



Carb Heat

July 2012

EAA 245 NEWSLETTER Vol 42 No. 7
 Published by EAA Chapter 245 (Ottawa)
 P.O. Box 24149 Hazeldean R.P.O.,
 Kanata, Ontario, Canada, K2M 2C3

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Next Meeting: Saturday July 14 at 10:00 AM
 EAA 245 Hangar, Carp Airport
 Two Presentations:

*Makerplane.org Open Source
 Aviation Project - John Nicol*

*Preparing for an Oshkosh Arrival
 Oops - Charlie Martel, Cary Beazley*

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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President's Message



Happy Canada Day everyone! I hope everyone is enjoying the heat wave. I hear it is cooler at 8500' and 100mph...

EAA 245 Maintenance Day – June 9th

I want to thank everyone who came out and helped freshen up the place. We accomplished quite a bit again this year - a new front door, some roof and window repairs, lots of grass cutting, new EAA markings above the hangar door and on the roof, new paint and window cleanup. I don't recognize the lounge after the steam clean and de-clutter. We have a new lawn mower and BBQ that were both put to work right away. I want to thank Ken for organizing the event this year.

New 406MHz ELT from Pointer Avionics - Bruce McPherson

I want to thank Bruce McPherson and his wife Gabriellin for making the long trip from the Breslau (Kitchener-Waterloo) airport area for our Saturday morning meeting. Bruce discussed the trials and tribulations of the certification process down to the nitty gritty details from operation at -50°C to showing several samples that survived fire testing to pass

certification tests. Bruce also showed us the latest innovative products from Pointer Avionics including antennas, the first 406Mhz ELT with built in GPS and antenna and the fleet capable SkyKey dongles that can be moved from plane to plane.



The Skyhunter 406 ELT is now available from Pointer Avionics and they are a local company! Check out their latest products: www.skyhunter406.com Thanks again Bruce.

First Flight Plaque

It gave me great pleasure to award a first flight plaque to Chris Hepburn for the first flight of his beautiful yellow winged RV8. Congratulations Chris!

Young Eagles Fly Day June 16th

The new millennium Young Eagles fly day was held right after the June meeting. I want to thank everyone who helped make the Young Eagles day a great success. We had a few issues but, all in all, it went smoothly. Thanks goes to Alfio for organizing the event after a long hiatus. It is all about the kids - a huge thanks again to everyone who helped put smiles on some young faces :))

Makerplane - Open Source Aircraft Project

John Nicol is nice enough to give us a pre-Oshkosh preview of the Makerplane project this month: <http://makerplane.org>

Around the Patch

Rob Fleck & steed dropped by for a slightly extended visit again – the RV8 must like Carp but those tires certainly do not. Alfio and Shirley's girl is flyin' again with the spiffy new IFR panel and redone engine. I also want to thank everyone who assisted in the corn field retrieve – I'll leave the telling of that story to others. We also have added a new shop belt sander thanks to RussR.



EAA 245 Club Stuff

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

As per previous years, our Summer meetings will be held at our Chapter Hangar in Carp.

See you at the meeting!

Cary

Meeting Schedule

14 July 2012 Carp EAA chapter	Makerplane.org Open Source Aviation Project - John Nicol Preparing for an Oshkosh Arrival Oops - Charlie Martel, Cary Beazley
18 Aug 2012 Carp EAA chapter	SplOshkosh review

Editor's Comments

Our regular contributors, did their usual this month. Cary presents the President's Message and Wayne Griese brings us a historical look at Carb Heat.

Jeff Whaley had a serious incident with his aircraft when his engine quit and he had to do a forced landing in a corn field. However, he is continuing for a seventh issue his series on the build of "My Plane".

Ken Potter presents an article about our chapter work day.

Curtis Hillier discusses the preparation plans for our 12 August open house. He is still looking for

more members to volunteer their time and expertise to make that day a success.

Ken Potter comments on the tremendous improvements brought about during our annual work day.

Alfio offers technical buying advice in Gadget Corner; this could be the start of a new column. He also wrote an article on the Young Eagles Fly day which he organized.

Flying season is upon us and there are a lot of airports to go to for a fly-in breakfast.

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.

Carb Heat has been growing in content and includes more pictures than ever. This means an increased file size for distribution by Email. If this bring some difficulties for you, send me a note.

Yvon Mayo

Bartoon



Barnstormers issue 219

My Plane - First Flight and more with the Ford V6

(This is part of a series; see previous articles in every Edition from January 2012)

Foreword

At the outset of these articles I stated being concerned about recounting my experiences in such a public forum. So far the writing has been a pleasure but sitting here after having seriously damaged MY PLANE is the second worst feeling I've ever experienced. I'm happy and somewhat lucky to have walked away uninjured. My journey down the path of experimental aircraft, combined with experimental engines has been an enjoyable but difficult struggle all the way.

