



# Carb Heat

## June 2015

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Next Meeting:  
Saturday June 20 at 08:00 AM  
Preparing for the Sunday Fly-In

Sunday June 21 at 07:30 AM

# Fly-In Breakfast

Volunteers required

## Editor's Comments



This month Phillip Johnson gives us the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Ameet Nidmarty tells us about a new project to build a deck. He also continues his new series called Pilot Quiz.

Lars Eif talks about his first flight with his RV-9A.

Ken Potter discusses the Fly-In Breakfast and the new grass strip available at the Carp Airport.

Hans Sanders describes a problem he had with the master switch and how to prevent it.

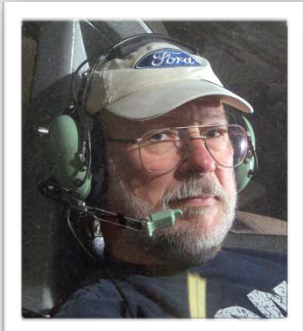
The For Sale section is quite long, we list hangars, several airplanes, instruments and many other items.

The flyout possibilities are growing with a lot of events events within easy flying distance.

Please take a few moments to write an article and tell our readers about your building or flying experiences.

*Yvon Mayo*

## President's Message by Phillip Johnson



Summer is finally here and the new grass runway is open for business but please remember you need to have prior permission to use it. In other words contact Mark Braithwaite to get an understanding of the rules and then you should be good to go for the season. The runway is in pretty good shape with one single dip near the windsock. A hearty thanks to Mark and the EAA team for making this happen.

There has been little progress on Bruce's hangar/shelter adjacent to our hangar but we expect it to be growing soon.

By now you should all have updated your VNC and VTA charts either paper or electronic to cover the Ottawa area. Remember there have been significant changes in place since May 1st so if you are using old charts please get rid of them or be prepared for an unpleasant phone call from Transport Canada. If you are using EFIS or electronic charts please make sure you are up to date.

In my previous messages I had indicated Carp Airport would be providing MÖGAS to those that needed it. Unfortunately Mark Braithwaite has been unsuccessful in finding a supplier of the fuel, as the vendors are nervous about

liability arising from possible contamination from ethanol. This comes about as the same fuel tankers are used for both fuels.

Last month's meeting was presented by André Durocher on the subject of his very high performance Questair Venture. Thank you André for such an interesting evening.

During the summer meetings continue on the third Saturday of the month at the EAA Chapter hangar. June's meeting (20th June) is preparation for the Annual Fly-In breakfast and we look to members for their support in preparing for this event that takes place the following day.



Smiths Falls Flying Club had their annual fly-in breakfast on 7th June. The weather was perfect and there were many planes and many members of EAA Chapter 245 present at the event. Even a ground-bound Cozy taxied in from its hangar at CYSH and drew a crowd. Maybe next year it will fly out and then in as they would not let me sign the pilots' arrivals book as I only taxied in.

We have reached the summer recess for our presentations at the Canada Aviation and Space Museum (CASM) so please don't arrive expecting a meeting on the third Thursday. Museum presentations will resume in September.

Ken Potter is the Fly-In director but please don't swamp him with issues, we are all available to help. Ken will focus on the marketing and breakfast side of the event. Dwayne Price will be manning the radio as usual and Lars will be dealing with ground traffic. I guess I will find a seat somewhere and watch it all happen. 😊

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This is the last reminder that the gliding season for the air cadets has started at the Smiths Falls Russ Beach airport (CYSH). The gliders and tow planes exercise a right circuit whereas powered aircraft use a left hand circuit. Because of this dual circuit arrangement the entry procedure is different during gliding operations and an overhead join is inappropriate as it is not possible to descend on the upwind side of the circuit without encountering gliders and tow planes.

There is a NOTAM issued when gliding operations are in effect but this does require pilots to be vigilant in checking the NOTAMS prior to flight into and out of CYSH on weekends.

There has been little progress on the deck or the roof but we hope to have some soon.

With the summer season upon us I expect to see members using the Chapter hangar to conduct their annual inspections. Please take advantage of this great facility but

please make sure you arrange it with John Montgomery (Operations Manager), as a conflict of usage can be very disappointing. Remember you are required to be a Full Member in good standing to use the hangar and the tools within the workshop.

Regards to All.

