



**NEWSLETTER**

# *Carb Heat*

**Hot Air and Flying Rumours**

**Vol 28 No. 7**

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 Hazeldean R.P.O., Kanata, Ontario, Canada, K2M 2C3

## *July-August 1998*

*Inside:*

President's Page:       by Gary Palmer  
The Annual Fly-In Breakfast:    by Barney deSchneider  
To Montmagny by Air:    by Garry Fancy  
Classifieds:

*Next Meeting:*

Saturday July 18, 1998 10:00 AM  
Carp Airport (EAA245 Hangar)

*Annual Fly-In Breakfast:*

Sunday August 9, 1998 7:00 to 12:00 AM  
Carp Airport (EAA245 Hangar off taxiway Bravo)

President:	Gary Palmer	596-2172	gpalmer@nortel.com
Vice Pres:	L. DeSadeleer	727-0285	ldesadeleer@kpmg.ca
Ops , Publishing, Tools:	Dick Moore	836-5554	rjmoore@uottawa.ca
Membership:	Barney de Schneider	225-6003	bdeschneider@sympatico.ca
Secretary:	Andy Douma	591-7622	adouma@ftn.net
Treasurer:	George Elliott	592-8327	gelliott@igs.net
Editor:	Charles Gregoire	828-7493	cbg@nortel.ca
EAA 245 Website:	<a href="http://www3.sympatico.ca/bdeschneider">http://www3.sympatico.ca/bdeschneider</a>		

# Fly-in Breakfast

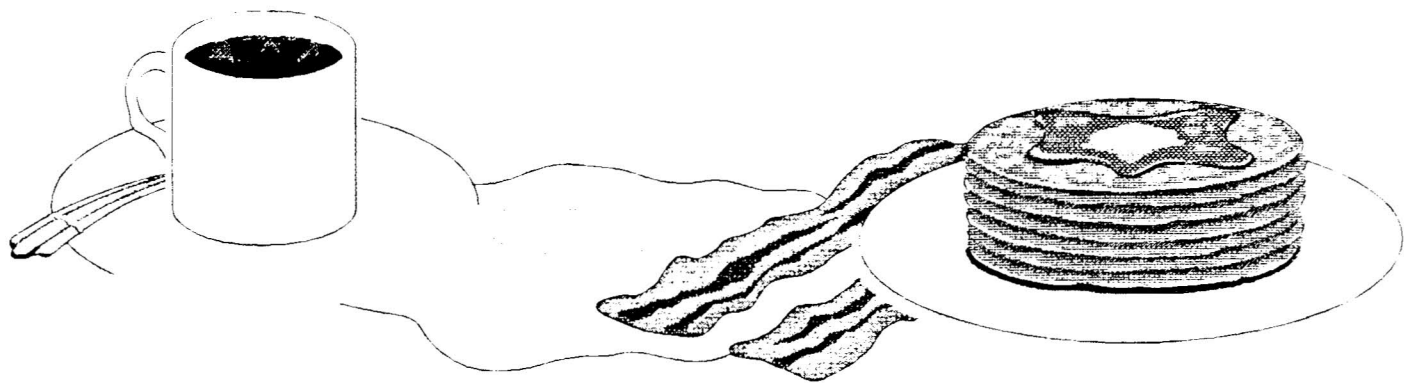
EAA Chapter 245

## CARP, ONTARIO

SUNDAY, AUGUST 9, 1998

08:00 until 11:30 at the EAA Hangar

Rain or Shine -- Fly-in or Drive in  
Great Food & Service  
Homebuilt Aircraft on display



Information - Call Barney de Schneider at (613) 225-6003  
or visit <http://www3.sympatico.ca/bdeschneider>

Oshkosh is just around the corner, and as usual, our next meeting on Saturday July 18<sup>th</sup> is an opportunity for members to share information on the best means to attend this annual aviation extravaganza.

We will have a new FAA arrival procedures video to display at this meeting, along with copies of the official Notam.

### Young Eagles

While we were rained out on our primary day, the weather gods favoured us a week later, and we had a very successful event. Despite the official opposition from Scouts Canada, we had approximately 40 young members of local scouting organizations that had an exciting introduction to the wonderful world of flying, EAA style. I want to thank Russ Robinson, and all the other volunteers (both ground crew, and pilots) who cooperated to make this a very successful day.

A special thanks to Lars Eif for his assistance in helping ensure the transition to a new YE coordinator went smoothly.

Great work all!

