



# Carb Heat

## April 2013

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Next Meeting: Thursday April 18 at 6:30 PM

## Presentation: *Carleton Aeromech Facilities Tour*

### Editor's Comments



This month as usual, Cary Beazley presents the President's Message

and Wayne Griese brings us a historical look at Carb Heat.

Phillip Johnson passes on safety information about the Smiths Falls airport circuit procedures.

Alfio Ferrara continues his Gadget Corner, with a second article on tracking devices; this is a follow-up after last month's article on APRS.

There are increasingly more listings for flyout possibilities. And check

the For Sale section where there are great opportunities listed.

We need more stories and information to pass on to our readers. If you go to fly-ins, take notes, pictures and write a short article so others find out what they missed.

*Yvon Mayo*

## President's Message by Cary Beazley



So much for the early spring, we may still be digging out as you read this. Hopefully the gang at Sun 'n Fun fare better without tornadoses or drowned rats.

### Red Bull FlugTag returns to Ottawa-Gatineau

Here is a zany event that is a hoot from what I have heard. The object is to launch, err push, a homemade ?flying? contraption off a ramp for the longest flight before going kerplunk into the water below. Needless to say most craft are mostly entertainment value :)

<http://flugtag.redbull.com/ca/en>

This is an EAAer's dream event - It's too bad the local rules cripple the chances of setting a distance record with extra restrictions and then crush your entry!

Sssh, don't tell anyone I'm planning a trebuchet launch.

Hope to see you flying there.

Maybe I'll stick to a birdman rally or one the human powered competitions:

<http://www.humanpoweredflying.propdesigner.co.uk/index.html>

I've read several teams are going after the human powered helicopter prize.

Then again, I'm lazy and starting to creak. Maybe one of the microlift gliders - carbon dragon, monarch, Archeopteryx...

### Our Excellent Airadventure in New Zealand – Kathy Reducka and Bruce Wheaton

Kathy and Bruce gave our chapter a presentation on their New Zealand flying adventure for last month's meeting. They live in Pembroke, so we owe them doubly.

They discussed their host, Graeme's, pre-made arrangements for a temporary pilot license, aircraft rental and accommodation along with some stories, places to fly and see, civilized picnic flying lunches and some phenomenal pictures of New Zealand.

They raved about Graeme and Marie Donald spoiling them at:

<http://www.nzairadventures.com>

This is definitely, a place to add to your travel list and is surprisingly inexpensive to boot!

A number of EAA 245 folks met Bruce and Jeremiah when they camped with us at Oshkosh a few years ago. They thought it might be fun to tent in the mud with the rest of us mudders? It was good to finally meet Bruce's other half, Kathy, in person.

Kathy was also flipping through some of their other exotic travel photos for those that were present before the meeting started.

Bruce has quite a bit of history in the hang gliding and paragliding circles - maybe we can coax another story or two out of him?

They already have an encore request from COPA Flight 8.

EAA Bits and Pieces covered their New Zealand adventure in the latest edition:

[http://www.eaa.org/bitsandpieces/articles/2013-04\\_our-excellent-airadventure-in-new-zealand.asp](http://www.eaa.org/bitsandpieces/articles/2013-04_our-excellent-airadventure-in-new-zealand.asp)

Kathy and Bruce are world famous now - maybe they can quit their jobs and tour!

Thanks again guys, I hope to see you, perhaps doing an Oshkosh presentation at the International dinner?

### EAA Chapter 245 meeting Carleton Aeromech tour Apr 18th - 6:30pm

The Carleton Aeromech Society is hosting a tour of their facilities this month.

