



# Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 36 No. 08

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## September 2006

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### Next Meeting:

**National Aviation Museum near Rockcliffe (CYRO)**  
**Thursday Sept 21<sup>st</sup> at 6:45 PM (Please arrive Early)**  
**Tour of the new museum hangar at 7:00 and 7:30 PM**  
**The regular meeting will start at 8:45 (after the last tour)**

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**President's Page**

In this, our first newsletter after the 2006 summer, I am saddened indeed to report the loss of our Chapter 245 President, Gary Palmer, in an aircraft accident on the ground at Oshkosh on July 30. Gary's funeral was held at the Tubman Funeral Home in Nepean on August 8. Tributes were given by family, Martin Poettcker of EAA Ch 245, and Dick Moore of EAA Chapter 245.

As our chapter president for 13 years, Gary had the unique ability to be both amazingly knowledgeable on aircraft issues and to be able to impart that knowledge to our membership in the best way possible – be that in a general announcement or in personal conversation or email specifically relating to our individual interests. We will be struggling with his loss for some time to come.

Gary was well known in the aviation community, and his loss has resulted in many letters of sympathy to our Chapter. A selection of these appear later in this newsletter.

Details of the accident can be found on the NTSB website at <http://www.nts.gov/nts/GenPDF.asp?id=CHI06FA206B&rpt=p>.

### *Summer activity at the Carp Hanger*

Our July meeting was held on Saturday the 17<sup>th</sup> at the hanger, where Cary Beazley give us a demonstration of how to prepare and test composite

structures for ultimate strength. These things are incredibly tough. Thanks Cary!

Two new aircraft have appeared on the grounds at CYRP around the Chapter 245 hanger over the summer. C-GJJS, a homebuilt Zenith CH601HD is owned by George Skinner and Neil Standen, and is awaiting paperwork before final inspection. Also back in the hangers is C-GYYZ, John Richards' W10 Whitman Tailwind looking like it wants to fly ASAP. Congratulations to the builders!

Inside the hanger, Cary Beazley has been continuing on his Mazda engine conversion which is looking more and more like it will soon cause everyone in the close vicinity to run for hearing protection. Outside, Lars Eif has been busy painting his Steen Skybolt again and again and...

### *Summer Fly-Ins*

A number of EAA Chapter 245 members including Cary Beazley, Perry Casson, Phil Johnson, Gary Palmer, Bill Reed, Irving Sloan and Curtis Hillier attended Airventure this year. Grant Este attended UPAC.

I am sure that these members can be convinced to share their experiences with you if you only ask...

### *Fly-In Breakfast*

Our fly-in breakfast was again a great success this year with approximately sixty planes flying

in, including many homebuilts, and countless breakfasts were served. Thanks go to all of the volunteers and especially to the Hillier family; Curtis, Christine, Jennifer, Tamara and Sean, all of who pitched in to ensure that things went smoothly. Special thanks as well to the RCMP who graciously allowed us to use their parking area and apron during the fly-in.

Curtis gives a summary of the stats from the fly-in later in this newsletter.

### *Members on the Move*

Our long time operations officer Dick Moore, will be departing shortly for his world travels in his new traveling home. Our best wishes go with Dick and we urge him to return to us each and every time he is back in the Ottawa area.

George Elliot will be moving away from Ottawa as well. Again, George is a long time Chapter 245 executive member who has ensured that we have stayed solvent for so many years. As George expects to be somewhat closer to Ottawa than Dick, we still expect to see him frequently over the coming years. Again, best wishes to George, and happy skies.

### *October Elections*

In the normal course of events, the October 2006 elections would include the positions of President, Webmaster, Membership Secretary and Technical Information Officer.

These positions will be open for nomination at or before the October meeting.

In addition, the position of Treasurer, which is being vacated by George Elliot, and the position of Vice President, which was vacated by Martin, (and currently filled by Russ Robinson by appointment) will be open for nomination for a one year term. The single year term is simply to return our election process to the previous split between successive years so

that we ensure continuity from year to year.

As in past years, if you are interested in running for one of these positions, please contact Lars Eif, our nominations chairman at 613-837-6680, or any member of the executive team. Lars will be managing the election process itself.

*Upcoming Meetings*

At our September 21st meeting, we will be treated to a guided tour of the new hanger at the Aviation Museum. There will be

two tours, the first starting at 7:00PM, with the second starting at 7:30PM. Please note that both of these times are EARLIER than our regular meeting start time. Gather at the Bush Theatre as normal, and please try to arrive for the earlier time so we won't be overloading the second group. The tours are expected to last for one hour. We will change the meeting order for this meeting to have the tour first, and deal with chapter business after the tours.

