

Carb Heat

September 2017

EAA 245 NEWSLETTER Vol. 47 No. 8

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Carp, Ontario
K0A 1L0



Next Meeting:

Thursday 21st September, 19:30, at the Bush Theatre,
Ottawa Aviation and Space Museum



Oshkosh Review



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Don't forget to sign up for the EAA Chapter 245
Google Group!

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Groups



Editor's Comments



Bearhawk. I was recently at Mark and Linda's house, along with my wife (Debs) and a group of their friends, helping to install the roof trusses on their new hanger. Hopefully, Mark can provide some more insight into this project in a future edition.

We also have a new feature called "Guess Who" which, not surprisingly, is a picture of an EAA Chapter Member for you to put a name to a face!

Colin

Perhaps it was the weather but I hardly flew over the summer and didn't log a single 'P1' minute during the whole of August. I did, however, get airborne when a group of us flew down to Toronto Island to watch the air show. A great day out and you can read about our fun packed adventure in this action packed edition of Carb Heat.

This month's Pilot Profile is Ameet Nidmarty, another emigre to these shores. Ameet can be seen at Carp, hopping from one foot to the other shouting "*is it ready yet?*". The beautiful RV-10 that we've featured in Carb Heat, and is being finalised at Carp, is owned by Ameet and Dave Matheson. Ameet's a relatively new pilot and what a wonderful first aircraft.

Our intrepid Grey Falcon, Ken Potter, submitted Part 2 of his interesting and amusing insights into trials and tribulations of owning this lovely little WW I replica.

Habitual builder, Mark Richardson, provides another installment in the build of his



President's Message



Here we are in September and Oshkosh seems like an age ago. I'm still not getting the time in with my Cozy so I'm a somewhat frustrated president.



We've had a few new members this year, some drawn by the Zenith and some just because.... We need to find new members as the group tends to stagnate otherwise. If you know of any interested aviators or just aviation enthusiasts then challenge them to become a member.

The elections are coming up soon and there is an opportunity for you to support the chapter by offering your services on the executive. The positions becoming available are:

- Vice President
- Membership Coordinator
- Secretary
- Newsletter

Please let someone on the executive know if you are interested.

For the first time in a good many years Lars Eif will not be running the election as he has other commitments that night so, I guess I'll be doing it.

As we enter the autumn period we are back to having the meetings in the Museum. As usual the meeting starts at 19:30 sharp. Many members also like to meet up at Perkins Restaurant before ambling down to the museum. Typically we start gathering people at around 17:30 at the restaurant with the late stragglers getting

there as late as 18:30. Everyone is welcome so don't be shy about coming. It is helpful to send me an email by 15:00 on the day of the meeting if you anticipate coming to the restaurant so that I can give numbers to the restaurant staff in advance.



This month's meeting is an array of photographs taken at AirVenture 2017. If you would like to bring some of your own photographs too then just bring them on a memory stick or send me the files in advance. Ideally several days in advance would be beneficial.

This seems like a recurring theme but the Zenith Cruiser project is almost stalled.



Maybe it's because of the summer but we do need to get it moving again. Also, if you have any ideas about starting a flying club with the Zenith please step forwards and let one of the executive know your ideas.

This year has been a good year in that we finally replaced the hangar roof. We still have the roof on the outhouse to replace before the winter so please expect to add a helping hand for this relatively small, but important, task. We will be making an announcement soon regarding the outhouse re-roof schedule.

As many of you know the cost of running the chapter has increased this year with the added hydro burden, as a result we are considering increasing membership dues. If we could find more members, or if we could find members who wanted to use our tie-down facility this burden could be minimised so it is to everyone's benefit if we find new members who in particular want low cost tiedown's.

Regards to all

Phil





Meetings and Events Schedule

EAA Chapter Meeting –21st September 2017 @19:30

Presentation: Oshkosh Roundup

Presented by: Anyone who went to Oshkosh

Where: Aviation and Space Museum

EAA Chapter Meeting –19th October 2017 @19:30

Presentation: TBD

Presented by: TBD

Where: Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



What: Canada 150 Fly-in

Where: Pembroke (CNL2)

When: 23rd September

We're hoping to attract 150 aircraft to be part of our fly-in in celebration of Canada's 150th anniversary of Confederation! Visit the beautiful Ottawa Valley on September 23rd from 10am to 3pm. Held rain or shine. Chili lunch available to support our runway refurbishing project. For info: www.flycyta.ca, info@flycyta.ca or 613-687-5300.

