Carb Heat

April 2016

EAA 245 NEWSLETTER Vol. 46 No. 4

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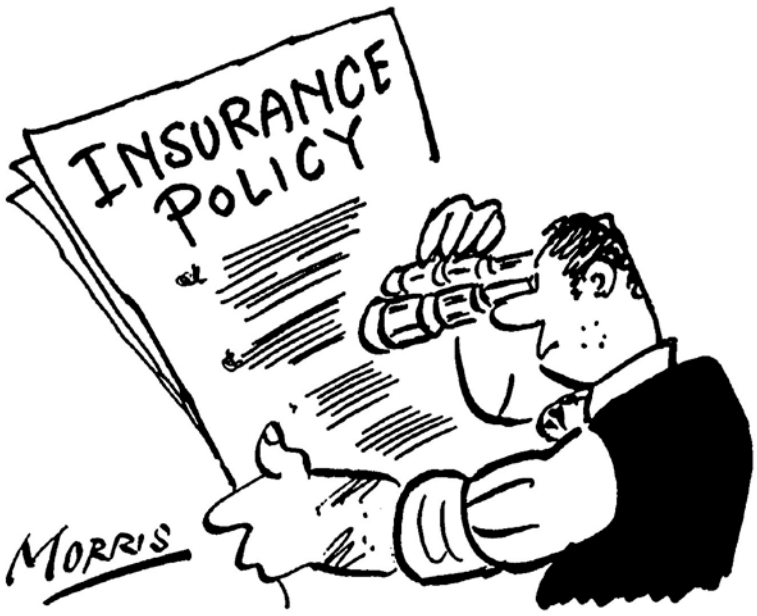
Next Meeting:

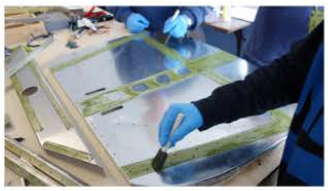
Thursday 21st April at the Bush Theatre,
Ottawa Aviation and Space Museum

Insurance Presentation,

by Sandy Odebunmi, of C-Plan



In this month's edition


Editor's Comments

My plaintiff cries into the wilderness produced some results and a few of you were kind enough to put pen to paper. However, this not sufficient for the rest of you to start feeling any less guilty. I need articles and photos!

In this month's edition Dwayne Price goes all Sandra Bullock on us. You can read his excellent account of him defying "Gravity" in the "vomit comet".

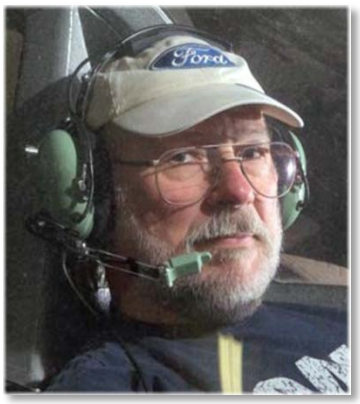
Have you thought about obtaining an IFR rating? I know a few chapter members who have either completed the IFR or who have signed up for ground school. Andre Durocher is IFR rated but wonders whether there's a better way to go than the full IFR rating. Andre's suggestion is a rating that would not be as onerous as the IFR and would come with a reduced set of privileges. The UK has such a rating, called the IMC, and I obtained mine many years back. Please take a moment to read Andre's article and I'm sure he'd welcome your comments and suggestions.

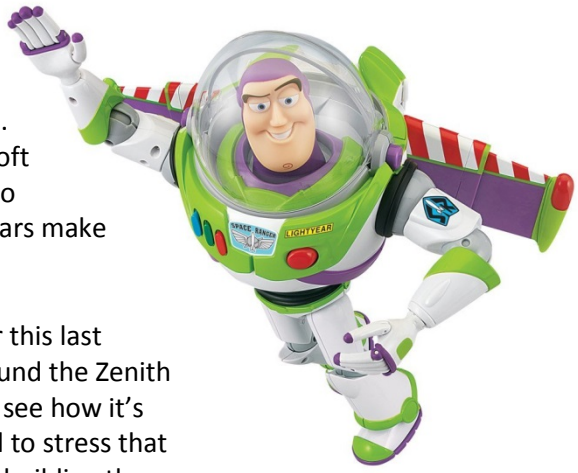
Any of you that have had radio issues will probably know Mark Briggs! I know this because we had radio issues and Mark was gracious enough to help solve a nagging problem on our CJ-6 last year. He was also prepared to be Pilot Profile #5 and I'm sure you'll enjoy reading it as much as I enjoyed writing it.