<http://www1.carleton.ca/mae/>

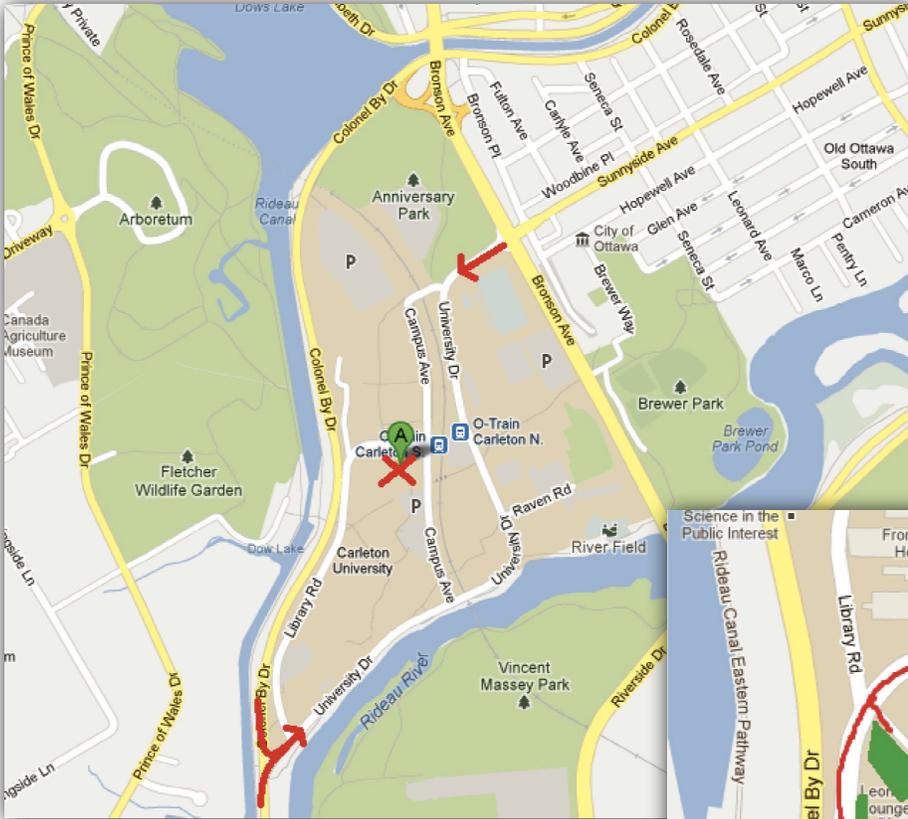
The plan is to meet at 3124 Mackenzie Engineering Building (ME3124) @ 6:30pm, Thursday Apr 18th. We are planning to have a meet and greet and a tour:

- Carleton Engineering and Ottawa Aviation Services Diamond Katana Simulator
- 4th year UAV projects

And to be confirmed

- Rotorcraft lab (to be confirmed)
- High Speed Wind Tunnel

The maps on the next page show campus access and parking. Parking is pay and display, or risk getting a ticket.



**EAA 245 Club Stuff**

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

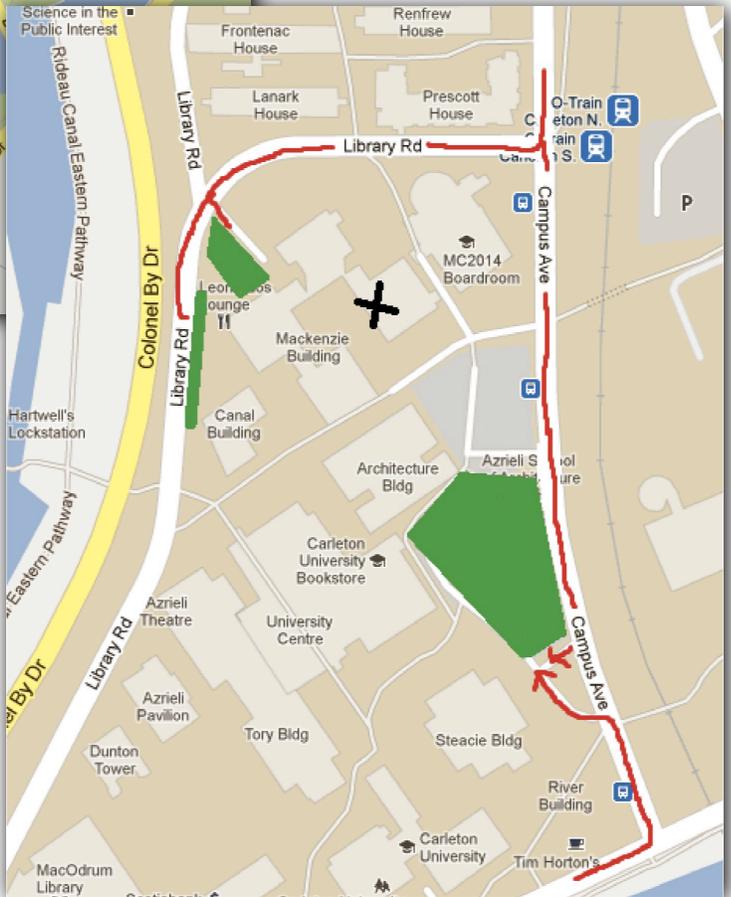
Many Chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM. Everyone is welcome.

