



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 31 No. 5

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May 2001

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Next Meeting:

Thursday, May 17, 2001 8:00 PM
Canadian Aviation Museum

Featuring:

"Space Station", an interactive DVD by Curtis Hillier

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President's Page
by Gary Palmer

The flying season is now in full swing with regular fly-in breakfasts just around the corner. This year, our breakfast is scheduled for Sunday August 12th, and **Stan Acres** is looking for an **understudy** so he can have a well-earned rest next year. I strongly encourage you to please consider stepping forward and taking on the role of Grande Chef. Stan has a smooth machine and process that is very easy to pick up, so don't be shy, give Stan or any member of the Executive a call to volunteer.

May 26 Chapter cleanup

Saturday May 26th will be the annual chapter cleanup day. This is your chance to share half a day in the company of true friends, keeping our facility ship shape. Dick Moore has a number of tasks including completion of some exterior painting jobs in addition to the basic cleanup. See you there around 9:00 AM for 3 hours of honest toil.

July 1st Canada Day

Sunday July 1st we will as usual have both a static display of aircraft and an indoor display at the National Aviation Museum. Once again, Curtis Hillier will be coordinating this event on your behalf and will appreciate volunteers willing to devote a couple of hours manning our indoor display. This is a great fun event, and one of the cases where there truly is a free lunch; it's so much fun it never feels like work. So please contact Curtis and join in on the fun.

August 11th/12th Carp EAA 245 Fly-in breakfast

Saturday August 11th will be the preparation morning, and Sunday August 12th the big event as Stan Acres and his trusty band of volunteers pull together to make a great success of our annual event. Hopefully the weather gods will smile on us once again and ensure a good turnout. Be sure to mark your calendar and sign up early to help out.

Canopy Tales, the good the bad, and the ugly

Our April 19th meeting featured **Martin Poettcker** who shared the trials and tribulations of blowing an acrylic canopy for his Zenith CH-600. Martin included some video clips of his project as well as displaying one of his earlier practice efforts that failed just at the penultimate moment. While a couple of the video clips didn't display properly, Curtis and Martin will fix the problems and include them as part of Curtis's presentation this month. Martin's experience encouraged George Elliott to try and fabricate a replacement for his damaged CH-300 canopy as well. George demonstrated the true meaning of the word perseverance as he got more mileage out of three sheets of acrylic, than was ever intended for mere mortals. George has found even more ways to indulge his penchant for masochism that is perhaps not surprising in someone happily? working away on his third homebuilt (or is it fourth?). Happy to say, George was not denied success, and now moves on to the next trial by fire, actually fitting the new Perspex to the old frame. My hat is certainly off to both Martin and George for their dogged persistence and creativity!

New locks installed on chapter building

As indicated last month, we have installed new locks on the chapter building, tool crib, and machine shop to control access to current full members. Keys are still available from Dick Moore if you haven't yet obtained one at \$2.00 for clubhouse and tool crib, and \$10.00 for machine shop access.

EAA Book & Video Sale

We are once again able to benefit from the Annual EAA Book and Video sale. This year, as for last; virtually all books and videos in the EAA catalog are on sale at 50% off their normal price (before taxes, dollar differential, and shipping costs of course).

At the back of this month's newsletter is a listing of the most popular items along with their price to you in Canadian funds. If you are a video buff, check out the full catalog at the next meeting, or check it out at EAA's web site, <http://www.Eaa.org>. If

you see an item you are interested in, simply take the U.S. dollar amount and round up to the nearest 50 cents to get the Canadian Sale equivalent.

Payment should be in the form of a cheque made out to EAA chapter 245, and your order and money in George Elliott's hands no later than May 30th. It will be 6 to 8 weeks before we receive delivery.

If you are a new member, this is the perfect opportunity to get Tony Bingellis's set of books, that many of us feel are an essential bible for homebuilders.

May 17th meeting @ CAM: Space Station, an interactive DVD by Curtis Hillier

Our May 17th meeting will feature an interactive DVD video on the space station courtesy of **Curtis Hillier**, we will also see a couple of the video clips from Martin Poettcker's presentation last month that didn't display properly, so if you missed it, there is a chance for a brief glimpse. Meeting time as always will be 8:00 PM start.

Note this will be the last meeting at the CAM until September 20th. We will be moving to our summer schedule, Saturday 10:00 AM at Carp for Saturday June 16th (Oshkosh preview) and Saturday July 14th.