*Phillip Johnson*

## Deck Project by Ameet Nidmarty

In an effort to rejuvenate the passion at the chapter hangar and to help enable more events like BBQ's and our Open Day we have decided to build a new deck along the outer wall of the chapter south end facing runway 28/10.

You can see the proposed layout in the image above. The proposed deck size is 36'x10' and will be L shaped around to the front of the hangar.

In order to pay for the materials we are now accepting donations. We request every member to donate a minimum sum of \$10 towards the Deck Project and help make this a reality. The deck will enable us to have an unprecedented view of the runway and allow us to host multiple events with a greater capacity.



Please visit [www.245.eaachapter.org/apps/donations](http://www.245.eaachapter.org/apps/donations) to see how much we have raised and please donate now. We have members from other EAA chapters donating money towards our project as a good will gesture and we expect more participation from our own members.

With your support we are looking forward to completing this project as soon as possible.

Thank you

*Ameet Nidmarty*  
Vice President EAA245



## Van's RV-9A First Flight Article and by Lars Eif



Photo Credit: Sandy Eif

Thursday, May 7, 2015 dawned with blue skies, bright sunshine and zero wind – ideal weather for a first flight! This adventure actually began many years earlier – 1996 to be exact. Gary Palmer, President of EAA Chapter 245 at the time asked me, “How’d you like a ride in Luc Desadelier’s RV-6?” “Absolutely!” A half hour later, Gary showed me the wonders of flying a Van’s RV aircraft. I made the decision that year that my next homebuilt aircraft would be an RV-6.

Fast-forward 14 years to 2010. I had finished my Steen Skybolt and was happily flying it a couple of times per week. Now it was time to order the tail kit for my new RV. By this time, the RV-6 kits were no longer available and the Van’s aircraft that appealed to me was the RV-9A. The -9A has less power and a longer wingspan than the

RV-7 or -8 and is designed for cross-country flying. The magic that makes the -9A such a great cross country aircraft is the airfoil in the wing designed by John Roncz. The wing has a reflexed trailing edge, which unloads the horizontal stabilizer. This greatly reduces drag in level flight.

Construction started on October 16, 2010 and the aircraft was essentially ready to fly at the end of August 2014. Then came the surprising delays: Transport Canada took 2-1/2 months to create a Certificate of Registration. The MD-RA inspector was much quicker to respond, but I did not receive the Special Certificate of Airworthiness until the middle of February 2015. It took almost six months to complete the paperwork to allow this aircraft to fly.

Before soloing the RV-9A, I had the pleasure of flying with Dwayne Price in his RV-6A for an hour, flying with Matt Pearson in his RV-7A for another hour, and finally, Terry Peters gave me two hours of dual instruction in his Piper Cherokee 140. With all this help, I felt confident that I could safely conduct the first flight of my aircraft.

Back to May 7th: Ken Potter and Mike Lamb met Sandy and me at Carp Airport and we held our pre-flight safety meeting. I had prepared a fairly detailed plan including several scenarios such as engine failure and listed the proper action for each one. I explained to the ground crew that this list was more for me than for them, but it was important that if anything went wrong, I could react immediately without wondering, “Wow! What do I do now?”



Photo Credit: Sandy Eif

Fortunately, the ground crew only had to take pictures and monitor communications, but it was reassuring to know that they had my back if something had gone wrong during the flight.



Photo Credit: Ken Potter

The flight itself went very well. The RV lifted off the runway before I realized it was ready to fly and it quickly climbed out at about 90 knots. By the time I completed the downwind leg, I was at 2400 feet and I contacted Ottawa Terminal to let the controller know what I was doing. Before takeoff, I telephoned the Montreal ACC and obtained a transponder code so that Ottawa Terminal would know what was going on. Mike suggested that I request block airspace from 2500' to 3000'. I was pleasantly surprised that the controller agreed to this providing I remained south of the airport. This arrangement worked out very well since I had trouble staying at exactly 2400' in this unfamiliar aircraft.

After 25 minutes, I completed all the exercises on my test card for the first flight. Essentially I did left and right turns at 2400 rpm, at 70 knots and at 60 knots with full flaps. The RV-9A handled superbly. It was gentle as a pussycat. I advised the controller that I had completed the required testing and would like to switch to

Carp Airport frequency and land. She was very helpful and wished me a good day.

After joining the downwind leg for runway 28, I followed the procedures taught to me by Matt and Terry. I ended up on final approach at 65 knots and full flaps. The approach was stable all the way down. I flared just a second too late and touched down gently but firmly well above the stall speed. Since I was wary of stalling the RV above the runway, this landing was a welcome outcome.