After much deliberation and the encouragement from a few key EAA-245 members, I have decided that it is in my best interest and you the reader that I continue with the series of articles. Fortunately the next two articles are ready to be submitted; there will be a total of four more articles including this one for July.

The next three articles deal with the installation, operation and technical difficulties associated with automotive engines in a homebuilt aircraft. Please do not get the impression that I am in any way advocating alternative engines; 99.9% of the flying population would not even consider one. Previously I stated that if circumstances were different, a 180 hp Lycoming would have been my choice. Best said: "no one should talk you into using an alternative engine, don't even consider one unless you cannot be talked out of it". The fourth and final article will deal with the incident of 23-June-2012. There is more to these articles than what is presented here in this forward; if even one person benefits from my hard-learned lessons then laying it all on the line will be worthwhile.

Proverbs

Someone said that the first flight of an experimental airplane is like being locked in a confined space with all your old girlfriends and ex-wives. It's either going to be one of the greatest day of your life or it's going to be your worst. My dad said after riding right seat on a first flight with a builder/owner that though the take-off was successful, at 50 feet the builder/owner was crying so hard he could no longer control the airplane.

own 2+2, who could be better for the job? Graciously Charlie accepted the challenge and I can never thank him enough for taking on that risk.

in the left seat I was FE in the right. His job was to fly the airplane, mine was to watch the gauges and notify him if anything was wrong with the engine. I'm not sure who was more afraid. After a brief run-up we rolled onto runway 28 "here goes". The engine roared to life and we raced down the runway; after a long ground run we were airborne. Other than a quick glance at Charlie who was focused straight ahead my eyes never left the temperature gauge which was climbing as fast as the airplane. By



Test Pilot

With a brand new airplane and no ability to fly it, I asked Charlie Martel if he would do the first flight. With over 1000 hrs on his

First Flight - 4 Aug 2004

We met at CYRP and went over the airplane together before pulling it out of the hangar. Charlie was PIC

the time we hit circuit height the water temperature was at 215F in the yellow zone; it dropped to 210F on downwind but the coolant pressure gauge was pinned to the

max, so I called for an immediate landing and Charlie greased it on.

We taxied to the run-up area at runway 04, shutdown the engine and climbed out to have a look. No tears of joy or jumping up and down; I think we were both just greatly relieved. Charlie said "Well at least we know it flies". I was a happy guy for about 1 minute. A quick check inside the cowls showed everything was still attached then a stream of glycol started pouring onto the ground. When the stream subsided we taxied back to the hangar where we were met by my wife Ursula who after suffering through 12.5 years of construction on this machine was ecstatic that it had finally flown and the building process was over.

Reality Check

Well it wasn't over. The first flight of an experimental aircraft, especially one with an experimental engine is just a test. Without previous experience or superior guidance, it is nearly impossible to get everything right on the first go. I had some work to do, to find the source of the glycol leak and why the coolant pressure was so high. The glycol leak was found to be at the connections to the heater core used for cabin heat. Having fabricated the lines from copper piping the connections were smooth, so I soldered on thin slices of the next sized pipe, sanded the beads smooth and reinstalled the clamps on the back side of the beads. They never leaked again. The excessive coolant pressure was assumed to be caused by the higher than expected coolant temperature.

Cooling Modification 1

The coolant temperature of 215F though higher than optimum, was not redline on the Ford V6; regardless, it needed to be

improved. My "solution" was to improve the airflow into the radiator. This meant cutting away portions of the bottom cowling and sanding off a lot of paint in preparation for a new layup. I hate sanding and not fond of fiberglass but when it comes time for these modifications the alternatives are even less attractive. A mini-mold that both enlarged the opening and lowered it further below the boundary layer was taped into place and new fiberglass added to the old made a new part. The bottom cowling was shaped to contain both the air intake and formed 3/4 of the plenum; the radiator sealed against the inside 3 surfaces and slots were glassed-in to hold a sheet of aluminum forming the top surface and seal of the plenum. The design concept wasn't bad but the actual seal needed improvement, so some effort was made to stop air leaking out of the plenum; i.e., force it all through the radiator.

Second Flight 24-Sep-2004:

With the first being logged as 0.1 hrs, you could say that the second at 0.15 was an improvement. The results were a little better; the coolant temperature climbed to 210F and stabilized at 205F but again the coolant pressure was too high. We did one circle over the field then cut it short with an abrupt landing on 04. No coolant leaks, no missing parts but still high coolant pressure; one step forward, one step back.

