



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 29 No. 8

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September 1999

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Thursday September 16, 1999 8:00 PM
National Aviation Museum Theatre

Presentation by our very own
Irving Slone

Pietenpol Oshkosh Odyssey Recounted

| | | | |
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After an amazing summer of fine weather, Labour day has arrived wet, but still unseasonably warm. Hopefully we won't pay too dearly for the glorious summer flying we have enjoyed to date.

Fly In Breakfast

The weather gods this year did not shine on our fly-in, and we had to rely solely on the drive in crowd. Despite the weather, we had a very respectable turnout, and hopefully were able to break even.

A big thank you to **Stan Acres** and his band of dedicated volunteers that put on a first rate breakfast. Better luck on the weather front next year!

Oshkosh Pilgrimage

My flight to Oshkosh this year was like old times with Nigel Field in his Varieze along with his friend Gilles in his recently completed Velocity, from Embrun, and Francois Marquis in his gorgeous Ferrari red Lancair 235 from Montreal joining me on the annual pilgrimage.

Weather proved to be a challenge this year, and our original plan to take a modified northern route was changed to an ad-hoc southern route. Weather prevented a planned meeting in Carp so we decided to rendezvous in Kingston as early as possible, check flight service, and get as far west as possible, then sit out an advancing cold front. Well it was one PM before all aircraft were in Kingston, and we finally headed off for London to check weather there and make our plans.

After an interesting transit of the Toronto airspace (we were vectored all over the place) we landed at YXU and taxied to the Diamond flight centre. Imagine our surprise

when Larry Loretto walks up and makes us feel completely at home. To make a long story short, Larry got us great room at the local inn at a great price, and loaned us his car for transportation. The best place for a good meal, and a very welcome cool one turned out to be the restaurant at the flight centre itself. If you find yourself in the London area, drop in to the Diamond flight centre, a first rate operation all around.

A quick call to U.S. customs to advise of our arrival at Port Huron, and flight service for the requisite flight plan preceded our early morning launch. Unfortunately, Nigel had to abort the trip due to a 100 LL compatibility problem with a fuel level sight gauge; I think he was secretly relieved since he hates really hot weather, and this turned out to be the hottest Oshkosh in my 18 years of attending the event.

Illegal Aliens

Clearance went smoothly after paying our \$25 fee, and I was surprised when they didn't bother checking my Dutch passenger's passport (Bob Willemsen, a friend of Irving Slone). That however was an oversight, as the customs agent later tracked us down as we were paying for our fuel. He informed us that it was illegal for a passenger in a private aircraft who is not a citizen of the country of registration of the aircraft to enter the U.S. without a VISA. At first it seemed I would have to head home, but we were then told we could get a special VISA for a mere \$170 U.S. In the end we ended up hiring a cab to drive Bob back across the border to Canada, then re-enter the U.S. in a cab, which is perfectly legitimate (anything but a private aircraft will

do); before resuming our trip. The cab cost \$40; a savings of \$130. The U.S. sure has strange laws, most frustrating was the fact that no mention of this problem was made when by the agent taking my pre-arrival phone call; we got the classical bureaucratic buck passing when questioning that oversight.

The rest of the flight to Oshkosh was uneventful until we were on approach to runway 36. Francois was on short final and I was on base when I saw black smoke (an F4 Phantom) approaching on a long straight in final. The controller asked Francois to do a left 360, then later to head South. He didn't see me so I also turned South to clear way for the F4; meanwhile he directed the Velocity following me to turn North, but Gilles had the good sense to also head South and stay clear of the 27 arrivals. After the F4 landed we were able to set up on final to 36 and landed uneventfully. As Bob noted, this was quite a bit of excitement for his first airborne arrival at Oshkosh. It is also a reminder that retaining situational awareness is paramount; the controller's don't always get it right.

More on Oshkosh next month.