Once again, Mike Asselin provides an update at the 500 hour stage of the Zenith build in ***Cruzer News***. The hobbs meter is now hovering around the 548 hour mark. Mike's article from last month was also reprinted in the EAA's Bits and Pieces on-line Canadian newsletter as well as on the main EAA newsletter. Some excellent publicity for our Zenith build.

Colin McGeachy

President's Message





OK, so we are still waiting for the weather to change and it's cold out there but all the snow has gone. Well, here I am back on my annual rant. The grass at the hangar is going to be soft as soon as the temperature comes up so please be mindful of the indentations cars make when driving over the grass.

It's been somewhat quiet at the hangar this last month apart for the Sunday "*Buzz*" around the Zenith project. We've had quite an array of visitors with some just wanting to see how it's progressing and others sheepishly wanting to pull a rivet or two. I need to stress that this project is for the members and so please come out and experience building the Zenith. The more experienced builders will help you learn and then move back to let you enjoy the process. I cannot stress strongly enough, this project is not for the select few, it's for everyone.

I have noticed that the helicopter activity seems to be increasing recently and taxiway Bravo is seeing a lot of helicopter traffic. If you are anticipating parking your aircraft on the chapter property near the taxiway, please make sure your aircraft is tied down as the blast from these big rotors could do some damage to our light aircraft.

I've not had any reports of wild animal incursions this last month and that may be because I've not had my ear to the ground or hopefully it's because the measures put in place by the airport are working and the animals are keeping off the runway. If anyone is seeing wild turkeys, coyotes etc. please advise the airport and your chapter members as a courtesy. Your observations may be enough to prevent some very expensive repairs to your fellow airmen.

Last month Mark Cianfaglione presented his "Homebrew EFIS" at the museum. What an incredible job. Many of us thought the presentation was going to be a lot of electronic schematics but how wrong could we be. Excellent job Mark and we will be looking to the future to see how the project is continuing.

This month was supposed to be a talk about Drones from a local company who operate these controversial vehicles but unfortunately that presentation has fallen through. As a last minute fill in I have managed to secure Sandy Odebunmi who is the National Director for Nacora International Insurance Brokers. Nacora are better known to us as C-Plan, the Canadian EAA Aviation Insurance Brokers. Sandy will be giving a presentation and I encourage you all to ask all those questions that have been nagging you. I must admit I was going around the houses trying to find the right insurance for my Cozy and Sandy has managed to work with me to meet my needs. I hope she may be able to help a few more people out at, or following, the meeting.

I must make yet another reminder for annual dues. At the time of writing we have thirty six members who are still outstanding in their payments. If you haven't paid you dues for 2016 you can expect to have Gord Haynes chasing you. Remember a large part of our survival depends on the membership revenue so if you can secure new members it benefits our finances as well as our diversity. WE are also looking to grow our membership as that benefits everyone. If you know of any aviation enthusiast who may benefit from our organisation have a chat will them and invite them to our monthly meeting or to the Chapter Hangar in particular on a Sunday when the Zenith construction is underway.

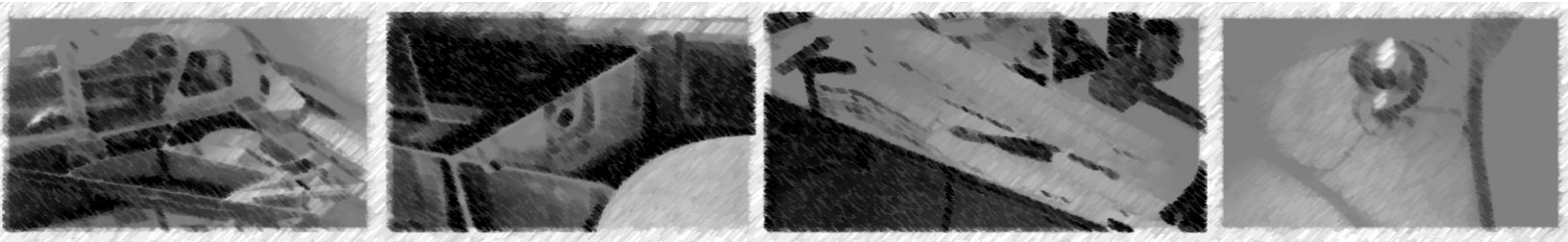
Last month I mentioned that Taxiway Charlie is being prepared for paving so please do not use the taxiway as a vehicular passage from the FBO to our side of the airport. I have been given clear instructions that anyone doing so will be removed from the airport if they are found disobeying these instructions. We anticipate taxiway Charlie will be open for aircraft taxiing aircraft in the very near future which should relieve some congestion during busy periods.