See you at the meeting!

*Cary*

**1st Flight Plaques**

The Chapter is putting together a list of First Flights by Chapter members in the last year for presentation at the June meeting. If you had a first flight or know a member who did, please let one of the executive know before the end of April.



**Upcoming 2013 Chapter Events**

01 June	Chapter clean-up and maintenance day at the Carp airport Chapter
15 June	Young Eagles Fly day
01 July	Canada Day at the Canadian Aviation and Space Museum
11 August	Open House Day at the Carp Chapter

**Meeting Schedule**

18 April 2013	Carleton Aeromech facilities tour - see the note above * LOCATION CHANGE and Time Change 6:30 PM *
16 May 2013	Subject: Sun'n'Fun review. The speaker or speakers will be named later.
15 June 2013	Subject: Aircraft Glass Panel comparisons - presentations with aircraft on site for a show and tell. Presenters will be named later. Location: Carp Chapter Hangar
20 July 2013	Tbd and BBQ
August 2013	No meeting
19 September 2013	Makerplane - John Nicol Location Change: back to the museum
17 October 2013	Spl'Oshkosh review



Believe it or Not; This is a training aircraft

**Special Procedures at Smiths Falls**

*It would be a good idea to advise our pilots of the unusual circuit procedures at **Smiths Falls CYSH** when gliding operations are active. These procedures will be in the NOTAM but many pilots do not look at NOTAMs for local flying.*

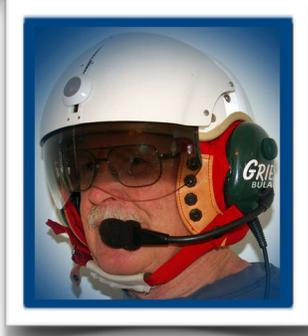
*Phillip Johnson*

**Gliding operations in progress**

On weekends at CYSH in April, May, June, September and October there can be an added circuit traffic challenge. When Air Cadet Glider operations are in progress there is no "dead side" of the circuit. (Gliders and tow plane do right circuits).

In this instance joining from the dead side of the circuit is potentially dangerous and should be avoided. On these days pilots should **join straight into downwind**, sufficiently upwind so as not to conflict with traffic in the circuit on upwind and crosswind legs. Of course gliders have traffic priority over powered aircraft.

## EXHAUST – from the Carb Heat Archives



### **35 YEARS AGO, April 1978**

Once again the archives of 30 years ago are lacking - 1983 must have been a tough year. However, I thought you might be interested in some writings from 35 years ago from the April 1978 Newsletter of EAA Chapter 245 Experimental Aircraft Association of Canada, Ottawa. The April meeting was held at the War Museum, 660 Sussex Drive. Attendance was 66. The executive was keen on getting another night school course started. Vice president Frank Cianfaglione had discussed the possibility with several of his associates at Algonquin College and they would like to see a homebuilt aircraft course run and were eager to assist the Chapter in getting it going.