What: Pigs and Pie Fall Fly-in

Where: Westport (CNL2)

When: October 8th

COPA Flight 56: Annual "Pigs and Pies" Fly-In / Drive-In lunch hosted by the Rideau Lakes Flying Club. Sausages and pie served from 11:00 until 14:00 (donations accepted to cover costs). Runway 07/25, 3118' Com. 123.2

Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great end to the summer and to the fabulous fall colours of Westport, Ontario. View the planes and enjoy the Westport hospitality. Floatplane pickup from main dock in Westport. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 (drmikemiles@gmail.com) or Bill Green at 613 273-5282 (greenwj@rideau.net).

flying refined

In all these years I've never flown into Toronto City (CYTZ) airport and the upcoming Toronto airshow looked like the ideal opportunity. Tom and I had planned to fly down in the Nanchang and so I cast around our little band of flyers to see who else wanted to join in the fun. Both John Weir and Matt Pearson expressed an interest so, in typical fashion, we "umm'd and arr'd" for a while before we finally decided to all jump in Matt's Cirrus.

Saturday was looking like the weather would be perfect and, by the time we arrived at Carp, Matt had the Cirrus out of the hanger and ready to go. Like a 6 year old, Tom had already shouted "shotgun" so John and I relaxed in the spaciousness of the back seats. If you are used to travelling 'coach', the back of a Cirrus is a revelation. I had loads of room between my knees and the front seat and John's feet weren't even touching the floor.



porter

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Despite being at close to max weight, the Cirrus fairly leapt off the runway and pointed its nose towards Toronto. Matt has flown to CYTZ a number of times and both he and the Cirrus know the route and procedures well. We had flight planned, through ForeFlight, and Matt called Ottawa Terminal who cleared us up to our planned cruising altitude of 6,500'. The weather was perfect and the visibility unlimited save for some mist above the Ottawa River.

Ottawa soon handed us over to Montreal who then lost us in the dead spot between Ottawa and Peterborough. Passing Peterborough we were able to raise Toronto who cleared us north of the CN tower and direct into the downwind for 08. If you haven't flown into CYTZ I'd urge you to do it. The views are spectacular.



The two options for parking are either Porter, at around \$40 per the day, or Stolport for about \$25. Unfortunately, Stolport were fully booked so we went 'refined' and Porter took good care of us.

Despite the forecast for nice temperatures the biting wind made the morning pretty cold and, not wanting to carry a coat around with me all day, I was suffering the most as we walked the couple of kms to Ontario Place. Entry was free and within an hour or so to go before the start of the display, it was still relatively quiet. We perused the various food trucks and had some lunch as we waited for *"the sound of freedom!"*

The display kicked off with the CF-18, nicely painted the Canada 150 scheme. It was an impressive display but it was put into context when the \$150 million F-22 Raptor appeared. The thrust vectoring and almost twice the power of an F-18 adds to the spectacle. After the F-22's solo display it was joined by the Heritage Flight Museum's P-51D Mustang "Val-Halla" for interesting perspective on the technological advances over 50 years.

Of course, no Canadian airshow is complete with an old Sikorsky helicopter with a box slung underneath, wandering aimlessly along the flight line. I never did catch what that was all about. The Snowbirds closed the show in their usual exemplary fashion.

By this point, all four of us were 'redder' than the Snowbirds and the only cure for dehydration is a cold beer. We walked for what seemed like miles before finally finding a bar on the waterfront. A cold libation and some food was in order before we wandered back to CYTZ and the waiting Cirrus.

The flight home was much like the flight down only the spectacular scenery was at the start of the flight.



Matt, like a real airline pilot, managed to turn the autopilot knob a few times and before long we were on the RNAV for Runway 10 into Carp.

A grand day out.