The only drawback was that I had my toes on the brakes at touchdown, so the tires generated a bit of smoke before I quickly pulled my feet back.

After I taxied in and shut down, there were handshakes and congratulations from Ken and Mike and a kiss from Sandy. She produced a bottle of champagne and some plastic champagne flutes and we toasted the successful first flight. After we put the aircraft back in the hangar, we retired to the restaurant at Irish Hills Golf Course for breakfast.

What a fantastic day! Everything went off exactly as planned. For this success, I want to thank everyone who helped me through this adventure: Dwayne, Matt, Terry, Ken, Mike and most of all Sandy, for helping with riveting the aircraft and supporting me all the way through to this first flight. And yes, Dear, this is our 'Forever' airplane – our last project.



Photo Credit: Sandy Eif



The tasks before me now are to remove the cowling and inspect the engine for any leaks or control problems. Then it's on to flying the rest of the 25 hours before requesting that Transport Canada lift the restrictions listed on page two of the Special Certificate of Airworthiness. You will also note in the pictures that the gear leg fairings and the wheel pants are missing. These items are provided in the kit in a crude form and require a lot of work to render them ready to install. Although a lot of homework and testing still remains, rest assured that I am really enjoying getting to know my new Van's RV-9A!

*Lars Eif*



Photo Credit: Sandy Eif

## Pilot Quiz

by Ameet Nidmarty

When was the last time you took a flight review? How much do you remember from your PPL Exam? Try and answer these questions from Transport Canada and find out for yourself. If you feel you need a review with an instructor please contact [info@eaa245.org](mailto:info@eaa245.org) and we can put you in touch with an instructor.

### Answers

Answer to last month's questions:

- (Question 1) Option 2  
(Question 2) Option 2

### Question 1

The manoeuvring speed for an aeroplane is the maximum

- (1) speed at which the aeroplane can be safely operated in smooth air.
- (2) speed at which full travel of the flight controls may be used without exceeding the design load factor.
- (3) speed at which the aeroplane may be flown with the flaps lowered.
- (4) safe speed at which the aeroplane should be operated.

### Question 2

Would the Regulations be violated, if a pilot voluntarily landed an aircraft in bright moonlight at an aerodrome where the length of the landing area was indicated by a single row of white lights?

- (1) There would be no violation, provided the lights were in the centre of the landing area.
- (2) There would be no violation, provided the aeroplane was equipped with a functioning landing light.
- (3) Yes, the CAR for aerodrome minimum lighting would have been violated.
- (4) There would be no violation, provided air to ground communication was available.

## Fly-In Breakfast

Article and Photos by Ken Potter



Just a quick note to remind everyone that our annual Fly-In Breakfast is coming up on Sunday the 21st of June. After several iffy weather years and experimenting with different food formats, last year we moved the date forward and went back to a more traditional breakfast format. As a result, the weather was incredible, we had over 60 planes fly in and served over 280 breakfasts. This year we will be serving scrambled eggs, ham, sausages, homemade baked beans, rolls, coffee, tea and 100% orange juice.

The format will be the same this year starting with Chapter preparations in the days leading up to the event. Please come out the Saturday before to help set-up if you possibly can. If you're around the hangar the week before feel free to jump on the lawnmower and mow some of the grass.

In addition to the multitude of visiting planes and displays, Pilots N Paws will be on hand to answer questions about their awesome animal rescue program and the Ottawa Fire Service Carp station will have a pumper and firefighters on hand for educational purposes. Young Eagle flights are again being



**Last years Chapter 245 Fly-In**

offered depending on the number of planes available, wx etc. If you're flying in and can fly a Young Eagle after eating we'd really appreciate it! And heck, last year Ottawa Mayor Jim Watson came out and had so much fun we've been informed that he's coming back this year.

New to the Fly-In this year will be a grass strip. Yes, that's right; Carp Airport has agreed to the development of a grass strip which will parallel runway 28 – 10 on the north side. Our Chapter members have been assisting the Airport to groom this strip in time for the fly-in.



**Chapter members discussing new grass strip with Carp Airport Manager**





**John Montgomery with family runway maintenance vehicle**

At the moment it's a little bumpy but we hope to have it open. It will be considered "Use at Own Risk" and there will be no simultaneous operations with the paved runway. Chapter member Dwayne Price will be operating the airport UNICOM on the morning of the fly-in and will advise whether the grass strip is open and its condition.

