



Carb Heat

May 2012

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 42 No. 5

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Next Meeting: Thursday May 17 at 7:30 PM

Bush Theatre

Canadian Aviation and Space Museum

Presentation:

*Installation of an Dynon EFIS
and Autopilot system in an RV6A
or "an IFR panel in a week" –
Dwayne Price, Charlie Martel,
Henri Monnin, Greg Holbrook*

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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President's Message



Flying

Don't have much this month - been flyin'. Looking forward to the summer flyin' food tour.

I hear that the attendance at Sun'n'fun was better than first reported. Apparently Thursday had record attendance - good to hear - hopefully some of the attendees have a lot of pictures and stories to share.

Irving Slone awarded Lifetime membership

It gave me great pleasure to award Irving Slone a lifetime membership on behalf of EAA chapter 245. Irving has held a number of EAA 245 executive positions over the years. He is a regular around the field, always helpful, energetic and cheerful.

Another huge thanks to Irving for spearheading the pop can project for years. Without him, it would not have happened. In addition to his personal time and effort, he was also very creative in the various can-crushing machines.

The project has been a huge success in raising revenue for the chapter. At last count the project

had raised \$3,160.33 and counting... Thanks again Irving!

Maurice Simoneau – Transport Canada

I want to thank Maurice again for his presentation to EAA Chapter 245. Discussing regulations and standards is not usually high up on people's to-do list. Maurice's topics were most informative and he kept the discussion lively and entertaining with his energetic presentation style.

Maurice mentioned a few of the homebuilt category changes such as the homebuilt the limited number of seats and 5000# limit. It sounds like Sport pilot will be the next category to be reviewed.

There were discussions on regulations, standards, and interpretations as to what constitutes major, minor repairs and alterations. He also covered "approved data" that is acceptable to the Minister on topics ranging from equipment calibration, to engine/prop changes to gear changes. Throughout, he fielded a large number of questions from the crowd. It is good to get everyone talking.

Due to budget cuts, it sounds like Transport Canada will not be at Oshkosh AirVenture this year.

Thanks again Maurice and drop by anytime.

Young Eagles Fly Day June 16th 10am (Rain date is June 23rd)

It looks like the first annual Young Eagles fly day may be held alongside the June meeting. So there should be lots of folks around.

Alfio is still looking for additional volunteer pilots, aircraft, and ground assistance.

There are spaces for additional young eagles on the fly day, but there is limited availability. To volunteer or add a young eagle to the list contact Alfio at: longeron@gmail.com

Around the Patch

I hear we may have a trailer in our future to assist the aluminum can project, I believe thanks goes to Ritz and Martin.

Maintenance Day June 9

Ken will be issuing the marching orders shortly

EAA 245 Club Stuff

Sunday morning get together continue @ 10am at the Carp EAA hangar. See you there.

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

17 May 2012	Installation of an Dynon EFIS and Autopilot system in an RV6A or “an IFR panel in a week” – Dwayne Price, Charlie Martel, Henri Monnin, Greg Holbrook
16 June 2012 Carp EAA chapter	TBD - new 406MHz ELT from Pointer Avionics - Bruce McPherson LOCATION CHANGE
14 July 2012 Carp EAA chapter	TBD – Oshkosh bound? *** DATE CHANGE *** + BBQ
18 Aug 2012 Carp EAA chapter	SplOshkosh review

Editor’s Comments

Our regular contributors, did their usual this month. Cary presents his President’s Message. Wayne Griese brings us a historical look at Carb Heat. And Charles Martel recounts the flying adventures of the pilots of the East End.

In this issue Jeff Whaley is continuing for a fifth issue his series on the build of “My Plane”.

Ken Potter has a special announcement regarding our annual work day at the Chapter Hangar.

Flying season is upon us and there are a lot of airports to go to for a fly-in breakfast.

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

Yvon Mayo

Aviation Humour - AVWeb short Final - 23 April 2012

During the late 1970s, a Royal Air Force "Belfast" strategic freighter approached on final to Chicago O'Hare. (What's a Belfast? Read on!) Callsign: "Ascot 1234."

Ascot 1234:

"Chicago tower, Ascot 1234."

Chicago:

"Ascot, say your aircraft type."

Ascot 1234:

"Ascot 1234 is a Belfast."

Chicago:

"Uhhh, what in heck's a Belfast, Ascot?"

Ascot 1234:

"It's a big 4-turboprop freighter — bit like a pretty C-132."

Chicago:

"O.K., Ascot, you're cleared to continue behind the landing 737. Do you have that visual?"

Ascot 1234:

"Ascot 1234, affirmative to continue."

United 123:

"Chicago Tower, this is United 123."

Chicago:

"United 123 Chicago, you're cleared to continue behind the landing Belfast."

United 123:

"The landing what?"

Chicago:

"United 123, don't you know a Belfast when you see one?"