Thursday Sept. 16th Meeting

Our next meeting marks our fall return to the Bush Theatre at the National Aviation Museum. Our feature speaker will be **Irving Slone**, who will recount the very personal odyssey of the Bytown Flying Club Pietenpol to Oshkosh 99. Pietenpol's were star attractions at this years event, and **C-GFCU** was in her element at stage centre. I look forward to seeing you there.

Gary

Carp-Oshkosh-Carp
“not the easy way”
by Irving Stone

A Round trip of nearly 1,700 miles, 20 airports and 24.5 hours of air time. A summary of the stops etc. follows this article.

If you've been reading the past several Carb Heat" you may be aware that I've been running a notice looking for a co-pilot to help me fly Pietenpol GFCU to Oshkosh 99.

Right up to about 2 weeks before opening day, no firm prospect was on hand. I had a couple of "I'd love to but can't get off work" plus a couple others with similar reasons. Do they know something I don't, hmm.

Taking GFCU to Oshkosh has been at the back of my mind for the past number of years; however, this year Oshkosh was featuring this design as it's the 70th anniversary of Mr. Pietenpol's 1929 design.

With no bites, I was prepared to go by car until fate took a turn. I was doing some minor work on GFCU when I borrowed a tool from 2 guys working on a Luscombe in the club hangar. Upon learning they were intending to fly the Luscombe to Oshkosh, I casually mentioned of my proposed plan. After hearing of my basic plans they immediately remarked that it sounds like an interesting project and volunteered to partake.

Member Pat Floyd is the owner of the Luscombe which is tied down at the south side of the club hangar, was an A.M.E. and currently a lawyer with NavCan. Don Taylor a former Luscombe owner also is with NavCan as an instructor to F.S.S. Operators. I warned them of the discomforts of open cockpit flying, more particularly the front seat which after a while digs into the sides of your hips.

As a trial run, I made an appointment with Don to meet at Carp after work about 1 week before Oshkosh opening day. Upon arriving at the Airport, I had some doubts about proceeding with this sample flight. The winds were 70° off the runway with gusts to 15 knots. Don didn't seem to be concerned with conditions so ahead we went.

Don sat in the front seat and I suggested he take over right from taxiing to the run up area. At the start and during his take off roll, I had my hands and feet lightly on the controls. It was apparent why the off windy conditions didn't seem to bother him.

A 1 wheel take off as well as landing secured my trust in Don's ability. After all he's a Luscombe pilot. It really hurts to have a guy jump in and handle the aircraft better than I with about 313 hours experience on type.

Don installed a piece of thick sponge foam on the seat which proved to be quite comfortable after the nearly one hour flight. Pat, Don and I met at Bill and Kathleen Argue's home one evening just before the planned departure of Sunday, July 25th being 3 days before opening day. Our equipment, tents etc. were to go in the Argue van including a couple of 5 gallon containers of Mogas as I'm reluctant to use 100LL. It should be known that Kathleen Argue is one very good navigator. She got Bill to each one of our predetermined Airports without a hitch and on time.

The flight to Oshkosh was by the northern route with stops at: Deep River, North Bay, Sudbury, Elliot Lake, Thessalon, Sault Canadian, Sault USA, Schoolcraft, Menominee, Clintonville, Oshkosh, that's 11 Airports and just short of 800 miles.

We all assembled at the club Sunday morning and took off at 8:00 a.m. Our first stop, Deep River, a landing strip amongst a mass of trees as far as the eye can see. A truly welcome sight. Not more than 15 minutes later Kathleen directed Bill right to us. The Airport owner Al Smith kept Mogas stored in about a dozen 5 gallon plastic containers so we were able to purchase fuel from him. Mr. Smith showed us where the fuel shed key was hidden in case we came back that way. We would just leave our payment under the empty container in case no one was around.

Our ground support then met up with us at stop #2, North Bay, within 15 minutes of landing. At this point, we agreed to have Kathleen and Bill bypass Sudbury and Elliot Lake to meet at Thessalon which is about 50 miles east of the Canadian Sault.