As usual I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at 17:30 to 18:00 on Thursday 21st prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt.

Regards to All

Phil Johnson



Meetings and Events Schedule

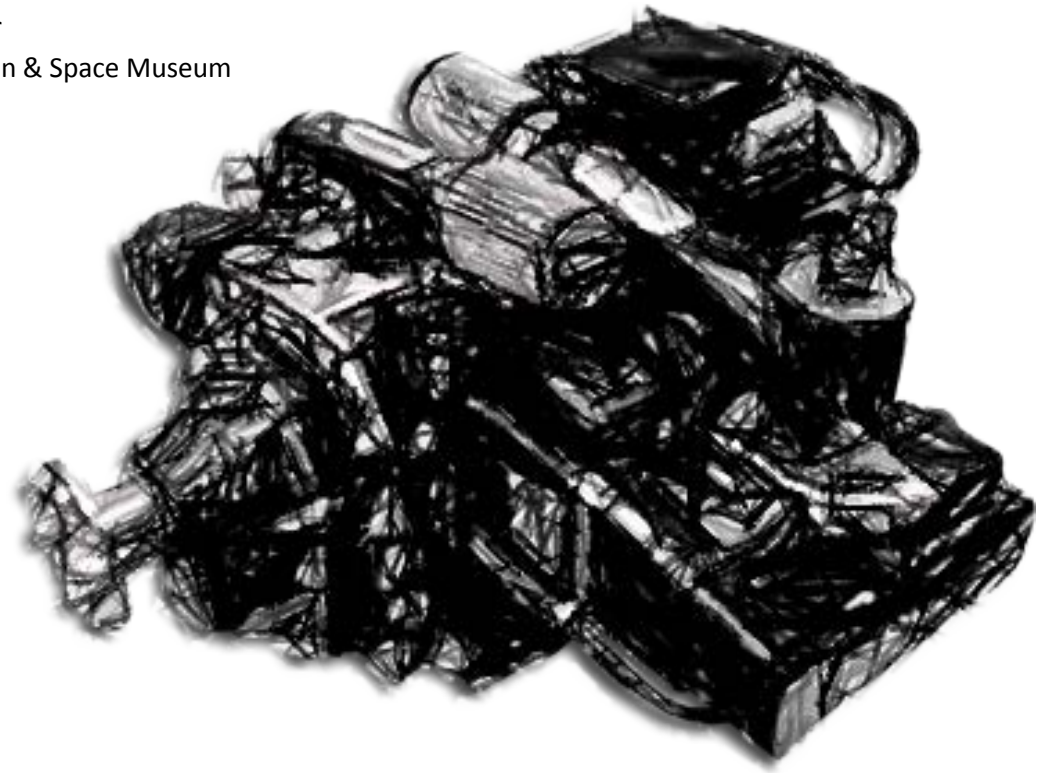
EAA Chapter Meeting – 21st April 2016 @7.30

Presentation: ***Insurance***
Presented by: Sandy Odebunmi, of C-Plan

Where: Canadian Aviation & Space Museum

EAA Chapter Meeting –19th May 2016 @7.30

Presentation: MWFly
Presented by: Lance Carr
Where: Canadian Aviation & Space Museum



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

Fly Out Possibilities

June 19th EAA Chapter 245 Breakfast Fly-in

EAA 245's annual Fly-In Breakfast and Open House Sunday June 19th. This year it falls on Father's Day so bring Dad out to check out homebuilt and certified aircraft including our Chapter project, a Zenair 750 Cruzer . A breakfast of eggs, sausage, ham, beans, rolls, tea/coffee/juice will be served from 07:30 until 10:30. Price is $ 8.00 for adults, $5.00 for kids 10 and under. Young Eagle and Eagle Flights will be available as WX and pilots/aircraft availability permits... Contact Ken Potter 613 791 6267 or treasurer@eaa245.org for more info.