Chicago (and United) could be forgiven for not knowing what in heck a Belfast was: Only 10 were ever built. But we (53 Squadron, Royal Air Force) flew them all round the world, and we loved 'em

John Finley, via e-mail



Photo Mick Lobb

My Plane - Installing the Ford V6

(This is part of a series; see previous articles in the January, February, March and April Editions)

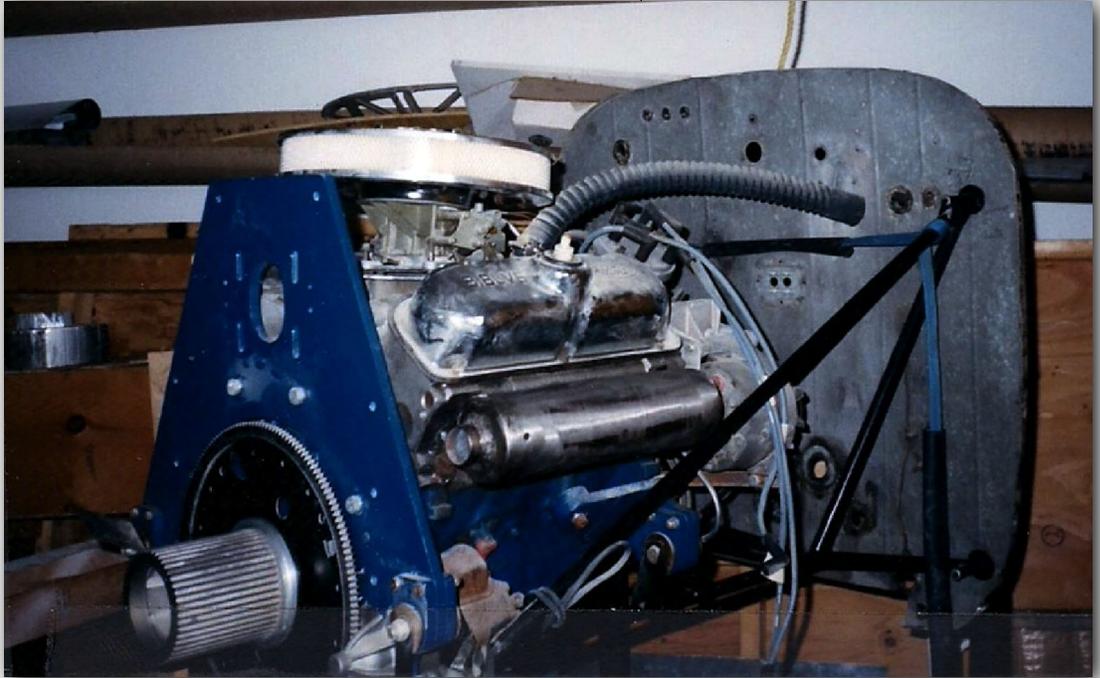
Auto Engine vs Aircraft Engine

Unlike my airframe and wing kit selection, I knew before starting the project that I was going to do an automotive conversion. There are many reasons stated for installing an automotive engine but to me there are really only two that make sense. One is that you just darn well want to and the second is cost. I can't say I really wanted to install an automotive engine; if money was no object I would have bought a

factory new 180 HP Lycoming and bolted it on. So, cost is the number one winner in my books and takes on many forms: cost to install, operate, maintain and to overhaul must all be taken into consideration. Operating costs for an automotive engine versus Lycoming are about the same but in all other categories the automotive engine wins hands down. Initial cost to install should be less than half, inexpensive replacement parts are readily available to maintain the engine and the average auto-engine overhaul costs about \$2k, or a Lycoming exhaust valve set.

Compromise

You might argue that if you go cheap you are taking on a huge reliability risk and this is true. The flip-side of that argument is if money was no object and reliability was the only design factor, light aircraft would come with a small



turbine but they simply aren't available. Everything is a compromise. I have hundreds of hours behind Lycoming engines just didn't think I could afford to buy one.

Ford V6 Conversion

The main engine under development (in the 180HP range) at the time I started my project was the 3.8L Ford V6. Dave Blanton had installed one in a modified Piper Tri-Pacer, was writing a Newsletter about his conversion and several people were following his lead, including one who was putting two of them into a Defiant. I read everything I could on this engine conversion and bought into the concept that it was what I wanted. I considered the engine to be the last thing needed; my approach was to keep everything standard behind the firewall in the event that someday the airplane would be sold.

