituted a number of important changes that will enhance this very useful service. Designees will now be known as EAA Technical Counselors and will continue to work with EAA members in meeting the high standards of amateur built aircraft. Current Designee membership cards expire December 1st. We are asking that all Technical Counselors revalidate their position at that time. Letters are being sent to EAA Technical Counselors who, in turn, will contact their EAA Chapter President for a recommendation application. The Chapter Technical Counselor can be approved only by the Chapter President. Once approved, Technical Counselors will receive a new card and patch which reflects their important position within the Chapter. Questions on the EAA Technical Counselor program should be directed to your Chapter President or to Ben Owen, Director of the EAA Technical Counselor program at Headquarters.

SITE
IMPROVEMENTS
AIMED AT
EAA
OSHKOSH
'86

Although our 34th Annual Convention is still ten months away, work has been continuing on the convention grounds since our last event and has been progressing very smoothly. Two major projects have been involved. A number of buildings needed to be moved in order to improve aircraft movements and logistics. Secondly, as a result of the heavy rains we endured the night before the opening of EAA Oshkosh '85, approximately \$25,000 in repairs were necessary. The combination of very soggy grounds and heavy vehicular and aircraft traffic resulted in a great deal of damage to the site.



Tom has also been involved in debriefing meetings with several of the committees and on-site groups that were involved in last year's convention including local police and security, the Federal Aviation Administration, etc. We will be incorporating their suggestions, as well as EAA members' suggestions, in planning for EAA Oshkosh '86.

CHAPTER
DIRECTORIES

Your Chapter President will be receiving a 1986 Chapter Status Report within the next week or two. We must emphasize the importance of the prompt completion and return of the status reports to EAA HQ. Without your cooperation in the rapid return of the status report, our annual Chapter Directory is inevitably delayed. Last year, because of delays in receiving accurate information, the Chapter Directory was not published until early summer...rendering it almost useless.

PHP
RECEIVES
CAP
'MAN OF
THE YEAR
AWARD''

Paul and Audrey Poberezny attended the Annual Civil Air Patrol Convention in New Orleans on October 4th and 5th. During the banquet, Paul received CAP's 'Man of the Year Award'. Brig. Gen. Bill Cass, CAP National Commander, presented the award and had some very kind words for EAA, especially for our continuing support of CAP's activities. The convention is CAP's largest annual event and nearly 800 people attended the banquet. A good percentage of them were EAA members from the New Orleans area and from throughout the country.

EAA owes a debt of gratitude to CAP and its dedicated members who provide us with excellent service during our annual conventions.

KERRVILLE
FLY-IN

The Southwest Regional Fly-In, held in Kerrville, Texas, was a great success in spite of some uncooperative weather. John Burton, EAA's Public Relations Director, represented HQ at the fly-in and reports that Bill Haskell and his crew did an outstanding job of organizing and carrying out the event. Many hours of volunteer work are obviously necessary to put on a project of this magnitude. The folks in Kerrville -- as well as Chapter members from throughout Texas -- do a great job every year. Congratulations to all on a fine and, most importantly, safe event.

THIRD
CLASS
MEDICAL
NPRM
WITHDRAWN

EAA HQ has voiced it's objections to the Federal Aviation Administration's withdrawal of the proposed rule making that would have reduced the frequency of medical examinations required of student and private pilots. A recent press release from HQ quotes President, Paul Poberezny, 'We find it hard to believe that the FAA would withdraw this proposal, without public comment, based solely on the opposition from the American Medical Association'. It is very disturbing to see an agency of the federal government so heavily influenced by a small, organized minority. This very abrupt action is even more alarming when you realize that this withdrawal is the only action that FAA has taken on this proposal since it was introduced three years ago. FAA published its original rule

making proposal in December 1982 in response to a petition submitted by the Aircraft Owners and Pilots Association. The proposal would have required Third Class medical examinations for student and private pilots at 2 to 5 year intervals based upon the pilot's age, rather than every 2 years as is now the case.

Paul also noted that it is also hard to accept the fact that AMA is currently under a \$700,000 contract to review FAA's medical standards and certification practices for pilots, when we, the taxpayers, are already paying for full time FAA physicians and consultants in all key medical specialties. EAA is very anxious to see AMA's new "recommendations" which are due out in February. In this latest action, AMA has already shot down any relief of the medical requirements for recreational pilots by forcing the withdrawal of AOPA's petition. EAA is very disappointed that FAA and the Department of Transportation's Secretary Elizabeth Dole have bowed to the pressure of a small group, the AMA, which does not represent the majority of people that these rules affect.

Paul was in Washington, D.C. to check on the progress of the Primary Category Aircraft proposal. Paul met with EAA Washington representatives, Charlie Schuck and David Scott, before visiting the FAA's docket section where public comments on rules and proposed rule making are kept. A pile of correspondence nearly 3 feet high has already been received by FAA in regard to the Recreational Pilot's License. Most of the correspondence came from EAA members who were involved in local Chapter letter writing campaigns and who indicated that the NPRM was poorly written and confusing. Many objected to the restrictions directed at already licensed private pilots. The only letters that seemed to seek additional pilot training and dual instruction were from FBOs and flight instructors. The majority of comments favored eliminating the Third Class medical, eliminating the 50-mile restriction and eliminating the ban from controlled airfield. They also favored instituting a logical and orderly transition from recreational pilot to private pilot.

