



Carb Heat

Hot Air and Flying Rumours
EAA 245 NEWSLETTER Vol 36 No. 03

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March 2006

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Next Meeting:

National Aviation Museum

Thursday March 16th at 8:00 PM

Challenges of Ultralight Flying

A Panel Discussion with

Bill Reed, Claude Roy, and Andre Girard

President:	Gary Palmer	(613) 596-2172	gpalmer at rogers dot com
Vice President:	Martin Poettcker	(613) 271-6113	poettcker t rogers dot com
Ops, Publishing, Tools:	Dick Moore	(613) 836-5554	rjmoore at uottawa dot ca
Membership:	John Montgomery	(613) 599-1240	larmbandit at rogers dot com
Secretary:	Curtis Hillier	(613) 831-6352	the_hilliers at yahoo dot com
Treasurer:	George Elliott	(613) 592-8327	gelliott at igs dot net
Editor:	Bill Reed	(613) 831-8762	<u>bill at ncf dot ca</u>
Webmaster:	Russell Holmes	(613) 226-8273	billy.bishop at simpatico dot ca
	EAA 245 Website:	http://eaa245.dhs.org/	

President's Page

With warming weather in the forecast, this is a good time to remind everyone of the need to avoid driving on the chapter grounds until the frost is completely out of the ground and things have firmed up. Thanks in advance for your cooperation.

Carp Airport progress.

We recently received an update on the airport ownership change status. Of interest to the chapter is that we expect to receive a lease proposal this month, hopefully it is more acceptable than last time around. Also of note is that Roly Armitage has stepped down as Airport Manager, and Ray Kucharik has been appointed as the new manager.

Coordinator needed for July 1st display at NAM.

We have been asked to participate in the Canada Day activities at the NAM and need a volunteer to head up the chapter display activities. In past years **Curtis Hillier & Martin Poettcker** have fulfilled this role and it is time for new blood. In addition to handling the inside display table, we will need volunteers willing to display their flying aircraft or mobile projects outside. Please contact Curtis or any member of the executive team for more information.

Membership Renewals: March deadline approaches

John Montgomery, our membership secretary reminds us that our March meeting is the deadline for membership renewal. As usual please check the information indicated in your renewal notice for accuracy, and include your EAA expiration date for full & associate memberships, and check the accuracy of your email address and other contact information. If you have not renewed by the March meeting, this will be your last newsletter. Also, if you have stepped back from a full membership to an associate membership, please remember to return your key to the clubhouse to Dick Moore. Of course, if you do step back from a full membership, you lose hanger and tie-down privileges.

February meeting summary:

Curtis Hillier made the trip for those that braved the freezing rain very worthwhile with his presentation on Night Flying. Curtis expanded the TC based presentation with some of his own research and challenged many of our misconceptions. There was a lot of Q&A which reinforced the value of the topic. Thanks for a job well done Curtis!

Upcoming meetings/Events:

Apr 20th	Transport Canada Updates: Bob Shuter will update us on several important ongoing activities at TC. Of particular interest will be the ELT evolution options as we approach decommissioning of the 121.5 MHZ based satellite monitoring in 2009.
May 13th	Saturday May 13th, 9:00 to 12:00 will be our annual spring cleaning event. If you are in the habit of leaving parts of a project lying around without any identification as to ownership, be aware that it just might be classified as junk and end up taking a final trip. However, please don't interpret this as a cheap means to get your junk disposed of at the chapter's expense.
May 18th	Exploring the Dark Side of aircraft handling A look at various perverse and little known handling challenges of various designs. Bill Reed will chair a panel of members; please contact Bill if you have information to share.
June 17th	RV-9 project visit at Russ Robinson's. Our first summer meeting normally starts at the clubhouse, but with the planned air show we will probably meet at Russ's place. TBC

Thursday February 16th 8:00 PM: Challenges of Ultralight Flying

Bill Reed, Claude Roy, and Andre Girard will lead a panel discussion on the unique challenges presented by ultralights, and the importance of proper training to ensure safety. Be prepared to share any information you may have. This promises to be an interesting session, see you there.

Gary

News from around the airport

I have included a letter from Dave Donaldson of the City of Ottawa to bring everyone up to date on the airport situation. As you read this letter you may have seen the progress with the new FBO.