Pilot Profile: Ameet Nidmarty



There are only a handful of Chapter members who did all of their flight training at CYRP and Ameet Nidmarty is one of them. He's in the process of completing the build of a beautiful RV-10, which you might see taxiing (and hopefully flying) in the coming weeks. Ameet has been an active member of EAA 245, recently stepping down as Vice President.

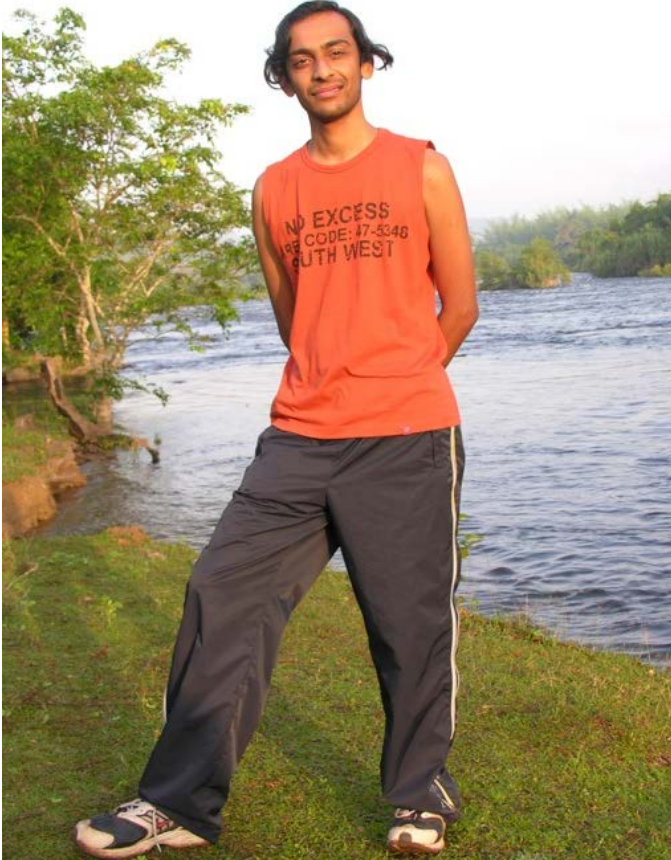
Where were you born?

I was born in Pune, India and I moved to Canada in 2002, after obtaining my undergraduate degree in Computer Engineering. I enrolled at Humber College in Toronto for a Post Graduate course and, after that, I worked in New Brunswick for about 10 weeks as a work term before moving to the US where I worked for a company called IQ Solutions who were into Substance Abuse and Mental Health Programs. I then moved back to New Brunswick in 2006 and I worked at McCain

Foods. After eating my fill of potatoes, I moved to Ottawa with Blackberry.

As a very young boy I was always interested in Aviation. In fact, after high school I was offered the opportunity to pursue a career in aviation. However, my parents were very persuasive that all kids should complete a college education before doing anything else. Therefore, Computer Engineering was my next choice and I have never looked back. As a rebellious teenager, this was frustrating however now as I look back I am

glad I was given sound advice from my parents and I'm even more glad I listened to them. Thank you, Mom, and Dad.



Camping in the jungles of India

What do you live?

I currently live in Kanata, where Rakhi and I bought our first house, and we have been here for almost 10 years now. We moved here from New Brunswick where I was helping manage the web infrastructure at their corporate IT head office.

I moved here thanks to Blackberry (then Research in Motion) and left to join Agora Consulting Partners when the company ran into issues. I am now consultant to the Federal Government and Private sector implementing Enterprise Project and Portfolio Management Systems.

What's your occupation?

I moved here thanks to Blackberry (then Research in Motion) and left to join Agora Consulting Partners when Blackberry ran into issues. I am now consultant to the Federal Government and Private sector implementing Enterprise Project and Portfolio Management Systems.

How did you get interested in aviation?

I think I started by watching aircraft fly at the Airport back home. The airport was, and still is, an active Air Force base and watching them fly was fascinating. In any commercial aircraft I always asked for a tour of the cockpit and would stare at the instrument panel trying to make head or tail of it before being given a lollipop and ushered back to my seat. Of course this was all pre 911 days.

When did you learn to fly?