In the newsletter Eric Taada, President, wrote about the clubs finances: "The Chapter's bank balance is presently just under \$100 and we spend \$16 a night on coffee and donuts. The newsletter postage is \$20/month. That means in about 3 months the sky will fall". He also wrote that he was hoping that the present rate of membership growth may delay this insolvency.

Also, in the newsletter we learned about "Tail Volume", how to calculate the horizontal and vertical tail volume and that pitch stability or directional stability can be directly effected in proportion to the tail volume.

### **20 YEARS AGO, April 1993**

In April of 1993, EAA Chapter 245 President Gary Palmer in his Lancair 235 and club member Luc De Sadeleer, in his RV-6 made the round trip to Sun n Fun in Lakeland Florida. The statistics Gary provided after the trip showed the southbound trip took 9.3 hours to cover 1190 NM for an average ground speed of 128 knots. The return trip northbound took 7.7 hours to cover 1120 NM for an average ground speed of 146 knots. The total fuel cost for 114 US gallons of Mogas and 100 LL was approximately \$280 in Canadian funds. Fuel burn per hour in the air was approximately 6.7 gph, including fuel used for taxi. "Pretty respectable numbers and proof positive that our homebuilt aircraft are anything but toys" he said.

Also at that month's general meeting, thanks were given to Gord Standing and Kenny Cavers who, for the past ten years, chaired the fly-in breakfast.

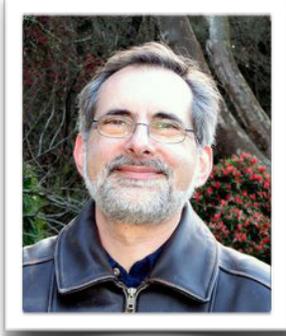
The club was looking for a computer for use on the newsletter and chapter administration.

Also wanted, twenty years ago, were volunteers for the upcoming Air Adventure day at the National Aviation Museum to be held on July 10, 1993. This was a big first for EAA Chapter 245, when the chapter held the first EAA Air Adventure day and Young Eagles Fly-Day combined. Lars Eif was the coordinator.

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

*Wayne Griese*

## Gadget Corner by Alfio Ferrara



### TRACKING DEVICES – Part II

#### SPOT

Last month we spoke mainly of the APRS devices for tracking. These devices work well in a homebuilt category airplane but they are difficult to install effectively in a certified aircraft.

As many of you already know, there is SPOT. This is a commercial/consumer offering for tracking and/or summoning help in an emergency. <http://www.findmespot.ca/en/>

The unit costs approximately \$120 (sometimes discounted) and is self-contained with replaceable lithium (primary... i.e. non rechargeable) batteries. The basic package allows for summoning help in an emergency (\$100 per year), however for another \$50 per year you can have your position identified live via a Globalstar satellite every 10 minutes. These breadcrumbs can be picked up by logging-in to a site which then displays your track. The access to these tracks can be made personal so only you and whomever you give access to can view them.



The upside to this system is that it is relatively affordable, and can be placed on an airplane dash with view of the sky (no installation required). The transmissions are made to a satellite, and are one way only, from the unit to satellite (and then of course back down to a ground station). The basic service also allows you to push messages out; either a user defined “canned” message, or an “I’m OK” to your friends or family via a destination email address.

Some of the downsides are:

There is no acknowledgement of communications such as the aforementioned text messaging. Also, the texting is one-way only. The frequency is shared with many other SPOT devices; the unit will attempt to drop a breadcrumb every 10 minutes; and, there might be data collisions so that the transmitted position may be “lost” (there is no data

acknowledgement back from the satellite).

For example, I was monitoring a live SPOT track on my computer. I would sometimes see the track not being updated for several position points, and saw up to 30 minutes of ‘silence’. Then on the subsequent transmit; all of the last 40 minutes of the track was updated on the site.

