

OCTOBER

2011

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Carb Heat

Hot Air and Flying Rumours
EAA 245 NEWSLETTER Vol 41 No. 09

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P.O. Box 24149 Hazeldean R.P.O.,
Kanata, Ontario, Canada, K2M 2C3

Next Meeting:

Thursday October 20th at 7:30 PM
Bush Theatre
Canadian Aviation and Space Museum
Pontiac Airparc presentation

by
André Durocher



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, situated just west of Ottawa

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PRESIDENT'S MESSAGE



**LOOKING
FORWARD TO
THE FALL
COLOURS!**

**Wings over
Gatineau en Vol / EAA
Canadian Flyin – September
15-18**

Thanks to everyone who helped make it a success.

The weather was great this year and the turnout was something like 22,000 for the event including the snowbirds, airshow, breakfast, dinner, camping, forums and workshops.

<http://www.245.eaachapter.org/2011eaacanadianflyin.htm>

<http://www.eaacanada.webs.com/>

<http://envol.vintagewings.ca/>

Yellow Wings at Carp

WCD hosted the Vintage Wings Yellow Wings tour appearance at Carp September 24th.

A Harvard, Finch, Cornell and Stearman returned to the Carp airport.

One of them had to leave early to escort another VW bird with a non-functional radio.

The 2011 Yellow Wings tour was carried out to pay tribute to one of the greatest military and industrial achievements in Canada, during the Second World War.

The Vintage Wings of Canada "Yellow Wings" program will span a year and a country to bring the story of how everyday Canadians, communities and companies did their part as the Aerodrome of Democracy to help win the war.

The British Commonwealth Air Training Plan (BCATP) was a stunning achievement in planning, construction, community involvement and aircrew training. It involved hundreds of small and medium sized communities across the country, in every province of Canada and trained hundreds of thousands of airmen from Canada, the British Commonwealth and the United States of America.

<http://www.yellowwings.ca/>

**Canadian Aviation
Historical Society**

As part of my continuing aviation education, I finally attended one of the Historical society meetings. Rob Fleck, President of Vintage Wings of Canada, gave an excellent presentation sharing highlights from their recent

cross-Canada tour honouring the wartime British Commonwealth Air Training Plan.

Met lots of different aviation people.

Check out the historical society!

<http://www.cahs.ca/chapters/ottawa.html>

**Aluminum Recycling
program**

Irving is 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

In case some of you have missed it, John Firth has been selling a large collection of aero books and equipment out of the hanger. Proceeds are going to a cancer charity.

A large number of books and equipment are still available at giveaway prices.

Around the patch

Chris Hepburn's yellow wings RV8 is nearing completion. Too bad it was not parked next to its ancestors at Carp.

Stan Acres is flying again in Darren's old Fleet Canuck, I wonder if he can borrow his

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old Fleet Canuck from the museum once in a while?

It sounds like MarkR's RV is flying again after he repaired the wind storm damage to the elevators and aileron.

EAA 245 Club Stuff

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

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.

MEETING SCHEDULE

20 Oct 2011	Elections Pontiac Airparc Presentation by André Durocher
17 Nov 2011	CASARA SAR Recency Rust Remover Seminar
Dec 2011	No meeting Wait until January 2012

Hope to see you at the meeting!

Cheers,

Cary

EXHAUST – FROM THE CARB HEAT ARCHIVES (CONDENSED BY WAYNE GRIESE)

30 YEARS AGO – OCTOBER 1981

October 1981. The meeting, held in the NRC auditorium, had a record low attendance. A new night, the new location or possibly the election were offered as possible causes.