Due to the restrictive nature of the bureaucracy in India and Asia, general aviation is either nonexistent or not as prominent as it is here. Therefore, one fine day, It was my birthday as a matter of fact, I enrolled in what the flight schools call an introductory flight and had the pleasure of flying with John Chapman at Arnprior (CNP3).

After that I found out that we have our very own flying school at CYRP and enrolled as a student with International Pilot Academy. I have made a lot of new friends thanks to the flying school and am thankful to Dave, my partner in crime who is also a very good flying buddy. I still remember our first XC Across the border to KSYR where we ended up landing on the wrong runway. (Good times).



What else have you flown?

I have had the pleasure of getting some stick time on the Cessna 150, 172, the Grob 115D, RV12 RV-7 and the RV-10.

After having the pleasure of flying the RV-10 in Virginia, thanks to Mitchell Lock, I made the decision to invest in the 4-place aircraft. We had a bit of a rocky start with the project but I am glad to announce that we are at the tail end and I am literally counting the days until that bird is in the air.

It was at work where I met up with a fellow member of EAA who then introduced me to our local chapter and the rest is history. I have met some wonderful people at the EAA and will always look up to some of those members and remember their advice as my guiding beacon of strength. Thank you Dale, Ken, Lars, John (et al), Irving, Terry and Ed. I apologize if I have not mentioned some of the others.

What's your favourite piece of music?

I have always been a fan of 70's and 80's rock and pop music. If I'm forced to choose (you are, Ed), then it would be *Money for Nothing* by Dire Straights.

What's your favourite book?

I was never into books and, as such, I did very little reading as a kid. It was more about playing cricket and other games outside in the sun.

However, Enid Blyton, Sydney Sheldon, Chetan Bhagat, Yann Martel, Gerald Durrell were some of the authors whose books I have had the pleasure of reading.

What's your favourite movie?

I have seen a lot of movies and TV shows over the years some of my favorite ones were MASH, Boston



Legal, Suits, James Bond movies, Indiana Jones oh yes and the nutty professor (Jerry Lewis) I don't know why but as a kids we would roll over laughing at his movies. As you're pushing me to answer I'd say *The Godfather* was my favourite movie.

What's your idea of perfect happiness?

Happiness to me is having fun with friends doing things that everyone loves.

What's been your most memorable flying experience to date?

They say you always learn from your mistakes as such my most memorable experience was my first solo cross-country which took me from Carp (CYRP) to Kingston (CYGK), Brockville (CNL3) and back to CYRP.

I was a beautiful spring day and after landing at Kingston and getting my logbook signed, I departed for Brockville. After about 20 minutes of flying and not paying attention to my heading I called in for a VFR steer towards Brockville. That's when I first realized if you need help from ATC ASK!!! Secondly, after being distracted from my earlier and somewhat embarrassing encounter with ATC I did not follow my descent checklist properly and as a result I crossed overhead to turn left downwind on what was 04-22. My engine started sputtering and almost quit. A quick glance at my panel revealed to me that I had forgotten to enrich the mixture on descent. Luckily, I was able to push the lever all the way in before the engine quit and she roared back to life and I was able to make a flawless landing. Lesson learned always follow the checklist to the last T and do not panic in a situation and FLY THE AIRPLANE.

Thankfully, I never had a self-inflicted issue after that.

If money were no object, what would you fly?

A Gulfstream of some kind. I don't know why. I guess if money really was no object there would be a lot more frequent 'round-the-world' flights.

What trait do you most deplore in yourself?

One thing I deplore in myself is I always like to have some friendly company in doing a task at hand. If I'm alone then suddenly that task becomes a "Chore" and starts weighing down on me.

What trait do you most deplore in other people?

What I hate in other people is their ego. With that they end up forming a certain opinion about you before they even get to know you and this leads down the wrong path if it is not addressed immediately.

What's your motto?

Be silly, be honest and be kind. Most of all be a true friend.

How would you like to be remembered?

I would like to be remembered as the friend who never gave up on you.



Photo of the Month



Just when I thought I'd have to change the title of this section from '*Photo of the Month*', to '*Another of John Weir's Photos*', Mark Briggs threw himself into the breach and delivered the above photo. You may well argue that John's picture (below), is marginally better, and I would ignore you because it's my call. If you send a photo in, and your name isn't John Weir, you have a reasonable chance of winning the monthly grand prize.

