



**NEWSLETTER**

# *Carb Heat*

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

## **OCTOBER 88**

NEXT MEETING

21 October 7:30 PM  
Chapter Lounge Carp Airport

TOPICS

ANNUAL GENERAL MEETING

(Bean Supper from 6:30 to 7:30)  
After the meeting Gord Standing  
and the amazing Fly Baby Bipe.

Notice

1988 EAA calendars are now on sale.

The ideal Christmas present.

President - Doug Richardson	592-5080	Hangars - Dave Murray	592-8102
Vice President - Roger Fowler	225-6070	Aircraft Operations - Garry Fancy	836-2829
Secretary - Andy Douma	591-3801	Special Events - Gord Standing	224-2879
Treasurer - Deric Dods	692-6121	Membership - Rodney Stead	836-1410
Editor - Ted Chambers	749-0268	Publisher - Dick Moore	836-5554

**CLASSIFIEDS OCTOBER 1988:**

**AIRCRAFT:**

Ercoupe 415-C, 1946, C-75 Continental, new fabric and paint, 1250 Total time, \$8500.00, for information call Tim at (613) 744-6438. Rockcliffe.

Steen Skybolt, 260 HP Lycoming, Aerobatic waiver, \$48,000.00, contact Dan Cybulski (613) 962-0458.

Cessna 120 on Floats and skis, 135HP conversion, C-140 wings, 2400 TTSN, 1125 hrs on the engine, many mods and upgrades, \$31,500, (819) 242-0621 after 5pm.

PARTING OUT:- Mooney M20 less engine. Mike Secoutis 729-3774

**ENGINES:**

O-320 engine with 800 hours with half inch valves

**PROPELLERS:**

0 time constant speed Hartzell propeller with governor and logs.  
74/56 metal Sensenich, no logs, \$500.00. Mike Secoutis 729-3774.

**SKIS:**

Federal 3500's, mains and nose, Mike Secoutis 729-3774.

**PARTS:**

Starter and generator for C85.  
Wing from Champ - stripped.  
Wings and tanks from J-3.  
Aircraft plywood sheets 5X5 birch, 1.5, 2.5 mm  
Motor mount for Lake Amphibian.  
Hanon Wilson mufflers. Spinner and backplate for Grumman. Instruments, Navcom, Wheelpants and more.  
ALL OF THE ABOVE FROM MIKE SECOUTIS 729-3774

Brakes and wheels - Rosenhan - suitable for Varieze or Davis etc. Offers Phone Eric Taada 749-4264

8 REM 40E's, 1 Goodyear 5x500 nose wheel tire with tag. Contact H. de Witt at (613) 722-4685.

**PLANS:**

Davis D2A Russ Robinson 831-2485.

CH600 Zodiac plans and tail kit. Make an offer. Ray Forbes (613) 828-3223.

**PROJECTS:**

Minicoupe - Partially completed. Unable to continue due to discontinued kits. All offers considered.  
Richard Taylor 596-6913. After 7:00 pm.

EAA CHAPTER 245 MEETING

DATE: Friday 16 September 1988  
LOCATION: Chapter Hangar, Carp airport  
ATTENDING: 36  
TIME: 1730hrs

OPENING REMARKS: Chapter president Doug Richardson welcomed the members and guests and introduced -

GUESTS: Wolfgang Weichart who is working with Alex Fulton on the Starlight, and Ray Chambers from Thamesford Ontario, Ted Chambers' father.

NEW MEMBERS: Welcome to Geof and Peggy Botting who are bringing a Grumman AA5 and a Cessna 140 to roost at our facility, and to Edward Atraghji who is about to begin final assembly of his Ookpik Ornithopter.

ANNOUNCEMENTS: - Gord Standing reported on the Fly-In breakfast to be held on Sunday. He said that everything was ready to go. He just needed the crew out on Saturday morning to help set up.

- Doug mentioned that John Perrins would be taking photographs and that he has made up and brought in a terrific display of photographs he has made over the past year.

NOTE!! - Doug Dale mentioned the RAAC meeting to be held at Smith Falls on the October 1-2 weekend and he encouraged the valley homebuilders to put their aircraft on display on the Sunday.

- Jim Tyler, who is currently stitching up the wings of his Baby Great Lakes, told us about the Advertiser newspaper the "Capital Shopper" which will insert your ad at no charge. He works for this paper which is established in the Toronto area and is growing locally.