Buying

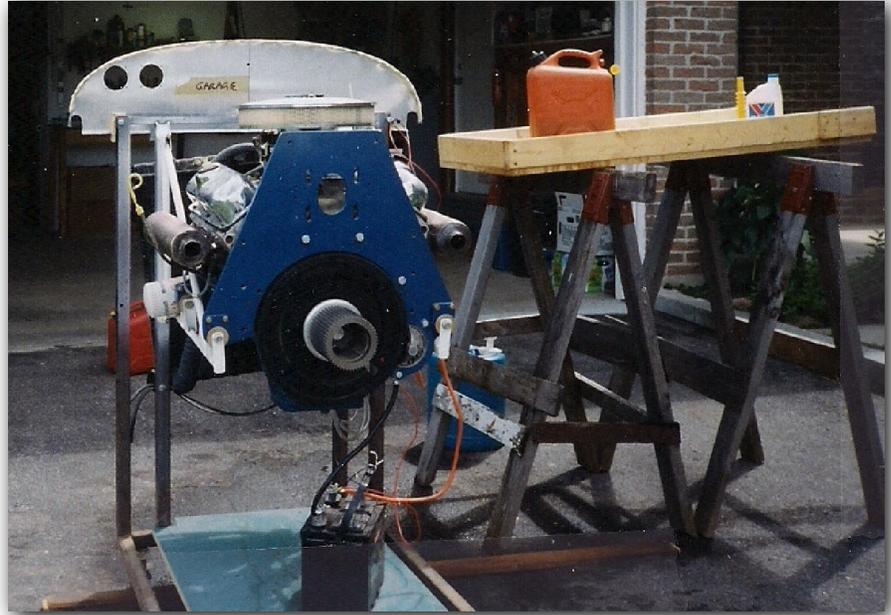
I wasn't looking for an engine but word gets around and soon after I was in contact with Les Staples; Les just happened to have one he was no longer planning to use. The engine itself wasn't worth much (\$500 from salvage) but it had the Blanton valve spring modification, came with all the parts for the belted 2:1 reduction drive (some machining required) an engine mount and a nice stand on wheels. I made an offer and became the proud owner of an "aircraft engine" in the rough.

Getting Ready

Les said the engine would "start right up" and like any guy with a new toy, I had to play with it. The engine stand was soon modified to hang a test radiator, a small instrument panel and a battery setup. The engine was topped up

with oil and coolant and rolled onto the driveway with a temporary fuel source. Automotive engines are started every day with no load and so too was this first start. The reduction drive was incomplete, so there was no way to swing a propeller even if I wanted to, which I did not. Just imagine a little engine stand roaring down the driveway swinging a test propeller ... it didn't happen.

Anyone who says you can't start an engine unloaded has apparently never heard of pushing in the clutch. Why go to all that trouble and danger when you don't know if the engine works at all? A few words of caution are appropriate: the throttle must be CLOSED and there must be no leaks in the induction system – all air must pass through the throttle body to ensure the correct manifold pressure is fed to vacuum advances or engine control units ECUs. Aside from that you need fuel, spark, a handy fire extinguisher and perhaps understanding neighbors.



was well cranked over with no plugs to clear out those oil squirts. It huffed, smoked, fouled plugs and backfired at least once before it came to life. Within 10 seconds of operating there was glycol leaking all over the place, WTF!! Two of the front end frost plugs had corroded right through; of course they were behind the reduction

drive mounting plate. As it turned out this may have been for the better as there was quite a mass of sludge in the water jackets that got flushed out and all new frost plugs installed.

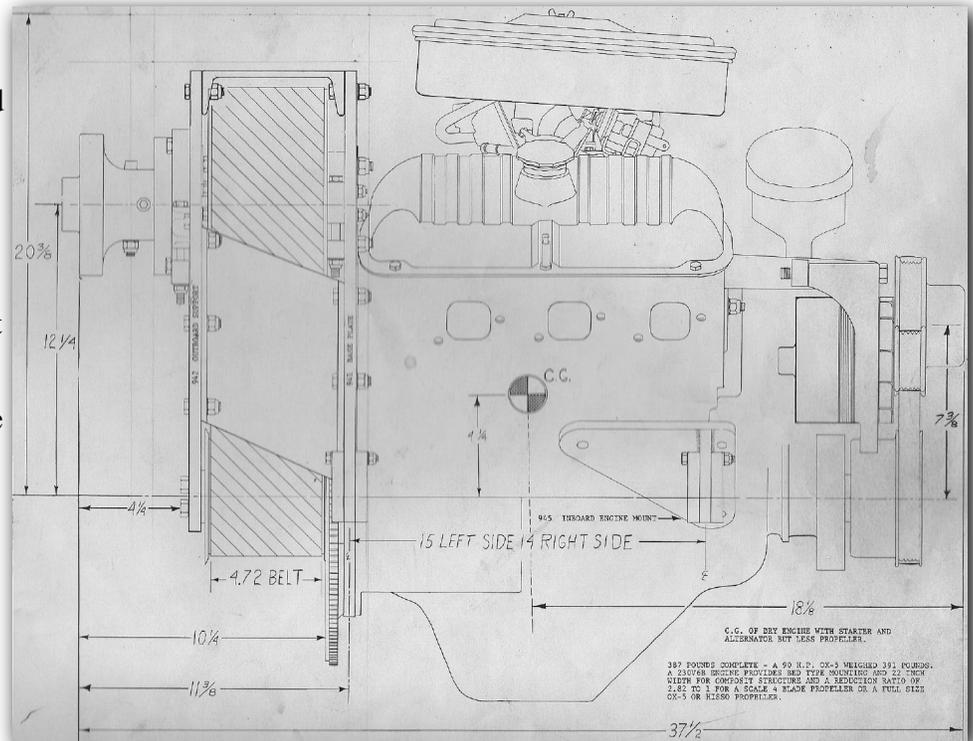
Reduction Drive Assembly
The reduction drive assembly needed a lot of finishing touches.