Please send any photos for next month's edition to me at newsletter@eaa245.org



FUEL FOR THOUGHT

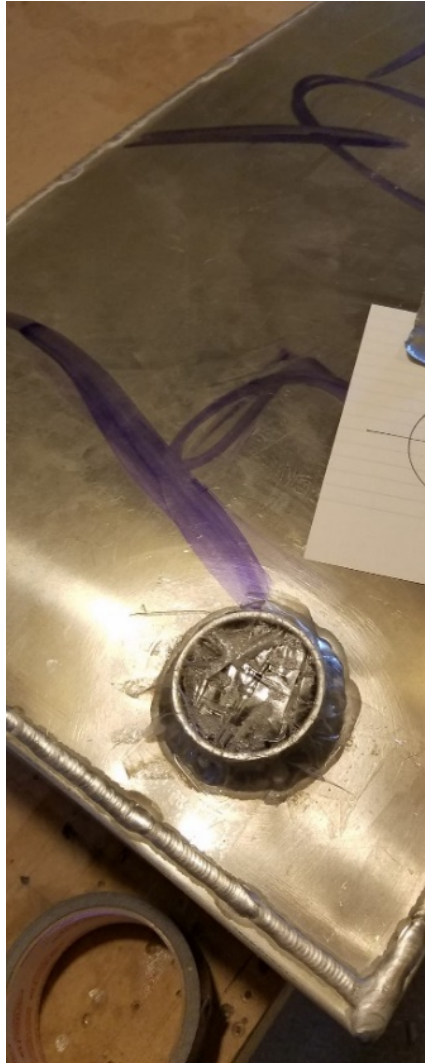
Well, in keeping with a lot of tasks on my scratchbuilt Bearhawk, I had been dreading the whole process of cutting the fuel tank filler neck holes in my wing skins. I was really worried that I would mess something up and cut the holes in the wrong spot (like that NEVER happens, right?) and wind up trashing some expensive sheets of aluminum. Well, turns out it was really easy and I did both holes in my left wing (I have an Aux tank) in a little over an hour and they both turned out perfect. I figured since I bored you last month with some building tips, I might as well do it again since this actually worked out.

I was a little leery about using some of the methods I had read about, including the one about smearing some kind of liquid/putty/whatever on the rim of the filler neck and then pressing that against the inside of the skin. I didn't think that would be very accurate.

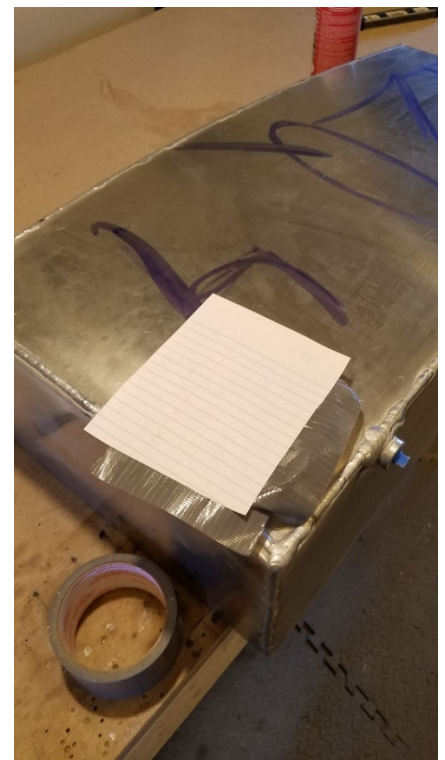
This is what I did (your mileage may vary, batteries not included, objects in mirror are closer than they appear...)

1. I took a square of paper and

drew a 2" circle on it.



2. With spray contact cement, I attached the paper perfectly centered on the filler neck. I then put duct tape on paper facing up (towards the inside of the wing skin) along the side closest to the edge of the tank.



3. I then positioned the tank where it needed to be (vertically and horizontally) and then used a long wooden coffee stir stick to reach through a lightening hole and press the tape to the skin.