See you there. **Gary**

The Saga of Bringing Home Tom's GlaStar (Part 2 of 2) by Tom Birtch

The road across Cortez Island, while paved, is narrow and winding. I hoped that this portion of the drive would be a good chance to get used to the feel of the rig, however, being in a large truck, I had no sense of the feeling of the trailer fifty feet behind me. Worse, I could not see the Star at all. The only view I had of the Star through the side mirrors was a few inches of the outside edges of the floats. I therefore stopped every few kilometers to check the load and ensure that everything stayed tight and had not shifted. By the time I reached the ferry to Quadra Island, I was getting more comfortable with everything.



The U-Haul truck with its precious load.

The ferry design allows one large vehicle (like a tractor trailer) to drive straight onboard through a tunnel-like center portion with steel walls and a ceiling overhead (above which is seating and an observation deck for the passengers). The cars veer either left or right and fill the side portions of the ferry. As the ferry attendant directed me onboard like ground crew parking a Boeing 747 at the ramp, he kept shaking his head as if to say "you will never make it buddy." When I came to rest on the ferry, the front wheels of the truck were about two feet from the edge of the deck, and the front bumper of the truck was overhanging the water about one foot. At

the back of the ferry the floats were sticking out over the water about five feet. I later measured the clearance between the edges of the floats and the steel sidewall pillars, and there was 2 inches on one side and 2 ½ inches on the other. I knew I was slightly over the road allowance due to the width of the floats, but I didn't know how close to these tolerances they designed the ferry access. The tail fin cleared the ceiling by about a foot. Talk about lucky! I knew that, this being the smallest ferry on our return journey, the remaining two ferries from Quadra Island to Vancouver Island, and from Nanaimo on Vancouver Island to the Mainland would be OK.

My stops to check the load became progressively less frequent and my confidence grew in the stability of the load. Nothing seemed to be shifting. I had wrapped the Star in a self-sticking plastic wrap that is normally used to contain boxes on shipping pallets. The wind was having gangs of fun with this plastic, and, as we were advised by other motorists that we met at coffee shops along the way, there were thirty foot lengths of plastic ribbons trailing the load. Now this may have been great for visibility, but I did not want the local police stopping me because of it, so I took it all off. Somewhere about 100 Km north of Nanaimo, I lost a flag that I had attached to the elevator rod end. Unknown to me, the flag was spiraling in the wind and was slowly unscrewing the rod end in the process, resulting in loosing both the flag and the rod end. I rationalized at the time that if this was the only thing I lost during the trip, I would be very lucky. After an uneventful crossing to the mainland on the next two ferries, it was time to find a motel west of the Rockies before attempting Roger's Pass.

Choosing motels was difficult because of the size of the parking space needed and the privacy I was looking for. One thing that we soon learned was that the airplane was some kind of a powerful "people" magnet, and that we were celebrities because of it. Each time we stopped, many people of all ages would congregate around the airplane. Sometimes they would actually run across large parking lots to get to us. Frequently when pulling away, I had to make sure that I didn't drive over any toes. While driving, people would pace us and wave, honk their horns, and generally act in a friendly but dangerous manner. Sometimes I would edge slowly into their lane and crowd them out so they would stop driving beside me and gawking (not to mention their inattention to their driving and coming very close to the plane). When we would come out from having a coffee somewhere, teenagers would come up to me and say things like "I see you have a CD player installed in the plane". This angered me because it meant that they had climbed onto the trailer, climbed up onto the floats, climbed up onto the step rail below the door, torn away the plastic covering the window glass, and peered inside. Other incidents were fun and humorous. I remember one old bewhiskered fellow at a souvenir shop who looked as old as Methuselah saying that the plane looked something like a biplane he flew in World War One. Now, with no wings and on floats, I am surprised he didn't say that it looked like a C5 transport!

The drive through the Rockies was thrilling for us and uneventful as far as the Star was concerned. Unlike us, the trailer and Star seemed completely unaffected by it all, and did not seem to mind the sheer drops beside them. The truck had lots of torque and was relatively lightly loaded, we did not hold up traffic and progressed nicely on the mountain highway. Anyone who has made a driving trip across the Rockies knows, it is a natural wonder that prints beautiful indelible pictures in one's mind.

We were delayed for about an hour approximately 60 kilometers south west of Cache Creek BC due to an accident. Apparently a car containing tourists decided to stop in the middle of the highway, on a downhill blind turn, on a precipice, with no shoulder, to look at the Fraser River far below. The tractor trailer that subsequently came along could not avoid rear-ending them and they were launched over the side. The truck and rig flipped onto its side and mostly skidded through the guardrail. The "pup" that was attached to the rear of the rig also went over the side, but miraculously for the truck driver who survived, there was enough of his tottering rig left on the road to balance in his favour. It was a sad day, and made me once again come to grips with the fragility of mortality. I will not detail the rest of the trip through the Rockies, since that is in itself the subject of a story. Suffice it to say that other than the accident, it was marvelous.