Pat and Don navigate the honest way, no GPS; however, I used my Garmin Sportsman model the round trip and it worked real good. The only problem with it was me on the leg to Sudbury. I entered one number of the minutes in error and ended up at the northern outskirts of the city. The Airport is about 10 miles north east, a point where Don kept on heading to but with my prodding altered course slightly, I guess just to humour me. Anyhow, we found the airport. I still don't understand why

and when the Airport was relocated to its present position?

We landed at Elliot Lake at about 5:00 p.m. and filled up with 100LL. The place was really quiet and the female operator was busy painting a door. She suggested we camp there and enticed us with a corn feed. We had no choice but to continue on as Kathleen and Bill were to meet us at Thessalon. We were on the down wind leg of Thessalon at about 6:30 p.m. when Kathleen could hear our engines. They drove up about 5 minutes after engine shut down. We decided to stop here. We tied down both aircraft and set up our tents. There was not a soul around, only 2 broken down hangars. Fortunately we found a functioning electric outlet on the side of one of them where I charged the transceiver battery overnight.

The Argues dined in their comfortable camper trailer and loaned us their van to drive the 6 or 7 miles to Thessalon where we were lucky to find an open restaurant where we had institutional fish and chips.

Upon arising early Monday morning, Pat used his cell phone to get the weather report which was not good so we decided to head for the Canadian Sault 50 miles west. Before take off at 8:40 a.m., Kathleen invited us in for a very welcome breakfast. It was at this point that we agreed the ground support proceed directly to Oshkosh. While approaching Sault Airport, a slight drizzle was detected on the windshields. Very interesting, not ever having GFCU in rain.

After acquiring a rental vehicle and accommodation, we toured the Bush Plane Centre Museum located at the Waterfront. After a substantial dinner, Pat and Don appointed me as the designated driver for the trip back to the hotel.

On Tuesday morning Pat called USA Customs for entry at the USA Sault Sanderson Airport, 7 miles south. Paid the \$25.00 entry fee and took off at 8:48 a.m. for Schoolcraft 93 miles southerly.

This leg was as desolate as the landscape between Deep River and Sudbury. Pat in the front seat stated that if we were forced to land, the flies would have a real feast. I told him we had some insect repellent under my seat. "Insect Repellent" he exclaimed, "they drink that as their beverage". It's really nice to know these things. We arrived at Clintonville Airport about 2:30 (our time and is

about 60 miles northwest of Oshkosh. Lots of fuel is desirable when approaching Oshkosh.

I should mention that at each stop, Pat and Don alternated with the front seat position, while one would fly the Luscombe several hundred feet away. Pat said it was not difficult slowing his aircraft to match our 70 or 75 MPH "air" speed. Throughout the trip, GPS told us the ground speed ranged from 58 to 90 MPH.

Don and I took off from Clintonville at 3:03 p.m. (All my times are Carp time as we are 1 hour ahead west of Lake Michigan) and headed for Ripon, 18 miles southwest of Oshkosh and being point of entry to Whitman Field. Up to now, flying duties, take offs, landings and level flight were mixed between us all but Oshkosh: was "MINE"!

GFCU entered the right downwind leg for runway 27 at Whitman Field about 4:00 p.m. Traffic was moderate by Oshkosh standards but heavy enough to keep us awake. A.T.C. was turning away twin engine aircraft to land at other nearby airports. The man in the tower kept on calling us a yellow cub and at mid downwind when he asked the yellow cub to rock the wings vigorously. When I did and he confirmed, I was then sure it was the Pietenpol he was observing.

There were at least 2 aircraft ahead and I don't know how many behind. "Yellow Cub turn base "NOW". Well I got that part right. "Yellow Cub turn final "NOW" and land on the Orange Circle". Runway 27 is one hell of a long runway, suitable for 707's and Pietenpol's; however, they shorten it for arriving aircraft. There are 3 very large coloured circles on the runway. One at the threshold, one in the middle and one about 2,000 ft from the end. This permits 3 aircraft to land at the same time.