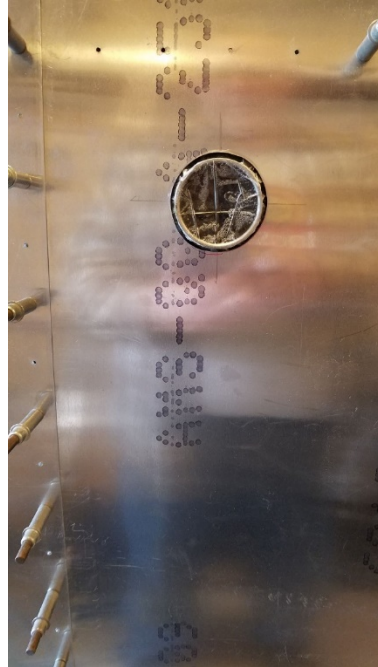


4. The tank was then removed. The duct tape easily overcame the stickiness of the contact cement, so the square paper template was now stuck EXACTLY where I needed to drill the hole. I drilled a #40 hole through the center so I could mark the hole on the top side of the skin.



5. Using a #40 drill, I worked my way around the hole and then used a Dremel tool and file bit to remove the waste in the center.





6. I used a spiral bit in an air die grinder to round out the hole and make it 2 1/4" in diameter (1/8" all the way around the hole). Why not go straight to 2 1/4" at first? In case I bugged something up; you can't put material back in :-)

That's it. Quite easy actually.
And nobody is more surprised
than me!

Mark



NIEUPOORT NEWS

The engine in my Nieuport 17 "*Le Faucon Gris*" burred as I held short on Bravo while a shiny new Skybolt approached on final for runway 28. "Ha", I thought, "he may be fast, and maneuverable, but my Nieuport is...(reality check sets in), none of those things". Flying the Nieuport is however more fun than a pilot can have without having to take his (or her) clothes off. 😊



The Skybolt flashed by me, bounced twice and then settled down, heading for the pumps (did I say yet that the Nieuport only uses 3 gph, something that it does beat the Skybolt on). I backtracked to position on 28, ready to head out on patrol, looking for Fokkers over the practice area. With steely eyed resolve, I pushed the throttle open and was rewarded with the bellowing roar of *La Faucon Gris's* 65 hp 1805 cc Volkswagen

engine. The plane was airborne in a jiffy and climbing out towards the west at a blistering 350 ft/min (match that Skybolt) We settled down heading west over the verdant corn fields of West Ottawa, scanning the sky for those elusive Fokkers in the sun.

With the warm sun on my face I settled into what I thought would be a routine tour around the practice area. Wait, what's that I smell, something burning???? Smells like oil..... What's that on the windshield????..... crap, it's oil..... Looking at the instruments, everything was in the green. Looking down for a forced landing site I saw nothing but cornfields. Now if you've ever seen what happens to a plane when it lands in a corn field it's not a pretty sight and one is almost guaranteed to end up upside down; not a good thing in a single seat biplane. So, with the engine still producing lots of power, I headed back towards Carp. After what felt like the longest 10 minutes of my life I was on downwind, then a turn to base and abbreviated turn to final with my windshield and goggles covered with oil. At that point, all I could think of was getting the plane on the ground.

Now, normally I'm a "*wheel landing*" sort of taildragger pilot, but in this instance, I thought a "three point" would get me down and stopped faster. Coming across the numbers I rounded out into a perfect three-point attitude thinking "Potter you are one sh*t ass hot pilot getting yourself out of this one ok" and, WHAM!, BANG, SCREECH, SCRAPE....!!!.



Now, we've all experienced that "Wiley Coyote" "oh poop" feeling when the seat drops out from under you on landing.

In this instance, with my goggles and windshield covered in oil, I didn't realize that I was actually 3-4 feet above the ground when I stalled it. We were down (whew) but sheering left towards the PAPI lights. Stomping on full right rudder nothing happened. Double crap!! Little did I know at the time that I had completely sheered off the tail wheel assembly and it was merrily following me down the runway still attached to the steering cables. Using the brakes, I managed to miss the PAPI lights by a hair and rolled to a stop.

Mission complete.... Fokkers 1, Le Faucon Gris 0.