So far, the Star was doing fine, and the extras in the back of the truck were also riding well. The roads were deteriorating as we headed for Alberta, and several tightenings of the tie downs were necessary every hundred kilometers or so. Each time we stopped, the crowds still gathered. Debbie and I tried to maintain a friendly face and answer the same questions over and over again. We both gained a new respect for celebrities and an understanding of their (often) secluded lifestyles.

In Salmon Arm, BC, we found a motel off the highway but there was no place to safely park the rig. While we ate at the adjacent Humpty's Family Restaurant, we found our waitress Pat Anderson to be very likeable and friendly. We confided in her that we were worried about vandals during the night, so she offered us to park the plane at her secluded place in the country a few kilometers away. She then phoned her husband Murray and everything was set. After supper, we followed the directions she had provided, and found a perfect spot behind their house that could not be seen from the road (about two hundred meters away). We then unhooked the trailer, returned to the motel, and spent what was probably the most relaxed night of the trip since we did not have to worry about the Star being vandalized or stolen. In the morning we returned to Pat and Murray's place, gave our thanks and bid that nice couple farewell. About two weeks following our return home, we received a phone call from Pat. On her own initiative, she had contacted a friend of hers on Vancouver Island near where we lost the flag and elevator rod end. She had asked her friend to put an add in the

local paper to see if any residents had found such a strange affair, and gave her number for people to call. Only one person had called her with a found item that was not mine, but it was still heartwarming to think that there are kind and generous people like her that exemplify the best of human nature. I jokingly think that Pat must have been a bush pilot in another life. If I ever win the lottery, you will have no more mortgage Pat!



A shot through the window of some of the gorgeous scenery we saw driving through the mountains.

Alberta brought straight and choppy roads. Since the truck was not heavily loaded, we felt every seam in the pavement. I was so glad that Howard had advised me to buy the trailer with the rubber axles to dampen the effect of the continual shocks to the wheels. Saskatchewan was even worse for bad roads. I was disappointed that our Trans Canada highway was in such bad shape. Due to the continual punishment from the roads, my tie down straps were wearing through on protrusions. Being too late to head south for a US crossing on their excellent Interstate system, I stopped at a few hardware stores and replenished my supply of straps. I also wedged foam under the straps at every strap turning point. Debbie caught a cold soon after we left Salmon Arm and was taking Contac C. This medication turned out to be the kind that makes one drowsy, so Debbie spent a large portion of her energy just trying to stay awake. She being the defacto photographer during the drive home, the only thing that suffered was the lack of pictures we have of the trip back.

Manitoba brought high crosswinds between Regina and Winnipeg. I continually checked the Star and she seemed OK. When I stopped for fuel on the Perimeter Highway just west of Winnipeg, I noticed to my dismay that one of my side windows on the Star had popped out and disappeared. The wind had seemingly been pressurizing the inside of the plane (due to the holes in the firewall), and the windows and windscreen were inadequately held in place for the trip with several layers of duct tape. I knew that replacing this convex window would not be easy nor cheap, but there was no hope of retracing my steps and likely making matters worse in this windstorm. In addition, the perimeter highway around Winnipeg is divided, so seeing a transparent window from a distance would be impossible. I headed for my friends Nick and Carol's place in the suburbs of Winnipeg, and once there taped heavy plastic over the window opening. After an enjoyable visit and restaurant meal (compliments of Nick and Carol), as well as a comfortable overnight rest, it was off again in the morning, but not before buying two more rolls of duct tape!

Crossing into Ontario was a major psychological milestone for Debbie and I. We had been on the road for about a week, and were getting weary of the anxiety associated with carrying our precious load. Also, the highways east of BC were in a bad state of repair and were punishing everything as we drove. Once again I gave thanks for the rubber axles on the trailer since they helped to absorb the constant jarring. I had reset the G-meter in the Star prior to our departure at Squirrel Cove BC. Now it registered +3.5Gs, so some of the roughness was still getting through. There was a lot of highway construction in the westerly part of Ontario, but at least the roads were generally in better condition than the last 2,000 kilometers or so.