- Doug thanked the Petersens who brought in a very nice mounted photo of the Carp Airport for our lounge wall.

- Doug also mentioned that he had a number of catalogues he had brought back from Oshkosh. These will be kept in the lounge.

SPECIAL!!!

- OIL - Doug has made arrangements with Shell on Merivale Rd. to supply Chapter members with Aviation oil at \$1.92 per liter for single grade and \$4.25 per liter for multi grade. The terms are "Cash and carry", the oil may be bought in cases of 12 or 16 cans. *Late Update - Supplier is Drummond Oil*

*30 Rideau Heights Drive Nepean 226-4444*

BUSINESS:

Doug has heard from Frank Oakes regarding our Corporate status. It appears that everything is still in order - we are still an incorporated entity, however we will have to adhere more closely to business principles when conducting our affairs.

ELECTIONS: - One item that brings us into line with Chapter by-laws is to hold annual elections at the General Meeting in October. In the past number of years the elections have been held in November.

At this time we will be looking for three new Directors including the Vice president and Secretary positions. Our current VP Roger Fowler must retire at this time after serving for two "two year" terms. The Chapter Secretary, your current scribe, has served one term and would like to do other things. Anyone who feels they may be interested in helping manage the Chapter please contact any of the Directors listed on the bottom of the front page.

**FEE INCREASES PROPOSAL for 1989:** In accordance with Chapter By-laws we are hereby giving advance notice of proposed fee changes to be introduced for 1989. This evening we are announcing what the executive has come up with. The proposals are open for discussion at the October General Meeting to be held on Friday October 21st.

An analysis of our financial status over the past several years indicates that a fee increase is in order.

The executive proposes the following changes:

Associate Membership fees to rise from \$25.00 to \$28.00 per year.

Full Membership fees to rise from \$47.00 to \$50.00 per year.

"Activity, or Initiation fee" to rise from \$150.00 to \$160.00 (one time only fee for Full members)

Aircraft tie-down fees to rise from \$18.00 to \$20.00 per month.

**MAINTENANCE HANGAR FEES:**

Due to the expansion of aircraft operations and the subsequent need for a maintenance facility, the following fee schedule is being proposed.

1 - For the aircraft assembly, rigging, test flying and debugging period the hangar will be rented at a monthly rate of \$50.00.

2 - For aircraft that have been issued their unrestricted flight permit:

- First week - No charge.

- After the first week the monthly rate of \$50.00 per month will apply.

- Second month \$75.00.

- Third month \$100.00.

The escalating rate is to encourage an individual to get the job done ASAP and to discourage the individual from using the Maintenance Hangar as a dead storage facility.

The above fees are at the discretion of the Board of Directors.

**PROPOSED BY-LAW CHANGES:**

Article III. (d) change weight to ~~20~~200 Kg.

Article VIII. (a) give Associate members immediate voting rights.

(b) remove the requirement that "full" members must first be admitted as Associate members.

Article XVII. Change to read that assets remaining shall revert to the Experimental Aircraft Association Canadian Council.

The above proposals will be posted at the hangar and will be sent out to all members at least seven days before the Annual General Meeting.

**GUEST SPEAKERS:**

After the coffee break Alex Fulton and Wolfgang Weichert spoke about their Starlight project nearing completion. Alex pointed out that his was the first kit brought into Canada and he had therefore to deal with much of the bureaucracy that also faced Dave Murray whose Starlight flew last November. Alex started the project and after awhile enlisted the aid of Wolfgang Weichert. Wolfgang is a CFI on gliders and he is the past president of the Gatineau Gliding Club. In the mid 70's he built a Tern glider on which he has flown over 600 hrs. The Tern is constructed of wood and what he learned during its construction proved very helpful when working on the Starlight.

The Starlight is of hybrid construction i.e. molded composite fuselage and wooden wings with foam core ribs. The construction manual is described as excellent. If you follow the manual you should have no problem building the aircraft. The most tedious part of the work is the finishing. Great care must be taken to produce a smooth finish.

This Starlight is approaching the final painting stage with assembly, rigging, inspection, and flight testing to follow.

Specifications are - Empty weight 230 lbs.