July 16th, Seventh Bernie's fly-in

Patry island on the Gatineau River

6 miles south of the Maniwaki airport or 1.75 mile south of Bouchette. N 46 10.411, W 75 57.302.

For seaplanes (including ultralights) and helicopters only. Frequency: 123.2

OTTAWA, ON, CANADA

[USAF] AL-1122 (TC)

ILS or NDB RWY 32

OTTAWA/MACDONALD-CARTIER INTL (CYOW)

LOC I-RP	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.3	320°	10,000 / 371 / 374

* CAUTION: Ensure PAPI and REIL in sight for landing Rwy 14.

SSALR

MISSED APPROACH: Climb to 2900 on track of 320° then direct to YOW VORTAC.

ATIS	OTTAWA ARR CON	OTTAWA TOWER	GND CON	CLNC DEL
121.15 265.6	135.15 247.0	118.8 236.6	121.9 275.8	119.4 283.5

THE CASE FOR AN INTERIM IFR RATING

I just renewed my IFR rating and it was very demanding as I don't regularly fly IFR and it's a lot of studying and training. To get your IFR ticket there are lots of rules and procedures that need to be learnt. For example, take-off is governed by visibility only. In order of precedence visibility is:

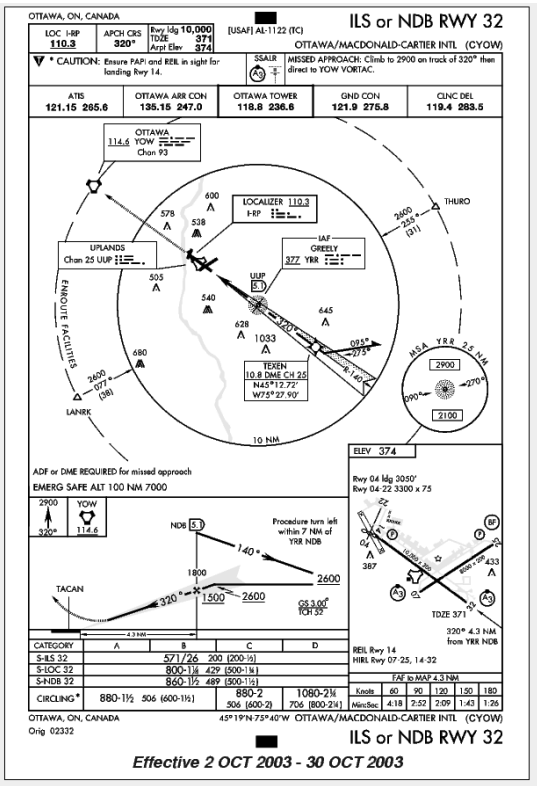
1. The reported RVR of the runway to be used (unless the RVR is fluctuating above and below the minimum or less than the minimum because of a localized phenomena; or
2. the reported ground visibility of the aerodrome (if the RVR is unavailable, fluctuating above and below the minimum or less than the minimum because of a localized phenomena. A local phenomenon is deemed to be occurring if the RVR readout is less than the reported ground visibility); or
3. when neither (a) nor (b) above is available, the visibility for the runway of departure as observed by the pilot-in-command.

In addition, the rules will be different if the airport has an active ATC or not. Also, there is the SPEC VIS (Specified Take-Off Minimum Visibility). There are rules for the 'Alternate Weather Minima Requirements' depending on facilities (GPS, ILS, VOR, etc. and their numbers) and the suitable runway(s). Different weather minima apply depending if the alternate has an Aerodrome Forecast (TAF) an Aerodrome Advisory Forecast or a Graphical Area Forecast (GAF). Then, come the rules for the Approach Ban which is a full page long and finally the Landing Minima and the Missed Approach procedure and don't forget the RVO (Reduce Visibility Operation) and LVO (Low Visibility Operation)!