Finding a place to stay that night in Thunder Bay proved impossible. We telephoned and stopped at twelve hotels and motels with no luck. A combination of college graduation ceremonies and labour conferences had booked all accommodations solid within 100 kilometers. After fitfully trying to sleep in the cab of the truck for a couple of hours, we decided to push eastward, driving until about 4:00 a.m. We finally came upon a nice motel with room available in Dorion Ontario, about 30 kilometers west of Nipigon (on the northern edge of Lake Superior). We slept for 11 hours straight, and I cannot remember such a restful undisturbed sleep since I was a child. After a large breakfast in the late afternoon, we once again headed eastward in light rain with our next milestone being Sault Ste. Marie. We followed the scenic route along the shoreline of Lake Superior, and enjoyed the sights along the way. As always, we were accompanied by our ever-present fan club waving to us and honking their horns.

For the next day, our target was Sudbury. Because of the property we own there, and my brother Ken who lives and works there, this was almost like a homecoming for us. Parking the Star in Ken's sloping laneway proved interesting, but following a couple of attempts, she was nicely bedded down for a couple of days.



Getting closer now. Only 500 kilometers to go from here!

On the third of May 2000, on the last day of our adventure, we drove the final 500 kilometers to our home in Richmond, Ontario. I parked the Star in our back yard (we have about two acres of property) and returned the truck to U-HAUL in Constance Bay north of Kanata. The odometer in the truck indicated that we had driven 5867 kilometers since departing Langley BC eleven days earlier.

Debbie and I were glad the ordeal was over but did not regret the trip in the least. We believe in following one's dream, and what better way to start our dream of aircraft ownership off than by seeing a large part of our beautiful country. We now own a pretty little bird that will give us pleasure for years to come, and allow us to remain in contact with other pilots that all share the love of flight. Building a hangar, acquiring a suitable engine (from the several available options), and sharing the help and expertise of my new EAA friends to finish the project are where my next efforts will be spent. My labour of love continues, and if in the late summer of 2001, you see "Shooting Star" overhead gently carving up the skies, and hear the faint but unmistakable sound of laughter emanating from the sky, it is me.

Classifieds

Place your ads by phone with Charles Gregoire @ 828-7493 or e-mail to cbgregoire@sympatico.ca
Deadline is first of the month. Ads will run for three months with a renewal option of two more months.

For Sale:
One - Large fish tank, recently manufactured and never used. Material is 3/16th GP Acrylic Plexiglas that is used in bulletproof operations; therefore you can keep sharks or MBA's in the tank. Capacity is about 42 gallons Cdn. Any resemblance to a canopy for a Zenith CH300 is strictly accidental and no unreasonable offers will be refused. For further information, please contact any member of Chapter 245 since everyone has worked on the damn project.
George (no canopy) Elliott 592 8327 05/2001

For Sale:
McCauley Propeller 72" 8 bolt (used on O-300) call Jim Robinson 830-4317 05/2001

If anyone would like to borrow a fuselage jib for an RV-6 or RV-6A call Jim Robinson 830-4317 05/2001

Wanted:
Wood propeller for Lycoming O320 E3D 150 hp for use in Thorp T18-Similar performance to RV4-6 (May consider metal propeller depending on make and model).
Lionel Robidoux 613-738-1066 04/2001

New T-hangar for Rent Carp Airport Call Ken for details at 839-2861 04/2001

Tim's Parts Bin
- Federal 1500 Skies, New old stock, no rigging \$800.00
- Continental O-200 Bottom end, Crank and Case Assembly, no cylinders or accessories, no logs or data plate. \$1500.00
Tim Robinson 613-824-5044 04/2001

For Sale:

TKM INC (A.K.A Michel Avionics) MX-300 NAV/COM
Direct slide in Cessna replacement digital flip_flop radio
 - Comm - 760 Channels 118,000 to 136.975
 - Nav - 200 channels 108.00 to 117.95 MHz
 - Preselect channel storage capacity – 100
 Tan colour faceplate.
 MX 300 will directly replace the following units: RT308C,
 RT328A, RT328C, RT328D, RT328T, RT528A, RT528E,
 RT508A.

Check out this website for a review of this radio:

<http://www.avionix.com/rev-tkm.html>

Like new with manual. Asking \$1900.00 Cdn

Call Stuart Banks for details. 613-836-6996

sbanks@catena.com

04/2001

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
 send me an e-mail attachment at:

cbgregoire@sympatico.ca



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___

EAA NUMBER:.....

EXP Date:___/___/___

NAME:.....

ADDRESS:.....

CITY/TOWN:.....

PROV:.....PC:.....

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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)

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