I immediately made a radio call to Carp UNICOM to let them know what had happened and that I was clear of the runway. Within a few minutes, the white airport truck came barreling towards me like a white knight.

Unfortunately, help was not offered but merely a stern warning that I had to move the plane immediately or the runway would have to be closed. Luckily, the EAA 245 Downed Aircraft Rescue Team in the form of Lars Eif and Rod Neufeld jumped in their crash wagon (Rod's Car) and came out to help. Within 5 minutes we had straightened a bent axle and pushed the plane back across Bravo to EAA. (A quick note about the EAA 245 Downed Aircraft Rescue Team. Comprised of whoever happens to be around the chapter at the time, they are always there to help a disabled aircraft, whether on the



airfield or a distance cornfield!! Thanks folks!!!)

Enumerating the damage, I was a little down in the dumps. Tail post sheered, tail wheel mount sheered, one longeron kinked, one bent axle, and, a bent right lower wing spar. I could not figure out how I'd bent a wing spar because the wing had never touched the ground and there was not a mark on the fabric. Turns out I had tightened the lower wing attach bolts to the specified AN torque as one would normally do. When I dropped out of the sky, the upper wing, attached through the struts to the lower wing moved upwards. Being pinned at the root, the lower spar bent upwards. I've since learned that the lower spar attach points should be free to pivot.

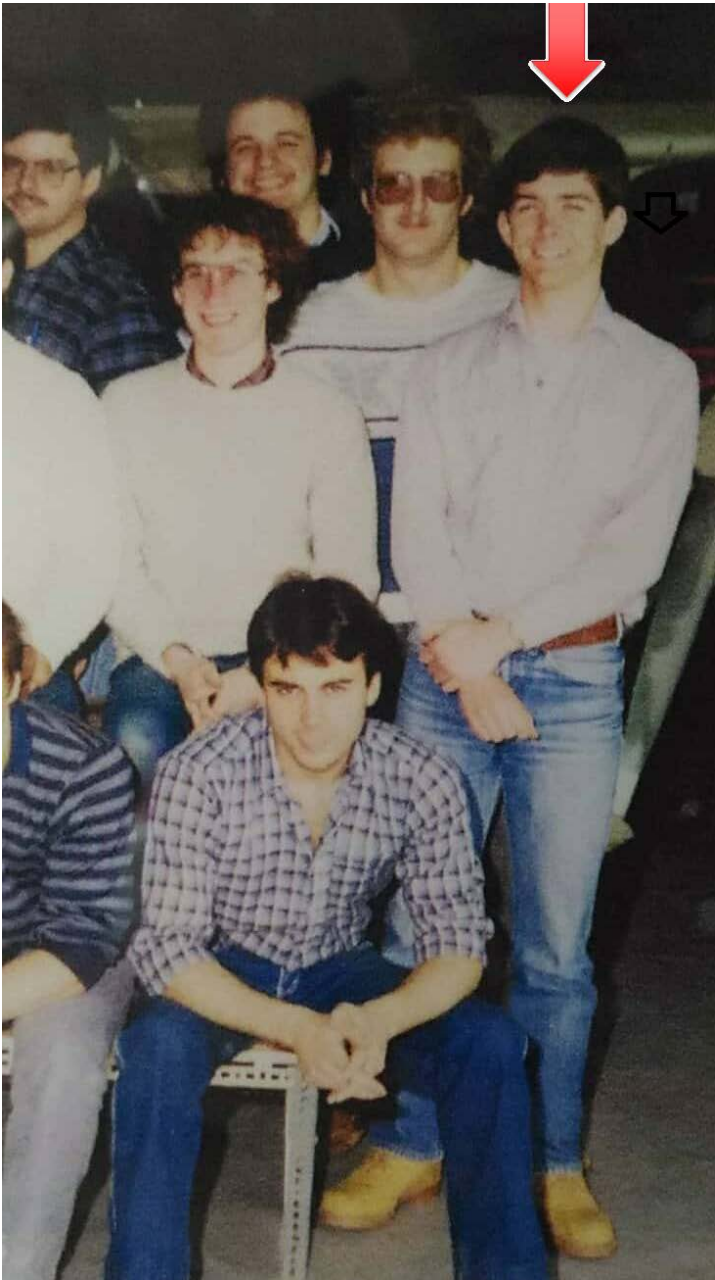
Mia Culpa. As it turns out I had overfilled the crankcase by 1/2 a quart. Not much you say but with the Great Planes VW conversion it is critical. In addition, there

was leakage in the crankcase vent hose. As a consequence, the increased crankcase pressure blew oil out the front hub and, well you know the rest.

