

Carb Heat

November 2016

EAA 245 NEWSLETTER Vol. 46 No. 10

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Carp, Ontario
K0A 1L0



Next Meeting:

Thursday 17th November at the Bush Theatre,
Ottawa Aviation and Space Museum

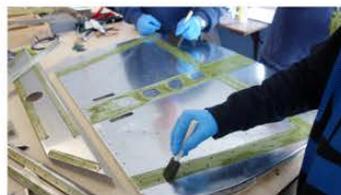


Cozy: From Conception to First Flight



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Editor's Comments



Just in case any of you are concerned, I'd like to reassure you that this month's presentation 'From Conception to First Flight' is the about the Cozy's extended building phase and not a memoir of Phil's childhood. That presentation will have to wait for another time.

This is the last Carb Heat of 2016 as there is no meeting in December and I get the rest of the year off. That also means you have some additional time to submit your articles before the January edition. I'd like to thank all of you that did contribute content and a special thanks to Mike Asselin for the Cruzer updates, André Durocher for a whole series of Venture tales and to everyone who was kind enough to be the subject of a Pilot Profile. I hope that some of you, especially if you've enjoyed the profiles, will volunteer for next year.

In this month's edition, we have another supersonic travel story from Andre who seems to traverse more ground in a weekend that most of us cover in a whole summer. The subject of this month's **Pilot Profile** is Tom Weichert, one of my CJ partner's in crime.

Although the renewal form may not be the page within Carb Heat that you'd naturally jump to, I'd urge you to take a look as it has some information about a "Google Group" we'd like to start for the Chapter. Please take a look and let any member of the executive know if you have any thoughts on the matter.

I hope you are enjoying *Carb Heat* and, as I stress to the point of boredom, I can't do this without your input. If you want to see it continue, please take some time to put pen to paper, fingers to keyboard etc.

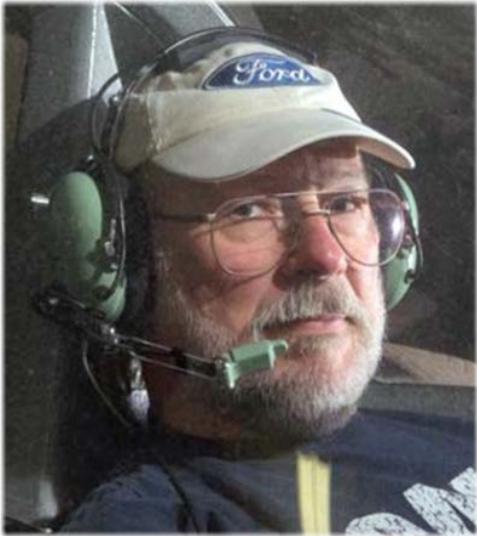
Colin

newsletter@eaa245.org





President's Message



This is the last message for 2016. This year has been a good year with a lot of activity at the hangar. The Cruzer project has been moving forwards albeit with a little less gusto than at the beginning of the year but I expect that will pick up as the winter sets in and our members have less time for their own projects. The chapter hangar makes a nice community location for everyone to get together in particular on those cold winter Sunday mornings. That warm wood stove and hot Coffee is very welcoming. Thanks to Curtis for bringing those Danish pastries and other delights. Our relationship with the airport still remains good thanks to the staff and management at the FBO.

The fall season has begun and we have had one small



snowfall but nothing serious but it is time to make sure you have winterised your aircraft if you are flying them or not. Remember to put on those oil cooler mufflers and be prepared for that extra power that comes with low density altitudes.

At the elections last month, Peter Zutrauen was voted in as the new webmaster and Mark Richardson, after the meeting had closed, took on the position as Vice president. Thanks you to both of you and, in particular Mark, as I know I'm going to need him as I transition away from the chapter in the next couple of years.

The good news is that there are no increases in annual dues this year but I expect this will not be the case next year as cost are forever rising but be thankful we can keep the cost down. Please can you make arrangements with Gord Hanes to pay your dues either by cheque, PayPal, cash, or EFT. PayPal is the least favoured because we lose a few percent to PayPal but it is definitely convenient. Gord has advised that EFT is the most effective payment method.