Eric Taada mentioned that he learned at the Oshawa Technical Symposium that

ELT's will likely have to meet stringent technical requirements and will probably require annual certification for perhaps \$75 . The new requirements, he noted, are the result of the satellite locating scheme soon to be implemented. The editor of carb heat, Bill Laundry,

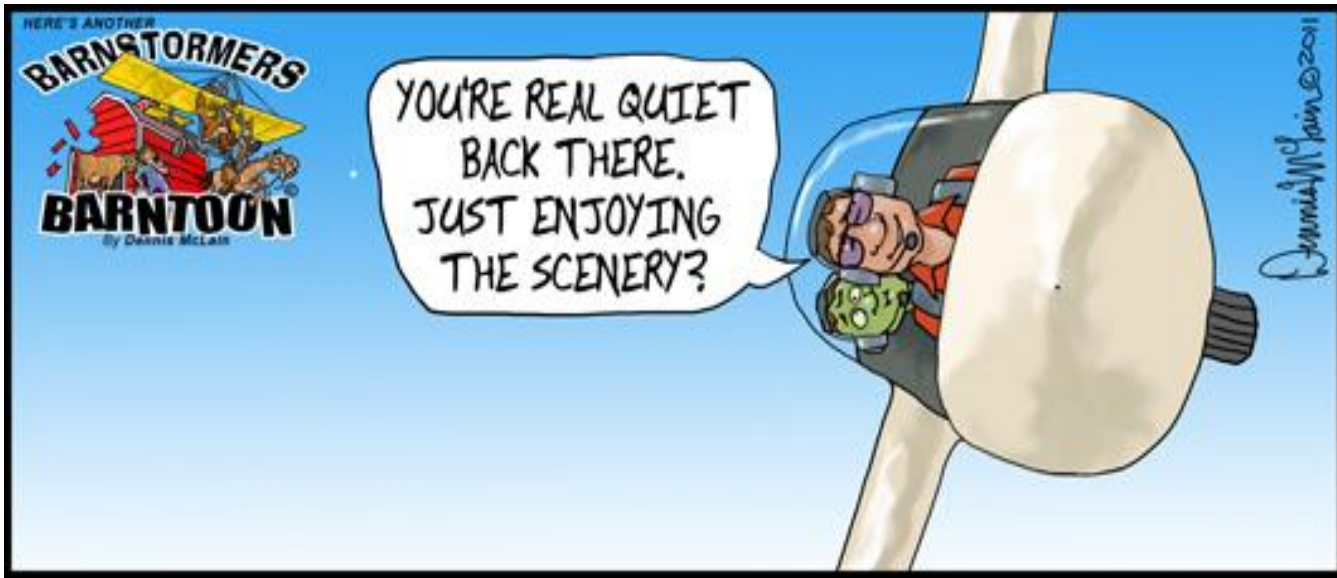
reported his records show that there are 45 EAA chapters in Canada in 1981. Have you ever wondered why Boeing uses the 707-727-737-747-757 and 767 designations for its transport aircraft ? Well, the answer was given in the October 1981 issue of Carb Heat.

20 YEARS AGO – OCTOBER 1991

October 1991. The meeting was held in the Bush Theatre at the National Aviation Museum for the first time. As President Lars Eiff wrote in Carb Heat "I can't think of any surroundings more pleasant for an aviation-oriented group like ours. We are indeed fortunate and privileged to be welcome by

the Museum staff". Well said Lars. The featured topic of the meeting was - Starting a Homebuilt ! The October issue of Carb Heat had a report on the RAA Auto Engine Conversion Symposium held at Brockville in September of 1991. Questions answered included - why auto engines? - which

one, how big, imported ponies vs. American horses? - what relevant gauges are needed? - how do I deal with computer problems? - which ignition systems? - etc. All in all, a highly informative symposium according to Roger Fowler.



BARNSTORMERS eFLYER ISSUE 190

Aviation Humour AVWebFlash October 3, 2011

Short Final

While flying southbound IFR in good VMC conditions to Sun 'n Fun two years ago, we overheard the following conversation:

Cessna 1234 (sounding like a student pilot) :

"Approach, request flight following."

Approach: "Cessna 1234, what is your location -- altitude and destination?"

Cessna 1234: "We just departed Salisbury. 1,500 feet."

Approach: "What is your destination?"

Cessna 1234: [A few unintelligible words mumbled, with no definitive answer.]

[Long pause.]

Approach (laughter in his voice) :

"Would you like me to select your destination?"

Cessna 1234: "Where do you recommend?"

