



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 32 No. 02

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February 2002

Inside:

President's Page: by Gary Palmer

Next Meeting:

Thursday, February 21, 2002 8:00 PM
Canadian Aviation Museum

MAINTENANCE MATTERS...

**CHALLENGERS TO
OSHKOSH**

By Claude Roy

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|--------------------------------|--|-----------------|---|
| President: | Gary Palmer | 596-2172 | gpalmer@nortelnetworks.com |
| Vice President: | Russell Holmes | 820-8572 | Russell.Holmes@city.ottawa.on.ca |
| Ops, Publishing, Tools: | Dick Moore | 836-5554 | rjmoore@uottawa.ca |
| Membership: | Wayne Griese | 256-5439 | wayner@igs.net |
| Secretary: | Curtis Hillier | 831-6352 | hillier@mosaid.com |
| Treasurer: | George Elliott | 592-8327 | gelliott@igs.net |
| Editor: | Rodney Stead | 836-1410 | stitttmp@sympatico.ca |
| Webmaster: | Martin Poettcker | 271-6113 | poettcker@rogers.com |
| EAA 245 Website: | http://eaa245.dhs.org/ | | |

*President's Page
by Gary Palmer*

While January weather was relatively mild, February has returned a sense of Canadian reality to those chapter members not enjoying the warmth of sunny southern climes.

Just a reminder that this is membership renewal time and Wayne Griese is ready and willing to take your cheques; cutoff for receiving the newsletter is end of March as usual.

Upcoming meetings. Looking forward to the spring we have an interesting slate of speakers and topics planned including:

March Dave Stroud will describe his Corvair engine conversion that replaced the Subaru EA81 in his Christavia, along with early test flight information. April Carl Bertrand on the design of his own wing design for his CH701 incorporating self actuating leading edge slats. May Phil Johnson on the design and fabrication of a composite three blade propeller.

Chapter works to bring 20th Century creature comforts to our clubhouse

Dick Moore, with the fine help of a stalwart crew of volunteers over the past 2 months has nearly completed our new facilities project. The weekend of Feb 2nd saw the first functional test of the facility and the weekend of Feb 9th saw some finishing trim paint work by Irving Slone and yours truly

There are many members who have contributed greatly to this project and the best part has been seeing many of the newer chapter members pitching in. Grant Estes has done an excellent job of the exterior metal cladding despite the challenging weather, helped by stalwarts such as Phil Johnson, Martin Poettcker, Bill Argue, and Roger Fowler and Russ Robinson. Interior workers were generally much warmer, but no less busy with electrical, plumbing, and detail trim work, the list of contributors is too long to repeat here, but Dick has credited all workers in his regular emails. Of course all of this would not have been possible without the leadership of Dick Moore who prepared the plans, obtained all the materials, provided many of the tools, and much of the expertise to make it all a success.

Just a reminder to those using the facility to be sure to close both the door to the toilet and the door to the hanger to keep our heating costs down. We went to great lengths to insulate the facility and the door seals do fit closely, requiring a firm pull to close the door. Dick will be looking for volunteers to help on some additional projects to enhance our facilities at Carp. Nothing quite as challenging as our last project, but well worth contributing to while waiting for the return of spring flying weather.

SONEX a design worth looking at Our January meeting featured Gary Loubert who gave us an excellent overview of his decision process in arriving at the SONEX as the right choice for his aviation goals and budget. The Sonex offers excellent performance on low power and a well engineered design with excellent plans and easy construction. Gary included some of the parts from his kit and the very complete plans set for fellow members to peruse. He was kept busy through the social hour fielding questions. I notice that the February Sport Aviation has an excellent article on the flight handling characteristics of the Sonex by Ed Kolano. Congratulations on your choice Gary and thanks for an informative evening

Thursday Feb 21st meeting @ NAM 8:00 PM start: Challengers to Oshkosh: Claude Roy

The inimitable Claude Roy will provide an illuminating pictorial view of the history making flight of three Challenger ultralights to Oshkosh 2000. Claude had worked long and hard behind the scenes to open up cross border flights for the ultralight community. The inaugural flight to Oshkosh 2000 was the deserving reward for all the hard work.

This promises to be an entertaining presentation as is usual for Claude, I look forward to seeing you there!

Gary

Up Coming Events

Sat. Mar. 02, Kars, Ontario, Rideau Valley Air Park, N45-06 W75-38 Rwy.08/26 3000ft.Com --123.4

R.A.A. Chap 4928, 2nd annual all day Ski Fly/Drive in.

Hot beverages, great Irish Stew and Baked Beans available (with donation).

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Contact Steve Baerg (613) 729 2894

E mail baergs@sympatico.ca

The 12th Annual Challenger Owners Association Winter Weekend Rendezvous is coming up on February 2-3, 2002. This year's rendezvous will be at the magnificent Chateau Montebello, located on the Ottawa River midway between Ottawa and Montreal. The Chateau Montebello is the world's largest log structure and is, to understate it, a fabulous place to spend a winter weekend.