This month's presentation was due to be about ADSB but unfortunately, as a result of some miscommunication, the presentation has been put off until January. Instead, we have the presentation for which you have all been waiting 25 years for: "From Conception to First Flight: Phil talks about his epic voyage to the first flight of his Cozy MKIV RG". Bring your family, bring your friends, this is the big one.

Last month there was no coffee at the museum as we have yet to find someone willing to help out. Fortunately, Russ Homes has kindly offered to replace the coffee with hot chocolate so you are now going to have to make a change to your pallet if you want a beverage. Thanks Russ.



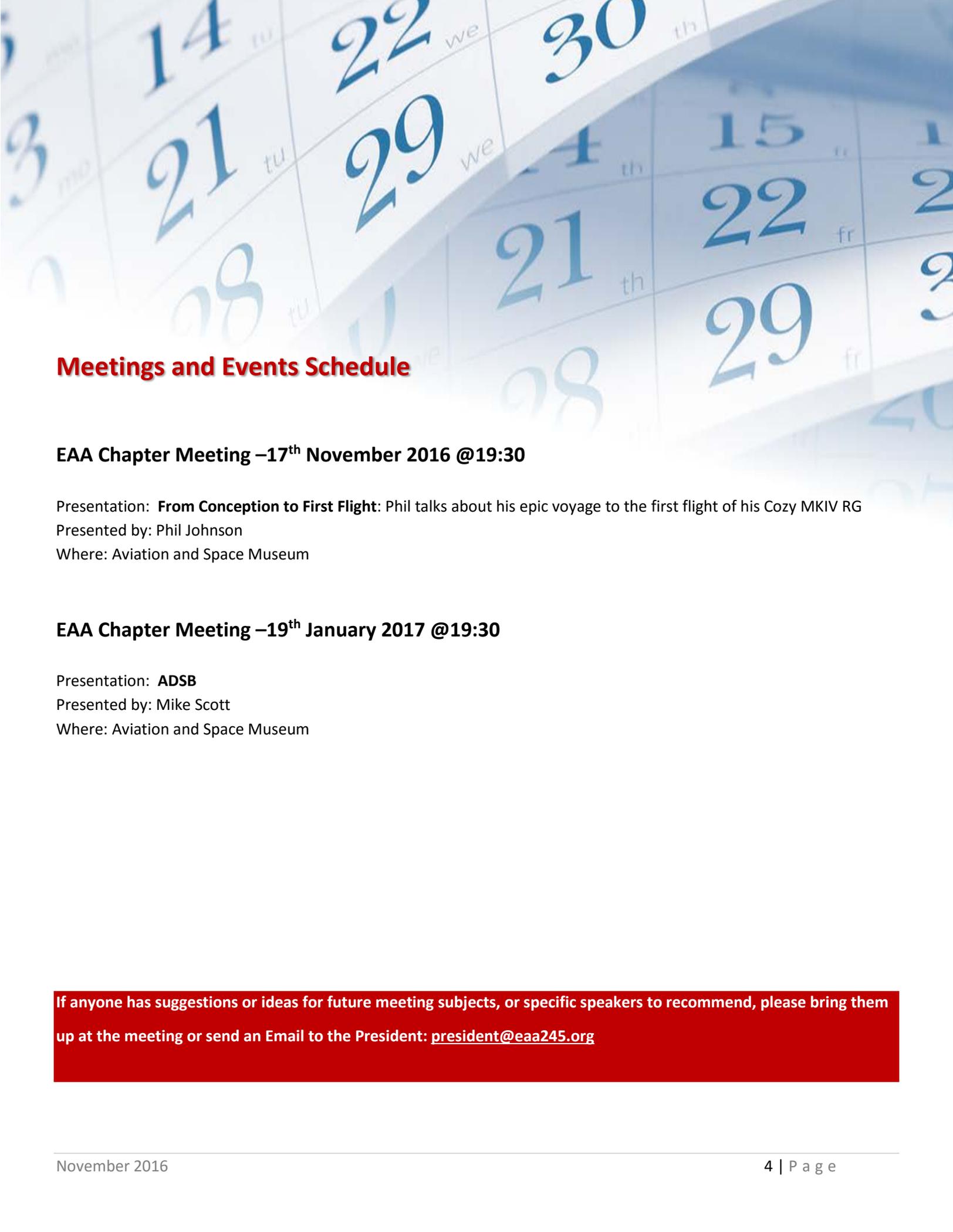
As usual there is no December meeting as it falls too close to Christmas so I would like to wish all of our members an early very Merry Christmas and a happy New Year. Hopefully 2017 should bring some exciting new events.