Cooling Modification 2

Blanton had recommended beefing up the impellor on the pump, so I removed the water pump housing to scope it out. The modification looked too difficult so I ignored that but it brought my attention to the accessory belt. The belt layout to drive both the alternator and water pump was pretty simple it

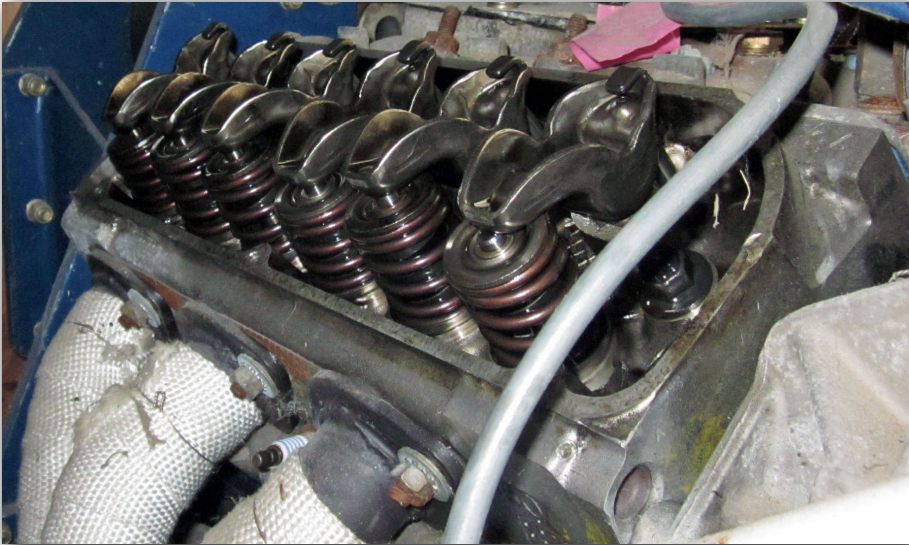
just went around the outside of every pulley in a complete circle. Looking at a V6 installation in a car I got the impression my water pump was being turned backwards. I welded up a stand-off bracket and attached an idler pulley to it, found a serpentine belt of the right length and installed it such that the pump would turn in the "right" direction. Surely this would solve both the excess temperature and pressure in the system.

Trim Modification

After the second flight Charlie commented that he was having trouble coaxing it off the runway and there wasn't enough nose-up trim. Piper's trim has a cross tube connecting the leading edge of the horizontal stabilizers, the cross tube connects to a jack-screw and cable mechanism that is manually set by the pilot. The cross tube can be rotated such that the interconnect point to the jack-screw rides on top of the stabilizers or beneath them; one location limits the amount of up-travel and the other vice-versa. It was assembled for maximum nose down trim, so had to be flipped around. Sounds easier than it really is; on the day of our third flight after 1.5 hours of struggle we did the near impossible and swapped the trim tube.

Third Flight - 3 Oct 2004

With two cooling improvements in place and the trim reconfigured we made a plan for flight 3. The plan was to circle the field long enough for the cooling system to stabilize on temperature and pressure, if all was okay, we'd stay airborne. This time as we climbed out Charlie pointed to the VSI which was pegged at 1000 feet per minute, not too bad with two guys and half fuel onboard – the V6 was making reasonable power. More short-lived glory as the pressure again



went beyond the rating of the pressure cap. How does a cap rated for 16 psi, hold >20 psi? Without knowing the answer we cut the flight short one more time.

Under Pressure

While searching through some old V6 News Letters, I came across a reference to measuring coolant system pressure in the engine block. The pressure was well in excess of the 16psi relief cap, yet it didn't blow. I thought in a closed

system the pressures would be the same in the block, hoses and radiator – not true. The engine block is not the best place for this sensor as it is affected by both water pump rpm and temperature. At this point the cooling system was configured with a swirl pot in series with the heater core and situated below the top of the engine block. I reconfigured the swirl pot to be an expansion tank, raised it to the highest point in the system, teed it into the water pump inlet and



filled it only 2/3. The sensor was moved to the expansion tank where the pressure-relief cap is located and remains there today. Typically the pressure will rise to near relief cap pressure in high power settings/insufficient cooling situations but will drop down to around 10-12 psi once the cooling deficit is overcome.

Fourth Flight - 11 Oct 2004

One week turn-around on a modification no too bad. Same plan as before, stay airborne over the field until everything stabilized. On climb out the temperature climbed as before but this time the coolant pressure stayed below the maximum expected 16 psi; another step forward. We circled the field for at least 30 minutes extending each leg until finally we decided it was safe to go beyond the circuit. We headed north to try slow flight and some stalls which all seemed good except for a bit of engine hesitation during power increase from stall recovery. On the way back we detected the first engine misfire – nothing gets your attention more, another step back. With dual ignition modules I switched to the right and the misfires stopped; back to the left and more misfires; we flew back to CYRP on the right module with a known problem. Log book entry was 1.2 hours that day.

