

EAA 245

OTTAWA , ONTARIO

# NEWSLETTER

REPLY TO: EAA CHAPER 245, TERMINAL BOX 8412  
OTTAWA , ONTARIO  
K1G 3H8



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CARB HEAT - Hot Air and Flying Rumours

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

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June '86

NEXT MEETING

Date June 20, 1986

Place Carp Airport

## AGENDA

- Dale Lamport - EAA Designee will talk on amateur aircraft inspection and three-engined Boeing's.
- Annual awards night.

## MINUTES OF MEETING

Friday, May 16, 1986

Twenty-two people in attendance.

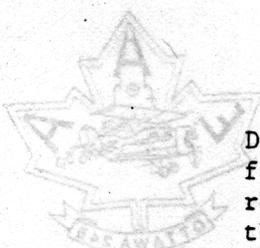
Eric Taada announced again that the French Airforce aerobatic team "Patrouille de France" will be visting Canada. Currently the team is planning to put on a show at North Bay in the early afternoon and follow with a show at Carp.

Guests: Guy Lafleur from Maniwaki  
Mike Proulx  
Kyle McCormick

Hangar Update: see attached

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Pres: Eric Taada	749-4264	Vice-Pres.: Roger Fowler	225-6070	Program Director:
Sec: Terry Peters	745-7466	Newsletter: Dick Moore	936-5554	Peter Plaunt
Aircraft Op.: Garry Fancy	225-0454	Treasurer: Gord Standing	224-2879	839-2283



Dick Moore gave a brief update on the hangar doors - the framework for both is almost complete, the lower sections only require shear rods which are to be fitted this weekend (the sixth since work on the doors started). Square steel tubing is being used (049, one inch square).

It pays to shop around. A price of \$1.50 per foot to an individual buyer was quoted by Drummond McCall. Dick managed to get the tubing at .50¢ per foot from Campbell Steel. On checking back with Drummond McCall, Dick was told that the policy was for salesmen to try to get top dollar - they admitted they could have sold it for .50¢ per foot!

By the way:

- Deric Dods is a "daddy" as of May 20, 1986 - Hillary Victoria

ASSISTANCE WELCOMED

Lionel Robidoux is constructing an all-metal amphibian in Ottawa and would be pleased to exchange a variety of metal work training for some occasional assistance. Anyone interested may contact him at 613/738-1066 (Home), 954-9984 (Office).

FOR SALE

1946 Ercoupe 1200 TT, 10 STOH, new C of A, new paint, new fabric on wings Nav/Com, full panel, excellent \$7,500 or B.O. May take J3 Cubby project or Lycoming 0540 engine in trade. L. Robidoux Ottawa Evenings 613/738-1066.

THIS PAGE IS FROM LAST MONTHS NEWSLETTER.

IT WAS LEFT OUT - 2 -

BY MISTAKE!

The designer however was very negative about this. With a 3/8" line, fuel flow is much slower through the line, which allows the fuel to heat up much more and increases the chances of vapour lock.

A major factor in Dave's decision to build a Starlite is that it can be completed in about six months. He feels that highly pre-fabricated homebuilts such as the Starlit that can be completed reasonably quickly will become quite popular.

Last month's Newsletter covered in further detail Dave Murray's Star-Lite in the "Chapter Project Review".

#### NOTES ON SHORT TALK BY

Dick Adams

#### ON THE SEAWIND

Dick has decided to build the Seawind amphibian and brought along a 10 minute video showing the prototype flying. It's a beautiful looking aircraft, cruises at 180 mph and has a 1500 mile range. The original cost (3 years ago) was \$20,000. U.S. Its cost however has increased in the interim and the present production model is about \$50,000. Cdn. For this reason Dick is going into a partnership arrangement.

Although Dick first became interested in flying about 20 years ago, he's only recently been able to get involved in it. And he's decided to go for broke. No working up from small to big and buying and selling along the way.

Delivery of the kit is expected for around February 1987 and there are hopes that it will be flying by the end of the year.