As usual, during the period in which we use the museum for our meeting nights many of us meet up at Perkins restaurant, on St Laurent and Coventry Road, for dinner prior to the big event. Everyone is welcome and we typically start arriving at around 5:30pm. This month it is Thursday 17th November. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there. I'll be putting out a reminder just before so that I can get a head count to pass on to Perkins Restaurant.

Regards to All

Phil Johnson





Meetings and Events Schedule

EAA Chapter Meeting –17th November 2016 @19:30

Presentation: **From Conception to First Flight:** Phil talks about his epic voyage to the first flight of his Cozy MKIV RG

Presented by: Phil Johnson

Where: Aviation and Space Museum

EAA Chapter Meeting –19th January 2017 @19:30

Presentation: **ADSB**

Presented by: Mike Scott

Where: Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please bring them up at the meeting or send an Email to the President: president@eaa245.org

Going Places

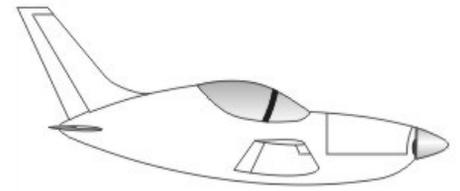


Cancelled

There is no where to go until the spring!

CANCELLED

A TASTE FOR AD-VENTURE



When I do something I like to kill two birds with one stone! If possible, two hits or more!

On a recent Thursday afternoon I flew from Gatineau, to Quebec City, and had dinner with my daughter. At 32 years old, and after 11 years in various universities (masters in nanotechnology, masters in Intellectual Property from Columbia University in New York, lawyer in the province of Quebec and Ontario), she is starting a 4 years course to become a land surveyor like me! She is also a private pilot.



At noon on the Friday we took off and after a lovely flight of just 1 hour and 50 minutes we landed at Toronto City Center where she stayed for the weekend. The tower squeezed us between two Porter Bombardier Q400's and I had to keep the speed up which is not a problem in the Venture. On arrival we found the ramp was jammed with more Q400's waiting for their gates and, after waiting between two of them for quite a while, I was very, very tempted to taxi under their wings! However, I resisted and 25 minutes later I was back in the air and heading

westbound to KPHN (Port Huron, MI) which is located 11 miles south-west of Sarnia.

I filed my eAPIS and my VFR flight plan and called the custom guys from Quebec City. On my arrival at Port Huron, which was on time, even though I'd had to taxi back to the CYQB FBO after being ready for take-off to pick up my tow bar and the added waiting time at CYTZ, there was no one from customs waiting for me.

I called them from my cell phone (how did we manage before cell phones!) and they were very

first time that the custom guy asked me for my passport number, my decal number, my address, where I was going, etc. She put me on hold to do some verification. After, a few minutes I disconnected and called the FSS to close my flight plan. Then, a custom officer arrived and said "Yes, we knew you were coming..."!

Entering in the custom's office she asked me if I had filled in the form (you know this form you fill up when you take the airline). I said: "No"! This was the second time an officer had asked me this question. A younger officer was rudely asking me



surprised at my arrival because my name was not on their list! I was very surprised myself because this was the

questions. "Where are you going, why are you going there" and so on.

I was just one of four Canadians that were waiting to get cleared and they told me that this was the last time they'd be coming back to Port Huron and it would 4 hours before they got out. I was out in 30 minutes and took off well before them. I bought some fuel and flew to Battle Creek, Mi for an AOPA's fly-in and I was on the ground by 17:50.

Even though there was some rain forecast I decided to sleep in my tent. I like to stay close to my Venture and answer questions from fellow pilots. Even though I had a double roof in my tent I decided to locate myself under the wing of my neighbour's T-28. My idea paid off because at 5am it was pouring rain and my tent tried to fly away a few times. By 7am the rain was almost over and I was out of the tent. I didn't have an umbrella or a rain coat but I had a survival blanket cover which I used. I'd left my jeans on the floor and they were all wet. Lucky, I had brought my pyjamas so I went for breakfast and spent all morning attending to seminars in my PJs! By noon, my jeans, sleeping bag, T-shirt and tent, that I left hanging on



my plane, were dry and I was happy to put them back on!

