



# Carb Heat

January 2012

Hot Air and Flying Rumours

*EAA 245 NEWSLETTER Vol 42 No. 1*

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Next Meeting:

Thursday January 19 at 7:30 PM

Bush Theatre

Canadian Aviation and Space Museum

Presentation:

*A Grandfather's Odyssey*

**Ottawa - Victoria - Ottawa in a Titan Tornado**

by André Girard

Experimental Aircraft Association Chapter 245 Ottawa. We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located@the Carp Airport, situated just west of Ottawa.

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EAA 245 Website: <http://eaa245.org/> and <http://www.245.eaachapter.org/>

## President's Message



Happy New Year Everyone!

I hope Santa was good and the elves were busy working on everyone's projects.

Lots of people have been out lately with some of the better weather days and Sundays get together. Some folks are back to quintessential ski flying mode. Other planes are sleeping. I'm looking forward to Moe's chili!

### November CASARA Rust Remover Seminar

I would like to thank Bill Barnard, Harrison Westwick and Bill Reed for their presentation - Be a Cooperative Target. There were of useful tips, tricks and discussion on survival and signaling. As always, some information and skills you hope you never to have to have to use for real. And for those that missed it, CASARA puts these on periodically. The seminars meet the requirements for the two-year recency. CASARA volunteers learn and fine-tune a variety of skills. Check them out: [www.casara.ca](http://www.casara.ca)

### Aluminum Recycling program

Irving is still looking for one or more volunteers to periodically pick up cans that are being

collected on our behalf at several locations around town.

### Aviation Estate sale

John Firth is selling the last remnants aero books and equipment out of the hanger at giveaway prices. Proceeds are going to a cancer charity.

### Airport WCD Updates

If you haven't been out to the airport recently, the roads have been paved from Carp Road to the Dilawri, RCMP and Helicopter transport gates. A new flying school is just starting up at the FBO. Drop in.

Temporary car parking is being plowed between some of the tie-downs and the runway. People will have to be particularly careful not to get stuck; many areas are impassible and leave ruts in spring. Martin is discussing some alternative plowing, road and parking arrangements with WCD for winter and spring. It sounds like WCD is clearing some of the final hurdles and construction should begin in earnest shortly.

### Makerplane - Open Source Aircraft Project

Back in November I exchanged emails and had an interesting conversation with Jon Nicol after the November meeting. Jon is spearheading a new Open Source Aircraft project. This is what EAA is all about and there is already interest from EAA HQ. Some of the goals and aims are to take advantage of modern CNC machines and services to create accurate parts very quickly and

simplify plans, manuals and instructions to decrease build times and improve completion rates. The Open Source Aircraft project is underway and looking for volunteers in the Ottawa area that would like to get involved and help out?

Very interesting, take a look or better yet - volunteer!  
<http://makerplane.org/>

### Problems with 4130 Tubing

Tom Parker ([parkert51@yahoo.com](mailto:parkert51@yahoo.com)) of the Mohawk Builders group sent out:

*A warning For Builders  
Posted by: "Tom Parker"  
[parkert51@yahoo.com](mailto:parkert51@yahoo.com) parkert51  
Mon Nov 14, 2011 8:54 pm (PST)*

*Hello All!*

*Recently I have purchased a good bit of 4130 tube. Here at Thunder Aviation we test every batch of material we will be using and have had some very disconcerting results. This particular batch came from a major supplier of aircraft products. Once it was unloaded we took several random samples and performed pull tests with shocking results. So we then pulled several more samples for x-ray. We received 4130 chrome moly with as many as 18 inclusions per inch! This is without a doubt junk material. We had a similar experience from a second major supplier and a nightmare issue with some 5052 aluminum that would barely weld. The problem with the chrome moly is by looking you would never have realized a problem. Without testing I wonder how much of this material is out there flying around now?*

*My best advice folks is to require a supplier to certify country of origin when ordering such materials. And only accept materials from the US and Germany. We have found no issues with materials from these two countries.*

*Tom Parker  
Thunder Aviation  
<http://thunderaviationengines.com>*

Thanks for forwarding that Michel. Hopefully no one is affected.

**Around the patch**

Elves are busy.

**EAA 245 Club Stuff**

We are continuing our Sunday morning get together around 10am at the Carp EAA hanger. Come on out.

The club has a newly donated large diameter tubing bender for intakes and exhausts.

As usual, many chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM, Everyone is welcome.