To All Tenants of the Carp Airport

Re: Carp Airport Facilities and Operations

The year 2005 was very eventful for the Carp Airport with a number of significant actions occurring, including as follows:

1. West Capital Developments (WCD) continued to meet its obligations under the Option to Purchase and Development Agreement with the City by:
 - Providing an additional \$75,000 Option fee payment that increased its total payments to \$250,000 which payments are being used by the City to support the operating and maintenance costs of the airport during the option period;
 - Entering into Lease and Municipal Capital Facility Agreements with the City and commencing construction of new Fixed Base Operations / Airport Terminal Facility;
 - Submitting the planning applications to the City for the new Airport Accessory Residential and Aerospace Business Park developments; and
 - Entering into a management agreement with the City to be the City service provider for operating and maintaining the Airport in 2006 and extending its option until December 31, 2006 in accordance with the provisions of the Option Agreement
2. Helicopter Transport Services Canada (HTSC) entered into a Lease/Option to Purchase Agreement with the City for an additional parcel of land at the Airport and commenced construction of a new 40,000 sq. ft. hangar/office building on this land.
3. As a result of the WCD Option fee payments and increased rent revenue from the new WCD and HTSC leases, the 2005 Airport Operating Budget, as was the case for 2004, limited the increase in the Airport Maintenance Charge for ground leases to the increase in the CPI.
4. Air Show Ottawa held a successful air show in August 2005 and initiated actions for holding another show on June 17/18 2006.

The year 2006 has already brought and will continue to bring further positive events including the following:

1. As of January 1, 2006, WCD has replaced the Carp Airport Authority (CAA) as the day-to-day service provider to the City for the Airport and Ray Kucharik has been appointed by WCD as Airport Manager. You will note that invoices for amounts owing after January 1, 2006 are now payable to Carp Airport which is a separate business operating account established by WCD under the management agreement with the City.
2. The CAA continues to be retained by the City as the Airport's Advisory Board and the City has transferred, "in-trust", strips of land around the existing airport development to the CAA to define and protect a Core Airport Area as development of the adjacent airport lands proceeds.
3. Dr. Roly Armitage's contract with the City has been renewed for 2006 but he will no longer be the day-to-day Manager of the Airport but will instead assume my responsibilities as the City's Airport Liaison with WCD and the CAA for watching over the day-to-day airport operations on behalf of the City.
4. The construction of HTSC's new building is substantially complete and an official opening will take place sometime in April/May. It is also anticipated that HTSC will exercise its option in 2006 and purchase the land for the new building. The proceeds from this sale have already been designated by City Council for future capital improvements and life cycle repair work at the Carp Airport.
5. The foundations for WCD's new FBO and Airport terminal building have been constructed and the steel structure is scheduled to be erected in March 2006 with completion of the building for occupancy by early summer 2006.

6. When the new Air Terminal is complete and the airport administration is relocated to that facility, Westair will have the opportunity to use the Borden building for its offices as the City needs to demolish the existing Westair office building to undertake environmental remediation of that area. In the alternative, Westair may consolidate its operations to its hangar building.
7. Westair has indicated that it will no longer operate its fuelling facility after March 31, 2006 and WCD is currently making arrangements for a new fuelling facility that will be operational and available on a 24/7 basis, if at all possible, by March 31, 2006.
8. WCD has exercised its option; is in the process of closing the purchase of the Root Hangar; and will be commencing renovations of the building to accommodate a new tenant in this facility.
9. AV-Serve was offered an opportunity by WCD to sign a long term lease for use of the Root Hangar upon purchase of that facility by WCD but AV-Serve declined the offer and as a result will cease being a month-to-month tenant at the end of March 2006. AV-Serve is currently planning a temporary relocation to the Westair hangar and has initiated a request to the City with respect to leasing a parcel of land at the Airport to build a new hangar facility. The City has confirmed that it is prepared to provide a ground lease for this facility and WCD has also indicated it would consent to such a lease.
10. The Carp Flying Academy has purchased the Dilawri hangar and will be obtaining an assignment of the ground lease from Dilawri once a new lease agreement has been signed between the City and Dilawri. The city is doing its utmost to facilitate the new lease and lease assignment process.
11. The final revisions to the update of the Airport Operating Manual (AOM) and associated Operational Plans are almost complete and will be forwarded to Transport Canada in the near future for approval. Transport Canada has indicated that, once the AOM is approved, approval for opening Runway 4-22 will also be granted.
12. Planning has been initiated to control (card operated gates) vehicle access at aprons and taxiways for safety purposes. This is also intended to provide the EAA with a more direct access to the airport infield.
13. The City intends to enter into new leases with all remaining month-to-month tenants at the airport by April 2006. With the continued cooperation amongst the City, WCD and the tenants, the Carp Airport continues to move towards the goal of being a financially sustainable and stable business operation