New Ignition

The engine came with two used Ford electronic ignition modules of which one didn't work so was immediately replaced with a new one. As installed the left module was the original old one, so it seemed obvious that another brand new one was required. While I was at it, a second ignition coil and coil-selector were added to make a completely redundant system.

Last Flight - 24 Oct 2004

This flight was going to be different. With new ignition to cure the misfires and the airframe stable, we decided it was time for me to take the left seat and get some stick-time on my own bird. I was nervous but determined to proceed. The ground run was a bit long but otherwise the takeoff was okay; the landing wasn't so good. On one touch and go with full throttle the engine bogged momentarily; the tachometer indicated 3800 rpm but should have been 4200; finally the horses kicked in and we climbed to circuit height. That was not good, so instead of another touch and go we circled the airport to ensure the engine was running right and that's when it started misfiring again. It wasn't a constant rough running with high vibration it was randomly missing a combustion event every 5-10 seconds. Trying both modules this time did not resolve the problem. It was time to park the airplane and get some real answers.

Finding the Problem

My method of finding the problem started with trying to duplicate the misfires on the ground, which I could not; however, the engine was not reaching its normal static rpm at WOT. Prior to a compression check, all the spark plugs and the right valve cover were removed to check the valve train while pulling the prop through; all good so far. When I removed the left valve cover there was an obvious problem. The #1 cylinder intake valve was sitting out of alignment with the rocker arm and a small metal chunk was stuck in the oil-return galley. The valve keeper was broken; the valve had clearly dropped into the cylinder then driven out by the piston, taking with it a small piece from the rocker arm attach post. The engine was toast, needed a new head and

tear down to inspect the piston; likely a complete overhaul.

Admitting Defeat

After all the work and effort to get this far it was sure humbling and disheartening to be faced with the stark reality – my engine installation was a dud. For those of you saying “I'm not surprised”, you win. The worst part is that it was broken and no answer as to why. The valve keeper likely broke on the fourth flight when the misfires started; at first the valve may have been working to some capacity just from friction or got stuck open then eventually dropped into the cylinder. Was it a faulty part, or poor installation? Who knows? There were 11 other valves working just fine, so does that mean it was bad luck, a 1:12 chance for failure or did it mean there were 11 more potential fail points in the future?? I certainly didn't know the answer. It was now early November, the weather was turning cold and with an unheated hangar the prospects of working on the engine didn't look good. What I needed was time to think; a week of deer hunting would provide moments of opportunity to think it over, mixed with enough distraction to just forget about it once in a while. So I walked away from it for a week, which turned into a month or two.

Decision

Time to think gave me one clear answer – no matter how well I repaired the V6 it was going to remain a heavy installation. The only place where significant weight savings could be gained was in the reduction drive, possibly the 60-70 lbs drive could be reduced to 30-35 lbs but FWF the weight would still be 85-90 lbs above a 180hp Lycoming. I decided to not rebuild the V6; the engine would have to be replaced with something else.

Epilogue

Was it all a waste of time? – Certainly not! Someone once said “building an airplane qualifies you for a degree in aeronautics” I'm not sure about that but it is educational – though damn expensive. It wasn't a complete waste; I had learned much along the way and the accomplishment though brief was beyond what most homebuilders achieve. Besides the airframe was flown enough to prove itself and other than a trim adjustment needed no further attention.



Jeff Whaley
EAA 313043

EXHAUST – from the Carb Heat Archives



The following was taken from Carb Heat.

30 YEARS AGO June 1982

Carb Heat for July 1982 is not available. If you have a copy please pass it on for our records.

20 YEARS AGO June 1992

Canada Day 1992! EAA Chapter 245 members got to the National Aviation Museum bright and early to set up their display board – a nice piece of work built by Richard Jones. Assorted literature was displayed on available tables. Barney de Schneider and his son helped with setting things up. Soon after the chapter had 8 aircraft on display – and a nice display it was, reported Luc Martin.