The fly-in started on Friday and the seminars were on Saturday. I didn't have enough time to listen at all of the very good seminars. There was one about flying IFR, one on a flight around the world by Adrian Eichhorn with his Bonanza. The one I liked the most was one presented by Joseph Daniele who works for Leido (ex Lockheed Martin).



Have you heard of www.1800wxbrief.com? It is amazing! First, this is a certified WX and other aviation information provider. ForeFlight, etc. are not. Secondly, they have new functionality. For example, they will draw a plan for you showing the WX along your route during the proposed flight time with color coded WX and what altitude is best. You can file VFR or IFR. They keep your info for the next time (Canada keeps the info too if you do it on the web). If IFR, they will send you the last assigned routes and the preferred routes (do you know that in Canada the preferred routes will become mandatory routes in November!).

You can open and close your flight plan from your iPhone. If you don't close your flight plan they will send you an email. If after you check the

WX new weather develops they will send it to you on your cell, etc. Check out the 17 videos on YouTube.

By 16:00, the fly-in was over. The weather was turning VFR but my destination to the south, 245 nm and only 1h09, was marginal VFR. So, do I sleep here (not in my tent!) or, if the weather is no good to the South, do I take off and fly back North. I do have the option of flying IFR which helps. I have not flown IFR since 1981 but I renew my licence every 2-3 years. So, at 17:35 I decide to take off and head for Louisville, KY. I climbed to 10,500 feet through a broken sky. I fly most of the time 10 000 feet +/- 2000 feet. At 10,000 feet I am at full throttle which give me 20 inches of boost and 66% power. There I can lean all the way I want (usually 40-50 lean of peak) and burn 12.5 GPH at 232 kts and no oxygen needed.

Heading south I see the sky becoming overcast. Another decision to make. Fly on top and ask for an IFR clearance to land at KLOU or head down and fly under? I am about 70 nm from KLOU. The ceiling at KLOU is 1,400 feet and visibility is 5 miles. I love my satellite XM WX. I love to fly fast but I don't like to fly fast and low with the Venture, especially outside my normal territory. I hate tall antennas and I've seen some as high

as 2,000 feet. I decided to go under and landed safely at KLOU.

My reason to fly to KLOU was to receive advance IFR training with my Chelton EFIS and I spent Sunday studying my Chelton EFIS and the IFR trip that my instructor gave me to fly next day. Steve gave me my high performance licence on the Venture.

He's got about 800 hours flying his Questair. His Venture was equipped for many years with exactly the panel as mine. I took some breaks from studying by walking to my hotel's neighbour which is the Land Rover, Jaguar, Porsche, Maserati and Audi car's garages!

On Monday I spent 6 hours with Steve and did one IFR flight of 1:45 and one VFR flight with flight following of 45 minutes. He sat in the co-pilot seat doing all the communication and I flew the plane. He also did the IFR flight plan and showed me how he does it. This was great in giving me confidence to fly IFR again. At 16:15, I took off from KLOU and flew at 17,500 feet direct to Gatineau in 2 hours 50 minutes. I have CANPASS-AIR so GOER was in the garage by 19:15!

Blue sky (or fly IFR)!

Andre



Pilot Profile #10: Tom Weichert



I got to know Tom when we worked for the same company, although we were on different continents, back in the early 90's. Who'd have thought that over 20 years later, not only would be still be in touch, but that we'd be partners in an aircraft. When airborne, Tom prefers to be anything but right way up and thoroughly enjoys wringing the most out of the CJ-6.

Where were you born?

In Offenbach, Germany. I'm actually a first generation immigrant to Canada. We moved here when I was just one. The hospital was right under the flight path for Frankfurt Airport's runway 25 so I reckon this had something to do with my interest in aviation!

Where do you live now?

Sue and I have been in Kanata South for the last 24 years. I just cannot figure out where else to live other than closer to the airport perhaps. When I was 18 I moved out to BC and stayed there for a year or so. I also went back to Germany for a short spell when I was in grade 2.



What's your occupation?