- useful load 250 lbs.
- power - Rotax 447 two stroke, 40hp.
- wing loading 8.4 lbs./square foot - too heavy to be an ultralight.
- expected cruise - 120 mph. - too fast to be an ultralight.
- range - 300 miles.
- stall - 42 mph.
- Rate of climb - 1200fpm.
- Take off and landing roll out - 300ft.

Alex indicated that he found the aircraft reasonably quick and interesting to build and he would take on a similar project again, perhaps the two-place version.

After questions from the members present, the meeting was adjourned.

**ADJOURNMENT: 2230hrs.**

**SUBMITTED BY: A.G. DOUMA, SECRETARY, CHAPTER 245**

#### FLY IN BREAKFAST #5

As you know the chapter hosted its fifth succesful fly in breakfast on Sunday Sept 18.

For the benefit of those who did not attend, the day started off a little foggy, but gave every indication it would clear. This was not to be as a fog bank moved in and did not vacate until about 10 O'Clock, when it turned out to be a fine day.

The drive in crowd kept the workers busy until mid morning when the weather cleared, and the aircraft started to arrive.

Since the Ninty-Nines had their poker run that day with Carp as one of their stopping points, many had breakfast with us before continuing their journey.

All together, as close as I can figure, we served 130 meals to guests and workers.

At this time, through the medium of our newsletter, I would like to thank all who worked at the breakfast, from those who could only spend a couple of hours, to those who were there at sun-up and stayed until the last gasp. Your much needed help was appreciated.

Once the bits and pieces have been stored away until next year, we will begin planning for number 6.

Again thanks for all the time and effort. Without your help, it could not have been a success.

Gord

## Flight Lines

by Nina and Olav Peterson. October, 1988.

The Stanley Sport Aviation Association, Nova Scotia, has embarked on a series of improvements to its fuel pumps, according to the July issue of their Windsock. The plan, which has necessitated the relocation and repiping of the pump island, calls for a concrete pad and a key-lock system.

Members of Chapter 305 have also been busy making Stanley Airport more recognizable from the air by printing "STANLEY" on the infield grass. This mammoth embossed identifying landmark in 100 foot high letters, with the pencil stroke of the "T" 22 inches thick, will be maintained via a tractor lawnmower.

The July issue of the Windsock contains a most interesting and informative four page article about lightplane flying in New England by Debby Burleson and Chris Purcell who left Nova Scotia in their J-3 Cub this May. Postdoctoral research at MIT brought them to Cambridge, Mass., where they have found time to attend many flying events during the past summer. There are vivid, detailed descriptions about the activities of EAA'ers, 99'ers, aircraft new and old, flying in an area where the density of airports is so great that it becomes difficult to tell which airfield is which. There are 25 charted and 8 uncharted airports within 30 miles of Cambridge. Flying in the vicinity of Boston, they have also had to face the challenges of the Boston TCA and the Bridgeport, Conn. ARSA.

The August issue of the Windsock carries a glowing report about Kevin Laden's KR-2 which was begun three years ago and is scheduled to be completed either this fall or next spring. A Hapi VW conversion of 1800 cc together with a Great American Propeller and an exceptionally fine finish are expected to achieve speeds of 160 mph. Designed for fuel economy as well as for conditions when 80/87 octane fuel will no longer be available, the Hapi engine will not complain about mogas and will be content with less than 3 gallons per hour.

### Activities in the Ottawa area:

#### St. LOV's Flying Farmers "Fly In Corn Feed".

We were fortunate to attend Jim and Joy Bradley's "Corn Feed" on August 14, and had an opportunity to see a private rural grass airstrip at close range. The 06/24 runway, consists of a neatly mowed grass clearing which might normally require a great deal of maintenance. However, Jim has found an ingenious way to simplify the task. His mowing equipment is actually a modified hay conditioner: an eight foot horizontal bar driven by a tractor, with V-shaped flailing cutters welded to a bar via links, enables him to mow the entire runway in one hour.

Among the interesting people we met at the fly-in was pilot-author Jim Williams whose successful 1984 publication, The Plan

(the British Commonwealth Training Plan) is still in print and is also available at the Public Library.

A large, steaming potful of the most delicious sweet corn was constantly surrounded by hungry aviators and the ladies had helped to provide salads, lemonade and cakes for the tables set up around the poolside. Many chapter members were present with their families.