I don't know about you but if I don't regularly fly IFR it is very difficult to remember and apply all those rules. This is the theory, now wait for the practice with the in-flight emergencies, all while talking to ATC and doing an approach to minimums in turbulence at night and with passengers! This is a lot to grasp and lots of practice. To get your IFR rating you will need to study, write and pass the same exam (for the IFR part) as a future airline pilot. With my IFR rating I can land with 200 feet ceiling and ½ mile visibility. Do you really need this? Are you sharp enough to do this?

In addition to studying (learning new stuff) and practicing (time consuming, energy demanding) there is also the monetary side of it which is relatively expensive. Talking to ATC is also a stop sign for a lot of pilots. Flying IFR means keeping up to date in knowledge and practice (in the last 6 months, 6 hours and 6 approaches)and testing every 2 years. The aircraft has to be IFR equipped and maintained which means more money and don't forget the up to date IFR maps an approach plates.

What the weekend pilot needs is a legal way to fly above or in the clouds. WHAT IF we could fly in the clouds but without the complicated and demanding departure and arrival procedures? Departure and arrival would be done in VMC (Visual Meteorological Condition) while the enroute portion of the flight would be done in IMC (Instrument Meteorological Condition) under the IFR rules. This would eliminate the more demanding portion of the flight while allowing us to make the trip.



There are many advantages in doing this. It would increase safety because more pilots will fly IFR so they would be less prone to CFIT (Controlled Flight In to Terrain) because of bad weather. For example, a pilot would be able to take-off in VMC fly over or in bad weather and land VMC. Private floatplane pilots would be able to take-off from a lake fly in IMC and land in VMC. There will be less illegal pilots flying in the clouds without talking to anybody. Pilots would fly more because they will be able to return to their home base on time. Pilots would not sell their aircraft and stop flying because they are tired of flying within a 100 miles radius in VMC weather. More pilots would learn to fly because of they could reliably use an aircraft to travel. Also, most pilots enjoy learning new stuff.

A “Private IFR” would be the first step to the “Commercial IFR”. After flying in the clouds and talking to ATC for a while, most pilots would do their Commercial IFR allowing them to fly to lower weather minima while expanding their flights possibilities and again leaning new stuff. Also, a Commercial IFR pilot would be able to retrograde to a Private IFR rating.

In the United Kingdom there exists an IMC / IR (Restricted) Rating, which is a limited form of instrument rating and is a lot simpler to obtain. It allows flight in IMC but only in certain classes of airspace and with restrictions on conditions for take-off and landing.

Europe also has the Enroute Instrument Rating (EIR), which allows flights under Instrument Flight Rules in the cruise phase, but not for departure or approach.

Or, what about an expanded VFR OTT (Over-The-Top) rating: a clearance to fly VFR over the top allowing us to climb through the clouds, fly VFR over the top and then a descent through the clouds? The actual VFR OTT allows us to fly over the clouds but we need sky conditions of scattered cloud (3/8 to 4/8 summation sky coverage) or a clear sky both at departure and destination.

With today technology (GPS, synthetic vision, mobile and satellite phone, etc) it is easy to get more from our beloved aircraft and fly safer.

Andre Durocher

Pilot Profile #5: Mark Briggs

There can't be too many people that have gone from Air Cadets to Air Force One but that's exactly what our own Marks Briggs has done in a fascinating career that had him circling the globe multiple times.

Where were you born?
Peterborough, Ontario. Hill country! I still can't get used to how flat it is here in Ottawa.

Where do you live?
Carp and we've been there since 1992 when I started with CMC in Kanata.

What's your occupation?
I'm a Client Service Manager for Avaya. They provide real-time business collaboration and communications solutions.

How did you get interested in flying?
We used to live not too far from Peterborough airfield and I'd get on my bike and go down and watch the aircraft.

Another incident that must have had an impact was when one of our neighbours, an elderly gentleman, called out to me one day as I was riding past. He needed some help with blowing a new canopy for a Chipmunk! I gave him a hand and it took a couple of tries to get it right. A few months later he called and asked if I wanted to go for a flight. In hindsight I wish I'd spent more time with him. I also spent time, while I was in high school, working at Trent Aviation, initially as a line boy. They ran an FBO at Peterborough as well an operation that rebuilt Beech 1900s.