Starting

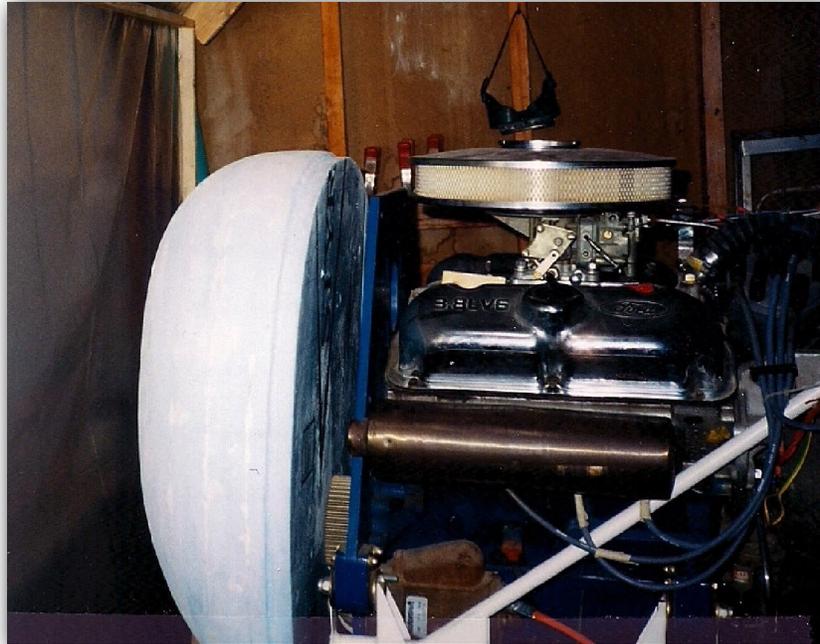
As predicted the engine was very easy to start. The engine sounded really good with the short 3-into-1 collectors on each side. I ran the engine long enough to bring the temperatures up and shut it off. I repeated these brief run-ups over the next 2-3 weekends then basically parked it for 2.5 years while working on other things. I did however remove the spark plugs from time to time and squirt in a drop or two of oil.

Problems

Fast-forward to the time for getting more serious with the engine, another start was in order to ensure all was well. It didn't want to start, despite the fact it



The drive itself is made from super charger blower sprockets (9.77" and 4.88"), three large bearings, some aluminum channel and backing plates. The front plate had to be machined for belt tightening grooves, have a bearing bolted on to carry torsion loads from the crankshaft lower sprocket and a floating bearing block assembly that mated to the upper sprocket and adjustment grooves. The prop shaft had no propeller hub and still had to be mated to the upper drive sprocket. Fortunately my father had a big Bradford lathe and a home-brewed mill. He machined the prop hub from raw-stock 6"x8" diameter 2024 T3 and milled the front plate as necessary to mate with all the attachments. Prior to bolting it all together the run out had to be reduced to 0.0015" on the lower sprocket; this was measured with a dial indicator and small adjustments made to the crank shaft mating surface with a file, which took 5-6 trial and error cycles to complete.



adjustment, so I contacted "Goodyear" to order a couple new ones. The belt was non-stock and I had to buy a minimum set of three at \$80 each; oouuch.

Engine Mount and Custom Radiator

After getting the drive mated to the engine it was time to mount it on the fuselage and start the engine install. The original engine mount did not mate with the 2+2 attach-points so a

The top sprocket was pressed onto the prop shaft and then bolted into place; there is a bearing and bearing block pressed into place at each end. 1/8" ball bearings set into the prop shaft and mated to a groove in the bearings stops them from slipping inside the blocks. This whole assembly is placed between two 0.5" aluminum plates and allowed to float up and down to facilitate belt tightening.

new mount was fabricated. I had seen other radiators slung from the lower rails of the bed-mount; liking this configuration, I contacted Ron Davis Racing Radiators and ordered one custom. For \$700 they delivered a beautifully welded all-aluminum radiator (22'x5.5'x5' core) or 605 cubic inches.