### Hanger Door Repairs

A special thank you is due to Stan Acres and Charles Gregoire for repairs made to the main hanger door. Two cables were replaced and the door is once again operating smoothly. Now if only we could encourage a nameless member to finish the electric drive project, true luxury

will have finally arrived. In the meantime, the exercise is good for us!

### Lathe Repaired

A special thank you to Les Staples is due for the repair of the Lathe. It is now fully operational, as is the new cash box installed by Dick Moore to receive your contributions for use of our workshop facilities.

### June Highlights

Our June meeting featured two fine local gentlemen, Ian Robertson, and Bob McInnis from V5 corporation. Bob and Ian have purchased the assets of Stebro, a custom stainless steel exhaust system manufacturer, and are focussing on the custom exhaust business for aviation, automobile, and motorcycle enthusiasts. The smooth bends that their mandrel tube bender makes ensures optimal efficiency and long life. Best of all, they are located just around the corner from Carp Airport. If you missed the meeting and want more information, you can reach Ian via email at [ianr@magma.ca](mailto:ianr@magma.ca) or at (613) 225-6419.

### August 9<sup>th</sup> Breakfast

Just a brief reminder that our own fly-in breakfast is scheduled for Sunday August 9<sup>th</sup>, with a Saturday August 8<sup>th</sup> setup. Expect a call from Barney deSchneider; I know he can count on your continued support to make this event a roaring success!

### New Hanger

Ken MacKenzie has just received his new SkyShield hanger kit. Ken has been very busy with the assistance of a couple of our members preparing his site and should be well along, if not complete with his installation by the time you read this. If you would like to help, I am sure Ken would appreciate the assistance. While Ken's new hanger is located adjacent to the long row hanger at the Westair end of the field, he assures me, he will still spend most of his time socializing at our site.

### Sat July 18<sup>th</sup> Carp Meeting

Our July Meeting will be held at the clubhouse at Carp airport at **10:00 AM**. This is the last of our summer meeting series, which are a bit more informal.

There will not be a meeting in August, since we will all meet at the breakfast on August 8<sup>th</sup> and 9<sup>th</sup>. Our first meeting of the fall season will be back at the National Aviation museum, on Thursday September 17<sup>th</sup>.

We will have our usual Oshkosh information session complete with arrival procedures video and copies of the Notam available.

Fly Safely friends,

**Gary**

## The Annual Fly-In Breakfast

by Barney DeSchneider

Clean-up and Set-up: August 8th beginning at 0900 hours  
Breakfast: August 9<sup>th</sup> beginning at 0700 hours

Please mark your calendars. With a little over a month to go, we are well into planning our annual fly-in breakfast. As has become the custom, we will clean up the hangar and get set up on Saturday morning and then return bright and early on Sunday morning to serve up a great breakfast.

If you will be able to help out with the breakfast please give me a ring soon so that I can begin preparing the list of tasks. I can be reached weekdays at 954-0048, and at home most other times at 225-6003. Thanks, and I look forward to working with you to make this year's breakfast another success.

## TO MONTMAGNY BY AIR

by Garry Fancy

A recent trip in my 1970 Piper Cherokee, C-GCQE, took me to Montmagny, Quebec, Montmagny, for those not familiar with it, is located about 40 N.M. east of Quebec City (just past Ile d'Orleans), and right on the south shore of the St. Lawrence River. It was named after the first officially-appointed governor of New France, Charles Jacques de Huault de Montmagny who governed from 1636-1648.

Why Montmagny? Montmagny is an easy trip by air (approximately 2 1/2 hours air time from Carp), and, in my opinion, one of the most interesting places to fly to in Quebec for several reasons:

- it was an early population centre in New France, and recently helped celebrate the 350th anniversary of the Cote-du-sud seigniory.
- the whole area along the St. Lawrence River is rich in the history of the earliest French settlements and habitants and Montmagny is part of the 200 km "Navigator's Trail".
- the older part of the town retains a charmingly attractive look with its touristy shops and most notably its "Manoir Couillard-Dupuis" built in the late 18th century.
- there are several very interesting excursions one can take from the town, including the free government ferry to nearby Isle-aux-Grues and the water taxi and tours to Grosse-Isle Island National Monument.

- the airport (CSE5) is fairly close to the town where there are several good motels: \$8.00 for a taxi and for those who like exercise, it can be walked in less than one hour.
- if you like accordion music, Montmagny is the accordion capital of North America, with two "accordion factories", an accordion museum, and "the world's best" annual accordion festival (Carrefour mondial de l'accordeon) held on Labour Day Weekend (accommodation reservations must be made in advance for this)
- Montmagny is on a main bird migration route and there is an annual "Festival de l'Oie Blanche" (Snow Goose Festival), from 17-27 October (again, advance motel reservations are required).
- From a personal perspective, my ancestors settled in the area (initially on Ile-aux-Grues/Ile-aux-Oie in 1669) and, having done considerable genealogical and historical research here and in the surrounding area, I have found the area has a fascinating history.