On Friday July 25, 1992, Chapter 245 had the pleasure of hosting two gentlemen who flew into Carp Airport in their 1941 vintage Fairchild F24W. The aircraft, piloted by Charles "Chalkie" Stobbart and Peter Hengst started their journey on July 4th at

Johannesburg South Africa's Grand Central Airport and finished at the EAA Convention at Oshkosh Wisconsin. Their 25-day flight took them over Zimbabwe, Malawi, Tanzania, Kenya, Sudan, Egypt, Greece, Italy, Germany, Luxemburg, England, Scotland, Iceland, Greenland, Canada and on to Oshkosh according to Andy Douma. He reported that he spoke with them a few days later at Oshkosh and they were overwhelmed by the reception received from the EAA and many others at Oshkosh and en route.

wayner@igs.net. Thanks.

Wayne Griese

EAA 245 Open House

Don't forget to mark your calendar for the 12th of August 2012. We are going to open our doors to fly-ins and drive-ins so folks can see the benefits of membership at EAA245.

So far we are planning a metal working table, a wood rib-building table, and a show and tell for the shelter. In addition a few homebuilt aircraft will be on display by their proud builders who can chat about how they did it and how they would do it again.

This year we will be showing what we do best "home building aeroplanes"!

We will need some set-up help on the Saturday morning to ensure the hangar and workshop are safe.

If you have an idea for a display table, or can spare a few hours on Sunday to come out to direct car, aircraft, and foot traffic, let us know.

The food services will be provided by "Stone soup food works" <http://www.stonesoupfoodworks.ca/index.php> check them out!

If anyone has any suggestion to make the day as memorable as it can be please send your ideas to Curtis Hillier via email (address is on the front of the newsletter) or call 613-323-5019 to get your name on the volunteer list.

Hope to see you there!

Curtis

Operations Report by Ken Potter

A while back an Ottawa Flying Club C-172 pulled up to our ramp with electrical problems. The instructor shut down, jumped out and asked, “What is this place???” It was then that I realized that we really needed to get the EAA logo back on the building. The annual chapter work day on June 9th was the ideal time to do so. We decided to go for broke and repaint the hanger- front logo, and do one on the roof as well for those in the circuit to see.

Dwayne Price and Mike Misener took on the task of repainting “EAA” on the roof in the hot sun with gusto and enthusiasm. When finished (giddy from both sun and paint fumes), Dwayne and Mike climbed down and jumped into Dwayne’s RV-6A for an aerial view and to photograph of their

Photo: Ken Potter



handwork. They made several low and overs. I’m told that on the first pass Mike took a stunning picture of a hay field and some trees. By the time they’d done two or three passes he had the hang of it

and you can see what a great job they did in the attached photo. Mark Briggs volunteered to organize and paint the logo on the front of the hangar. He showed up with pre-cut stencils and paint to match what was previously there prior to hangar painting last year. With the help of several volunteers and his son the work was completed by day’s end. Thanks Mark!!!

While the logo painting was going on there was a beehive of other activity. The front door was completely disassembled and rebuilt (thanks Ritz), the white trim and window frames were repainted, blue overspray removed from the windows, a welder plug installed in the shop and a new BBQ

Photo: Ken Potter



assembled. And we can't forget the acres of grass cut by Stan Acres!! Perry Kelly showed up with a carpet cleaner and led a team cleaning the carpets, getting rid of clutter and re-arranging furniture in

the lounge. It looks great and now includes a foosball table!! At the end of the day we fired up the new BBQ for some tasty burgers, and a few cool beverages in the shade provided by Curtis

Hillier's airplane shelter. Thanks to all that came out!!

Ken Potter



Photo: Mike Misener

Gadget Corner by Alfio Ferrara

Great cost-effective source for aircraft engine parts

I was looking to replace carburetor to sump gaskets and cylinder intake manifold gaskets on our engine. Aircraft Spruce does not seem to stock the carb/sump gaskets and I am not sure if they had those gaskets in-stock in Canada.

I called Aero Atelier, our aircraft engine rebuilders in Lac a la Tortue

(near Trois Rivieres). They had all the gaskets in stock, and I took the opportunity to order magneto gaskets as well (now that I think of it, there's a bunch of other tidbits I could have ordered). Guy told me he could send me the ten gaskets to Ottawa overnight by Dicom and it would only cost \$11 shipping. Sure enough, I get the parts at work the next morning and total cost for shipping and 10 gaskets..... wait for

it.... \$21. Now that is a bargain given that ACS charges something like \$2 to \$3 for those very same gaskets. Guy tells me that he can ship several pounds overnight for the same price, and has most engine parts in stock. Wow!

Thought I would pass on the tip. Aero Atelier • (819) 538-6768

Alfio

EAA Chapter 245 Young Eagles Day

I received a call from a scout troop in Casselman late last fall asking if we could organize some aviation activity for them. Temperatures were frigid and were only going to get worse, so I suggested that they could tour the Ottawa tower. Dwayne put them in touch with the person responsible. We agreed that spring/summer was more enjoyable temperature for the YE event.