My brother had also gone through cadets and was going commercial but there was a global aviation downturn at the time and I decided that the avionics course at Canadore College was a better option. After graduating I joined a commercial helicopter company in Montreal. I called them to ask to look around and they told me they'd be happy to show me around but stressed there were no jobs. I went down, got shown around and we talked and at the end of the tour I got called in the office of the Director

of Maintenance and got offered a job! Next thing I know I up in northern Manitoba, with a Bell 204 that has rat's nest for a wiring harness. They told me I'd be gone for 5 days so I packed accordingly. I was still there 5 weeks later. By that time I'd almost completely rewired the helicopter. I also became the mechanics apprentice and learnt a huge amount about the mechanical side. I also found out that blackflies are attracted to kerosene. We had to replace the fuel cell on the 204 and I was the only one small enough the crawl in. I had so many blackflies smeared on my arms it looked like they were covered in oil.

I then moved to Ottawa as a Field Service rep for CMC. We were building GPS sets in the infancy of GPS. I spent a lot of hours bombing around in a Navajo testing the GPS/Autopilot interface. We only had a narrow window in the day when there were enough satellites to get a fix. That first GPS receiver we made weighed 14 pounds, consumed 60 Watts of power and cost $60K!

I've worked on a range of aircraft from helicopters to Air Force One. Once time we landed in a preacher's yard when the chip light came on in a Chinook. We left great big ruts on his lawn.

I was at Andrew's Air Force Base when I got a call that our kit on Air Force One wasn't working. I went over but initially they wouldn't let me anywhere near it. It was a real stand-off between the need to get it fixed and the need to maintain security. Once they realised that it was their problem, not mine, we finally got somewhere.

When did you learn to fly?

I was fortunate enough to get both my glider and power licences through the cadets. It was a fantastic time to be an Air Cadet with a cadre of instructors that were just out of this world.

What do you fly now?

A Davis DA-2.

During my time at CMC I didn't fly in the left seat for 15 years and it was my wife who suggested, in 2005, that I get my license back. She's a very kind and wise woman! It wasn't a great re-introduction as the C150 was pile of junk and the instructor wanted to fly 747 sized circuits. After that I swore I'd never rent again and I wandered over to EAA245 and bumped into Curtis Hillier working on his Davis. He knew where there was another Davis for sale and I made an arrangement to buy it. I worked on it over the winter and Terry Peters was brave enough to fly with me and sign me off the next spring.

I'm also working on a Sportsman . It was started by a neighbour, who I didn't even know had an interest in aviation.

What else have you flown?

Just the usual stuff, C150's, C172's, C185, PA-12 from the left seat but when you're test flying there's often the opportunity get some stick time and I've managed to fly the Chinook, MH-53, MD-80, 737 and all the way up to the 747-400.

What's your favourite piece of music?

Pachelbel's Canon, by the German Baroque composer Johann Pachelbel, which some might call stunningly monotonous. Years ago I was on an AC727 and it was playing as we boarded and it's still stuck in my head.

Another favourite is James Taylor's *The Secret of Life* which was our wedding song.

What's your favourite book?

Can I have two again? The first would be *Fate is the Hunter* by Ernest K Gann. The second is *BAX Seat, Tales of a Pasture Pilot*, by Gordon Baxter. BAX Seat I've probably read once a year for the past 20 years.

What's your favourite movie?

You'll be pleased to hear that it has to be either the Battle of Britain or Top Gun (*I'm getting the feeling that my earlier comments are starting to intimidate people! – Ed*).

What's your idea of perfect happiness?

I'm living it. Kids are grown up and doing well. We're in a good place.

What's your greatest fear?

Water! I truly have a pathological fear of it. Over the all the time I was travelling I taught myself to swim, little by little.

What's been your perfect flying experience?

One that stands out was many years ago, leaving YVR and flying up the coast at night in a Cessna Conquest. The pilot was the most proficient I've ever flown with. There was a full moon and we were just clipping the tops of the cloud with the moonlight reflecting of the sea and the mountain tops. Just wonderful.

If money was no object, what would you fly?

How many can I choose? A Kodiak Quest if I can only have one. Along with every available landing gear option.