So please come out and support your Chapter for a fun family day of airplanes, pilot chat, and of course.... great food.

*Ken Potter*



**John Montgomery Rolling the grass strip**

### Meetings and Events Schedule

20 June 2015, 08:00 AM - Carp Hangar	Saturday, setting up for the Fly-in Breakfast. Sunday, Fly-in Breakfast, Young Eagles flights, etc.
18 July 2015, 10:00 AM	BBQ at the Hangar

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please bring them up at the meeting or send an Email to the President [president@eaa245.org](mailto:president@eaa245.org)



# EXHAUST – from the Carb Heat Archives



## 20 YEARS AGO, June 1995

The Young Eagles day on June 10th 1995 was a great success, thanks to Lars Eif's great leadership, and the hard work of the ground crew and pilot volunteers. We flew approximately 55 little brothers, as well as many parents and Big Brothers. The barbecue organized by Lars' charming wife Sandy was a fitting reward for the efforts put forward by all the volunteers.

We also received CBC television coverage, as well as a good spread in the Citizen. Irving Slone and the Pietenpol were this year's stars. A hearty thanks to all who helped make this event another great success.

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

*Wayne GRIESE*

## 30 YEARS AGO June 1985

Remember June 23, 1985, and The First Annual West Carleton Air Show at Carp Airport.

**WEST CARLETON AIR SHOW**

WELCOME

The West Carleton Airshow Association would like to welcome you to the First Annual West Carleton Airshow. We hope you will enjoy the exhibits and events that are planned.

We would like to thank the following companies and organizations for their time and assistance in making this event possible:

- Municipality of West Carleton
- MyLight Flight Center
- Bradley Air Services
- Sypher Consultants
- Mediaplus Advertising
- Ottawa Citizen
- Design Aerographics
- Parkinson Quickprint
- CFB Carp
- Ontario Provincial Police
- EAA CHAPTER 245 OTTAWA

We would also like to express our gratitude to all those volunteers whose time and hard work transformed an idea into reality.

WE HOPE TO SEE YOU NEXT YEAR AT THE 2nd ANNUAL WEST CARLETON AIRSHOW

## For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to [yvonmayo@rogers.com](mailto:yvonmayo@rogers.com) or [ea245@gmail.com](mailto:ea245@gmail.com)  
The deadline is two weeks before the next meeting. Please let me know if any of the articles have been sold.

### FOR SALE

Home-made Aircraft Tug S2S0.00. Was used to haul out a 4 place Grumman with a swivel Nose Wheel which is difficult to steer on a push back. Not so with this Tug machine. Can be powered with either a small gas engine or an electric 1/4 HP motor or a battery powered drill. Irving Slone 613-230-2100 at work.

### FOR SALE

Icom VHF Air Band Transceiver model IC-A20 with chargeable and extra container for 8 AA batteries and Operating Manual \$185.00. I used it in the Pietenpol and was very pleased with its operation. Don't need it anymore. Irving Slone 613-230-2100 at work.

### FOR SALE

- Rivet squeezer and the tube bender \$150.
- Large assortment of rivets, various machine screws and lock nuts. I can send pictures of these by Email. If one is interested, look them over and make an offer.
- 2x4 sheet of 3/16 Norwegian birch aircraft grade plywood.

Contact Bob Crook at 613 225 6653, or, [mbcrook@sympatico.ca](mailto:mbcrook@sympatico.ca)

### FOR SALE - Davis DA2A

With reluctance I have decided to sell our Davis, built by repeat-builder and long-time EAA245 member Jim Bradley. TTAF 600hrs. Engine is C85-12, approx. 150SMOH. Warp Drive 3-bladed Prop. Dynon D100 EFIS with BrightScreen glass & internal battery, steam ASI, ALT, VSI, electric T&B. Moving map GPS, ICOM IC-A200 comm, GTX320A Xpdr, 2-place intercom, 406MHz ELT. New main tires. This aircraft is both economical to own/operate and an amazingly fun flier. Please contact me for additional details.  
Mark Briggs [cgjoy@yahoo.ca](mailto:cgjoy@yahoo.ca) 613-725-4361