My latest trip to Montmagny, on 27 May, 1998, was via Mirabel, Trois-Rivieres and Quebec City, departing Carp at 0930, in good VFR weather, with C-GCQE's tanks topped, and a small modified bicycle in the back for ground transportation. I opened my flight plan with Gatineau FSS, climbed to 5,500 feet, clearing through the Ottawa TRSA, Montreal TRSA, over Mirabel, and on through to Quebec City Terminal and Tower and past historic Ile d'Orleans to Montmagny. Due to favourable winds, my trusty Cherokee's groundspeed was 110 knot (I would like to see that on the way back!) and I landed at Montmagny at 11:55.

The airport at Montmagny is operated by the Government of Quebec and is just east of the village and very easy to locate. The 3,000 foot paved runway runs east/west (08/26, elevation 37 feet) and is excellent, there are only three or four aeroplanes based there, other than the commercial operator - Air Montmagny, who operates a Britain-Norman Islander, a Cessna 210 and one other aircraft. The "FBO", Air Montmagny, has about the cheapest 100LL in Quebec and his "operations office" is exactly what a visiting pilot likes to see: modern (recently renovated), clean, neat, a snack machine, hot coffee, ample tourist brochures, magazines, and free phone service for hotels, taxis, FSS, etc. There is a large table in the main room to either eat lunch at or flight plan. As a bonus, there are no tiedown fees.

After landing and refuelling, I passed the time talking to a fellow Cherokee owner and a younger Air Montmagny pilot. After waiting for a fellow aircraft owner and traveller from Carp, (who was unable to fly due to mechanical problems), I took off from Montmagny to survey the local St. Lawrence River area, and particularly the nearby islands of the Isle-aux-Grues Archipelago,

where my French-Canadian ancestors had settled in 1669 after coming from France. These islands are very interesting to view from the air (I had already visited Isle-aux-Grues several times by ferry and water taxi). They make a unique picture from above and the effects of the tides on the muddy shores are very evident and dramatic. Isle-aux-Grues has a 1,670 foot government-operated strip (CSH2) which I had wanted to land on and with a careful approach over a small fence and strong headwind, I think C-GCQE was stopped in less than half the runway length. After departing this strip, I climbed out and headed west a few miles to overfly the National Historic Monument of Grosse Isle.

Grosse Isle was the quarantine stop for all Atlantic immigrants to Canada from 1832 to 1936, including my father, who, as a six year-old, arrived with his family on the S.S. Dominion from Liverpool at the Grosse Isle Quarantine Station 08 July, 1906 and left on 17 July. Could he have ever imagined that some 92 years later, his offspring would be viewing the same island from the air above! Grosse Isle contains a monument dedicated to the thousands of Irish immigrants who died and were buried there after leaving Ireland in poor health to escape the famines. This island also contains many sites and relics of its bygone days and boat cruises go there regularly from Montmagny and nearby Berthier-sur-Mer.

After this sight-seeing trip, I returned to Montmagny, and took a taxi into town for the Motel Centre-Ville. That night, the weather channel map for eastern Canada for the next several days showed four big "D"s (Lows) on it and the longrange forecast was not encouraging. So the next morning, not wanting to get stuck, I flight-planned with Quebec City and departed at 09:40, with an enroute groundspeed of 60 knots due to prevailing headwinds. I was going to fly non-stop to Carp, but decided to land at Trois-Rivieres, at 11:05 both to refuel and "defuel". I was tempted to stay for lunch at Trois-Rivieres as it has the classiest dining lounge I have ever seen at any smaller airport, complete with wine-coloured table cloths, fine cutlery and linen-ware with interesting-looking wine glasses. However I pressed on to Mirabel and Carp, departing Trois-Rivieres at 11:40.

Whilst approaching and overflying Mirabel at 4,500 feet I noticed a single aeroplane (a Boeing 747) slowly inching its way along the taxiway to the button of runway 29. This great activity so excited the terminal controller that, while I was at 4,500 feet above, he vectored me from 270 to 240 degrees so as not to risk collision with the taxiing and soon to depart jumbo jet (I am being a bit facetious as no doubt the controller was quit correct and I would not like to see the 747 too close in flight). It was actually quit novel to see an aircraft movement at Mirabel.