He wants me to land on the orange circle?.....On it?....I'd be lucky to land within 500 ft short or long. I don't practice spot landings. Well here goes. If ever I made a landing mistake it was this one. Chopped the throttle, flared, held off, sink, sink then bump in a cloud of orange dust. Wouldn't ya know, wheels touched down inside the 20 or so foot orange powder circle. What luck.

On roll out Don urged me to get off the runway on to the grass ASAP. As I slowed enough to crowd to the side of the runway to start a shallow angle turn, an aircraft, possibly a C-150 went whooshing past. Wouldn't want it any closer. The

controllers really knew how to handle traffic which inspired confidence toward them.

As the co-pilot in the front seat has a clear view, Don taxied to the tie down area near the control tower and beside the Homebuilders Hut. As it turned out, there were about 19 Pietenpols parked in two rows. The first to greet us was Ted Slack, GFCU construction project leader.

As we were tying down, Ben Owen of EAA Administration asked if I would partake in the Friday 1:30 fly by. I agreed and completed the questionnaire form which instructed me to attend the briefing at 10:00 a.m. that Friday.

Pat brought his camera and jumped into the front seat. Friday was hot. No not just hot, very humid hot, 35° C. Red Cross vehicles were kept busy all day picking up heat struck people. A Pietenpol owner, a judge and resident of Naples, Florida told me he had never felt the heat back home as bad as that day and night.

The circuit was established at 500' above ground. It's a good thing the runway is long. It took all GFCU had to reach the prescribed height. Even though our arrival was the day before Wednesday opening day, the field was jammed packed with aircraft and it was an inspiring thing to view the area during arrival as well as this fly by which comprised of 17 different amateur built types.

The departure line up was established by speed. GFCU was #17, the last spot. I wanted those attending the briefing to know that show producers as a rule kept the best for the climatic end. Sort of like the timing and winner of a beauty contest.

Pat's Luscombe is classified as a classic so he was directed to the classic parking. It was so full that he ended way south of the ultra light area. As Pat says, close to Chicago.

To this day I don't know why GFCU was the only Pietenpol in the 17 plane fly by. I figured most visiting Pietenpols would enter.

GFCU stayed tied down until Sunday, August 1st when we departed Whitman Field at 12:00 noon. I was anxious to return by the southern route and Pat and Don were good to agree. Kathleen and Bill returned by the northern route, so we were on our own. Everything, I mean everything, went into either Bill's van or Ted Slack's car. All I had was one change of underwear and socks and tooth brush. The Luscombe held the sleeping bags and only Pat's small dome tent. The intention was to find a hotel that evening.

One of the most memorable stops was at Meigs Field located at Chicago's downtown water front. It's a large strip surrounded on 3 sides by water. Just like landing on a huge aircraft carrier.

From Meigs Field we went around the south end of Lake Michigan with our final stop at Jackson, Michigan at 7:15 p.m. A trip of 354 miles. A car was rented and we camped at a Holiday Inn.

The next day we departed Jackson at 8:45 a.m. and cleared customs at Sarnia. Pat and Don wanted to see a Russian built AN2. This is a huge bi-plane which could likely seat 20 passengers. Looks like something out of the 30's yet it's a 1995 manufacture. The top wing is so high that one needed a 15' step ladder to reach the Aerolon lock. These guys would like it for a camper? They knew it was at Oshawa so after a stop at Waterloo, Kitchener we headed for the C.N. Tower at Toronto. It was quite a thrill passing between Island Airport and the Tower at dining room height. Pat took pictures from the front seat.

We were going to Peterborough with one runway but due to significant winds, opted for Kingston with multi runways where we landed at 6:00 p.m.

Kingston to Carp. Our final leg. Seemed like an insignificant one when compared to the distance traveled. Normally a Carp-Kingston trip would be an adventurous undertaking.

As we made our 7:30 p.m. landing at Carp, Kathleen and Bill were there to greet us. I parked my 92 Honda Accord inside the row hangar. I just couldn't get over the soft, quiet, smooth, comfortable ride after 4 days of flying a total of nearly 1,700 miles with 24.5 hours of noisy, bumpy, windy, cramped marvelous air time.