21-Sep	(7:00 and 7:30) Tour of the new wing at the National Aviation Museum
19-Oct	2006 Air Venture Review, Cary Beazley et al.
16-Nov	Topic TBD

See you at the September meeting!  
 Martin Poettcker

*Tributes to Gary Palmer received by EAA Chapter 245*

On behalf of the present Chairman of the EAA Canadian Council, Dennis Browne, of Past Chairman Rem Walker, and on behalf of all members of the Council, please accept our deepest sympathy over the tragic death of EAA Chapter 245 President Gary Palmer. For most of the past two decades, Gary became very well known to EAA members and to aircraft enthusiasts in general, as a friend, a leader, an aircraft builder and as a pilot who was always ready to help anyone who needed a hand or who needed inspiration to get back to building or flying.



**Photo 1 Gary presenting the first flight plaque to Perry Casson at Oshkosh 2006**

Gary Palmer's presence and leadership will be sorely missed by the members of Chapter 245.

All members of the EAACanadian Council join me in wishing Chapter members

every success in following the excellent example shown by Gary over these past many years, and continuing to make Chapter 245 the active and successful club that it currently is.

-Lars Eif, EAA Canadian Council

This is very sad news. I met with Gary and Bill for breakfast one morning at OSH. Gary's extensive contribution to aviation will be missed.

-Kevin Psutka , President and CEO, Canadian Owners and Pilots Association

My colleagues and I at the Canada Aviation Museum wish to express our deepest sympathies to you and fellow members of Ottawa chapter, as well as to members of the Palmer family.

-Renald Fortier, Curator, Aviation History, Canada Aviation Museum, Ottawa

On behalf of EAA Chapter 266 (Montréal) members I would like to express our deepest sympathy to Gary Palmer's family and friends. Would you please convey the message to them.

We have been shocked by the news of this sad and stupid accident.

Some of us were in Oshkosh last week. Our own President John Dudkoff flew his RV6 there too. Chilling and sad, sad.

-Michel Moreau, VP EAA Chapter 266

Two weeks ago Gary walked with me back to my plane after getting our group some help for a safer departure at Arnprior. I cannot express my sense of loss and pain, especially for those close to Gary at EAA 245.

-David Herron

I am saddened by the tragic event in Oshkosh and would like to offer my sincere condolences to all in Chapter 245. My first reaction was "this should not have happened", but no amount of "what if" conjecture will undue the loss. To family and friends, I am very sorry for your loss and you

are in my thoughts and prayers. Ken Howell, Glenwood, Maryland, EAA Chapter 524

On behalf of EAA chapter 896 in Wharton, Texas we would like to offer our condolences on the loss of your chapter's president at this year's AirVenture celebration. My name is Glenn Erdelt, I am the past president and current secretary of EAA 896. Arriving late on Wednesday the 26<sup>th</sup>, this was my first trip to Oshkosh and I actually had goose-bumps the next morning as I walked among the numerous airplanes that blanketed the field. "This is it – Oshkosh! The peak of the mountain! I finally made it." was going through my mind. What a great international gathering of folks united by a common passion, a common love: aviation.

I was saddened to hear that a couple had crashed on approach to the field the Sunday before the event actually began. I thought, "What a terrible ending to a long journey that was so close to completion". On the final Sunday of AirVenture, I was sitting in the Milwaukee airport waiting for my commercial flight to take me back home when I overheard some folks talking about an accident that took place at Oshkosh a couple hours earlier. It didn't take long for word to spread about the tragedy on the taxiway, and all I could think of is, "it could have been me." I would have been in that RV's passenger seat if given the chance. Along with the sadness I felt for the passenger, I also felt sadness

for the pilot of the Avenger since I know too that "it could have been me", and how devastated my life would be, knowing that with no ill intention a momentary lapse of judgment turned a bright day into darkness.

At least for this time, just by the Grace of God, I was neither of the two, just an observer, one of thousands of faceless people who were touched by the tragedy. One day we will all be bitten by that reaper, we have known it since we were born, and for the most part we all take it for granted. Well, this is one of the faceless thousands who now looks at his wife and little girl a bit differently after July 30<sup>th</sup>, and he hugs them a little tighter before he says good-bye, because though you may never hear about it on national news it is guaranteed, one day, in some shape form or fashion, it *will* be me.