In closing I would point out that until WCD meets the conditions of the agreement with the City and exercises its Option to purchase the Airport property, the City will remain as the owner of the Airport and is responsible for all airport operations. In this regard if you have any questions or concerns regarding airport operations or the related activities of WCD, please do not hesitate to contact Dr. Roly Armitage or myself.

(Original signed by)

Dave Donaldson

Senior Real Estate Officer

Tel. 580-2424 ext 28308 Fax. 560-6051 E-mail: dave.donaldson@ottawa.ca

Feature Article

This is a reprint of FAA pamphlet P-8740-24. The first half was in the March issue. The second half, minus some tables and charts, follows. Unfortunately as I look out the window. Winter is rapidly leaving. You will find this article with many more Safety Tips at http://www.paragonair.com/public/docs/Safety_Pamphlets/P8740-24.html

Tips on Winter Flying (continued)

Engine Starts-In moderately cold weather, engines are sometimes started without preheat. Particular care is recommended during this type of start. Oil is partially congealed and turning the engines is difficult for the starter or by hand.

There is a tendency to over prime which results in washed-down cylinder walls and possible scouring of the walls. This also results in poor compression and, consequently, harder starting. Sometimes aircraft fires have been started by over-prime, when the engine fires and the exhaust system contains raw fuel. Other fires are caused by backfires through the

carburetor. It is good practice to have a fireguard handy during these starts.

Another cold start problem that plagues an unpreheated engine is icing over the sparkplug electrodes. This happens when an engine only fires a few revolutions and then quits. There has been sufficient combustion to cause some water in the cylinders but insufficient combustion to heat them up. This little bit of water condenses on the sparkplug electrodes, freezes to ice, and shorts them out. The only remedy is heat. When no large heat source is available, the plugs are removed from the engine and heated to the point where no more moisture is present.

Engines can quit during prolonged idling because sufficient heat is not produced to keep the plugs from fouling out. Engines which quit under these circumstances are frequently found to have iced-over plugs.

After the engine starts, use of carburetor heat may assist in fuel vaporization until the engine obtains sufficient heat.

Radios-Should not be tuned prior to starting. Radios should be turned on after the aircraft electrical power is stabilized, be allowed to warm-up for a few minutes and then be tuned to the desired frequency.

Removal of Ice, Snow, and Frost-A common winter accident is trying to take off with frost on the wing surface. It is recommended that all frost, snow, and ice be removed before attempting flight. It is best to place the aircraft in a heated hangar. If so, make sure the water does not run into the control surface hinges or crevices and freeze when the aircraft is taken outside. Don't count on the snow blowing off on the takeoff roll. There is often frost adhering to the wing surface below the snow. Alcohol or one of the ice removal compounds can be used. Caution should be used if an aircraft is taken from a heated hangar and allowed to sit outside for an extended length of time when it is snowing. The falling snow may melt on contact with the aircraft surfaces and then refreeze. It may look like freshly fallen snow but it usually will not blow away when the aircraft takes off.

Blowing Snow-If an aircraft is parked in an area of blowing snow, special attention should be given to openings in the aircraft where snow can enter, freeze solid, and obstruct operation. These openings should be free of snow and ice before flight. Some of these areas are as follows:

1. Pitot Tubes
2. Heater intakes
3. Carburetor intakes
4. Antitorque and elevator controls
5. Main wheel and tail wheel wells, where snow can freeze around elevator and rudder controls.

Fuel Vents-Fuel tank vents should be checked before each flight. A vent plugged by ice or snow can cause engine stoppage, collapse of the tank, and possibly very expensive damage.