I work for Airbus as a Sales Support Manager, which is my official title, but the actual working title is Bid Boss or Proposal Manager. I work for the division that provides 911 systems so, sadly, I don't get to test the Eurocopters (now Airbus Helicopters) which are built in Fort Erie, Ont.

How did you get interested in aviation?

My earliest recollections were hanging out the Gatineau gliding club, which is actually located close to Plantagenet, east of Ottawa, and the Buckingham gliding club which disappeared many years ago.

Another strong memory was hiking through the Rhine valley and watching a formation of Luftwaffe F104 widow makers screaming overhead at very low altitude. That was a real hook. Unfortunately, my eyesight was not good enough to get into the Canadian military flight program.

There are also lots of pilots in the family including my father, brother, uncle and two cousins. One of my cousins actually instructed me on the night rating.



When did you learn to fly?

I did my PPL way back in 1984. I started it at Carp with G Fields but they went bust so I moved to flying school at Ottawa (CYOW).

What do you fly now?

I am a partner in the Nanchang CJ6 that's based at Carp. It's very likely the closest that I will get to flying a WWII warbird.



What else have you flown?

Most of the usual stuff including C150, 172 Piper Arrow, Warrior, 140 etc. I also did a tailwheel checkout in the Super Decathlon at Rockliffe. It's one of my favorites and can do sustained inverted flight. Well, for 2 minutes until the header tank runs out! I flew the Grob for about 16 years out of Ottawa doing aerobatics. I also managed to get a few minutes of stick time in an L-

29 Delfin that was being positioned from Carp to Smiths Falls.

What's your favourite piece of music?

I don't really have a favorite piece of music or one particular genre and I'll listen and enjoy whatever might be playing. That said, my roots are in rock and if you give me control you likely end up with a Rock sided playlist. This very likely explains the hearing loss I have. That said, I really like 'Radar Love', by Golden Earing. It's a great driving song.



What's your favourite book?

It's not aviation related and it's 'Day of the Triffids', by John Wyndham. As a kid I read all the time and I wish I still had all that time on my hands.

What's your favourite movie?

Don't really have one and, surprisingly, it's not 'Top Gun'. Most of the movies I watch are action based. 'Scarface', with Al Pacino, was a particular favorite for many years but we move on. I thought the Kill Bill series was interesting as was Django (the D is silent) Unchained. There is a theme here.

What's your idea of perfect happiness?

Good friends, health, and enough bucks to go flying

What's been your perfect flying experience?

I have had a few good memorable flights but the one that really sticks out was the 3 ship adventure to Oshkosh in 2015. Something I had never done and it was a last minute decision to go. Lots of great laughs, some good natured ribbings for the farcical things that happened and great flying.

If money was no object, what would you fly?

So many to choose from! Spitfire, P51 Mustang, F4U Corsair and a Mosquito would be super cool. For lighting my hair on fire I'd really like an F5 Freedom Fighter!

What trait do you most deplore in yourself?

What are you talking about I'm perfect!
Seriously, I have far too much patience for stupid. I wait far too long to tell people that need telling!

What trait do you most deplore in other people?

Not taking responsibility for things that are clearly theirs to deal with.

What's your motto?

"Trust yourself. You know more than you think you do", Benjamin Spock.

How would you like to be remembered?

As a friend that was always there to lend a hand.



Photo of the Month



Once again, John Weir pulls it out of the bag with this great shadow shot of his RV-7A landing at Carp.

Please send any photos for next month's edition to me at newsletter@ea245.org

PHOTO ROUND-UP

Thanks to all of you who contributed to Photo of the Month over the last year. Here's a round up of all the winning entries.