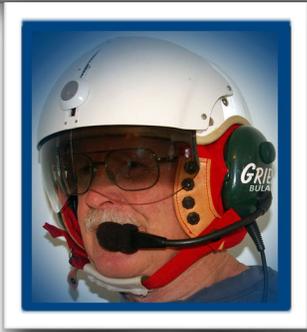
See you at the meeting!

*Cary*

**Meeting Schedule**

19 Jan 2012	Ottawa – Victoria – Ottawa in a Titan Tornado – André Girard
16 Feb 2012	Portable Devices in an RV-9A - Alfio Ferrera
15 Mar 2012	Bearhawk patrol at aeroliteflight.ca – Steve Busby

**EXHAUST – from the Carb Heat Archives**



**30 YEARS AGO  
January 1982**

The following was taken from Carb Heat.

42 people attended the January 1982 EAA Chapter 245 meeting at the N.R.C. The evening's speaker was John Martin, an aerodynamicist and Director of Transportation for the Post Office. He spoke about aircraft stability and why most low-wing aircraft resemble Piper Cherokees and high-wing aircraft look like Cessna 172s. Irving Slone was mentioned

in the newsletter too, having suggested a bus trip to the national Airspace Museum in Washington, D.C. Irving was also thanked for procuring some high quality carpeting for the Chapter lounge. "Wanted" items for the chapter's hangar project included – a supervisor for the laying of a concrete floor in the shop area; wallboard (gyprock) for hangar; electrical supplies for hangar wiring; electric generator.

**20 YEARS AGO  
January 1992**

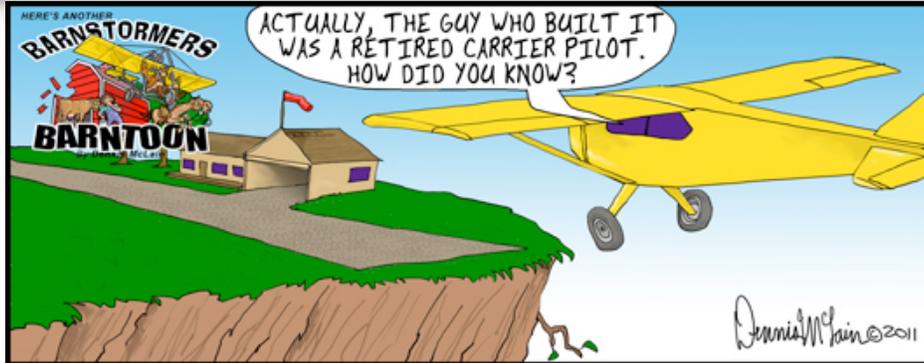
Lars Eiff, President of EAA Chapter 245 attended, on our behalf, a meeting hosted by EAA International at the EAA Aviation Center in Oshkosh, January 25, 1992. Problems facing Canadian EAA Chapters were discussed,

including problems facing amateur builders in Canada, relationships with other groups, and how to ensure that Canadian chapters had ready access to amateur-built aircraft inspections. Lars reported that, at the end of the day it was obvious that the EAA was very supportive of what we as a chapter were trying to do; that is, the promotion of grass roots aviation and the protection of our rights to build and to fly our aircraft. Lars also included some statistics he gathered for the Oshkosh meeting: Chapter 245 averages 70 paid-up members per year; our membership includes the owners of 20 factory-built aircraft, 19 completed amateur-built aircraft and 18 active amateur-built aircraft projects as of the end of 1991.

[wayner@igs.net](mailto:wayner@igs.net). Thanks.

*Wayne Griese*

# Bartoon



Barnstormers issue 199

# Aviation Humour - AVWebFlash - 26 December 2011

One day, while flying over the Rockies with a strong jet stream and many turbulence reports in the Denver airspace, I heard Denver Center ask for ride reports.

**United 123:**

"Good day, Denver. United 123 with you at FL 350."

**Denver Center:**

"Roger, United 123. How's your ride?"

**United 123:**

"Well, the captain is having his lunch, and he just jabbed himself with his fork; so we could call it as moderate turbulence."

**Denver Center:**

"Thanks, United 123. Break, break. Air Canada 456, how's your ride at FL350?"

**Air Canada 456:**

"Sorry, Denver, we can't tell. We haven't eaten yet."

*Bruce Hargis, via e-mail*

# Editor's Comments

In this issue, we will be missing Charles Martel's "East End News" since he is not in a position to contribute for this month.