Taxiing-A pilot should keep in mind that braking action on ice or snow is generally poor. Short turns and quick stops should be avoided. Do not taxi through small snowdrifts or snow banks along the edge of the runway. Often there is solid ice under the snow. If you are operating on skis, avoid sharp turns, as this puts torque on the landing gear in excess of that for which it was designed. Also for ski operation, make sure safety cables and shock cords on the front of the skis are carefully inspected. If these cables or shock cords should break on takeoff, the nose of the ski can fall down to a near vertical position which seriously affects the aerodynamics efficiency of the aircraft and creates a landing hazard. If it is necessary to taxi downwind with either wheels or skis and the wind is strong, get help or don't go. Remember, when you are operating on skis, you have no brakes and no traction in a crosswind. On a hard packed or icy surface, the aircraft will slide sideways in a crosswind and directional control is minimal particularly during taxiing and landing roll when the control surfaces are ineffective.

TAKEOFF

Takeoffs in cold weather offer some distinct advantages, but they also offer some special problems. A few points to remember are as follows:

1. Do not over boost supercharged engines. This is easy to do because at very low density altitude, the engine "thinks" it is operating as much as 8,000 feet below sea level in certain situations. Care should be exercised in operating normally aspirated engines. Power output increases at about 1% for each ten degrees of temperature below that of standard air. At -40 degrees F an engine will develop 10% more than rated power even though RPM and MP limits are not exceeded.

2. If the temperature rises, do not expect the same performance from your aircraft as when it was operated at the lower density altitudes of cold weather.
3. Use carburetor heat as required. In some cases, it is necessary to use heat to vaporize the fuel. Gasoline does not vaporize readily at very cold temperatures. Do not use carburetor heat in such a manner that it raises the mixture temperature barely to freezing or just a little below. In such case, it may be inducing carburetor icing. An accurate mixture temperature gauge is a good investment for cold weather operation. It may be best to use carburetor heat on takeoff in very cold weather in extreme cases.

If your aircraft is equipped with a heated pitot tube, turn it on prior to takeoff. It is wise to anticipate the loss of an airspeed indicator or most any other instrument during a cold weather takeoff-especially if the cabin section has not been preheated.

Climbout-During climbout, keep a close watch on head temperature gauges. Due to restrictions (baffles) to cooling air flow installed for cold weather operation and the possibility of extreme temperature inversions, it is possible to overheat the engine at normal climb speeds. If the head temperature nears the critical stage, increase the airspeed or open the cowl flaps or both.

En Route

Weather-Weather conditions vary considerably in cold climates. In the more remote sections of the world, weather reporting stations are generally few and far between and reliance must be placed on pilot reports. However, don't be lured into adverse weather by a good pilot report. Winter weather is often very changeable; one pilot may give a good report and five or ten minutes later VFR may not be possible. Remember, mountain flying and bad weather don't mix. Set yourself some limits and stick to them.

Snowshowers and Whiteouts-Snowshowers are, of course, quite prevalent in colder climates. When penetration is made of a snowshower, the pilot may suddenly find himself without visibility and in IFR conditions. Snowshowers will often start with light snow and build. Another hazard which has claimed as its victims some very competent pilots is the "whiteout." This condition is one where within the pilot visibility range there are no contrasting ground features. Obviously the smaller the visibility range the more chance there is of a whiteout; however, whiteout can occur in good visibility conditions. A whiteout condition calls for an immediate shift to instrument flight. The pilot should be prepared for this both from the standpoint of training and aircraft equipment.

Carburetor Ice-Three categories of carburetor ice are:

1. Impact ice formed by impact of moist air at temperatures between 15-32 degrees F on airscoops, throttle plates, heat valves, etc. usually forms when visible moisture such as rain, snow, sleet, or clouds are present. Most rapid accumulation can be anticipated at 25 degrees F.
2. Fuel ice forms at and downstream from the point that fuel is introduced when the moisture content of the air freezes as a result of the cooling caused by vaporization. It generally occurs between 40 and 80 degrees F but may occur at even higher temperatures. It can occur whenever the relative humidity is more than 50%.
3. Throttle ice is formed at or near a partly closed throttle valve. The water vapour in the induction air condenses and freezes due to the venturi effect cooling as the air passes the throttle valve. Since the temperature drop is usually around 5 degrees F, the best temperatures for forming throttle ice would be 32 to 37 degrees F although a combination of fuel and throttle ice could occur at higher ambient temperatures.