January



February



March



April



May



June



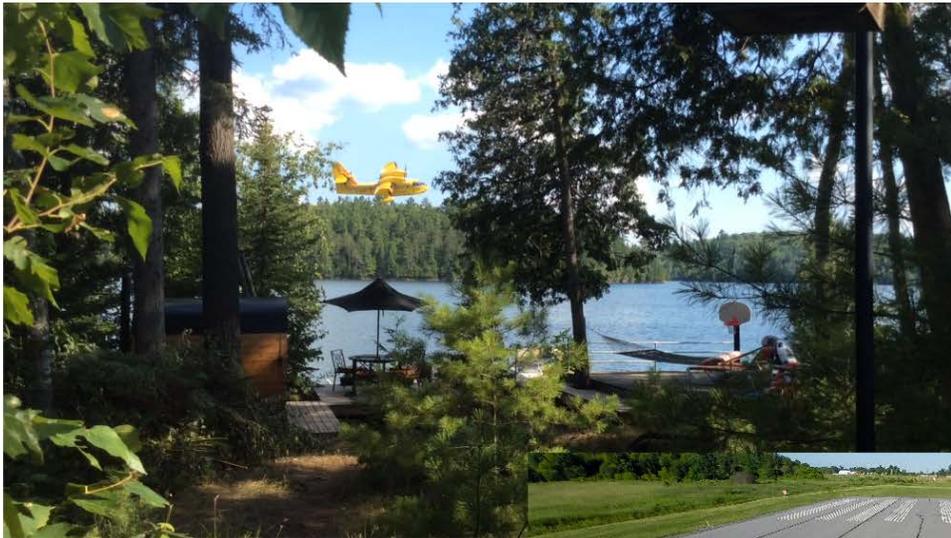
August



September



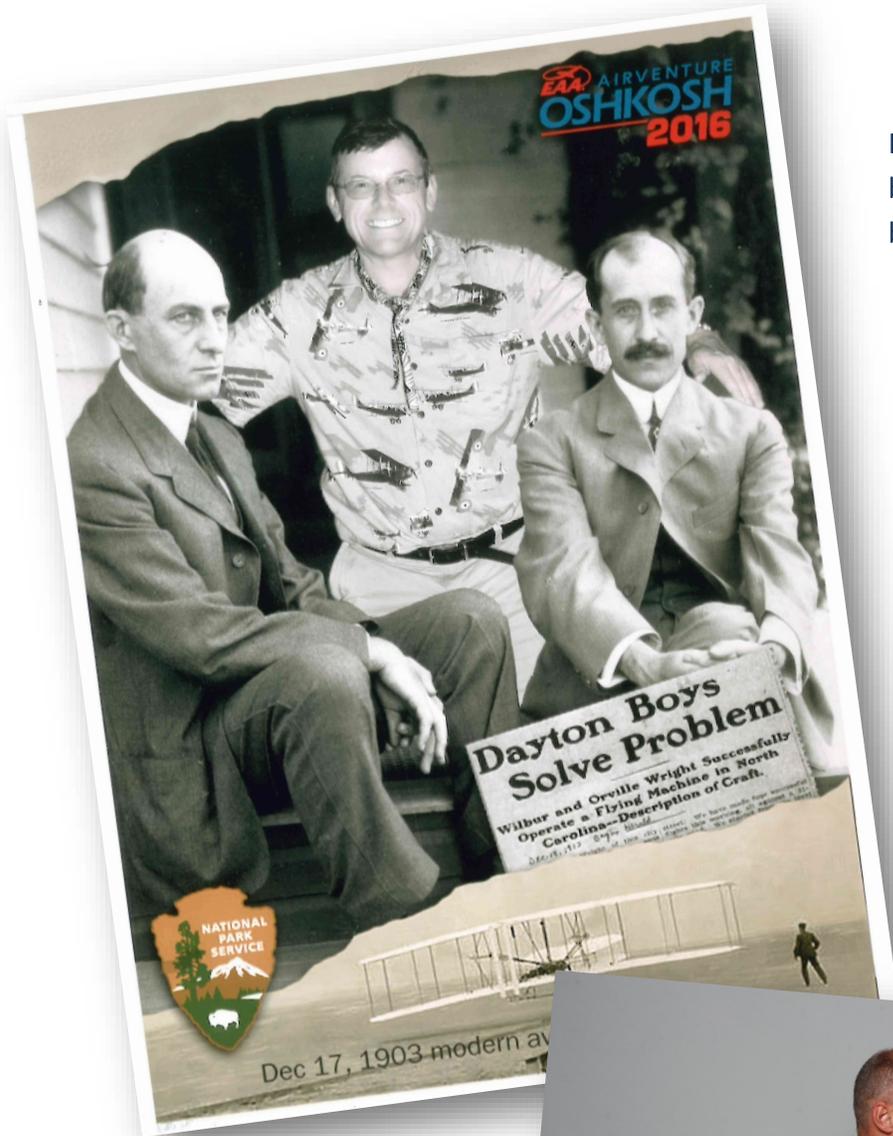
October



November



PHOTO SHOP 2016



Russ Robinson travels back to meet the Wright brothers!