### FOR SALE

Cowling for RV9 - \$600.00  
Call Charlie Martel 613-862-4961

### FOR SALE - Pietenpol Air Camper

Total time since new (engine and airframe): 548:15;  
Fuel: 2 tanks, 10 gallons each, 4 gallons per hour;  
New Icom radio with two head sets, intercom and push to talk;  
4-point harness, new tires, removable canopies, skis, custom tow bar;  
Year manufactured: 1972. Log books since new.  
Engine Model A65 - 8F;  
Last annual inspection Dec 9, 2013, last flown Aug. 15, 2014.  
Cruise speed 80, stall speed 40 mph.  
Aircraft has always been hangared.  
Asking \$12,000.00 or best offer.  
For more information please call George Lockhart 1-902-243-2164.(or Terry Peters – 613-491-8000)

### FOR SALE

The Canuck Group at EAA 245 in Carp has **shares in the 1946 Fleet Canuck** CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared. Price, \$ 6,800 per 1/5th share. Own a Canadian classic. Please call Ken Potter at 613 259-3242 or email at: [kjpotter@sympatico.ca](mailto:kjpotter@sympatico.ca)

### FOR SALE

**RV9/9A Project** for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$5,500. email [holbrog@gmail.com](mailto:holbrog@gmail.com) or phone Greg Holbrook at 613-867-8084.

### FOR SALE

Mc Caulley Prop  
Klip-tip Met-1 prop  
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00  
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.



**FOR SALE**

**1986 Rutan LONG EZ FOR SALE:**

**Price Reduced \$34,000**

470 Hrs airframe. Engine: Lycoming 0-235 L2C. Engine overhauled by Aero Atelier in September 2013. Other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 [andrewr@magma.ca](mailto:andrewr@magma.ca) Aircraft will not be flown till Spring 2014 and fresh annual to be done. For specs see [http://en.wikipedia.org/wiki/Rutan\\_Long-EZ](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

**FOR SALE**

Jabiru 2200 serial # 842, 200 hrs very good compression \$8,000.00 or best  
 Sensenich 54x48 composite prop 20 hrs for a 2200 Sonex \$600.00  
 Sonex tail dragger engine mount \$450.00  
 Grand Rapids EIS 2000 with probes \$350.00  
 2 1/4 Uma instruments Alt, AS, VS \$75.00 each  
 ELT \$100.00  
 Aeroflash strobes \$150.00  
 Comant antennae model C1-121 \$75.00  
 Contact Chris McNally at:  
 Email: [iammcnally@yahoo.com](mailto:iammcnally@yahoo.com)  
 Phone: 1-613-291-1254

**FOR SALE**

2010 Glastar, 80 hrs TT,  
 Mattituck IO-360, Hartzel C/S Prop, Dynon D120-D100, HS34, Garmin 155XL GPS TSO, Garmin 496 GPS, Garmin Transponder, ICOM 210, True Track A/P, Kannad 406-AF ELT +, \$95,000.  
 Denis Charbonneau 613-897-4070

**FOR SALE**

1973 Piper PA28-140  
 5400TT, Lyc 0-320 1495 TT, 40 hrs STO,  
 KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC,  
 130 to 135 mph on 8.5 gal/hr \$39,000.  
 Hans Sanders, 613-446-7728

**FOR SALE**

Never used 2 cylinder Franklin Engine, possibly 60 HP \$4200.  
 Never used altimeter, airspeed and other gauges, tools, 100 clocos, all negotiable.  
 Contact Michael Pronovost at (613) 748-7876

**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. Send us an email: [info@eaa245.org](mailto:info@eaa245.org)

**FOR SALE**

Mustang 2 plans set (not used)  
 RV 4 plans set (Not used)  
 RV 4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools. Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper.  
 Asking \$2600 for camper or best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or tools.  
 Michel 819-685-2194 , [andre04@teksavvy.com](mailto:andre04@teksavvy.com)

**WANTED**

Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers??? Phone 613 733-2198.

**FOR SALE**

Anderson Kingfisher Amphibian rebuild project. New fuselage, rebuilt Piper wings, Includes 2nd Kingfisher for parts, Valid CofA  
 Call Ken Potter at 613 791 6267 or email [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

**FOR SALE**

Astrotech LC-2 Quartz clock and multifunction timer.  
 G meter , Burton MA 2 +8 , -2G  
 Facet 12v electric fuel pump low time. 50 l/hr.  
 EGT weldolets pair, new.  
 All prices negotiable.  
[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)

**FOR SALE**

Hangars for sale at CYRP. 40x30, 50x30 and one 60x30. For more infor.ation call Mark Braithwaite 613-839-5276 or [manager@carpairport.ca](mailto:manager@carpairport.ca)

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## Master Switch Problem by Hans Sanders

On May 5, I flew to Kingston leaving Gatineau at 10:15 AM and arriving at 11:02 AM with a bit of a tailwind. The girl at the Kingston flying club asked me to move my plane to a tie down section of the airport where a long steel cable provided a place to tie your ropes to.