However, a few members submitted articles. We have an article from Mark Briggs concerning a Young Eagle. We also have the first of a series of articles prepared by Jeff Whaley.

I am also planning to include a picture of the author whenever this is

available. So if you are submitting an article, feel free to send me a picture.

If you have ideas for changes you would like to see, send me an Email (either eaa245@gmail.com or yvonmayo@rogers.com).

You are encouraged to write about your flying or building experience and send me a note or an article. You are also encouraged to send pictures

along; these make it all the more interesting to read.

*Yvon Mayo*

## My First Official Young Eagles Flight

It all started with an e-mail from a friend, asking if I knew anybody who would be interested in encouraging the aviation interests of a young lad who has a burning desire to fly. Of course I didn't hesitate to volunteer for the job - it wouldn't be the first time I had given "first" airplane rides to people. What made this opportunity different is that our EAA Chapter 245 Young Eagles Coordinator, Alfio Ferrara, had just provided me with a package of Young Eagles registration documents so this would be my very first "official" Young Eagles flight!

Arrangements were made for us to meet at the EAA Chapter 245 hangar on Sunday, 06 November. The day showed great promise as the weather guessers were calling for another day of beautiful Indian Summer weather. As luck would have it, mother and son showed up not just on-time but actually a few minutes early, catching me doing what any good EAA-er would be doing on a perfectly flyable, sunny Sunday afternoon. No, I wasn't flying; I was repairing the hangar roof!

Our Young Eagle-to-be emerged from his mothers' car barely able to contain his excitement. Zak was born in 1998 so he fits right into the age requirements for participation in Young Eagles. A brief conversation confirmed his knowledge of aviation to be well developed for a fellow of his years. No doubt his involvement in the Royal Canadian Air Cadets has had much to do with educating him in the technical aspects of



airplanes.

We briefly toured my current aircraft building project where he got a close up view of an aircraft engine, propeller and the bare bones of aircraft structure. A few steps away stood my "flying" project, C-GJOY, a Davis DA2A built by a long-time chapter member who has since gone west, Jim Bradley. We performed the



ritual walk-around with us alternating roles between asking and answering questions. Again, Zak showed a solid knowledge of not just the parts of an airplane but also what role those parts play in

flight. I was impressed.

After a pre-flight safety briefing outside the cockpit we took our seats, belted in, and performed the necessary pre-start and engine start checklists. Oil pressure in the green, oil temperature rising nicely... time to taxi to the run-up area. Encouraged to place his feet on the rudder pedals, Zak followed me through on the controls,

keeping the aircraft centered on the yellow line. He proved to be a quick study and we weren't very many metres down the taxiway before I was able to remove my feet from the pedals, leaving Zak to guide us forward. I think he was a little surprised to be "doing the driving" but the very positive nose wheel steering of the Davis allowed him to track the yellow line like a pro.

After a thorough run-up, with each stage of the process explained in detail, we determined we were

"good to go". Again Zak handled the task of taxiing us to the button of Runway 28 for takeoff. Without delay the throttle was advanced and JOY fairly leapt into the crisp autumn air. Frequent checks with Zak confirmed he was feeling fine (like the grin didn't give it away...!). Once levelled off Zak's feet again found the rudder pedals, allowing him to experience the sensation of inducing yaw. Next came a hand gingerly placed on the stick. It was heartening to see him at first hesitant to take the controls, then build confidence as we introduced one axis of control at a time and finally combining all three axes together to really FLY!



Our path arched westward over the solar farm just east of Arnprior (for those who haven't seen it from the air its sheer size comes as quite a surprise). On we went to White Lake before turning back eastward to follow the ridgeline to Mount Pakenham where Zak got a birds-eye view of the hills he had previously only seen from the height of the chair lift. All the while Zak was flying the aircraft himself, holding us neatly on altitude and heading, not over-controlling as many experienced pilots tend to do when first growing accustomed to the light control forces found in the Davis.

Before long it was time to descend and join the circuit at Carp. Zak continued to control the aircraft

nicely all the way through the downwind leg. With freshening crosswinds from the south our first landing definitely was not up to par so I elected to go around for another try, this time using the gravel surface of Runway 22 which provided an opportunity to redeem myself. Of course our landing on 22 meant a long backtrack down Runway 28 to the EAA 245 facility at the east end of the field. Guess who handled the controls for that long "drive"?