In general, carburetor ice will form in temperatures between 32 and 80 degrees F when the relative humidity is 50% or more. If visible moisture is present, it will form at temperatures between 15 and 32 degrees F. A carburetor air temperature gauge is extremely helpful to keep the temperatures within the carburetor in the proper range. Partial carburetor heat is not recommended if a C.A.T. gauge is not installed. Partial throttle (cruise or letdown) is the most critical time for carburetor ice. It is recommended that carburetor heat be applied before reducing power and that partial power be used during letdown to prevent icing and overcooling the engine.

To prevent carburetor ice:

- use heat ground check
- use heat in the icing range

- use heat on approach and descent

If carburetor ice occurs-Warning sign:

- loss of rpm (fixed pitch)
- drop in manifold pressure (constant speed)
- rough running

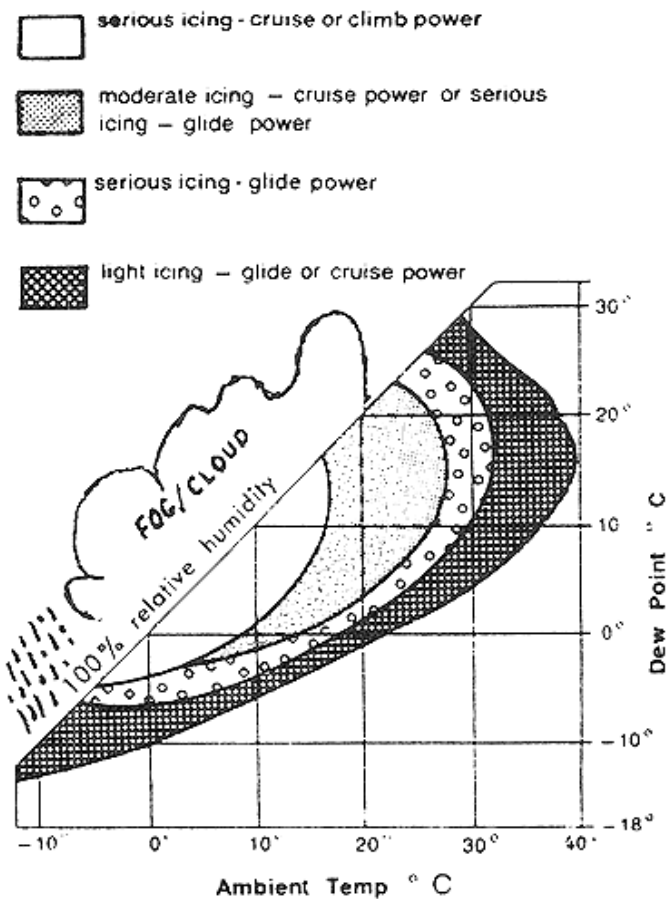
Pilot response:

apply full carb heat immediately (may run rough initially for short time while ice melts)

The curves encompass conditions known to be favourable for carburetor icing. The severity of this problem varies with different types, but these curves are a guide for the typical light aircraft.

Caution-light icing over a prolonged period may become serious.

When you receive a weather briefing, note the temperature and dewpoint and consult this chart.



Carbon Monoxide Poisoning-Don't count on symptoms of carbon monoxide to warn you. It's colorless, odourless, and tasteless although it is usually found with exhaust gases and fumes. If you smell fumes or feel any of the following symptoms, you should assume that carbon monoxide is present.

Feeling of sluggishness, warmth, and tightness across the forehead followed by headache, throbbing, pressure at the temples and ringing in the ears. Severe headache, nausea, dizziness, and dimming of vision may follow. If any of the above conditions exist, take the following precautions:

1. Shut off the cabin heater or any other opening to the engine compartment.
2. Open a fresh air source immediately.
3. Don't smoke.

4. Use 100% oxygen if available.
5. Land as soon as possible.
6. Be sure the source of the contamination is corrected before further flight.

Spatial disorientation can also be expected any time the pilot continues VFR flight into adverse weather conditions. Flying low over an open body of water during low visibility and a ragged ceiling is another ideal situation for disorientation.

Letdown

Engine Operation-During letdown there may be a problem of keeping the engine warm enough for high power operation if needed. It may be desirable to use more power than normal, which may require extension of landing gear or flaps to keep the airspeed within limits. Carburetor heat may also be necessary to help vaporize fuel and enrich the mixture.