Custom Drive Belt

The assembly starts with slipping the drive belt over the upper sprocket and lower bearing, then mating the outer-plate, lower bearing with the crankshaft drive sprocket. The drive belt is then slipped over the bottom sprockets as the assembly is rotated into alignment. The front and rear plates are attached and spaced using 3 sections of 0.5" x 6" aluminum C-Channel. The bearing blocks are then bolted to the front and rear plates after setting the appropriate belt tension. The original belt did not allow for enough

Custom Cowlings

A custom engine install such as this means a custom set of cowlings and nose bowl; no luxury of just buying one. With the fuselage and engine in my garage I could work whenever I wanted and at this point I wanted to work a lot; the light at the end of the tunnel was coming into focus. Without going into a lot of details, I measured everything and started by making a female mold for the lower cowling. I hate sanding and fiberglass but there was no escaping it. Vinyl ester resin was selected for its resistance to fuels to heat soaking. The part turned out pretty good though mold-release was a concept I learned the hard way; a lot of trimming was required but the piece was made slightly too long on



purpose to accommodate measurement errors.

The next item to make was a nose bowl and for this I chose to make a male mold and do a West System epoxy layup. This part came out near perfect and an air hose inserted into the mold made for an interesting and rapid release. The top cowling would simply wrap around the boot cowl and nose bowl so this was made from 2024 T3 x 0.025" aluminum sheet, two hinges, nut-plates and screws plus some DZUS fasteners would hold it all together and attached to the airframe.

Instrument Panel

With the engine and airframe handy I configured the instrument panel as well as I could buying all the engine gauges first and trial routing connections through the firewall. Instrument panels are challenging

and next to the exterior paint job the second thing most people look at when they see an airplane up close. The 2+2 has the smallest panel I've ever seen so layout and component selection was tricky. I chose to go with Stewart Warner steam gauges as they are pretty reliable and if one fails well only one fails. Gauges with electrical senders got precedence over others where possible; the Manifold Pressure and Coolant System Pressure were of the copper-tube variety. For flight gauges again all steam, direct from Aircraft Spruce. The small size of the panel combined with instrument depth and fuselage tubing prevented me from having the standard 6-pack configuration; they are all in but not the usual arrangement – you get used to it.

With the basic engine install worked out, the fuselage complete and the wings all assembled it was

time to remove the engine and prepare everything for covering and that all important pre-flight final inspection. At this stage, the original 5-year plan was a distant pipe dream, approaching the ninth year of the project I stopped worrying about when it was going to be finished and just trudged on stubbornly with determination to see it through to the end.



Jeff Whaley
EAA 313043

Chapter 245 Work Day - Saturday 9 June

The annual Chapter 245 work day is scheduled for Saturday June 9th, at 08:00. If all goes well we should be finished by 13:00 or so and then enjoy a BBQ lunch. Projects this year include repainting the "EAA 245" logo on the front of the hanger, possibly painting the same on the roof. Painting the white trim on the exterior, removing the overspray from the windows, repairing/replacing the front door, replacing some hanger lights, shampooing lounge carpet, doing some fill in of low spots on the ramp, and building a box for our new utility trailer. Please give me a call if you can volunteer or have any other suggested projects.

Ken Potter 613 259-3242

EXHAUST – from the Carb Heat Archives



The following was taken from Carb Heat.

30 YEARS AGO May 1982

The Chapter meeting in May of 1982 was held at U-100 Uplands. The Chapter members were given the Grand Tour of the new facilities of the Aviation Safety Bureau of Transport Canada at Uplands. The hosts gave a very good overview of their involvement in accident investigation as well as a little known facet of their operation:

testing failed components in other transport related areas such as automobiles. An example of non-aircraft investigation was the then recent investigation to discover the cause of the fire on the ice breaker Louis St. Laurent. The Aviation Safety Bureau also did contracting work for foreign governments not having state of the art testing facilities.

20 YEARS AGO May 1992

The May 1992 issue of Carb Heat provided an extensive list of the services and initiatives that EAA does to promote safety for its members and general aviation. This list was prepared by Rem Walker, the Chairman of the EAA Canadian Council. It was seven pages long and provided detailed information on:

Chapter Activities, In-House Publications, Safety Outreach Programs, Canadian Aerosport Technical Committee (CASTC), Government Programs, Oshkosh-The Learning Experience and Information Services. Anyone wishing a pdf copy just let me know.

Thanks to Terry Peters for thinking of our Archives during his recent house-cleaning exercise. Terry provided several issues of Carb Heat that we did not have. Anyone else thinking of throwing out Chapter 245 memorabilia? Please - pass it on instead

wayner@igs.net. Thanks.

Wayne Griese.