June 16 was a beautiful Saturday, nice sunshine with just a slight breeze to help us keep cool. A slew of volunteers were lined up for the event, of which we planned to have 6 planes for the rides. At the last minute, two of these planes developed some mechanical anomalies and had to be removed from the flight line. We still had 4 planes, but one (Fleet Canuck) seemed to be missing some paper work.

Ken realized that the papers for the Canuck might be at his home, so (I don't think we can even make up a story like this) he raced home



to get them, however his brakes started seizing before he arrived at his house. As he arrives at his

all speed limit and traffic light regulations were observed. Ken made it back in time to take on a couple of passengers.



Chris Hebbburn had volunteered his freshly minted blue and yellow RV8 as a briefing prop for the kids, showing them how a headset is worn, seatbelts buckled, all the good stuff someone who has never set foot in an airplane might find handy.

home, the wheels are literally smoking; he grabs the papers and returns with his other car. I am sure

While Ken was out smoking the neighborhood with his car, the other pilots (Mark, Yvon, and André) started loading their pre-briefed passengers for their tours. I don't recall seeing the airport this busy... ever! Some Ottawa pilots were doing T&G, however they politely moved on to another airport in order to accommodate our YE traffic.



Back to Ken... two of his proposed Young Eagles were to arrive from a morning visit in the US, but we received word that they would not be able to make the event due to the radiation detectors being triggered at the border. Nevertheless, Ken was still able to fly 2 Young Eagles later that day. Thanks for going out of your way, Ken... talk about perseverance.

Meanwhile Russ Holmes and John Montgomery were busy keeping the kids entertained with remote aircraft flying and airplane building workshops. Maybe next time we can attempt to harness their energy and have them build a real flying project for us.



Pilot: Yvon Mayo (Cessna Cardinal)

Nicolas Saumure
Alexandre Sisk
Grant Phillips
Steven Mays
Alexandre Auclair

Pilot: Andre Durocher (SeaBee / VeeBee)

Braden Searle
Xavier Sisk
Riley Searle
Bradley Watson
Roger Filion
Tyler Watson

Seventeen Young Eagles received their wings on Saturday June 16, 2012. About 10 were a scout troop from Casselman.



Here is the list of EAA245 Volunteers and the Young Eagles that ventured to the skies:



A note in closing: Lars indicated that the last YE event was in the mid 1990s. This is the first time since then that we have held a YE event, a very successful one at that.

Shirley Mackey and Dawn Phillips (registrations)
Cary Beazley, Lars Eif, and Ron Johnstone (ground crew)
Russ Holmes (instructor: model aircraft)
John Montgomery and Michael Weir (YE instructor: aircraft construction workshops)
Chris Hepburn (RV8 static display / YE briefing)

Pilot: Mark Briggs: (Davis DA-2)

Arianne Chartrand
Kalvin St-Denis - Bissonette
Frederic St-Denis - Bissonette
Jeremi Latour Chenier

Pilot: Ken Potter (Fleet 80 Canuck)

Michael Weir
Colin Montgomery



A big THANK-YOU goes out to all the volunteers that made this a successful event. Big bonus points for all the pilots.....no Young Eagles lost their cookies :-)

Fly-Out Possibilities

All Items Taken from the COPA Website

July 14, Collingwood, ON

(CNY3): Collingwood

Recreational Aircraft Association Fly-In BBQ Lunch, Civil Aviation Safety Seminar Transport Canada at 10 a.m. Free camping. All welcome. Coordinates N44 26 57 W80 09 30. For more information, please contact George Elliott at gaelliott@sympatico.ca or 705-445-7054.

gweiler@abacom.com or 819-876-2528.

July 14, Lachute, QC (CSE4):

Attention to all Pilots, the first annual Bushcaddy Fly-in in 18 years of manufacturing is now scheduled for the weekend of July 14 and 15, Camping on airport will be arranged for those wishing to do so and will be set up at the rear of the Bushcaddy Hangar.

evening will see a little music and perhaps a Karaoke Contest for our pilot wannabe rock stars.

All breeds of aircraft are welcome to attend, the more the merrier!

July 15, Kars Rideau Valley

Airpark (CPL3): RAA Chapter 4928 12th Annual Kars 'n' Planes Summer Fly-In BBQ. Comm 123.4 RWY 26/08 Glider activity in area. Homebuilt, Classic and Antique Aircraft, Rideau Valley Soaring Club, Model Aircraft displays, Vintage Cars, Swords and Plowshares Military Museum. BBQ served from 11:00 a.m. until 2:00 p.m. Sausages on a Bun, World Famous steamed Hotdogs and assorted beverages. PUBLIC WELCOME. Dilworth Road just East of Highway 416. For more information, please email Dave Stroud dstroud@xplornet.com.