We recently heard from Frank Nash of EAA Chapter 416, near Mobile Alabama, who told us that when Hurricane Elena recently brushed the gulf coast with her 125 knot winds, she spawned many tornados. One of those twisters totally destroyed the club house of Chapter 416. This is particularly sad since 416 had just completed building their new facility. We've seen the pictures and it was beautiful. In a recent note, Frank told us how the members raised their Chapter dues, made special donations and volunteered their time on special "work days" to build the new club house. Two years of hard work and dedication were wiped out in a few minutes of the storm. Ironically, less than a week before the hurricane, the Chapter began looking for insurance. Unfortunately, a few days later, it was too late. As Frank says, "Our proud, handsome structure (in which we were looking forward to years of happy gatherings) was a sickening

PHP
IN
WASHINGTON

CHAPTER 416
HIT BY
HURRICANE

total twisted, splintered, scattered loss." If anyone in your Chapter can offer Chapter 416 any consolation, assistance, advice or funds...please call Frank directly at 205-973-2253. They would certainly appreciate any help they could get.

**PRODUCT
LIABILITY**

Product liability is certainly the hottest issue facing general and sport aviation today. You've read about it in SPORT AVIATION and many other magazines. You've heard about it during our annual convention and you've probably seen product liability and insurance crisis reports on the evening news. The November issue of SPORT AVIATION will carry another article on this extremely important subject.

A few weeks ago, EAA HQ mailed a product liability/insurance survey to a randomly selected sample of EAA members. In order to insure a cross section of EAA membership opinions, 2,000 members, from around the country, were asked for their opinions and suggestions regarding product liability. Over 500 responses to this survey have already been returned. Those who have responded are in favor, overwhelmingly, of EAA continuing its efforts to spread the word about the current crisis and to join with other aviation organizations and other industries in fighting this threat to the future of personal flight. As a result of the survey, Henry Ogrodzinski, EAA's Director of Corporate Communication, was dispatched to Washington, D.C. on October 22nd to testify before a congressional subcommittee. He and other members of the aviation community told our elected officials of the current affects of unwarranted and illogical product liability suits and the long term affects of insurance related problems on sport and general aviation. A full report on these activities will appear in the January issue of SPORT AVIATION.

**CHAPTER
NEWSLETTER
AWARD**

As you probably already know, Czeslaw A. Bartusiak, Chapter Newsletter Editor of EAA Chapter 339, located in Norfolk, Virginia, won the First Annual McKillop/EAA Chapter 45 Newsletter Editor Award. This annual award is for the EAA Chapter Newsletter Editor who best exemplifies the "spirit of EAA involvement". The First Annual McKillop Award was suggested by Chapter 45's Newsletter Editor, John V. Frankiewicz and Chapter President, Ernie Lanyi. We hope all you Chapter Newsletter Editors will keep the McKillop Award in mind as you prepare your newsletters throughout the coming year. The Second Annual edition of this prestigious award will be presented during EAA Oshkosh '86.

**TALK
TO US**

EAA Chapter Newsletter Editors are encouraged to contact EAA Headquarters with any comments, criticisms, or suggestions regarding HQ REPORT. Help us serve you better.

* * *

OTTAWA, 30 DECEMBER 1985

Dear Friends:

Having kept an aviation diary of sorts (actually a continuation of one commenced by my father before the turn of the century) on matters aeronautical, I turn to it from time to time to refresh my memory on the details of those historic events that occurred it now seems, so very long ago, when I was so young.

Of course December 1903 stands out in this diary. The short cryptic note says, I think, what volumes cannot and what must be hard for a younger, newer generation to appreciate -- "Report in the news this day, first flight with a power-driven aeroplane, two American brothers O. and W. Wright. Distance: 0.98 miles, time aloft: 59 sec".

Since that momentous minute, the earlier pioneers took inspiration, and forged valiantly ahead, often not without loss of life and machine. This past years' aircraft disasters bring to mind, the early aviation pioneers and aerial experimenters and the disasters that befell them.

In those days what was referred to as an aviation disaster involved the loss of one life or two at most. The two earlier pioneers Lilienthal and Pilcher come to mind, Lilienthal perished at Lichterfield in Aug 1896 in his biplane glider and Mr. P.S. Pilcher at Stanford Park on 30 Sep 1899 in his monoplane glider. Of course, the first reported fatality involving a heavier-than-air machine was young Lieut. Selfridge who was a passenger in the Wright Biplane as it was being handled by Mr. O. Wright who incidentally suffered serious injuries in this disaster. Various reasons were proffered as to the cause of the crash, whether a wire or control let go, etc. In any event "something happened" as described by various spectators at the time. I remember being particularly saddened at the news of the death of M. Delagrangé at Pau in his Bleriot monoplane on 4 Jan 1910. Delagrangé was a popular member of the aviation fraternity pioneers. The pilots were particularly vulnerable in the early days, since the engine was frequently mounted behind the pilot and broke loose upon impact with the ground. Also safety harnesses and seat belts were unheard of in those days. This often proved an advantage however since the (pilot and passenger) were often thrown safely away from the machines upon impact. Heavy clothing and an early form of hard hat were worn by those of less daring constitution.

Well enough of that, I wish all friends in Chapter 245 happy flying in this year 1986.

Eric Raft E