I landed at Carp at 1355 just in time to observe the wind strength increase markedly. Air time from Carp

to Montmagny was 2.4 hours and the return trip took 3.7 with the lower groundspeed.

There is much to enjoy at Montmagny and I intend to return soon, perhaps this time to visit Isle-aux-Coudres (CTA3), and Rimouski (CYXK) a little further eastwards where nearby there is a beautiful park (Bic Parc) stretching along the St. Lawrence and from whence boat cruises take passengers out on the river. If anyone would like more information on the Montmagny area call me.

## Classifieds

Place your ads by phone with Charles Gregoire @ 828-7493  
 or e-mail to [cbg@nortel.ca](mailto:cbg@nortel.ca)  
 Deadline is first of the month.  
 Ads will run for three months with a renewal option of two more months.

**Davis-DA2 TT400,**  
**C-85 25 SMOH, all metal, 110 MPH, \$13,500**  
**Jim Bradley 613-839-5542 06/98**

**Canox Model 250 Arc Welding Unit**

AC/DC Amps	76	38	30		
	Volts	230	460	575	
Secondary AC/DC	Volts	30			
	Amps	250			

**Duty Cycle 40%**  
**\$700 or best offer**  
**Les Staples 613-831-9079 05/98**

**Tim's Parts Bin**

**Cessna 140 exhaust system complete \$500.00**  
**Cessna 140 engine baffles \$50.00**  
**MS24566-4B pulley NEW \$8.00ea.,**  
**Large HF radio (ex Otter ), good ham project \$25.00,**  
**Large Radar Screen (possible coffee table???) \$25.00,**  
**Beech 18 oil cooler, new (possible rad??) \$50.00, 6 Gal.**  
**J-3 wing Tanks (2) \$200.00, Box of VW engine Parts**  
**(possible 1/2 vw project) \$50.00, New autopilot , 12**  
**volt trim servos and stuff \$25.00, Air Path and Pioneer**  
**3 1/8 compass cores \$75.00/ea, Shark Fin pitot tube**  
**24volt, new in box \$25.00, Beaver U/L Lotus float**  
**rigging (spreader bars, etc.) \$25.00, Continental prop.**  
**spacer (O.E.M. alum) \$50.00**  
**Tim Robinson 613-824-5044 03/98**  
**75714.2136@compuserve.com**

Back issues of Sport Aviation for sale.  
 July'84, Apr'86, May'86, Feb'89 to Dec'97 inclusive  
 plus others.  
 Alex Clanner 613-831-1850 02/98  
 ace@compmore.net

McCauley Metal Prop, 70-38 for a continental A65 or  
 C85.  
 Jim Robinson 613-830-1476 01/98

**Garry's Parts Bin**

Dynafoal engine mount  
 Wheel pants \$100.00  
 Oil, break-in, 12 litres, Shell, Esso  
 Wing Tip Nav Lights  
 NACA air inlets  
 Elevator trim assembly  
 Primer  
 Valves, Fuel selector  
 Valve, Parking brake  
 Accelerometer (G-meter) 2.25 inch  
 Oil cooler - Continental 6cyl.  
 CHT guage and probe  
 Lycoming, Accesory case, dual take-off adapter for  
 hydraulic and vacuum pumps.  
 Piston rings for Continental E-185 or O-470.  
 Light weight starter & bracket for Lycoming O320 or  
 O360.

Control wheel yoke assembly from Piper Tomahawk

Engine, VW 1600cc completely rebuilt  
 Garry Fancy (613)-836-2829 01/98

**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:

cbg@nortel.ca 01/98



**EAA Chapter 245 Membership Application**

NEW: \_\_\_ RENEWAL: \_\_\_ DATE: \_\_/\_\_/\_\_  
 EAA NUMBER:.....  
 EXP Date: \_\_/\_\_/\_\_  
 NAME:.....  
 ADDRESS:.....  
 CITY/TOWN:.....  
 PROV:..... PC:.....  
 PHONE:(.....).....H (.....).....W  
 AIRCRAFT &  
 REGISTRATION:.....

OTHER AVIATION AFFILIATIONS:  
 COPA: \_\_\_ RAAC: \_\_\_  
 OTHER: \_\_\_\_\_

**Annual Dues:** January 1st to December 31st. (porated after March 31st for new members/subscribers).  
 Associate Member \_\_\_: \$30.00 Newsletter plus Chapter facilities  
 Full Member: \_\_\_: \$55.00 Newsletter, hangar, workshop, tiedowns  
 Newsletter subscriber \_\_\_: \$30.00 Newsletter  
 Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

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