God bless all of you, and especially the families of the victims who shared our love of the skies.

Glenn Erdelt  
Secretary, EAA 896  
Wharton, Texas

Please pass on my warmest regards and deepest regrets to the family and friends of Gary Palmer. Words fail me that would do justice to what I saw and the tragedy that occurred. If there is anything I can do to be of further assistance, do not hesitate to ask. God bless you all up there...

-Brad Kidder, Van Buren, AR USA, AOPA (ASN/KSLG) - EAA - Angel Flight

I had the pleasure of knowing Gary all too briefly, but even during those all too brief times, I knew he was a

very special person. Again, my sincerest condolences to his family and friends.

-Nick Wolochatiuk, member  
CAHS, Ottawa Chapter and  
Cornwall Flying Club

## Staying Proficient

By Curtis Hillier September 2006

I can imagine that most of us who have limited time to stay aloft due to family or work related activities, also find it hard to make the time to practice our proficiency.

There are so many things we take for granted when we fly, and if we have had our license for a long time, we rarely think about our flying skills.

Once a year we get the challenge of answering the Ministry's proficiency questions, where each year they find at least a few things I honestly have forgotten about, never use, cheat and use the plain language METAR instead of reading the coded version, or simply just plain forgot. We can also take a seminar that comes available from time to time and place to place. Chapter 245 had such a seminar a while back (ramp check and documentation requirements).

While these are great opportunities to brush up on the administrative aspects of our flying tasks, they really fall short of challenging us to make sure we are flight ready from an aircraft handling aspect.

One way to get our flight skills fresh is to take on new flight challenges. For those of us who are VFR only, we

can look at a night rating, VFR over the top, IFR rating, twin engine rating, high performance etc.. This can tend to be expensive if our aircraft are not currently fitted adequately for the task and we need to rent time on an aircraft to get the rating. If you go the rental route, you then need to rent the aircraft again to practice.

One of the simplest ways to keep sharp is to challenge yourself the next time you go out for that quick flight to the breakfast or BBQ. Do regular stalls, steep turns, forced approaches etc... all those things that you were tested on during your last flight review. You can get a copy of the flight test and the areas covered from the TC web site, or chat with a flight instructor at one of our areas flight training centers. Ottawa is blessed with some really great clubs and flight instructors who are more than willing to help you brush up on your skills. Taking an instructor up for an hour can help brush off a lot of cob webs. The secret is to listen to their observations and make an honest attempt at bettering our skills.

A real skill that is often not practiced enough is the forced approach. This single challenge is perhaps the most encompassing challenge a pilot can attempt. You must

be aware of the terrain, the wind direction, your aircraft flight performance based on your current weight and balance (fuel and passenger load), the details go on for some length. Getting good at constantly picking adequate landing sites is tough around the Ottawa region due to the high residential loading, the large brush/bush/swamp areas... and then there are all of those rocks, and corn fields. Flying into an eight foot corn field is not my idea of buffing my airplane for a new paint job.

To find that ideal low grass, relatively smooth site to put down on means targeting a farm that is likely dealing with livestock but running into that livestock means instant new prop not to mention new gear as they fold back under the coaxing of the lumps and bumps. It sure gets comfortable knowing you are only practicing.

As a closing remark, not only do we need to test ourselves occasionally but we must also consider those on the ground we fly towards as we do our forced approach. Minimum heights must prevail, and even then, joggers and cyclists can get nervous because they may think you are about to crash for real. They don't have that sense of height above the ground that we pilots seem to have a grasp on. Livestock are also at risk. Most of us would never consider a landing in a rocky field but give

us the opportunity to choose a nicely cleaned grassy area and there we are. Unfortunately livestock are often traumatized by our low practice runs. A forced approach will provide a pretty loud exit as we apply full power for the overshoot. Dairy cattle can drop their milk production by a significant amount and take

up a week to peak again. Horses can be very valuable racers or breeders and can get hurt in their confused response to an approaching aircraft. If a horse hurts its leg, it may not be able to show, race or even breed, making the owners' livelihood tough to recover.

So, there is a lot to think about when we try our

practice forced approaches. From the aircraft flight characteristics, weather and wind speed/direction, potential ground based hazards and also the potential ground based influenced concerns. Next time you are up there looking for an adequate place to ditch, try running over the list of things to consider.

Practice, Practice, Practice safely and with the utmost concern for those who are not so inclined.