Howard McVay

via e-mail

LOCAL NEWS

EAA CHAPTER EGRAM

You can subscribe to the Canadian newsletter at the following address <http://www.eaa.org/bitsandpieces/subscribe.asp>

Read the editorial by Jack Dueck at

http://www.eaa.org/bitsandpieces/articles/2011-06_editorial.asp

WINGS OVER GATINEAU EN VOL / SECOND EAA CANADA FLY-IN SEPTEMBER 15-18

EAA Chapter 245 helped out with the EAA Fly-in held in conjunction with the Vintage

Wings airshow on the 17th and 18th of September. Thanks have gone out to the volunteers. I will not list them all here because I may miss some. I will mention that the breakfast was run much better this year than last year. We added forums and workshops this year with mixed success. The forums had no audience and the

Wood rib building workshop was run to capacity. We provided taxi service to and from the airport which was successful but not profitable. There was a lot of effort in setting up and tearing down the infrastructure of the fly-in. Registration and ticket sales were well run again this year. And lunch was provided to volunteers this year. Your help was greatly appreciated.

**LOCAL AIRSPACE/RCO
CHANGES**

• The Mont-Laurier dial-up RCO (DRCO) frequency has changed from 122.1 MHz to 123.47(5)

MHz. Pilots will use this new frequency to contact the Quebec FIC (call sign "Quebec

Radio") for flight planning, weather or NOTAM information.

This change will take effect August 25, 2011 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended. For the complete notice go to

http://www.navcanada.ca/ContentDefinitionFiles/Newsroom/ServiceProjectAnnouncements/2011/an0629e_en.pdf

Skybolt Finds a New Home by Lars Eif

On August 16th, 2011, C-GSLE officially became the property of Walter (Walt) Hutchings of Peterborough. Walt had previously owned a Steen Skybolt in partnership with two other pilots, but in 2009, his partners decided to sell their shares in that aircraft. At that time, Walt had no choice but to go along with their decision. The lucky buyer was Bill Armstrong who had developed a taste for aerobatics. Within a week of selling the Skybolt, Walt realized that he missed the biplane terribly. He decided to find another Canadian Skybolt and to buy it. To keep his flying skills current, Walt bought a pristine Cessna 150 and flew it regularly. But he still wished he had a Skybolt.

After spotting the picture of C-GSLE in Sport Aviation in 2009 and talking to Fern Villeneuve, the test pilot, he contacted me and asked if I

would be interested in selling the aircraft. My answer went sort of like "Funny you should ask..." because my long range plans did include selling the Skybolt to generate the funds needed to build an RV-9A. But, I would not be ready to sell my Skybolt until 2012.

Fast forward to August 2010. Walt and his wife Mardi visited our breakfast fly-in and had the opportunity to see the Skybolt up close. Walt liked the looks of the aircraft and I promised to call him before advertising the Skybolt for sale. In the meantime, I was having fun flying it on short trips around the Ottawa area.

In July 2011, Walt e-mailed me asking about the Skybolt again. At that point, I realized he was serious about buying it and that he would have a lot more fun with it than I did. Walt is an experienced aerobatic pilot

whereas I flew it like a Cessna 150.

A week later, Walt and Mardi again made the long drive to Carp from their home in Peterborough and I took Walt up for a flight. I could tell immediately that he was a good pilot. He handled the Skybolt more expertly than I could ever hope to do. That day, we solidified the sale of the Skybolt and agreed that I would ferry the aircraft to Walt's hanger at Peterborough Airport after Sandy's and my holidays and after I had installed and painted the cabane fairing. (All homebuilders will tell you that their airplane is never really finished!)