Andre Durocher gets to meet Solar Impulse pilot Bertrand Piccard.





Lars desperately trying to wrestle his first flight award from Phil



The front seat Matts are finally installed in Dave and Ameet's RV-10

Classifieds



FOR SALE: Long Ez

Hangered at CARP. 480 hrs airframe. Engine Lycoming O-235-L2C. 10 hrs SMOH.

Engine Major Overhaul by Aero Atelier (Lycoming Service Center).

Annual inspection May 28 2016. Many new parts.

More information and pictures at:
<http://www.magma.ca/~andrewr>.

 **Andrew: 613-836-3968**
613-295-7451 (Cell)

 **andrewr@magma.ca**

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming O-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$35,000.

 **Hans Sanders: 613-446-7728**

New Price!

FOR SALE: MIG Welder

I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V) for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 **andrewr@magma.ca**

FOR SALE: Canuck Share

The Canuck Group at EAA 245 in Carp has shares in the 1946 Fleet Canuck CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangered.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.

 **Ken Potter: 613 259-3242**

 **kjpotter@sympatico.ca**

FOR SALE: Mustang 2 and RV-4 Plans

Mustang 2 plans set (not used)

RV-4 plans set (not used)

RV-4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools.

Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper.

Asking \$2,600 for camper or best reasonable offer. Will consider partial trades for aluminium sheet materials and machining materials or tools.

 **Michel: 819-685-2194**

 **andre04@teksavvy.com**

FOR SALE

G meter, Burton MA 2 +8, -2G . EGT weldolets pair, new. All prices negotiable.

 johnfirth0@gmail.com

FOR SALE: Anderson Kingfisher

Anderson Kingfisher Amphibian rebuild project.
New fuselage, rebuilt Piper wings, Includes
2nd Kingfisher for parts, Valid CofA

 **Ken Potter: 613 791 6267**

 kenpotter@veritasmarine.ca

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good
compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200
Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

 iammcnally@yahoo.com

 **Chris McNally: 613-291-1254**

FOR SALE

Rivet squeezer and the tube bender \$150.

Large assortment of rivets, various machine screws
and lock nuts. I can send pictures of these by Email.

If interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade
plywood.

 **Bob Crook: 613 225 6653**

 bcrook@sympatico.ca

FOR RENT: Tie-Down

Chapter 245 members can rent a tie-down near the
EAA 245 hangar at Carp Airport. You can rent the
tie-downs by the month or for the full year.

 info@eaa245.org

FOR SALE: Hangar(s)

Two hangars for sale at the Carp (CYRP) airport;
one measures 41'7 x 31'9 and the other 50'x 31'9.
For more information, please call.

 **Mark Braithwaite: 613-839-5276**

WANTED

WANTED

Continental C85 or C90 engine with low time SMOH
for install to certified aircraft.

 bartcameron112@gmail.com

WANTED

Vaguely interested in purchasing a Challenger with
a 582 engine. Any sellers???

 **613 733-2198**

WANTED

Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper

Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)
613-797-5568 (C)

 harvey.rule@bell.net

Who we are

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 at the Carp Airport, just west of Ottawa.

President:	Phillip Johnson 613-790-4929 president@eaa245.org
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Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

Membership Application and Renewal Form

We are considering starting a “Google Group” for the EAA Chapter. If you are not familiar with Google Groups, it’s a service from Google that provides discussion groups for people sharing common interests. If you’d prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/>	Renewal: <input type="checkbox"/>
Street: _____	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)	
City/Town: _____	Newsletter Subscriber: \$40 Newsletter only	
Province: _____	Associate Member: \$40	
Post Code: _____	Full Member: \$90* Newsletter, hangar, workshop, tie-downs. Note; there us a one time \$200 initiation fee when you become a full member.	
Phone () _____	Note. Associate and full members must also be members of EAA’s parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)

HANGAR SPACE

AVAILABLE FOR RENT



**Protect your aircraft from
the elements**

Arnprior Airport (CNP3)

Contact Mike at 613-302-0789

Very reasonable rates