## 2006 EAA 245 Fly-in Breakfast In Review

Curtis Hillier September 2006

Again this year we had a successful EAA 245 fly-in breakfast, even with the unfortunate absence of our dear friend Gary Palmer – he was missed on the flight line where he traditionally met all of our incoming pilots, guiding them to their parking positions and ensuring safety was always the primary focus.

Barry Hall did the overall planning this year but had to step aside on the actual date. With event co-ordination by Jennifer Hillier and assistance by Russ Robinson stepping in for Barry, we again had a remarkable result at getting everything organized and pulled off the set up in record time. The number of volunteers was fantastic with several last minute helpers that thought they would not make it. Thanks to everyone who made time to help us promote our chapter.

We had great coverage from the media and an article appeared in several Runge papers; An outstanding review re-iterating the enjoyment we have as builders and aviators and covering off the most important reason we have this event – to make the community more aware of general aviation, home building and the various programs EAA is involved in.

This year we once again offered tomatoes and they were a big hit. We served a healthy and hearty breakfast. We did not run out of anything this year and the new hook up of the grills worked flawlessly. The food prep and operations layout proved even better than 2005.

The total number of meals served was over 320 and more than 60 aircraft landed for the Breakfast, truly an outstanding turn out.

The event was followed by another record clean up effort. Virtually everything

was cleaned and put away for next year by end of day, the new rollers on the grills made things even easier to accomplish.

I guess what I enjoyed most again this year was the team climate that hovered among the volunteers where everyone had a do or die ambition.

This year marks the final year that I will be spearheading the breakfast, although I will be there for the transition and certainly ready to help as a volunteer. If you would like the gratitude that comes with leading an exceptional team of devoted hard working fellow aviators, let us know.

A big thanks to Jennifer Hillier over the last five years for the help and leadership and commitment to the operations of the breakfast, and Barry for his planning of the 2006 event and of course of our volunteers who turned the event into such a success. A last thank you to all those who have come out to share our passion for aviation.

## Aviation humour

From AVFlash Short Final 12.36a

*Proper radio technique -- think, click, speak...*

Flying in the practice area northwest of Daytona Beach an aircraft was giving an advisory call that went like this:

Lake Disston traffic, Cessna 12345 is northeast ... uh, west. No, east. [pause] Where the hell are we?

## Local News

### From our Operations Director Grantley Este

(1) I want to establish a regular weekend breakfast at the Kanata Restaurant and Pizzeria at 1027 Teron Road in Kanata. Intended start date is first weekend in September. If you type "1027 Teron Road Kanata Ontario" into Google maps you will get a map of the location. Order time is 09:15. Holidays will also be included.

If for some reason this venue is closed, the fall back location will be Rocking Johnny's 486 Hazeldean road. This is next to the intersection of Castlefrank and Hazeldean Rd. on the southwest corner. Type in "486 hazeldean road kanata ontario" to get a map of the location.

(2) Following the excellent lead of my friend Irving Sloan with his collection of pop cans for recycling I'm endeavoring to collect scrap Aluminium in other forms for recycling. It does not matter which alloy but it must be clean scrap with no other materials attached. Obviously scrap sheet is fine. As another example, I scrapped some snowmobile engines for

the collection. To do this I disassembled the engines removed all the studs, piston pins, crankshafts, piston rings and even pressed the cylinder sleeves out of the aluminium jackets. You get the picture. Although this is more work than submitting sheet scrap it nets 30 pounds of aluminium per engine. Lawn mower motors and such are also excellent sources. It is rather fun to tear these things down although a bit messy. Maybe we could even recycle old motorcycles engines and automobile transmission housings! I have placed a clearly labeled garbage can in the hanger to collect these items. Just in case you do not think it is exactly scrap I will be keeping an eye open for useful bits in this collection. Particularly thick bar/plate stock. There is a box for such stuff in the shop area for people to use for their projects. Please help yourself if you can use any of this material.

(3) I am still trying to get people to quit leaving their bits and pieces around. I suspect there will be some gnashing of teeth when I start sawing up stuff for the aluminium scrap collection. There is a real heavy set of wing spars left in the hanger which must represent 50 pounds of easy scrap! USE IT OR LOSE IT!!!! In case people are wondering about Cary Bezley's stuff, it is there by special arrangement and he pays rent for his corner to the chapter for this privilege. A couple more tenants like this and we will be able to reduce our annual dues!! NOT!!!