We arranged for the delivery flight to take place on August 13th. Unfortunately, the weather in Ottawa was iffy at best and I decided not to fly the 118 nm trip under threatening clouds and possible thunderstorms. The

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next good weather window finally opened three days later. The forecast was for sunny weather both in Ottawa and in Peterborough.

fog bank to the West of the airport, but you can maybe fly over it." I replied, "I'm looking to the West and the sky is clear; there is no fog." Finally, she gave up trying to

I quickly pre-flighted the Skybolt and pushed it out of the hangar. After calling Walt on the telephone to let him know the flight was on, I took off from Runway 28 for the last time in my Skybolt. Reaching 1500 feet altitude, I called Quebec Radio and asked the Specialist to open my flight plan. So far, so good. I contacted Ottawa Terminal and requested a climb to 8500 feet. The controller cleared me to 6,000 feet due to higher traffic. Then he asked what the ceiling was. I replied, "There is no ceiling here, I'm in SKC (sky clear) conditions." He again asked, well where are the fog banks? I replied that there were low clouds north of the Ottawa River and more clouds down near Kingston, but none to



Getting ready for the flight to Peterborough

Driving from Orleans to Carp, I was upbeat about making the longest flight ever in my Skybolt until I reached Kanata. Western Ottawa and Carp were shrouded in a huge fog bank. Visibility was about ¼ mile when I reached the airport. Oh well, maybe the fog would lift. One half hour later, Carp was bathing in splendid sunshine although fog still hung to the East and South. I decided to go for it and called the Quebec FSS for a weather briefing and to file a flight plan. The young Flight Service Specialist was very helpful, but was concerned over my decision to launch at 0800 hours local. She said, "I see on the satellite image that Carp is covered in fog." I said, no, the sky is clear here. She said, "Well there is a large

dissuade me from the flight and took the details for my flight plan. I did not like to contradict her but I appreciated her concern for



Not much detail on the ground from 8500 feet
the West. He thanked me for

the information and said he would file a PIREP on my behalf.

A few minutes later, I was cleared to 8500 feet with flight following. The air was satin smooth and the Skybolt flew beautifully hands off. Eventually, Ottawa Terminal handed me off to Montreal Center who stayed with me until 40 miles from Peterborough. The controller offered me a hand-off to Toronto Center, but I declined, explaining that I was about to start my descent to Peterborough Airport anyway. With that, he said, "Fine, radar services terminated. Contact Peterborough Unicom on 123.0. Have a good day, Sir." At that point, I was glad that I had filed a flight plan and was given flight following. Without exception, every ATS person I spoke to or contacted was polite, helpful, and genuinely concerned to keep my flight safe. I feel embarrassed for all the years I flew avoiding contact with air traffic controllers.

The Skybolt cruises at 115 knots, but the GPS showed a consistent 139 knot ground speed. Wow! A 24 knot tail wind! Not too shabby at all. Soon Peterborough Airport was in sight and I did the normal overhead arrival procedure and joined the mid-left downwind leg for runway 27. I was the only aircraft in the circuit and the



landing was OK, meaning no bounces. Walt was waiting in his truck to guide me to his hangar and called me on his handheld radio. Soon, the propeller rocked to a stop and my Skybolt was now in its second home since becoming an aeroplane. I quickly telephoned London FIC and

closed my flight plan. After the Flight Service Specialist confirmed that the flight plan was closed, I peeled the band aid which read "Close flight plan!!!" off the back of my hand. (I get easily distracted and forget to do important things.)



Walt, Lars and the Skybolt inside Walt's hangar

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The flight had been perfect! Beautiful smooth flying conditions and I didn't screw up. It was a fitting way to say goodbye to the Skybolt. Walt, Mardi and I signed the purchase documents in the attractive new terminal building with Randy, one of Walt's hangar mates, acting as witness. Then it was back to the hangar so I could clean my flying stuff out of the Skybolt and show Walt how to operate the radios and the engine analyser.

Walt and Mardi drove me back to Carp where I gave them the plans, some tools, extra engine parts and a stack of three-ring binders containing the log books and instruction manuals accumulated during the 24 years of building.

Although I am sad to part with the Skybolt that has been part of our family since 1985, I am glad that Walt has finally found the biplane he was looking for. I am

confident that he will fly it often and enjoy some rolls, loops and wingovers that are the joy of every aerobatic pilot. I also look forward to continuing our new friendship and can assure him and Mardi that Peterborough will be a regular destination for me when my RV-9A reaches the flying stage and the restrictions are lifted. Fair winds, Walt and C-GSLE!