#### FOR SALE

- Jodel F11 - 2 seat 90 HP, 130+ mph Flaps
- Ercoupe C75 - Fun flying
- Republic Seabee - Could be beautiful

Owner has a new toy

Bruce Hamer - 232-0441

16 May 1986

NOTES ON TALK BY

TED CHAMBERS

ON HIS TRI-ZENITH

As reported in the previous newsletter's "Chapter Report Review", Ted Chambers has all but completed his Tri-Zenith, now getting the finishing touches at Rockcliffe. Ted discussed some of the highlights of his project and experiences over the four years he's taken to get it ready for the first flight. He chose the Tri-Zenith because he was looking for a conventional airplane, all metal for outdoor storage and one with a reasonable cruise speed. He also felt that there was an advantage to having a Canadian supplier and therefore no hassles with customs officials. The plans cost \$350. and the kit (49% of the aircraft manufactured) is available for about \$16,000.

Although Ted found that the learning curve when working with metal was very long, he feels that the airplane is simple to build (his first rib took a day to build - the last one took 10 minutes). His lack of expertise with heavy metal decided him against tackling the landing gear himself. He also had the engine mount built. Although purchasing these parts added to the cost, Ted felt that the time saved was more than worth it. He also recommends having the aluminum sheets cut - saves hours of work.

In retrospect, Ted recommends doing as much work as possible at home before moving to the airport for final assembly. He made an awful lot of trips back and forth after assembly at Rockcliffe!

Disaster nearly overtook Ted on one of the initial taxi tests. A loose battery temporarily hooked up behind the back seat bounced against the fuselage and caused a spark. A leaking fuel line added the unwanted catalyst and fire broke out. Fortunately it was quickly extinguished but burned up seat webbing and wiring certainly emphasized the importance of safety procedures and fireproofing!

Wouldn't it be nice if Ted could fly it to our breakfast fly-in on June 15th! Good luck!

May 16, 1986

NOTES ON TALK BY

GORD STANDING

ON HIS FLYBABY PROJECT

Gord started his Flybaby 10 years ago (May 7th, 1976 to be exact) after some delays in getting the plans which he ordered in September 1976 just before a mail strike, and the kit, which took 3 months. Actually Gord first started with plans for a Stewarts Headwind but all metal work scared him so he changed to a wooden airplane. Judging from the first class workmanship in the rudder and elevators he showed at the meeting, the decision to use wood was a good one. Although progress was slow for the first few years, it has speeded up dramatically since Gord retired last year. He also took two years out when he acquired a Volksplane. Unfortunately it took a year and a half to get it into an airworthy condition only to have the engine quit at 50 ft on take-off on his second flight. The ensuing nose-over forced him to say "good-bye Volksplane".

The wings and tail are covered (lincoln cloth plus rando-proof for first coat) and nearly all major fixtures are installed. Some re-stitching is going to be required however - Gord found out too late that a strip of cotton should have been laid down under the stitching. Cotton or cordell tape, sticky on one side, from Leavens Bros. was suggested.

It is expected that the plane will weight 550 lbs net, 972 gross. Length is 19 ft, wing span is 22 ft with an area of 150 sq. ft. Gord used stronger fittings and cables than requires (built like a tank! - and hopefully lighter) - 5/32 in. cables and 2800 lbs versus 2200 lb turnbuckles.



Properties of Type 2 - Marguard

Advantages

- this lexan has a silicon hardened surface - it is used for hockey face shields, motorcycle face shields and green house covering
- it is a harder surface than regular lexan but somewhat softer than acrylic
- u-v stabilized

Disadvantages:

- expensive and not readily available - Commercial Plastics is the best source for this material - they won't try to sell you a whole sheet.

PRICES: Based on 1/8 inch thick - by the square foot

<u>Company</u>	<u>Plexiglass</u>	<u>Lexan</u>	<u>Marguard</u>
Commercial Plastics	1.95	3.52	Generally about
Canus Plastics	2.90	5.50	double the Lexan
Cadillac Plastics	2.22	3.70	price
Plastics of Ottawa	2.60	5.60	
Plastic Accessories	2.75	5.50	

NOTE: For all the above add 11% Federal and 7% Provincial taxes. Most of the above companies can supply sheets or rods or tubes. Only Canus will do all specialty work. Plastics of Ottawa and Plastic Accessories can do some speciality work. Commercial Plastics appears to be the wholesaler to the others.