Once shut down in front of the hangar it was clear that Zak had enjoyed himself; his grin had morphed into a broad smile as he excitedly filled his mom in on all the highlights of the flight. It was with great pleasure that I made the

first entry in his EAA Young Eagles log book; 1.1 hours of flight time.

What a pleasure it was to have a young person in the airplane, especially one who shows such a strong interest in aviation. Something tells me this will not be the last entry in Zak's logbook. Like many other young folks, all he needs is an invitation to fly. Don't be shy - invite a young person to go flying with you. You'll find their excitement is infectious and their sense of wonder will inspire you.

*Mark Briggs*

**NAV CANADA**

**MODIFICATION TO RESTRICTED AREAS:  
CYR537 PARLIAMENT HILL, AND  
CYR538 RIDEAU HALL**

Following an evaluation, the Royal Canadian Mounted Police has requested modifications to restricted area CYR537 PARLIAMENT HILL, ON and CYR538 RIDEAU HALL, ON. Designated altitudes for the restricted areas shall be increased from 1,500 to 3,000 feet ASL and the radius shall be increased from 0.25 to 0.35 mile. **These changes will take effect February 09, 2012 at 0901 Coordinated Universal Time (UTC).** The appropriate aeronautical publications will be amended.

## My Plane - Introduction

Shortly after receiving my PPL in the late '80s and wondering what would come next, I travelled to Oshkosh with my late father/instructor for a week of camping and aviation adventure. Seeing all those airplanes, especially the home builds inspired me into thinking the best way to make use of my license and really fly would be to have my own airplane.

At the time I figured I could borrow \$30k to buy a thirty year old airplane or I could build a brand new one. Like Johnny Cash, I could build it one piece at a time, never going into debt and after a reasonable build period of five years I'd own and be flying MY PLANE. In the mean time there

was an heirloom Tri-Pacer I could fly any time to keep my piloting skills honed.

What followed was much more than five years of construction and that \$30k loan would be a bargain compared to what was spent on all those pieces.

I've always been hesitant about telling my story in a public forum as there have been so many obstacles and setbacks along the way that it has been difficult to label it as a success; however, I have since learned that the journey is every bit as important as the destination.

Any organization is only as good as the contributions made by its members. So, on that note I'd like to submit to the EAA a series of articles about building MY PLANE. Look for the first article in February's issue of Carb Heat.

*Jeff Whaley*

EAA 301433

## Fly-Out Possibilities

All items were copied from the COPA website

**February 11, Midland/Huron (CYEE):** Ski Fly-In at the airport, sponsored by local RAA chapter. Landing strip will be constructed West of runway 16/34 for the event. Drop in all day for chilli, coffee and hamburgers. Fuel available on site. For more information, please contact President Ian Reed 705-549-0572 or Secretary Ray McNally 705-533-4998.  
[raa.midland@gmail.com](mailto:raa.midland@gmail.com)

**February 18, Hawkesbury, ON (PG5):** Hawkesbury Flying Club / COPA Flight 131: Ski Fly-in at the East Hawkesbury Airport. Sloppy Joes served by the HFC president. 11:30 to 13:30 Skiplanes only! For more information contact Stephen

Farnworth at (h) 613 632-3185 or (c) 613 678-0325 or  
[HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com)

**February 25, Ottawa River, ON:** Mo's Fly-In starting at 10:00 a.m. Located on the QC side 1 Mile West of Ottawa VOR. Co-ordinates N 45 26 57 W 75 55 48. Ground frequency 122.75 and air 123.20. Ski landing recommended. A strip for airplanes on wheels will be arranged weather permitting. Landing is at your own risk. For more information, please contact Maurice Prud'Homme at 819-682-5273.

**25 février, rivière Outaouais, ON:** RVA chez Mo à 10:00 a.m. Côté QC, 1 mille à l'ouest du VOR

d'Ottawa. Co-ordonné N 45 26 57 W 75 55 48. Fréquence 122.75 et pour air 123.20. L'atterrissage sur skis est recommandé. Une piste pour avions sur roues sera aménagée si la météo le permet. Atterrissage à vos risques. Pour plus information appelez Maurice Prud'Homme 819-682-5273.

**February 26, Cobden, ON:** COPA Flight 124, Champlain Flying Club hosts their annual "Ski Plane Only" Winter Fly-In from 10:00 until 14:00. CPF4 in the Supp. Beans, chilli and beverages. For more information, please contact Larry Buchanan at 613-638-2792 or [lbuchan@nrtco.net](mailto:lbuchan@nrtco.net).