Bartoon



Barnstormers issue 216

April East End News

Spring Maintenance

Indian Creek and Bearbrook have been fairly active for the month of April. This is rather unusual because the field conditions are usually too soft to allow it, but this year the fields dried up sooner. This is also the time allotted to aircraft maintenance; everyone readies their aircraft for the season, because of the down time. So a lot of juggling is going on. The work has to be done but aircraft have to be at the ready for weekends.

IPad as Primary Flight Display

Pat Gilligan has been active installing the new AHARS for his iPad in the RV-8. This way the iPad can provide a PFD with active flight data in the back seat via WIFI. I sat in the back seat of the RV-8 while Pat flew to Embrun airport to test the new system, works great. Who would have thought we would ever have this capability. Landing back at Indian Creek, Pat was a bit challenged by a persistent strong North crosswind that kept shifting from a headwind to a tailwind component (3 times).

He finally gave up and landed with a quartering tailwind on 09.

Flying Near and Far

Most flying has been local to Carp, St Lazare, St Mathias, Westport, etc. On one of these flights we met Denis and Paulette Charbonneau in his Glastar and Terry Blair in his newly acquired Citabria Decathlon in St Lazare. It was nice to meet with Terry who told us about his trip South, in his Bonanza. Last winter he flew to Florida, then to the Exumas in the Bahamas and eventually pushed on to the Turks and Caicos. It was his first time that far South.

STOL Capabilities

All skiplanes have shed their skis by now and in between skis and float season they are eager to show their STOL capabilities. It's always neat to watch them perform. Coming back from lunch we were regaled by such a performance. Greg Holbrook and George Landry, and I (old pilots never tire of watching aircraft operations) walked over to the runway as

Lindsay Lefavre in his Canadian BushMaster was coming in. He must have seen us because he sure gave us a good show. He made a short field landing over wires and stopped within 500 feet from the threshold. He gave us a devilish smile while taxiing back, turned around and took off again in what amounted to about 150 ft ground run. OK, there was a full sock 30 degree wind blowing from the SW but this is pretty good performance. Not being done yet, he climbed to 50 feet throttled back and landed on what was left of the runway (2000 ft).

Keene, ON

Last weekend of April weather prognostics looked good, so we decided it was time for a flight to Rice Lake where Elmhirst lodge serves a great breakfast/brunch. Not cheap but great, once in awhile one has to acquire points with the ladies. It was time.

Charles Martel

Fly-Out Possibilities

All Items Taken from the COPA Website

May 26, Westport, ON (CRL2):

Rideau Lakes Flying Club/COPA Flight 56 Breakfast Fly/Splash-In. Breakfast of ham, eggs and baked beans from 8:00 a.m. until 1:00 p.m. Transport from the Aerodrome/Waterfront downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication. For more

information, please call 613-273-5282.

May 27, Hamilton, ON: In

celebration of the 40th Anniversary of the Canadian Warplane Heritage Museum, the Museum will be hosting four 2012 fly-in dates (May 27, July 8, August 19 and September 23). Fly-in visitors will have their landing fees waived and

all occupants in their aircraft receive free admission to the Museum. The Museum is open 9 am to 5 pm and breakfast and lunch are available for purchase in the café. For further information, visit www.warplane.com.

May 27, Brampton, ON

(CNC3): Rebel Builders meeting

in RAA-TR Hangar starting at 1:15 p.m., north end of airport. Join fellow "Rebblers" to share experiences and swap ideas. Light refreshments. For more information, please contact Bob and Anna Patterson at bobp@prosumers.ca or 905-457-5238.

June 3, Smiths Falls, ON

(CYSH): COPA Flight 100. The Smiths Falls Annual Fly-In Breakfast will be held this year on June 3rd, 2012! Fly in, drive in, rain or shine. For more information, please contact Andrew Boyd at acboyd@gmail.com or 613-283-1148.

June 9, Ottawa, ON: Capital Classic Wings & Wheels (formerly Classic Air Rallye) held at the Canada Aviation and Space Museum grounds at the Rockcliffe Airport featuring warbirds, classic aircraft and vintage cars and flying displays. For further information, please contact Michel Cote at 819-684-9160 (aircraft) or Ben Loiselle at 613-829-2203.

JUNE 9 MOVED FROM JUNE 23, Lindsay, ON (CNF4): COPA Flight 101 Spring Summer Fly-In. If you are an owner or friend of an individual with a WWII or older vintage aircraft, we would like to hear from you, and hopefully attend our event. Rain date June 10. If interested in participating, please contact APM Derrick Nauss at airportmanager@klma.ca or 705-341-5195 for more info and details. The drive-in will consist of a vintage and sports car show organized by local car clubs

June 10, St-Lazare, QC

(CST3): The St-Lazare Flying Club/Copa Flight 43, Annual Fly-In Breakfast from 7:00 a.m. to 11:30 a.m. Best breakfast in the Montreal area! Everyone welcome. New unicom frequency 123.5. For more information, please contact Michel Moreau at mjmorea@videotron.ca or 514-694-2129. Visit our website at www.aeroclubstlazare.org.