Past rendezvous have seen two dozen Challengers on skis and over a hundred people at the banquet. You may want to check out the pictures and accounts from COA events on www.challenger.ca in the Owners section.

This event happens snow, rain or shine so whether you are an owner or an enthusiast make a note on your calendar in ink and plan to join us! Logistical details will be published on www.challenger.ca in the near future.

webmaster@challenger.ca

| <http://www.challenger.ca>

Maintenance Matters...

Aircraft Owner's Tool Kit

Peter Egan of *Road & Track* magazine is possibly its author.

HAMMER:

Originally employed as a weapon of war, the hammer is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

ELECTRIC DRILL:

Normally used for spinning rivets in their holes until you die of old age, but it also works well for drilling mounting holes just above a fuel line.

PLIERS:

Used to round off bolt heads.

HACKSAW:

One of a family of cutting tools based on the chaos principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Used to round off bolt heads if nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your hangar on fire.

WHITWORTH (Metric) SOCKETS:

Once used for working on older British engines and airplanes, they are now used mainly for impersonating that 9/16-inch or 1/2-inch socket for which you've been searching the last 15 minutes.

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted aircraft part you were drying.

WIRE WHEEL:

Cleans rust off old bolts and then throws the bolt somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch!"

HYDRAULIC FLOOR JACK:

Used for lowering an airplane to the ground after you have installed your new tires, trapping the jack handle firmly under the landing gear leg.

EIGHT-FOOT-LONG DOUGLAS FIR 2x4:

Used for levering an airplane upward off a hydraulic jack.

TWEEZERS:

A tool for removing wood splinters.

TELEPHONE:

Tool for calling your neighbor to see if he has another hydraulic floor jack.

TROUBLE LIGHT:

The mechanic's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under airplanes at night. Health benefits aside, its mainpurpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER:

Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR:

A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 60 years ago, and rounds them off

PRY BAR:

A tool used to crumple the metal surrounding the clip or bracket you needed to remove in order to replace a 50-cent part.

HOSE CUTTER:

A tool used to cut hoses 1/2-inch too short.

Place your ads by phone with Rodney Stead @ 836-1410 or e-mail to stittmp@sympatico.ca
 Deadline is first of the month. Ads will run for three months with a renewal option of two more months.

For Sale: 500 Watt Toro Generator, as new condition
\$200 firm call Ken Mackenzie @ 613-839-2861 01/2002

For Sale: Federal 1400 Skies 9 " wide \$850
Scott 2000 Tail wheel steerable Recently rebuilt \$275
 Call Brian McKinley @613-487-2451 night or 299-8424
Daytime 01/2002

For Sale: C-65 engine 1400 hrs includes McCauley IB90
74-45 metal prop 900 hrs \$4000
 Call Henry Dyck @ 613-726-1339 **01/2002**

For Sale: brand new battery G-25
1972 Bellanca Citabria -7GCBC 40 hour on airframe
since rebuild Lycoming O-320 (160 hp) Zero time
 call Uwe Stickel @ 266-6686
 email: jungmann@ottawa.com **01/2002**

For Sale:
 - 2 Cessna 150 Ailerons
 - McCauley Prop for 65 HP
 - McCauley Prop for O320
 - C-140 Exhaust, Engine Mount, Baffles **\$500**
Jim Robinson 830-4317 10/2001

Airspeed indicator by AeroSonic Corp., U.S.,
20 - 250 kts, MS28021-4, manufactured in 1988, last
calibrated in 1996. For RV series of aircraft and others.
\$180.00
Wolfgang Weichert 836-1318 09/2001

SUBARO ENGINE FOR SALE
 1731 CM3 displacement engine suitable for homebuilt power plant
\$1000 obo
contact David or Pauline @ 225-7381 11/2001

Articles Wanted

I am always interested in receiving submissions for this, your Newsletter. You may bring articles to the monthly meetings, or mail information to the post office box, or
 e-mail stittmp@sympatico.ca



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___
 EAA NUMBER:.....
 EXP Date:___/___/___
 NAME:.....
 ADDRESS:.....
 CITY/TOWN:.....
 PROV:.....PC:.....
 PHONE:(.....).....H (.....).....W
 EMAIL:.....
 DISTRIBUTION Preference: email..... post.....
 AIRCRAFT &
 REGISTRATION:.....

OTHER AVIATION AFFILIATIONS:
 COPA:___ RAAC:___
 OTHER:_____

Annual Dues: January 1st to December 31st. (porated after March31st for new members/subscribers).
 Associate Member ___: \$30.00 Newsletter plus Chapter facilities
 Full Member: ___: \$55.00 Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)
 Newsletter subscriber ___: \$30.00 Newsletter
 Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

Make cheque payable to:
 EAA Chapter 245 (Ottawa)
 Mail to - P.O. Box 24149, 300 Eagleson Road, Kanata, Ontario, K2M 2C3