Blowing Snow and Ice Fog-Blowing snow can be a hazard on landing, and a close check should be maintained throughout the flight as to the weather at destination. If the weather pattern indicates rising winds, then blowing snow may be expected which may necessitate an alternate course of action.

Ice fog is a condition opposite to blowing snow and can be expected in calm conditions about -30 degrees F and below. It is found close to populated areas, since a necessary element in its formation is hydrocarbon nuclei such as found in automobile exhaust gas or the gas from smoke stacks.

Both of the above conditions can form very rapidly and are only a few feet thick (usually no more than 50 feet) and may be associated with clear en route weather. A careful check of the forecast, weather, and cautious pre-flight planning for alternate courses of action should always be accomplished.

LANDING

A landing surface can be very treacherous in cold weather operations. In addition, caution is advised regarding other hazards such as snow banks on the sides of the runways and poorly marked runways. Advance information about the current conditions of the runway surface should be obtained. If it is not readily available, take the time to circle the field before landing to look for drifts or other obstacles. Be aware that tracks in the snow on a runway do not ensure safe landing conditions. Often snowmobiles will use runway areas and give a pilot the illusion that aircraft have used the airport and the snow is not deep.

Ski Wheels-Ski wheel combinations are popular and very convenient; however, forgetting to use the landing gear appropriate to the runway surface can be embarrassing.

Skis-In level flight, skis due to their relatively dirty profile will cut cruising speed to some extent. In addition to some loss of aerodynamic efficiency, skis have other disadvantages. They require more care in operating because bare spots must be avoided to keep from wearing the bottom coating of the skis, although the bottom coating must be renewed on some skis periodically. There is now on the market an antifriction tape which is very useful for this purpose. Skis equipped with the antifriction coating do not freeze to the surface like those which expose bare metal to the snow. Another method of keeping skis from freezing to the snow is to taxi the aircraft up onto poles placed across and under the skis. This prevents them from touching the snow for most of their length.

Extra care in use of skis during takeoff and landing is also recommended. Rutted snow and ice can cause loss of ground control, even failure of skis or landing gear parts. Deep powder snow can adversely affect ski operation. Prolonged takeoff runs in deep powder are expected and it may be deep enough that no takeoff is possible under existing conditions. In this case, experienced operators pack a takeoff path with snow shoes or taxi back and forth until an adequately packed runway is available.

POST FLIGHT

The following are a few items to consider before leaving the aircraft after the flight:

1. As soon as possible fill the tanks with the proper grade of clean aviation fuel, even if the aircraft is going into a heated hangar.

2. If the aircraft is to be left outside, put on engine covers and pitot covers.
3. If the weather forecast is for snow or "clear and colder," put on rotor or wing covers and save yourself from a snow or frost removal job in the morning.
4. Control locks or tied controls are suggested if the aircraft is left outside, and there is a chance of high wind conditions. Tie downs are, of course, also suggested in high winds.
5. If the aircraft is equipped with an oil dilution system, consider the advisability of dilution of the engine oil. If it is decided to dilute, manufacturer's recommendations should be carefully followed commensurate with the temperature expected.
6. During engine shutdown, a good practice is to turn off the fuel and run the carburetor dry. This lessens the fire hazard during preheat the next morning.

Paragon Air Adventures, LLC

34 Gallatin Field + Belgrade Montana 59714 U.S.A. Telephone (406) 388-4158 + Fax 388-7417
[Questions? Comments? Email: takeoff@ParagonAir.com](#)

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website.

March 11, Maniwaki, QUE: Rendez-vous Aerien a 10 hre a 4 hre, au Chalets Jean-Paul (Haute-Gatineau) 46-02-98N 75-55-17W. Lac Heney a 10 milles au sud de l'aeroport de Maniwaki. Remis au 12 de mars, si la temperature n'est pas favorable. Possibilite de coucher sure reservation. Amenagee pour avion sur roues. Pour plus d'informations et conditions meteorologique, contactez Carol ou Marie-Paule au numero sans frais 866-463-2531 ou cell: 819-344-2531.