10 juin, St-Lazare, QC (CST3):

L'aéroclub de St-Lazare RVA déjeuner de 7:00 à 11:30. Le meilleur dans la région de Montréal! Tous et toutes bienvenus. Nouvelle fréquence de l'aéroport 123.5. Pour plus d'information contactez svp Michel Moreau à mjmorea@videotron.ca ou à 514-694-2129. Visitez notre site Web chez www.aeroclubstlazare.org.

June 10, Cobden, ON: COPA Flight 124, Champlain Flying Club host their Annual Fly-In Breakfast from 07:00 until 11:00 hrs. CPF4 in the Supp. For more information, please contact Larry Buchanan at 613-638-2792 or lbuchan@nrtco.net.

June 16 (moved from June 26), Midland/Huron, ON (CYEE): Annual Summer Fly-In, sponsored by the local RAA chapter. A "Rust Remover" seminar will be presented by Martina Wassmer of T.C. Food and fuel will be available on site. Come and see the explosion of hangar construction at this airport. For more information, please contact President Ian Reed at 705-549-0572, Secretary Ray

McNally at 705-533-4998 or raa.midland@gmail.com

June 16-17, Hamilton, ON: The 2012 Hamilton Airshow celebrates the 40th Anniversary of the Canadian Warplane Heritage Museum. Airshow staples like the RCAF Snowbirds and CF-18 Demo, Pete McLeod in his "Red Bull" Edge 540 and Matt Younkin in his aerobatic Beech 18 will amaze the crowd with their aerobatic routines. However, the stars of the show will be the warbirds. Over 40 warbirds are scheduled to fly in the show including the rare Boeing B-29 Superfortress, making its only Canadian appearance this year. Additional warbirds include a ten-plane Harvard formation, Lancaster, Sabre, Firefly, B-17, Lysander, Hurricane, Spitfire, Skyraider, Avenger, Canso, Helldiver, Swordfish, Wildcat, Corsair and many more. For the latest updates, visit www.hamiltonairshow.com.

June 17, Picton, ON (CNT7): COPA Flight 53, Annual Fathers Day Fly-In Breakfast from 0830-1130. Lots of interesting aircraft and friendly folks. unicom 123.2. For more information, please call 613-476-9083 or 613-922-9528.

June 17, Cornwall, ON (CYCC): The Cornwall Flying Club/COPA Flight 59 will be holding its Annual Father's Day Fly-in Breakfast 08:30 a.m. until noon. Best breakfast in Eastern Ontario, static displays & old cars. For more information, please email

Barry Franklin at barry.franklin@sympatico.ca. Visit our website at www.copaflight59cfc.ca

June 17, Brampton, ON

(CNC3): Father's Day Fly-in Breakfast from 8:00 a.m. until 11:00 a.m. Dad's "go-to-the-airport-free" day. Breakfast is served up in the form of pancakes, scrambled eggs, sausages, toast, orange juice, and coffee all for a modest price. RAA-TR Hangar, north end of airport. For more information, please contact President Fred Grootarz at fred@arcronav.com or 905-212-9333; V.P. Alain Ouellet at aouellet@icecanada.com or 416-709-2020.

June 21-24, Hanover, ON

(CYHS): Annual Fly-In and AGM. Fly to CYHS (Hanover, ON.) and not CPN4 (also Hanover, ON.) but any which way you set your GPS or draw a line on your chart you are going to end up at the COPA Cabana Plane Fun Fly-In/AGM. For those who register early, there are two exceptional prizes to be won. First is a 406 ELT from Kitchener's Pointer Avionics as well as an exquisite \$1,000 Swiss wrist watch from the Hamilton Watch Company. If you want a sneak peek go to www.copacabana2012.ca to see our list of generous sponsors or www.saugeenmunicipalairport.com for other information.

June 30-July 1, Sherbrooke, QC (CYSC):

Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members

and the Aviation community to its Annual Fly-in. No airshow and no aerobatics! Menu: A lot of aircrafts of all kinds, fly market, static displays, workshops (metal, composite, weight & balance), exciting conferences/seminars, homebuilt/aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special super followed by a dancing party, restaurant on site for breakfast, lunch and dinner. Free camping on site. A lot of fun! For more information, please contact Réal Paquette 819-878-3998 or lesfaucheurs@hotmail.com. Visit our website at www.lesfaucheurs.com.

June 30-July 18, Brampton, ON (CNC3):

Three-week West Coast Rebel Ramble. Departing from Brampton CNC3 and wending a way to the west coast and back. Open to all. Many choose to fly segments as their own schedule permits. For more information, please contact Bob and Anna Patterson at bobp@prosumers.ca or 905-457-5238.