(4) The invoices for the tie downs have gone out (a bit late) so don't put your wallet away yet. Please note there are some changes in the agreement involving things like tie down ropes. It has been suggested that we offer a deluxe version of the tie down agreement were we would mow the grass as necessary for the tenant. Cost will be \$50 per month, available on an annual basis only.

## Aluminum Recycling Program Submitted by Russ Robinson

Over the past few months the Chapter has had an aluminum recycling program that has added more than \$200 to our Chapter funds. Irving Slone is managing the program and requests

that members collect their aluminum pop cans (and any other aluminum products that they wish to discard) and drop them at the hanger. If possible, please crush the cans before dropping them off at the hanger

to help make Irving's work a little easier. The aluminum will be sold to Ed's salvage and the funds used to support the Chapter's activities.

### Mark your Calendars:

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

**September 16, Parry Sound, ON:** 3<sup>rd</sup> annual fall fly-in is taking place at the Parry Sound Area Municipal Airport from 9:00am to 4:00pm. B.B.Q, live music, beer tent, Harvard, static displays, Corn Roast, Music, Tours of the Found Aircraft Factory, Silent Auction, etc. Camping Available, accommodations nearby - please call in advance to book. For more information contact Cathy at 705-378-2897.

**September 16, Stirling, ON:** Fall BBQ fly-in from 10:00am to 2:00pm at the Stirling airport - Oak Hills Flying Club. For more information contact Jim Duffin at 613-395-2158

**September 19-23, Peterborough, ON:** 2006 International Plowing Match, airport shuttle service offered from the Peterborough Airport to the IPM site at Keene On. Shuttle will leave every hour on the hour commencing at 8:00 am until 10:00 am. After that time a cell phone number will be available at the airport to call for shuttle service. Please register one party member and the number of riders on the shuttle clipboard in the airport lobby. This will permit you to be shuttled in order of

arriving at the airport. The shuttle will return all passengers to the airport commencing as required. Passenger drop-off and pickup will be from the same location at the IPM. The trip will take approximately 30 minutes one way. IPM hours are from 8:30 am to 5:00 pm. It would be appreciated if you could contact Terry Dunford at [thedunfords@sympatico.ca](mailto:thedunfords@sympatico.ca) or (705) 745-2229 24-hours in advance of arrival with name, approximately ETA and number of passengers.

**September 20, North York, ON:** T.S.B. Ontario. 3<sup>rd</sup> floor auditorium, 4900 Yonge Street from 7:00pm to 9:30pm. Have you wondered what happens after an aircraft is involved in some form of a mishap? This seminar will look at the investigation process for aircraft accidents and incidents. The rationale used to determine both which occurrences warrant investigation and to what extent the investigation should be carried out will be presented. Some recent accidents from the past summer will be used as case studies for this very informative presentation. For more information contact Transport Canada System Safety at 416-952-0175 or visit

[www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm](http://www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm)

**September 23-24, Oshawa, ON:** On this weekend the City is opening its doors to heritage sites free of charge. Pilots, here's your chance to visit The Robert Stuart Aeronautical Collection & Camp X Exhibit & Gift Shop, Airman's Park, 420 Wing and the Aeronautical Military & Industrial Museum located on the South Field of Oshawa Airport. COPA Flight 70, FBO, RCAFA 420 Wing & airport management have teamed together to make your fly-in experience at the South Field a positive one. Check <http://www.copa70.com> in Sept. for details on parking, food, fuel, etc. and <http://www.heritageoshawa.ca>

**September 24, Bancroft, ON:** COPA Flight 119/Bancroft Flying Club's Fall Barbecue Fly-in from 10-3 p.m. at Jack Brown Airport. For more information contact Norm Jull at Tel.: 613-332-3674; E-mail: [normjull@sympatico.ca](mailto:normjull@sympatico.ca).

**September 30, Barrie, ON:** Borden Flying Club/COPA Flight 84 is hosting a Transport Canada Safety Seminar at Lake Simcoe Regional Airport (CNB9) on Saturday



September 30<sup>th</sup> from 0830 till 1530. Agenda includes 'Owner Responsibilities with regards to Aircraft Maintenance' and 'General Aviation, your role in Safety Management'. Lunch will be served. This qualifies for 2 year re-currency requirements. Fly-in or drive. For further information visit [www.bordenflyingclub.com](http://www.bordenflyingclub.com) or contact Leo Avendano at [events@bordenflyingclub.com](mailto:events@bordenflyingclub.com).