#### SPOT Connect

There is also a SPOT Connect (\$170) device that has the additional feature that will also allow your smart phone to send text or short emails out via <http://www.findmespot.ca/en/index.php?cid=116>



It is a one-way communication only, but since you are paired via Bluetooth to your smart phone, it will allow custom messaging. So now you can update your flock via Twitter, or even update your Facebook page while flying a precision approach into Ottawa!

The Regular Flyer	US\$ 15 per month	7	US\$ 4.50 (\$0.15 per report)	2 minutes
The Enthusiast	US\$ 30 per month	15	US\$ 4.00 (\$0.13 per report)	2 minutes
Frequent Flyer	US\$ 45 per month	24	US\$ 2.70 (\$0.09 per report)	2 minutes
High Flyer	US\$ 55 per month	30	US\$ 2.40 (\$0.08 per report)	2 minutes
Ultra	US\$ 85 per month	50	US\$ 2.10 (\$0.07 per report)	2 minutes
Flexi-plan	\$19.95 p/month + \$0.10 per position report	0	N/A	Flexible - Any time or distance

**SpiderTracks Pricing Chart**

**Spider Tracks**

While SPOT is probably the most popular and lowest cost service, there are other alternatives that use different satellites. The S3 from Spidertracks for instance will set you back about \$1000 for the unit. <http://www.spidertracks.com/fleetpro>

emails/messages with the device when Bluetooth-paired to a smart-phone. This system is definitely a more costly proposition, however if you were to fly into remote areas and need these features, they can come in very handy. Imagine require flying up north near Hudson’s bay, and finding you need to summon some help due to

Here is pricing chart: <http://www.spidertracks.com/fleetpro/plans-and-pricing>

**Other Systems**

There are yet other systems that cater to boating/flying and general asset management that you may care to investigate, however the above systems seem to be more popular with GA pilots:

- AeroBox OpenFlyers
- Guardian Mobility
- Flightcell
- v2track



This type of device will drop breadcrumbs every 2 minutes, and the communication is 2-way via the Iridium satellite system. Messages and tracks points are acknowledged. If you have the \$2000 S4, you may also receive

mechanical problems. This is easily done with the Spidertrack. You won’t need the extra cost of carrying a satellite phone with you.

Until next time ...

*Alfio*

## Fly-Out Possibilities

Most Items Taken from the COPA Website

### **May 25, Westport, ON (CRL2):**

Ontario COPA Flight 56 / Rideau Lakes Flying Club 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. Co-ordinates N44 40.012, W076 23.799, using 123.2 for communication. For more information, please contact Bill at [greenwj@rideau.net](mailto:greenwj@rideau.net)

### **May 26, Stirling, ON (CPJ5):**

COPA Flight 53 Fly- In Breakfast from 9:00 a.m. until 11:00 a.m. For more information, please contact Christine Kilgore at 613-395-1714 or [christinekilgore1@gmail.com](mailto:christinekilgore1@gmail.com)

### **June 2, Smiths Falls, ON**

**(CYSH):** COPA Flight 100, Annual Fly-in Breakfast. Fly in, drive in, rain or shine. Co-ordinates for this event are N44 54 03 W77 00 38. For more information, please call 613-283-1148 or visit our website at <http://www.smithsfallsflyingclub.com/>

**June 9, Cobden, ON:** COPA Flight 124, Champlain Flying Club host their annual Fly-In Breakfast from 07:00 until 11:00. CPF4 in the Supp. For more information, please contact Larry Buchanan at [lbuchan@nrtco.net](mailto:lbuchan@nrtco.net) or 613 638-2792.

### **June 9, St-Lazare, QC (CST3):**

Traditional St-Lazare Fly-In Breakfast from 7:30 a.m. until 11:30 a.m. Organized by the St-Lazare Flyin club - Copa Flight 43. For more information, please call 514-212-0038 or 514-694-2129.