## For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to [yvonmayo@rogers.com](mailto:yvonmayo@rogers.com) or [eea245@gmail.com](mailto:eea245@gmail.com)  
The deadline is two weeks before the next meeting. The ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold

*Note that I have not received any advertising for this month. The listings below were taken from our Chapter Web site.*

### FOR RENT

Chapter 245 members can rent a tiedown near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. Call Curtis Hillier 613 831-6352

### FOR SALE

Lotus 1260 amphibious Floats, \$3,000. In very good condition suitable for aircraft up to 1400 lbs. One additional bladder included.

### WANTED

I'm looking for an original rudder for EDO 1070 floats. Other sizes may be usable as well. Contact Russell Holmes for both at 613 226-8273 or e-mail at [billy\\_dot\\_bishop@sympatico\\_dot\\_ca](mailto:billy_dot_bishop@sympatico_dot_ca).

### FOR SALE

G METER; +8G to -2 G Burton MA 2 2 ¼ inches Dia. - \$190

Clock/Timer; Digital Quartz Astro Tech LC-2 2 ¼ inches Dia. - \$90

Electric Fuel Pump, Facet 12V 40L/Hr, low time in self launch sailplane as engine runs only 10 minutes per flight - \$40

Filter Funnel; traps water and particulates - call for pricing.

John Firth e-mail [bc382@ncf.ca](mailto:bc382@ncf.ca) (FDTI)  
phone 613-731-6997

### FOR SALE

1. 2"D. red SCAT aeroduct hose (6' 6") NEW \$18.00
2. 1 Amp breaker, 50 v.dc. Poetter&Burnfield, W58XC4C12A1 NEW \$4.00
3. Differential pressure gauge (U.S. Industrial Tool and Supply Co.) \$45.00
4. Brackett Aero filters ( BA-6108) (3) NEW \$15.00 each
5. Southco cowl dampers ( J-7444-14) (9) NEW \$18.00 each
6. 2 liters Aeroshell aviation engine oil, W80 NEW \$5.00
7. 3x tie-down augers with ropes for wings/ tail ( VanDusen Aircraft Supplies) \$60.00
8. David Clark head-phones, H10-30, H10-50 with volume control. \$150.00 each
9. IFR hood by "JiffyHood". still in box.\$10.00
10. syphoning fuel refilling system from standard Jerry cans \$30.00

Olav Peterson e-mail [olav.peterson@ympatico.ca](mailto:olav.peterson@ympatico.ca)

### FOR SALE

Half share of RV6A. Asking \$40,000.  
Shawn Ashby, EXEL Contracting Inc. 613-831-3935 x5  
or home 613-258-7115

**EAA Chapter 245  
Membership Application**



**New:** \_\_\_ **Renewal:** \_\_\_

**Date:** \_\_\_ / \_\_\_ / \_\_\_

**EAA Number** \_\_\_\_\_

**EXP Date:** \_\_\_ / \_\_\_ / \_\_\_

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City/** \_\_\_\_\_

**Town:** \_\_\_\_\_

**Prov:** \_\_\_\_\_ **PC:** \_\_\_\_\_

**Phone:**( ) \_\_\_\_\_ - \_\_\_\_\_ **H**( ) \_\_\_\_\_ - \_\_\_\_\_ **W**

**Email:** \_\_\_\_\_

**Newsletter Distribution Preference:**

**Email** \_\_\_ **or Post** \_\_\_

**Aircraft & Registration:** \_\_\_\_\_

**Other Aviation Affiliations:**

**COPA:** \_\_\_ **RAA:** \_\_\_ **UPAC:** \_\_\_\_\_

**OTHER:** \_\_\_\_\_

Annual Dues: January 1st to December 31st. (prorated after March 31st for new members /subscribers).

**Newsletter subscriber:** \_\_\_ **\$35.00**  
Newsletter only

**Associate Member:** \_\_\_ **\$35.00\***  
Newsletter plus Chapter facilities

**Full Member:** \_\_\_ **\$70.00\***  
Newsletter, hangar, workshop, tiedowns. (Note:  
there is a one time \$200 initiation fee when you  
become a Full Member

\*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)  
P.O. Box 24149  
300 Eagleson Road  
Kanata, Ontario,  
Canada, K2M 1C0