**September 30, Lachute, QC:** Precision flying and navigation exercise of Lachute, organized by EAA Chapter 266 and COPA Flight 118 at Lachute airport (SE4). Rain date October 1<sup>st</sup>. Participants will fly a course of approximately 100 miles. During the flight a number of pictures will have to be identified and marked precisely on the map. You can take along one or several navigators. Registration fees \$5 per aircraft. Briefing at 10:00. See you soon. For more information contact Michel Moreau at 514-694 2129, [mjmorea@videotron.ca](mailto:mjmorea@videotron.ca) or KEJY Aviation 450-562 1330.

**EXERCICE DE VOL DE PRÉCISION ET D'OBSERVATION DE LACHUTE le 30 septembre, 2006** (ou le 1 octobre en cas de mauvais temps). Organisé par le chapitre EAA 266 et le Flight COPA 118 à Lachute (SE4). Les participants devront effectuer un parcours d'environ une centaine de miles. Durant le parcours ils devront identifier et indiquer avec précision sur la carte l'emplacement où ont été prises un certain nombre de photos qui leur seront remises. Vous pouvez emmener un ou plusieurs navigateurs à bord. Frais d'inscription \$5 par avion. **NOUS AURONS BESOIN DES PILOTES ET EQUIPE AU SOL** Réunion pré-vol à 10:00. A bientôt ! Pour tout renseignement contacter Michel Moreau au 514-694 2129 ou [mjmorea@videotron.ca](mailto:mjmorea@videotron.ca) ou KEJY Aviation au 450-562-1330.

**September 30-October 1, Haliburton/Stanhope, ON:** Fall Colour Fly-in and Haliburton County Artist Studio Tour. This is traditionally the BEST weekend

for Fall Colours. What a great way to finish the summer flying season! Call John Packer at Tel.: 705-754-2611 or visit our website for information and current weather [www.stanhopeairport.com](http://www.stanhopeairport.com) or E-mail: [airport@halhinet.on.ca](mailto:airport@halhinet.on.ca).

**October 8, Toronto, ON:** A new commemorative full-scale model of Canada's famous Avro Arrow aircraft, constructed by the Toronto Aerospace Museum (TAM), will be officially unveiled to the public at Downsview Park on Sunday at 2:00 pm – celebrating the 49th Anniversary of the rollout of the first Avro Arrow in October 1957. TAM is located in Downsview Park, at 65 Carl Hall Road, Toronto, Ontario. For further information, call 416-638-6078, email [tam@bellnet.ca](mailto:tam@bellnet.ca) or visit the museum website: [www.torontoaerospacemuseum.com](http://www.torontoaerospacemuseum.com). Information on Downsview Park can be found at [www.pdp.ca](http://www.pdp.ca).

## 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.net)  
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.

### Wanted

A paint shaker for the chapter  
09/06 Contact G Este [Este@compmore.net](mailto:Este@compmore.net)

### Wanted

A garage or shed in reasonably good shape with electricity to set up as a work shop  
09/06 Contact Barry Hall 613-866-8731 or e-mail [barryphall@hotmail.com](mailto:barryphall@hotmail.com)

### For Sale

Zenith 801 kit priced to sell. New in box wings, fuel tanks, aux fuel tanks, rudder, and more (most of the plane less the fuselage). Also included is a Lycoming HIO360 engine which can be used as core.

09/06 Contact John E. Phillips (613)298-5063  
[jep@wcd.ca](mailto:jep@wcd.ca)

### Your ad here

**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)



**Photo 2** A pilot and his dream with some help from his friends. Good luck with your project at your new location.



**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).

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)  
Mail to - P.O. Box 24149, Hazeldean R.P.O., Kanata, Ontario, K2M 2C3

**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
- October 19<sup>th</sup> - September 28<sup>th</sup>
- November 16<sup>th</sup> - October 26<sup>th</sup>
- December - Jan (December shifted to January 2007)
- Meeting date - 2007 Newsletter deadlines
- January 18<sup>th</sup> - Jan 4<sup>th</sup>
- February 15<sup>th</sup> - Feb 1<sup>st</sup>
- March 15<sup>th</sup> - Mar 1<sup>st</sup>
- April 19<sup>th</sup> - Mar 29<sup>th</sup>
- May 17<sup>th</sup> - Apr 26<sup>th</sup>
- June 16<sup>th</sup> - June 22<sup>nd</sup>
- July 14<sup>th</sup> - June 30<sup>th</sup>
- August - no newsletter
- September 20<sup>th</sup> - September 6<sup>th</sup>