I asked about parking fees and was told that Kingston Radio will advise the airport of the length of my stay and that I would receive a bill by mail for about \$10/day of parking.

When I arrived two days later to return to Gatineau I was shocked to see that my master switch had been left on for 2 days. I was able to borrow a booster pack and get started. The AMP meter was pegged at to extreme right end of the scale and I sat there for a while to see if it would settle at a more normal place, but no such luck. I switched on the radio and transponder leaving the rotating beacon off.

After take off at 10:30 AM and out of the zone, I turned off all electrics until close to Smith Falls and then called Ottawa Terminal. By this time the AMP meter had settled in the middle of the scale and I touched down at 11:30 AM with no further problem.

It occurred to me that there should be some warning whenever the master is on and I am considering installing a little red LED to give a visual clue.

This is an embarrassing situation, especially when your friends brought you to the airport and are waiting to see you do that wonderful thing of flying through the air with the greatest of ease.

After having posted on the Ottawa Pilot website it was suggested that a good way to alert pilots that the master switch was on, is to always have the rotating beacon switch in the on position as an alert to everyone that the master is on. I think that it might be good advice.

*Hans Sanders*

## For Sale or Rent - Continued from page 11

### FOR SALE

Hamilton Instruments VC 100 Vertical Card  
Magnetic Compass, new, in the box, \$175.00 call  
Yvon Mayo at 613-830-1935 or email:  
[yvonmayo@rogers.com](mailto:yvonmayo@rogers.com)

### FOR SALE

Lycoming Cylinder, wide deck, chrome, with piston  
and valves, approximately 400 hrs, in good condition  
as removed from 0-320 D3G Lycoming. \$300  
Telex ProAir 2000E headset, new in box \$125  
Manifold pressure gauge, 3 1/8" dia from Cherokee  
Six \$ 125  
8-day wind up clock, fits 2 1/4" hole, Works  
intermittently, needs cleaning, \$75  
Contact, Hans Sanders at [hssanders@yahoo.ca](mailto:hssanders@yahoo.ca)



## Fly-Out Possibilities

Most Items Taken from the COPA Website

### June 21, Carp, ON

**(CYRP):** EAA Chapter 245 Annual Fly-In Breakfast, East end of Carp Airport on Taxiway Bravo 45 19 09 N 076 01 19 W. A hearty breakfast served from 07:30 - 11:00. All are welcome rain or shine. Young Eagles flights available. For more information please go to <http://www.245.eaachapter.org/>, Facebook page, or contact Ken Potter at 613-791-6267, [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

245.eaachapter.org/, Facebook page, or contact Ken Potter at 613-791-6267, [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

### June 21, Picton, ON (CNT7):

COPA Flight 53 Annual Father's Day Fly-In Come visit our historic airport and join many Eastern Ontario pilots for breakfast from 0800 until 1200 hrs. PPR not necessary for this event. Unicom 123.2. For more information, please contact Jackie Douglass at 613-471-1868 or [jdouglass@kos.net](mailto:jdouglass@kos.net)

### June 21, Cornwall, ON

**(CYCC):** The Cornwall Flying Club/COPA Flight 59 cordially invites you to their annual [Father's Day Fly-In Breakfast](#) from 0800 until noon. Cost per person \$7 and for children under 10 years old the price is a reasonable \$4. Our breakfast this year will also see our Mont Tremblant Raffle take place. With only 400 tickets being printed, your chance at this prize (valued at over \$600) only costs \$5.00. Tickets are available from several members.

### June 27 - 28, Sherbrooke, QC

**(CYSC):** Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the aviation community to its 20th Annual Fly-In June 27 - 28.

No air show and no aerobatics!  
Menu: A lot of aircraft of all kinds, fly market, static displays, workshops, (metal, composite, weight & balance), exciting conferences / seminars, homebuilt / aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special supper followed by a dancing party, restaurant on site. A lot of fun! For more information, please contact Real Paquette 819-878-3998 or [lesfaucheurs@hotmail.com](mailto:lesfaucheurs@hotmail.com) or visit our website at [www.lesfaucheurs.com](http://www.lesfaucheurs.com).