I have installed the regular Lexan on the Jodel. So far I have no complaints about it. I am, in effect, running an extended test of the regular lexan to see how well it stands up to regular wear and tear. If it proves to be too soft I will in time replace it with the Marguard lexan. I think that with extra care the regular lexan will do the job.

COMPANY ADDRESSES:

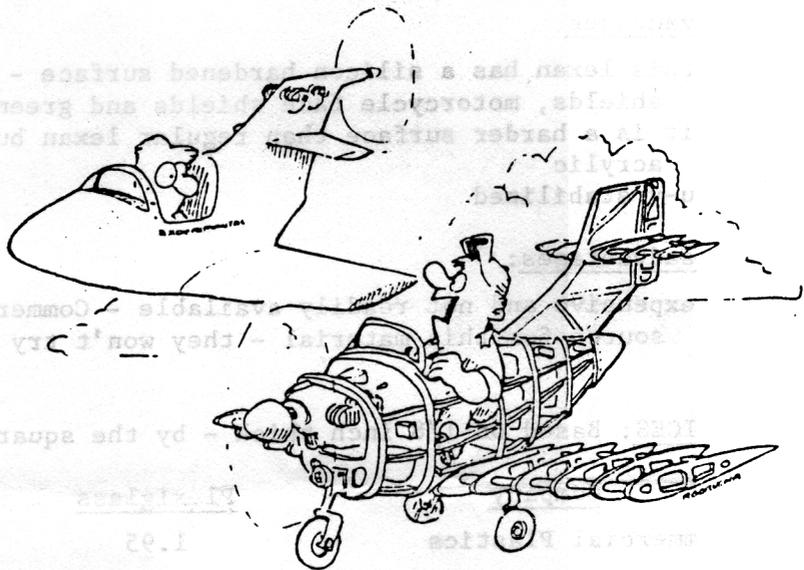
Commercial Plastics - 1127 Newmarket Avenue, Ottawa - 745-7043

Canus Plastics - 155 Lisgar Street, Ottawa - 232-2657

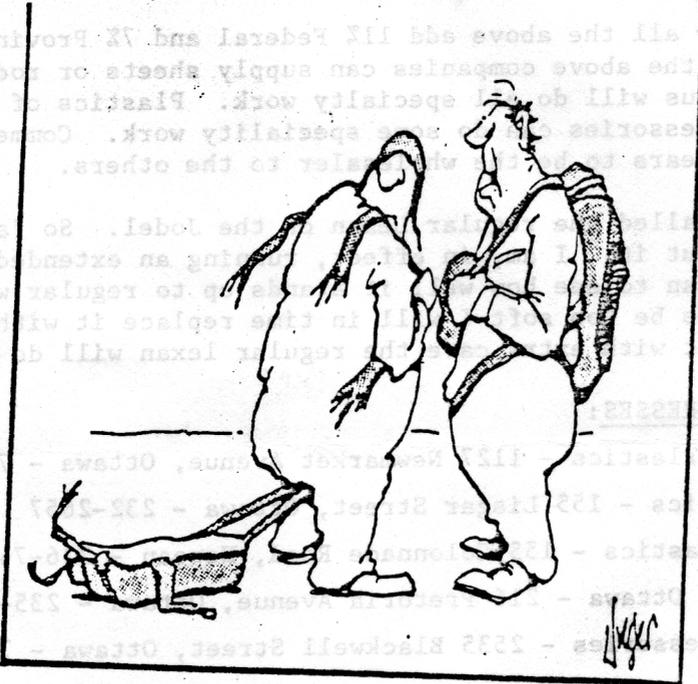
Cadillac Plastics - 155 Colonnade Road, Nepean - 226-7487

Plastics of Ottawa - 216 Pretoria Avenue, Ottawa - 235-1465

Plastic Accessories - 2535 Blackwell Street, Ottawa - 745-2526



"Whadya mean?! A lotta guys show in-progress work at fly-ins!"



"As it's your first jump, we'll see if we can find you a better parachute."

Kobracha