### The Alexandria Breakfast Fly-In

C-GFCU, the yellow Pietenpol, piloted by Eric Taada and Irving Sloane, and C-FQDK, our C-172, left Chapter 245, Carp Field, on August 21 for the Alexandria Breakfast Fly-In. We followed the Pietenpol, which had a twenty minute head start on a heading of 090, corrected for 10 mph crosswinds from 330. In the vicinity of Casselman we overtook the aircamper, tuned into the Alexandria Unicom frequency and soon arrived at our destination in the midst of hectic traffic converging on the 07/25 runway. Wings could be seen waving and wobbling in a struggle with gusting crosswinds, as we turned base for "two five".

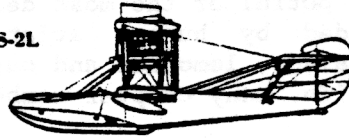
We joined the fastmoving line-up for breakfast which was served in the large hangar and extended into a sizable area outside the building as well. A large number of chefs, wearing aprons with the Alexandria Flying Club logo, were efficiently stationed in groups of four cooking pancakes, eggs and sausages. The hot and truly delicious breakfast helped to dispel the chill of the morning winds. A lady seated next to us pointed out that the Alexandria Airport, in addition to having a flying club and fixed base operator on the field, was also home to an aircadet training squadron. 80/87 octane fuel, a rapidly vanishing commodity, was available at 65.8 c per liter.

### St. Hubert Airport, Montreal, celebrates its 60th anniversary.

1988 has been a year of several significant 60th anniversary celebrations, including those of deHavilland Aircraft Company of Canada, the Canadian Aviation magazine, the Ottawa Flying Club and St. Hubert Airport in Montreal. Opened in 1927, St. Hubert was the first airport built by the Federal Government in Canada and served initially as a center for Canada's first regular airmail service between Rimouski, Montreal, Ottawa and Toronto. The legendary French-Canadian aviator, Romeo Vachon, who had flown the Curtiss HS2Ls for Laurentide Air Services as early as 1919, inaugurated the mail service from St. Hubert by making the first drop at Rimouski on May 5, 1928. Canada's first air route to the United States originated from St. Hubert in 1928. A great deal of excitement was generated by the dirigible, R-100, which in 1930 crossed the Atlantic on its maiden voyage and arrived at St. Hubert on July 31. For almost two weeks the 216 m (709 ft.) gigantic airship remained anchored to a specially built tower, approximately 200 feet high. (By comparison, the Olympic Stadium in Montreal is

305 m long by 250 m wide). Some of the members of Chapter 245 can still remember seeing the R-100 sail past Parliament Hill when it was touring Ottawa.

Curtiss HS-2L

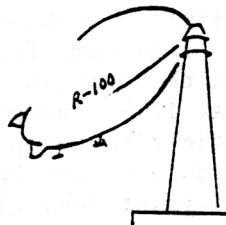


During World War II, St. Hubert Airport again projected a high profile when it was the departure point for ferrying aircraft to Europe.

To commemorate its 60th anniversary St. Hubert Airport hosted an airshow, called Expo Air, featuring such celebrities as the Snowbirds and the CF-18. Expo Air was organized by Wings of Hope which provides air transportation for medical emergencies in Peru.

We departed Chapter 245 together with Laurent Ruel to fly to the St. Hubert airshow on September 10 and were also going to check out our newly installed altitude encoding, Mode C, transponder. We asked Ottawa International Airport for an altitude check, but they were unable to accommodate us, explaining that their equipment was outmoded and dated from the second world war. When we reached the Montreal control zone we again asked the control tower if they could give us an altitude reading and this time we were in luck. "Two point six", they said. Exactly what the dial on our altimeter read. Our Mode C worked!

When we changed over from the Montreal Terminal frequency to the St. Hubert Tower, we checked the runway diagram in the Canada Flight Supplement and reflected for a moment on the changes that had taken place in the last sixty years. To-day, the modern control tower in the center of the infield was surrounded by a complex pattern of four paved runways and many connecting taxiways which provided access to the buildings, hangars, fixed base operators and flying club along the perimeter. Over half a dozen different radio frequencies were in use. In our Cessna, the instrument panel was filled with two Nav/Coms, a transponder, and a Mode C. How different it must have been for Romeo Vachon when he flew here in his Stearman in 1928 with almost no instruments at all. And where was the mooring tower which had anchored the R-100?