The plane was transported back to the hangar and then back to my shop in Lanark. Two years ago, I finally started the repairs and we are closing in on returning the plane to Carp in the middle of November. More on the repairs and improvements in the next episode of Nieuport News.



GUESS WHO



Classifieds



FOR SALE: Citation HVLP System

Spray and respirator system,. Used once to paint an airplane. Bought in 2011 and not used since. Complete system include all pipes, face mask, manual and paint gun. Asking \$900

613-862-4961 or crmartel45@gmail.com

FOR SALE: Baby Great Lakes Biplane Project

Complete project ready for final assembly at the airport and inspection by MDRA

Single place 65 HP Continental (Information on Aircraft Spruce Website)

\$11,000 - Contact Russ Robinson for more information

 russ.robinson@sympatico.ca

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming O-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 \$35,000.

 **Hans Sanders: 613-446-7728**



FOR SALE: MIG Welder

I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V)

for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 ricketts@teksavvy.com

FOR SALE: Canuck Share

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.

 **Ken Potter: 613 259-3242**


 kjpotter@sympatico.ca

FOR SALE: Mustang 2 and RV-4 Plans

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.

 **Michel: 819-685-2194**

 andre04@teksavvy.com

FOR SALE

G meter, Burton MA 2 +8, -2G . EGT weldolets pair, new. All prices negotiable.



johnfirth0@gmail.com

FOR SALE: Anderson Kingfisher

Anderson Kingfisher Amphibian rebuild project.
New fuselage, rebuilt Piper wings, Includes
2nd Kingfisher for parts, Valid CofA



Ken Potter: 613 791 6267



kenpotter@veritasmarine.ca

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good
compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200
Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00



iammcnally@yahoo.com



Chris McNally: 613-291-1254

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 interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade
plywood.



Bob Crook: 613 225 6653



bcrook@sympatico.ca

FOR RENT: Tie-Down

Chapter 245 members can rent a tie-down near the
EAA 245 hangar at Carp Airport. You can rent the
tie-downs by the month or for the full year.



info@eaa245.org

FOR SALE: Hangar(s)

Two hangars for sale at the Carp (CYRP) airport;
one measures 41'7 x 31'9 and the other 50'x 31'9.
For more information, please call.



Mark Braithwaite: 613-839-5276

WANTED

WANTED

Continental C85 or C90 engine with low time SMOH
for install to certified aircraft.



bartcameron112@gmail.com

WANTED


Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper

Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)
613-797-5568 (C)

 harvey.rule@bell.net


FOR SALE: Bearhawk Plans and Positech Oil Cooler

Positech P20004C 9 row, used 1 year, \$100.00

Complete Bearhawk 4 seater set of plans never used \$100.00

Contact Charles Martel

 crmartel45@gmail.com

 613-862-4961

Who we are


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 at the Carp Airport, just west of Ottawa.

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EAA 245 Website: <http://eaa245.org/> and <http://www.245.eaachapter.org>

Membership Application and Renewal Form

We are considering starting a "Google Group" for the EAA Chapter. If you are not familiar with Google Groups, it's a service from Google that provides discussion groups for people sharing common interests. If you'd prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/> Renewal: <input type="checkbox"/>	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)
Street: _____		Newsletter Subscriber: \$40 Newsletter only
City/Town: _____		Associate Member: \$40
Province: _____		Full Member: \$90* Newsletter, hangar, workshop, tie-downs. Note; there us a one time \$200 initiation fee when you become a full member.
Post Code: _____		Note. Associate and full members must also be members of EAA's parent body.
Phone () _____		Note: Credit Card and PayPal payments are available.
Aircraft Type: _____		
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: RAA UPAC		
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)