July 1, Ottawa, ON: The Rockcliffe Flying Club will host its Annual Fly-In Breakfast from 7:30 a.m to 11:00 a.m. \$5.00 per person. Sightseeing Flights in a Cessna 172 will be available from 9:30 a.m. to 4:30 p.m. based at the Canada Aviation and Space Museum. \$35/ per person. For more details, please contact Brenda Reid at brenda@rfc.ca or 613-746-4425.

July 8, Hamilton, ON: In celebration of the 40th Anniversary of the Canadian Warplane Heritage

Museum, the Museum will be hosting four 2012 fly-in dates (May 27, July 8, August 19 and September 23). Fly-in visitors will have their landing fees waived and all occupants in their aircraft receive free admission to the Museum. The Museum is open 9 am to 5 pm and breakfast and lunch are available for purchase in the café. For further information, visit www.warplane.com.

September 14-16, Gatineau, QC:

Vintage Wings of Canada in partnership with the City of Gatineau present the annual 'Wings Over Ottawa – Gatineau En Vol' Air Show and Fly-In featuring the highly acclaimed Canadian Forces Snowbirds. This year we pay tribute to Warbirds of the Med and will have a spectacular array of Vintage Warbirds on display both on the ground and in the air. Over 200 recreational aircraft are anticipated to visit the Executive Gatineau-Ottawa Airport over the course of the three-day event. It's all taking place at the Executive Gatineau-Ottawa Airport, 1699 Arthur Fecteau Rd. Gates open to the public at 10 a.m. Admission \$10/adult tax included, free for veterans and youth 12 and under. Workshops for aircraft owners throughout the weekend – stay tuned for details. Many food vendors and activities for families of all ages. A full weekend of aviation adventure right next to the nation's capital. Visit www.vintagewings.ca and sign up for the Vintage Wings blog for more up-to-date information or call 819-669-9603 or info@vintagewings.ca

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or 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.

FOR SALE:

Liquidating the estate of a chapter member. Economical flying gear for newer pilots, or those wishing to upgrade their older stuff!

Avcomm AC-454-PNR Full-featured stereo headset, complete with built-in PTT switch, independent volume controls. In nearly-new condition – no marks or blemishes. In Spruce catalog @ \$175, asking \$100

Lightspeed Mach 1 in-ear headset. Incredibly light, fantastic sound, and unbelievable comfort. Comes in original hard case. Sold new for over \$400, asking \$200

ASA CX-2 Electronic Flight Computer. Sporty's advertises them at \$80. This one is in nearly new condition, offered at \$40

Jeppesen E6B-style metal slide graphic flight computer (a.k.a. "pilot's gee whiz wheel") Sells new at \$30, this one in nearly-new condition, with a protractor thrown in... \$15

Jeppesen Flight Star flight planning software (for PC). Free to a good home!

Deluxe lighted mil-spec pilot's kneeboard, with dimmer. Sporty's sells them for \$60, this one in NEW condition... \$30

Avcomm Deluxe Duffel flight bag. 7 pockets. New at Spruce they're \$54, this one in very good condition... \$25

Prices are negotiable within reason. Contact Mark Briggs: 613-725-4361 or cgjoy@yahoo.ca

FOR SALE

2003 Amphib floats 1850 on Murphy Rebel. Manufacture Bilmar.

Construction: Kelvar, fiberglass composite, electric hydraulic, hatches, rigging, dual water rudders.

Must sell. 20,000.00\$

Contact Paul Sicard

SicardPL@xplornet.com

FOR SALE

Rotax 582 complete with 3:1 C-Box, carbs, and exhaust. 5 hours TT since new which included Rotax break in and taxi test. \$ 3,000 OBO
Call Ken Potter at 613 259 – 3242

FOR SALE

\$3,000 OBO (Price reduced from \$4,000)
Honda CAM100 engine 100 hp engine 150 hrs. complete with instruments and engine mount .

Contact Ron Johnstone 613-745-5431

ronrose@rogers.com

FOR SALE

Wittman Tailwind W10, Continental -0-300B-145 h.p. \$20,000

McCauley Met-L-Prop, 76 x 54, 0 Time SOH - Hope Aero, 8 bolt hub - \$500

Small Portable oxy-acetyline welding set - new condition - \$200

Facet 12 volt fuel pump - new in box - \$20

Gravity fed low pressure paint gun and respirator mask - like new - \$40

John Richards

johnrichards1@rogers.com

Tel 613-726-9253

FOR SALE

Tom Smith's 1950 Piper pacer PA-20. TTSN 5110 hours. 0-320 975 Hrs SMOH, 406 ELT, two ICOM A200, Aero ski 2000 available. Price: \$42,000.

Contact Rollie @ 613-830-5346 or Charlie @ 613-487-3036.

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 at sympatico dot ca.

**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