### **June 15, Lindsay, ON (CNF4):**

COPA Flight 101. Annual "Kawartha Klassics" Aircraft and Vintage Car Show. Don't miss this incredible opportunity for all Southern Ontario pilots to take in the Annual "Kawartha Klassics" Show at the Kawartha Lakes Municipal Airport. Classic aircraft static displays and hundreds of vintage cars; card lock avgas available and no landing fee. Airport location: 3187 Highway 35. For more information visit the KLMA website at [www.klma.ca](http://www.klma.ca), Flying Club tab.

### **June 16, Cornwall, ON**

**(CYCC):** COPA Flight 59, Annual Father's Day Fly-in Breakfast from 8:00am until noon. Best breakfast in Eastern Ontario. Static displays, Vintage Cars. For more information, please contact Barry Franklin E-mail at [barry.franklin@sympatico.ca](mailto:barry.franklin@sympatico.ca)

### **June 16, Picton, ON (CNT7):**

COPA Flight 53 Annual Father's Day Fly-In Breakfast. This year the Prince Edward Flying Club celebrates 60yrs since it's founding in 1953. The airport owners have been very busy restoring many of the original buildings of the British Commonwealth Air Training Plan at Picton. Always a favorite destination for Eastern Ontario pilots, great breakfast and site tours. The most intact B.C.A.T.P. base in Canada. Co-ordinates airport N43 59 21 W77 08 21, Unicom 123.2. For more information, please contact Terry Clifton 613-476-9083 or [terry.clifton123@gmail.com](mailto:terry.clifton123@gmail.com)

### **June 29-30, 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 air show and no aerobatics! Menu: A lot of aircraft 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. A lot of fun! For more information, please contact Real Paquette 819-878-3998 or [lesfaucheurs@hotmail.com](mailto:lesfaucheurs@hotmail.com) or visit our website at [www.lesfaucheurs.com](http://www.lesfaucheurs.com)

## For Sale or Rent

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

### FOR SALE

RV9/9A project for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$6,000. email holbrook at gmail.com or phone Greg Holbrook at 613-487-2374.

### WANTED

A **5x5 tire** in usable condition.  
Contact: John Firth  
[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)

### FOR SALE

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. Please call Ken Potter at 613 259-3242 or email at:  
[kjpotter@sympatico.ca](mailto:kjpotter@sympatico.ca)

### FOR SALE

Bilmar 2003 **Amphib floats** 1850 kevlar, fiberglass composite with rigging, electric hydraulic, hatches, rigging, dual water rudders, emergency back up pump.  
Must sell, Contact Paul Sicard  
Tel: 613-487-2614  
Cell: 613-884-9575  
[lise.sicard@xplornet.com](mailto:lise.sicard@xplornet.com)

### 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

**1986 Rutan LONG EZ FOR SALE: \$36,000**  
470 Hrs airframe. Engine: Lycoming 0-235 L2C  
2430 hrs TT.(with original logs). 5.0 hrs since Top overhaul & other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangered at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 [andrewr@magma.ca](mailto:andrewr@magma.ca) Currently in flying condition. Last annual Nov 2011. For specs see [http://en.wikipedia.org/wiki/Rutan\\_Long-EZ](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

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, just west of Ottawa.

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EAA 245 Website:	<a href="http://eaa245.org/">http://eaa245.org/</a>	and	<a href="http://www.245.eeachapter.org/">http://www.245.eeachapter.org/</a>



**Experimental Aircraft Association  
Chapter 245**

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

**Membership Application**

New: \_\_\_ Renewal: \_\_\_  
Date: \_\_\_\_\_

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City/Town: \_\_\_\_\_  
 Prov: \_\_\_\_\_ PC: \_\_\_\_\_  
 Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ H(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ W  
 Email: \_\_\_\_\_  
 Newsletter Distribution Preference:  
 Email \_\_\_\_\_ or Canada Post \_\_\_\_\_  
 Aircraft & Registration: \_\_\_\_\_

Aviation Affiliations:  
 EAA Number \_\_\_\_\_ EXP Date: \_\_\_\_/\_\_\_\_/\_\_\_\_  
 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