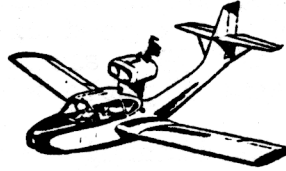
The airshow which began with the Snowbirds and was brought to a spectacular conclusion with the CF-18, featured an informative commentary alternating in English and French. In addition



TR

the vintage WWII aircraft and U.S. military planes, the static display also included some extremely fine examples of homebuilt planes which had come to pay homage to St. Hubert Airport. We especially liked a near-perfect Coot amphibian, an all-metal, low-wing Thorpe T-18 and a KR-2.

COOT



In the exhibition hall, which featured displays dealing with space projects, we asked about the location of the tower erected for the R-100. Apparently the now dismantled anchoring structure had been situated just east of the button of runway 18.

From the romance and struggle of the early days of aviation, through the horror-filled times of war, St. Hubert Airport had survived with confidence to a new era of micro-chip aviation where electronic miracles and high-tech magic rule the cockpits. What a pity Romeo Vachon who flew at St. Hubert in the twenties could not be here at the anniversary celebrations. What marvellous stories he could have told us. And what ingenious avionics we could have shown him!

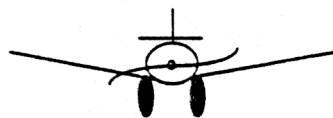
THORP T-18



**Readings and reviews:**

A Transport Canada video "It's your decision" has won the Visual Communications Award of the Aviation/Space Writers Association (AWA) from 1988. The video is used by pilot workshops which are part of a national education program called Pilot Decision-Making (PDM) Program and are offered by Regional Aviation Safety Officers. It is designed to help pilots increase their decision making power in the high pressure environment of flight. (Canadian General Aviation News, Sept. 1988, p.4)

The Cekady, a homebuilt prototype using Cessna 170/172 components (wings, tail, gear, etc.) on a rugged steel tube fuselage, is easy to build and offers wheel as well as ski and float potential. The prototype which has flown for five years with floats and a Horton STOL kit, is claimed to have excellent visibility and good ground handling capability. The name Cekady, incidentally, is a contraction of Cessna and Harold Kady, its talented designer. (Canadian General Aviation News, Sept. 1988, p.13).



# WHAT'S UP

A very belated and hearty thanks to George Rutledge for his donation of the necessary venturi for the jet pump. It works well. No pun intended. As well, (pun intended) goes out to Rodney Stead for the pump motor. Sunday Sept. 18 dawned a gloomy day save for the enthusiasm at the hangar as the breakfast crew started in to their assigned duties. A quick listenon 121.15 told that Ottawa was 400' ~~broken~~ with 1/4 mile in haze. This did improve to marginal VFR as the sun? rose up overhead. As coffee and bacon aromas filled the hangar., all present were fed, optimism rose and a good crowd was expected. This opinion was re-enforced upon the 99's arrival for their annual poker run. Obviously, there was to be some flyable weather in store for us.

Breakfast over, the dinning room quickly reverted back to hangar, the Starlite reappeared and by 3 PM the smell of paint replaced that of coffee.

With the day over, the club in the black, two or three things were discussed by different small groups and when compared, all seemed to agree that ( weather considered) (1) 245 had a pretty good turn out. (2) a good number of aircraft flew in. (3) Sept. seemed like a better time to have a breakfast than in the thick of it in June. It appears as though we are the last on the circuit.

Oct. is a busy month all round. Ed Atraghji's Ookpik Ornithopter and Gord Standing's Bi-Fly Baby Will join the Starlite in the hangar for their final assemblies. Should produce three first flights - right guys?

The annual general meeting will take place at the hangar so bring your right arm and any nominations for the three open postions. The meeting is to start at 7:30 PM. After talking to Gord we decided to make use of the leftover beans (unopened) from the breakfast and have an informal bean supper prior to the meeting. Come on out early and hangar fly with the rest of us while filling your stomach.

## NEWS FLASH NEWS FLASH NEWS FLASH

On a sunny and breezy Sept. 24 mid morning a dream was realized by Henri B., as he gazed through his camera to see Stan Kereliuk lift off his Cuby for it's first flight. More on this by Henri at the next meeting. But for now, Stan found no faults with the ship and pronounced it flyable leaving Henri scurrying to his instructor.

Congratulations Henri.

*Dory*

P.S. The 1989 Calendar is here - makes a great Christmas present. Bring your check book - when they are gone they are gone!