**July 1, Ottawa, ON:** The Rockcliffe Flying Club will host its Annual Fly-In Breakfast from 0730 to 1100. \$6.00/per person. Sightseeing Flights in a Cessna 172 will be available from 0930 to 1600 \$35 /per person based at the Canada Aviation and Space Museum. For more details, contact Brenda Reid at 613-746-4425 [brenda@rfc.ca](mailto:brenda@rfc.ca).

**July 11, Saint-André-Avellin, QC (CAA2):** The Corporation of Pilots of Saint-André-Avellin invites you to their 3rd Annual Summer Fly-In with a rain date of July 12th. Breakfast will be served inside the aerodrome's main hangar from 08:00 to 12:00. Come, visit our beautiful area, make new friends and talk aviation in a friendly, homey atmosphere. There is a grass airstrip with plenty of parking and also helicopter parking. Welcome also to under-the-wing campers. For more information, please phone 819-983-8454 or [paulam@live.ca](mailto:paulam@live.ca) or CFS-CAA2 Information.

### July 12, Bancroft, ON (CNW3):

COPA Flight 119, Annual Fly-In Pancake Breakfast from 08:00 until noon. Dedicated food line for fly-in guests. Held in conjunction with the Town of Bancroft's annual Water, Wheels and Wings weekend. Festivities in town all weekend. Static Displays, Vintage Cars. Jet A and 100LL available by VISA credit card. No landing or tie down fees. Camping allowed on the airport. For more information contact Gary Gaudreau Email at [info@bancroftflyingclub.ca](mailto:info@bancroftflyingclub.ca).

### July 12, Kars Rideau Valley

**Airpark (CPL3):** RAA Chapter 4928 13th 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, BBQ served from 1100 until 1400hrs. Sausages on a bun, world famous steamed hotdogs and sausages plus assorted beverages. Public welcome. Dilworth Road just East of Highway 416. For more information on the field conditions, please call Larry Rowan 613-489-2332.

### July 18, Smiths Falls, ON

**(CYSH):** Fly-In Lunch, mark your calendar! Saturday the Ad Mare Seafood Truck will be at the Smiths Falls Montague Airport from 1100 to 1400hrs for a fly-in lunch. Ad Mare's famous fish and chips and fish tacos will be served. Check out the Smiths Falls Flying Club website for more information <http://www.smithsfallsflyingclub.com> or contact Matt Philp at 613-323-1874 or [mphilp82@yahoo.ca](mailto:mphilp82@yahoo.ca).

**July 19, Iroquois, ON (CNP7):**

The Iroquois Flying Club's 49th Annual Fly-In Breakfast beside the beautiful St. Lawrence 08:00 to 11:30. Seaplane dock near the airport. For more information, please call 613-657-1646.

July 21, Oshkosh, WI, USA: All Canada Pilots Reception from 1730 until 1930 hrs at the PRC Tent across from Hangar A. Inviting all Canadian Pilots for complimentary A&W Root Beer Floats and chance to win an iPad mini loaded with Foreflight. For more information or to double your chances of winning, please contact [copa@copanational.org](mailto:copa@copanational.org) or fax 613-236-8646.

**July 25 - 26 Haliburton**

**Stanhope (CND)** Ultralight and Homebuilt Aircraft Fly In/Drive In Breakfast. 10 am - 2 pm. The spotlight will be ultralights and homebuilts, but all aircraft types are invited for a delicious breakfast hosted by the Haliburton Stanhope Airport Committee. Come celebrate summer and meet up with old friends and new. For more information contact Cam Loukes at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca)

**August 9, Saint-Jean-sur-Richelieu, QC (YJN):**

COPA Flight 160 Fly-In, 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, the event will be canceled. For further information, please visit our website <http://apphyjn.com/> or contact Richard or Nicole Legault at [legault.nr@videotron.ca](mailto:legault.nr@videotron.ca) 450-466-8613.

**August 9, Hawkesbury, ON (CPG5):**

COPA Flight 131/ Hawkesbury Flying Club annual BBQ and Corn Roast from 11:00 until 13:00, rain or shine! Hotdogs, corn on the cob, soft drinks and more. Fly-In or drive in, everyone welcome! We are located at a General Aviation and Ultralight friendly airport 3435 County Road 17, Hawkesbury, Ontario. For more information, please call Steve Farnworth at 613-632-3185, email [HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com) or see [www.HawkesburyFlyingClub.ca](http://www.HawkesburyFlyingClub.ca).