I can't say to many nice things about Pat Floyd and Don Taylor. They were knowledgeable as this was their 4th time to Oshkosh. They were good company and all their decisions were geared to the Pietenpol. For instance, when we stopped overnight at Jackson, they tied the Pietenpol down to the only available tie down anchors and the Luscombe was staked to the grass using dog screw type anchors. In the interests of weight, I frequently marched around with two plastic Loblaws shopping bags which Pat kept referring to as a matched set of Pietenpol Samsenite. My only come back was that on more than one occasion, airport personnel offered Pat a good deal to paint his aircraft. Finally, Bill offered

his ground support very early in the planning and never swayed.

To me, this voyage was a Lindberg dimension experience. I kept my ears open and my mouth shut. Learned a lot from Pat and Don.

Would I do it again? It will take some time to answer in spite of the fabulous support of Pat Floyd, Don Taylor and Kathleen & Bill Argue.

Irving's Oshkosh Trip Summary

| To Oshkosh | | | Distance (mi.) | Air time(hr) | Flight time(hr) | |
|---|---------------------------------|------|-----------------------|---------------------|------------------------|-------------|
| Day 1 | Sunday July 25, 1999 | | | | | |
| | Carp-Deep River | DT** | 91 | 1.6 | | 1.7 |
| | Deep River-North Bay | PF | 93 | 1.5 | | 1.6 |
| | North Bay- Sudbury | DT | 68 | 1.2 | | 1.3 |
| | Sudbury-Elliot Lake | PF | 87 | 1.3 | | 1.4 |
| | Elliot Lake-Thessalon | DT | 47 | 0.8 | | 0.9 |
| Day 2 | Monday July 26, 1999 | | | | | |
| | Thessalon-Cdn. Sault Ont. | DT | 49 | 0.8 | | 0.9 |
| Day 3 | Tuesday July 27, 1999 | | | | | |
| | Cdn.Sault-USA Saultv | DT | 7 | 0.2 | | 0.3 |
| | USA Sault-Schoolcraft Mich. | PF | 93 | 1.5 | | 1.6 |
| | Schoolcraft-Menomenee Wis. | DT | 97 | 1.6 | | 1.7 |
| | Menomenee-Clintonville Wis. | PF | 64 | 1.1 | | 1.2 |
| | Clintonville-Oshkosh Wis. | DT | <u>60</u> | <u>1.2</u> | | <u>1.3</u> |
| Airtime average of 59.5 MPH | | | 756 | 12.8 | | 13.9 |
| From Oshkosh | | | | | | |
| Day 1 | Sunday August 1, 1999 | | | | | |
| | Oshkosh-Waukesha | DT | 87 | 0.8 | | 0.9 |
| | Waukesha-Meigs Field Ill. | PF | 90 | 1.2 | | 1.3 |
| | Meigs Field-3 River Hanes Mich. | DT | 116 | 1.7 | | 1.8 |
| | 3 River Hanes-Jackson Mich. | PF | 61 | 1.0 | | 1.1 |
| | Jackson-Sarnia Ont. | DT | 121 | 1.8 | | 1.9 |
| Day 2 | Monday August 2, 1999 | | | | | |
| | Sarnia-Kitchner Waterloo | PF | 102 | 1.5 | | 1.6 |
| | Kitchner Waterloo-Oshawa | DT | 82 | 1.2 | | 1.3 |
| | Oshawa-Kingston | | | | PF | |
| | Kingston-Carp | DT | <u>81</u> | <u>1.1</u> | 1.4 | <u>1.2</u> |
| | | | 856 | 11.7 | | 12.6 |
| Airtime average of 65.8 MPH | | | | | | |
| Roundtrip total distance | | | 1612 | | | |
| Roundtrip total air time | | | | 24.5 | | |
| Roundtrip total flight time | | | | | | 26.5 |
| ** abbreviations => DT=Don Taylor, PF=Pat Floyd | | | | | | |

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