CNS8 Morrisburg Airport - Restaurant

The following information came with the contribution of Bill Reed, Charles Martel and others.

The restaurant at the golf course in Morrisburg is under new management and that they will be open to serve breakfast seven days a week starting at 8am and will serve breakfast all day!

This is a big improvement over last year when they only opened on weekdays at 11am - and no breakfast to boot!

Perhaps you can put the word out that the runway is now open and breakfast is on the grill! I love this airport and would like to drum up some support!

July 14, Stanstead, QC

(CTQ2): Two modern western all day square dances at our airport CTQ2 one on the Saturday and one Saturday August 18. Corey Lowden from Montreal calling. Morning is advanced workshop. Potluck at noon. Afternoon is mainstream and plus level mostly with some hex squares. Beefalo burger cookout for supper with and our farm fresh food. For more information, please contact George Weller at

Arrangements are underway to provide toilet and shower facilities. RSVP Persons intending to camp are asked to confirm with Tony by email at tony@bushcaddy.com asap. All meals will be catered for at minimal cost. As well as the usual burgers there will be some international cuisine available for people wishing to try something different. Activities will be arranged such as Short Take-off and Landing Competition and Flour Bombing closest to the target. The

July 15, Iroquois, ON (CNP7):

The Iroquois Flying Club's 46th Annual Fly-In Breakfast beside the beautiful St. Lawrence from 8:00 a.m. to 11:30 a.m. For more information, please call 613-657-1646. On July 15 call 613-249-0023.

July 28, Kapuskasing, ON

(CYYU): COPA Flight 120, Kapuskasing Flying Club Annual Fly-In, Kapuskasing Lumberjack Festival, camping Available. Coordinates N49 24 42 W82 28 07. For more information, please contact Bob Pellow at 705-335-6382.

August 11, Edenvale, ON: The Edenvale Classic Aircraft Foundation is holding the Gathering of the Classics on the second Saturday of August, [see attached poster](#). This year on top of the regular 100 - 200 pilots flying in with their Vintage, Classic, Homebuilt, Experimental and Ultralight aircraft, we are pleased this year to have on the tarmac the great planes from WWII, the Spitfire, Hurricane and the B-25 Mitchell! A new feature was added by CASARA. At 1:00 p.m. they will be presenting a search and rescue seminar that is recognized as meeting the bi annual training requirement. Just another reason to attend the premier aviation event also new this year is Live Music starting from 1:00 p.m. until 7:00 p.m. Over 200 vintage/classic auto show at the Gathering of the Classics is always a favorite Fly-In. Join us for a fun filled day for your whole family! Go to www.classicaircraft.ca for arrivals procedures. For more information, please contact Robin at robin@classicaircraft.ca or 705-309-3007.

August 11, Haliburton, ON (CND4): Ultralight/Homebuilt Fly-In, cookshack open for breakfast 9 a.m. to 11:30 a.m. and lunch 11:30 a.m. to 4 p.m. For more information, please contact Paul Robinson at lochlinboy@gmail.com.

August 12, Hawkesbury, ON (CPG5): COPA Flight 131, come see us for our Annual Fly-In Corn Roast and BBQ from 11 a.m. to 1

p.m. at the Hawkesbury East Airport. Fly in or drive in, rain or shine! The Airport is located at 3435 County Road. For more information, please contact Stephen Farnworth at HawkesburyFlyingClub@gmail.com or 613 632-3185.

August 12, Saint-Jean-sur-Richelieu, QC (YJN): COPA Flight 160 Fly-In St-Jean 2012, International Balloon Festival site. A complimentary pass will be given to all pilots and their passengers upon landing at the St-Jean Airport YJN Quebec. In case of bad weather, it will be canceled. For further information, you can visit our website <http://apphyjn.com/> or contact Nicole Legault, secretary e-mail: legault.nr@videotron.ca (450-466-8613 Quebec).

August 15-18, Ottawa, ON: Air Canada Presents the Webster Memorial Trophy Competition, celebrating the 80th anniversary of the Trophy's existence this year. Calling all amateur pilots, you are invited to enter this prestigious competition to choose Canada's top amateur pilot. Nine regional winners will compete in the national finals. [View poster here](#). The Trophy resides permanently at the Canada Aviation & Space Museum in Ottawa and therefore the national finals will take place at the Rockcliffe Airport hosted by The Rockcliffe Flying Club with the Awards Banquet taking place at the Museum August 18th. COPA is a key contributor and has President Kevin Psutka as one of the judges. Regional competitions are taking place now. Visit <http://>

webstertrophy.ca/ for more information on how you can participate. A great way to hone and demonstrate your skills and perhaps renew your Recency Requirements.