**August 15, Patry Island, QC:**

Bernie's 6th annual fly-in held from 11:00 to 15:00. For seaplanes and helicopters on the Patry island on the Gatineau River. Located 1.75 mile south of Bouchette or 6 miles south of the Maniwaki airport. N 46 10.411, W 75 57.302. Frequency: 123.2. For more information, please contact Bernie Gougeon: 819-465-2069; [bernieavion2007@hotmail.com](mailto:bernieavion2007@hotmail.com) or André Durocher: 819-568-2359; [info@PontiacAirpark.com](mailto:info@PontiacAirpark.com).

**August 15, Ste Anne du Lac, QC (CAL8):**

Aviation PLMG flying breakfast under the big top from 0800 until 1300 hrs. All funds will go to Ste Anne du Lac local organization. Welcome to aircraft passionnates, landplane, seaplane, helicopters etc. Let's talk about aircraft. Camping under wing, Aeronautical display, antique vehicule, air flight trip competition. Rain date August 16. For more information, please contact Pierre or Manon at 819-586-2234 or [www.aviationplmg.com](http://www.aviationplmg.com)

**August 15, Lancaster, ON**

**(CLA6):** Lancaster Aero Club COPA Flight 190 will be holding the 3rd Annual ABC Fly-In. Light lunch and BBQ supper available. Co-ordinates are Latitude (N): 45 12 00 Longitude (W): 74 21 45 or check our website for info & updates at [www.lancasteraeroclub.ca](http://www.lancasteraeroclub.ca)

**August 15, Bainsville, ON**

**(CLA6):** COPA Flight 190 and Lancaster Aero Club ABC Annual Fly-In with guest speakers, lunch available and evening BBQ. Wilderness camping available. Everyone Welcome! For more information, please contact Brian Russell at 613-347-7000 or [presflt190@gmail.com](mailto:presflt190@gmail.com)

**August 23, Embrun, ON**

**(CPR2):** COPA Flight 132 Fly-In Drive-In Breakfast from 0800 until 1100hrs. for more information, please contact Henri Monnin at 613-764-0756.



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.

President:	Phillip Johnson	613-983-9332	<a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Ameet Nidmarty	613-882-5486	<a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
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EAA 245 Website:	<a href="http://eaa245.org/">http://eaa245.org/</a>	and	<a href="http://www.245.eaachapter.org/">http://www.245.eaachapter.org/</a>



### Experimental Aircraft Association Chapter 245

#### Membership Application

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

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

Aviation Affiliations:  
EAA Number \_\_\_\_\_ EXP Date: \_\_\_\_/\_\_\_\_/\_\_\_\_  
COPA: \_\_\_\_\_ RAA: \_\_\_\_\_ UPAC: \_\_\_\_\_  
OTHER: \_\_\_\_\_

*Make cheque payable to:*

EAA Chapter 245 (Ottawa)  
1500 B Thomas Argue Rd  
Carp, Ontario  
K0A 1L0

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

**Newsletter Subscriber:** \_\_\_\_\_ \$40.00  
Newsletter only

**Associate Member:** \_\_\_\_\_ \$40.00\*  
Newsletter plus Chapter facilities

**Full Member:** \_\_\_\_\_ **\$90.00\***  
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

\*\*Credit Card payment available, Contact Membership Coordinator for details.



# 2015 EAA Chapter 245 Fly-In Breakfast

Sunday, June 21st, 07:30 - Noon,  
EAA Hangar, Carp Airport (Rain or Shine)  
A hearty breakfast will be served until 10:30  
The public are welcome!



*Come & learn about who we are, enjoy good food & view many different  
home built & certified aircraft types including some Warbirds*

#### Flying:

- Unicom 122.8 , Airport ID = CYRP
- Parking Taxiway Bravo, East End
- Rwy 10/28

#### Driving:

- Queensway to Carp Rd. North
- Carp Rd. to Russ Bradley Rd. (left)
- Google Maps: <http://tinyurl.com/eea245>

Questions? Please contact Ken Potter at (613) - 791- 6267 or [treasurer@eea245.org](mailto:treasurer@eea245.org)