MARK YOUR CALENDARS:

SOME ITEMS HAVE BEEN COPIED FROM THE COPA FLIGHT AND THE EAA WEBSITES

NOVEMBER

November 26, Kingston, ON: 15th Annual Aviation Christmas Dinner, to be held at the Italo Canadian Club Kingston. Guest speaker will be Gene Manion, former RCAF pilot and bush pilot as well as author of 'Flying on the Edge'. For more information, please contact Dave and Lois Tisdale at 613-548-3753 or loisdave@kingston.net.

FEBRUARY

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. Coté QC, 1 mille à l'ouest de VOR d'Ottawa. Co-ordonné N 45 26 577 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.

FOR SALE OR RENT

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [ea245 at gmail dot com](mailto:ea245@gmail.com) Deadline is two weeks before the next meeting. 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 RENT

Hangar space in a steel hangar with a concrete floor and insulated ceiling at Arnprior CNP3. The hangar has 110 and 220 V. service and a hoist capable of lifting 4000 lbs. It is 48'x 40' with a 42'x12.5' door. There is one plane in there now but there should be room for 1or 2 additional aircraft depending

on the type. The hangar is on the field at Arnprior. Arnprior (CNP3) is a fully maintained airport which includes a ski flying strip.

The rent may be adjusted depending on the type of aircraft and the comings and goings.

01/11 Doug Smith at 613 225 8345 or windsup@sympatico.ca

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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.

07/09 call Curtis Hillier 613 831-6352

FOR SALE

Anderson Kingfisher project for sale: \$5,000.00 The offer includes the fuselage, which is 85% completed, sponsons, balanced tail surfaces and water rudder, wing struts and jury struts, engine mount, fiberglass engine cowling, windshield. Excellent craftsmanship on all wood work. No wings, no wheels, no engine. It comes with a set of original plans. Please call for more information:

06/11 Bernard Lecuyer Cell: (613)293-6527; Home: (613)822-3011.

FOR SALE

PROP MC CAULEY KLIP TIP MET-L-PROPLM 7249 ser 28108 with spacer 2141A C1210 & prop bolts, Has never been overhauled 1,000.00

06/11 Bernard Lecuyer Cell: (613)293-6527; Home: (613)822-3011

FOR SALE

Set of Wing and tail covers for a Citabria \$300.00

09/11 Call Gwen or Charlie Martel at [613-487-3036](tel:613-487-3036)

WANTED

McCauley prop for a Champ - 74"x45".
10/11 Contact Larry Loretto at (613)675-2301

FOR SALE

1966 C-172G TTAF: 2992 SMOH:275 \$35,000

My name is George Elliott and I am one of the owners of the 172 which we have owned since 1986. The aircraft is a Cessna 172G C-FUGO. The prop time from the logs is 2992 hours and the 5 year inspection overhaul was done by Leavens on August 20, 2007 The engine is a Continental C-300 (six cylinders) and was completely overhauled on July 2, 2001 by Aero Atelier CM Inc. All engine accessories are in good shape and there is a new generator installed last year. There is no corrosion and the anti-corrosion treatment is ACF50 every few years. There is hail damage on the wing from a storm about 15 years ago. We don't think its that significant. The aircraft started its life in Canada and has never been registered in the US. The AME that did all the work in 1966 still works on the plane. The owner has changed but the AME is still the same. We have all the logs and paperwork from day one and everything is up to date. The compression numbers are: 76/80 75/80 75/80 76/80 70/80 72/80. The aircraft is flown about 25 to 50 hours per year throughout the whole year. There has never been damage to the aircraft. The pitot tube is heated. There is an alternate static source. There is panel lighting and the airplane is frequently flown at night.
10/11 contact George Elliott at 705 445 7054 or gaelliott@sympatico.ca

**EAA Chapter 245
Membership
Application**



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

Ottawa 245

EAA NUMBER _____ EXP Date: ___/___/___

NAME: _____

ADDRESS: _____

CITY/TOWN: _____

PROV: _____ .PC: _____

PHONE: (____) _____ - _____ .H (____) _____ - _____ .W

EMAIL: _____

N/L DISTRIBUTION Preference: email ___ 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