September 14-16, Gatineau, QC: Vintage Wings of Canada in partnership with the City of Gatineau present the annual 'Wings Over Ottawa – Gatineau En Vol' Air Show and Fly-In featuring the highly acclaimed Canadian Forces Snowbirds. This year we pay tribute to Warbirds of the Med and will have a spectacular array of Vintage Warbirds on display both on the ground and in the air. Over 200 recreational aircraft are anticipated to visit the Executive Gatineau-Ottawa Airport over the course of the three-day event. It's all taking place at the Executive Gatineau-Ottawa Airport, 1699 Arthur Fecteau Rd. Gates open to the public at 10 a.m. Admission \$10/adult tax included, free for veterans and youth 12 and under. Workshops for aircraft owners throughout the weekend – stay tuned for details. Many food vendors and activities for families of all ages. A full weekend of aviation adventure right next to the nation's capital. Visit www.vintagewings.ca and sign up for the Vintage Wings blog for more up-to-date information or call 819-669-9603 or info@vintagewings.ca

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or 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

ICOM IC-A200 VHF Radio, Panel VHF Comm radio. It is in great cosmetic and working condition, and no longer needed due to a panel upgrade. Includes tray, and connector with 18 blank wiring pins (which should be sufficient for wiring it to your panel). Email Alfio at longeron@gmail.com or 613 836-8285. \$575.

FOR SALE:

Liquidating the estate of a chapter member. Economical flying gear for newer pilots, or those wishing to upgrade their older stuff!

Avcomm AC-454-PNR Full-featured stereo headset, complete with built-in PTT switch, independent volume controls. In nearly-new condition – no marks or blemishes. In Spruce catalog @ \$175, asking \$100

Lightspeed Mach 1 in-ear headset. Incredibly light, fantastic sound, and unbelievable comfort. Comes in original hard case. Sold new for over \$400, asking \$200

ASA CX-2 Electronic Flight Computer. Sporty's advertises them at \$80. This one is in nearly new condition, offered at \$40

Jeppesen E6B-style metal slide graphic flight computer (a.k.a. "pilot's gee whizz wheel") Sells new at \$30, this one in nearly-new condition, with a protractor thrown in... \$15

Jeppesen Flight Star flight planning software (for PC). Free to a good home!

Deluxe lighted mil-spec pilot's kneeboard, with dimmer. Sporty's sells them for \$60, this one in NEW condition... \$30

Avcomm Deluxe Duffel flight bag. 7 pockets. New at Spruce they're \$54, this one in very good condition... \$25

Prices are negotiable within reason. Contact Mark Briggs: 613-725-4361 or cgjoy@yahoo.ca

FOR SALE

2003 Amphib floats 1850 on Murphy Rebel. Manufacture Bilmar.

Construction: Kelvar, fiberglass composite, electric hydraulic, hatches, rigging, dual water rudders.

Must sell. 20,000.00\$

Contact Paul Sicard

SicardPL@xplornet.com

FOR SALE

Rotax 582 complete with 3:1 C-Box, carbs, and exhaust. 5 hours TT since new which included Rotax break in and taxi test. \$ 3,000 OBO

Call Ken Potter at 613 259 – 3242

FOR SALE

\$3,000 OBO (Price reduced from \$4,000) Honda CAM100 engine 100 hp engine 150 hrs. complete with instruments and engine mount .

Contact Ron Johnstone 613-745-5431

ronrose@rogers.com

FOR SALE

Tom Smith's 1950 Piper pacer PA-20. TTSN 5110 hours. 0-320 975 Hrs SMOH, 406 ELT, two ICOM A200, Aero ski 2000 available. Price: \$42,000.

Contact Rollie @ 613-830-5346 or Charlie @ 613-487-3036.

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

Lotus 1260 amphibious Floats, \$3,000. In very good condition suitable for aircraft up to 1400 lbs. One additional bladder included.

WANTED

I'm looking for an original rudder for EDO 1070 floats. Other sizes may be usable as well.

Contact Russell Holmes for both at 613 226-8273 or e-mail at billy_dot_bishop@sympatico_dot_ca.

**EAA Chapter 245
Membership Application**



New: ___ **Renewal:** ___

Date: ___/___/___

EAA Number _____

EXP Date: ___/___/___

Name: _____

Address: _____

City/

Town: _____

Prov: _____ **PC:** _____

Phone:(___) ___ - ___ **H**(___) ___ - ___ **W**

Email: _____

Newsletter Distribution Preference:

Email ___ **or 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