March 14th Rockcliffe Airport, Ont- CASARA Safety Seminar

The Rockcliffe Flying Club, CASARA Ottawa and Transport Canada have arranged for Robert Laport, Transport Canada's CASARA Liaison Officer, to give a Safety Seminar at the Bush Theater located in the Canada Aviation Museum March 14th 7:00 P.M to 9:30 P.M. There will be a \$5.00 charge at the door to cover the fee for the Bush Theater. The seminar will meet the 24 month requirement for recency and currency. Topics covered will be: The role of Safety Management Systems (SMS) in General Aviation, Airspace, Summer Flying, and Pre-Flight.

All local pilots and CASARA members are welcome but are asked to request reservations because of the facility. Anyone interested may make a reservation by contacting Richard Buckley by email at mailto:safety_seminar@hrbuckley.net, or by phone during the day (613) 991 7170, or evening (613) 275 1098. You can also call Simon Garret at RFC to reserve a seat.

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [bill at ncf dot ca](mailto:bill@ncf.ca)
 Deadline is first of the month. 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

Amy Staples has a number of aircraft items still available for sale from **Les Staples** extensive collection.

All reasonable offers welcome to facilitate a quick sale.

- Subaru EJ25 165 HP auto engine conversion complete with new Reductions Inc belt drive.
- Warp Drive 3 blade 74" dia. left hand rotation Standard propeller with nickel leading edge protection. Brand new.
- Various 2-1/4" engine instruments including EGT/CHT, Oil Temp, Oil Pressure, Water Temp, etc.
- Grand Rapids Technologies EIS Engine monitor with a

couple of CHT sensors

- 3-1/8" Turn & Bank, used condition
- Several aircraft wheels with mounted tires, including RV-6A/Grumman style nose wheel.
- 2.5" and 3" SCAT tubing
- Handeld Sporty's aircraft receiver only.
- 2 Cessna seats on rails
- ELT Dorn and Margdin 121.5 and 243 MHZ.
- 2 Sigtronics S-20 Headsets
- Several wing struts.
- 3 External Venturi for vacuum instruments

- Rivet spacing tool (pantograph fan style)
 - Set of cylinder base wrenches
 - Mechanical style fuel gauge for high wing root mounting
 - Robert Avery long arm rivet station
 - 2 sets of 5 point harnesses
 - 6" wheel hubs with drum brakes
 - Dual yoke controls for a Cessna with chain drive
 - Various other aircraft related items too numerous to list.
 - Hanger just west of chapter hanger for sale. Requires some finishing work.
- 01/06 Contact Amy Staples at 831-9079 for more information.

For Sale

Bose Headset, like new \$800.

01/06 Bill W 613-259-2605

For Rent

HANGAR to rent CYRP Immediate occupancy

01/06 Bill W 613-259-2605

Wanted

Drawings/Plans for a Piel Emeraude. A friend wants to build one.

I believe the old ones I had may still be somewhere within the Chapter.

01/06 Contact Terry Peters – 613-745-7466

Stolen

AVMap EKP IV GPS

Please contact Bill Reed if you hear of an AVMap for sale cheap. It may be mine

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 email [bill at ncf dot ca](mailto:bill@ncf.ca)

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 3 weeks before the next meeting. A short example follows:

Meeting – 2006 Newsletter deadlines

April 20th – Mar 31st

May 18th – Apr 28th

June 17th – May 26th

July 15th – Jun 24th

August – No newsletter

- September 21st – August 31st
- October 19th – September 28th
- November 16th – October 26th
- December – Jan (December shifted to January 2007)
- Meeting date – 2007 Newsletter deadlines
- January 18th – Jan 4th
- February 15th – Feb 1st



EAA Chapter 245 Membership Application

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

EAA NUMBER:.....

EXP Date:___/___/___

NAME:.....

ADDRESS:.....

CITY/TOWN:.....

PROV:.....PC:.....

PHONE:(.....).....H (.....).....W

EMAIL:.....

DISTRIBUTION Preference: email..... post.....

AIRCRAFT & REGISTRATION:.....

.....

OTHER AVIATION AFFILIATIONS:

COPA:___ RAA:___

OTHER:_____

Annual Dues: January 1st to December 31st. (prorated after March 31st for new members/subscribers).

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)

Newsletter subscriber ___: \$35.00 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, Hazeldean R.P.O., Kanata, Ontario, K2M 2C3