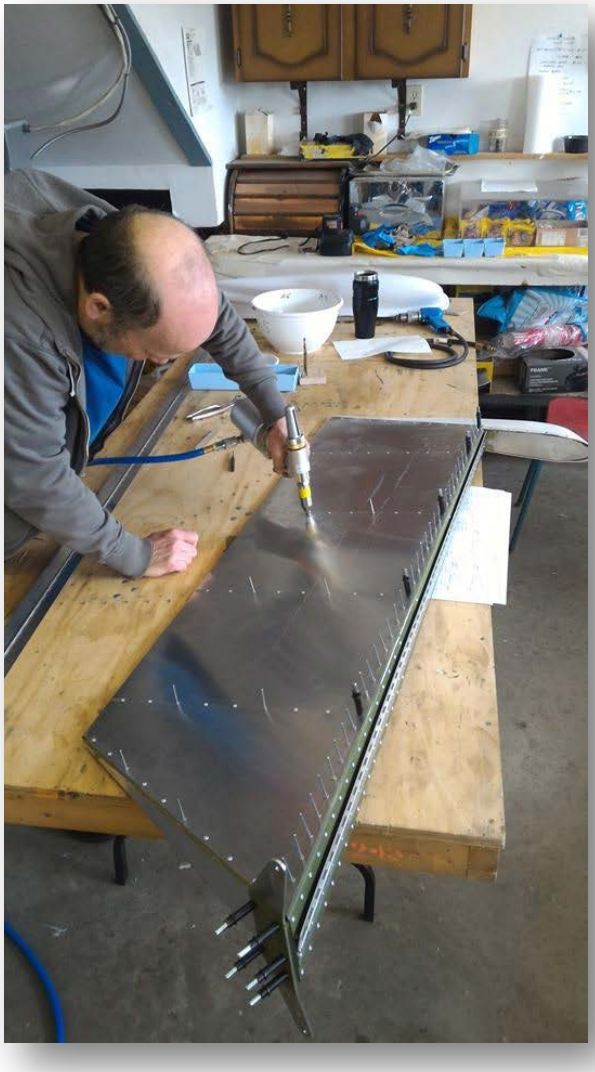
What's your motto?

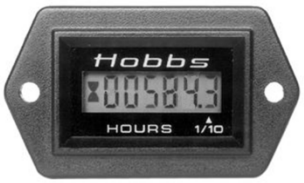
I don't really have one.

How would you like to be remembered?

This is an interesting one. Unstinting and caring would be nice. My 81 year old mother was over last year and I took her to the airfield. She wanted to go for a flight in the Davis. We flew for an hour or so but probably spent 3 hours or more at the airfield. As we were driving home she said "you've got a really nice group of friends there", that's what it's all about.

CruZer News





As noted in earlier editions the Zenith 750 Cruzer project is part of a larger EAA initiative called Give Flight- Learn Build Fly. The intention was to jumpstart five different building projects within EAA chapters that would lead to the formation of five different flying clubs. The project was also intended to inspire a lot of chapters to consider taking on a building project, provide countless of hands-on learning opportunities for those chapters that end up building the rest of the aircraft, and provide an opportunity to highlight chapters all over the country. Have you gone out to the project yet?

Attempts will be made throughout these articles, regular meetings, and Sunday discussions to further crystallize the plans of the chapter with respect to aircraft features schedule, fundraising, flying club, and the lofty goal of flying the aircraft to Air Venture in 2017. In the meantime, the focus will be to keep up the momentum on the project.

Progress Report as of April 9, 2016

Total hours logged on the master log sheet is 547.7 hours to date but there is likely time that has not been logged. Members are encouraged to review the log to ensure that their time has been documented and that any new time spent on the build is logged on the computer on Sundays.

The fuselage has been assembled using clecos and it is nearly time breakdown the assembly in preparation for the BIG MOVE. The fuselage is planned to be disassembled and then brought into the main EAA245 hangar area where the parts will be deburred, chomated and re-assembled. There will be many parts work on for the next few Sundays with the result being an assembled fuselage structure. It is true that many hands make for light work and some fun too.

The horizontal stabilizer components have also been fit, drilled, deburred and are nearly ready to be riveted. It is foreseeable that in the next few weeks there may be a fuselage assembled complete with firewall and perhaps sitting on the gear. Next stages will see the horizontal and vertical stabilizer completed and bolted on the airframe structure and all will be able to be proud of their accomplishments.

Proving that grey hair is not a requirement

We are happy to see that the cold, snowy and windy March and early April now seems ready to break into milder spring weather. It time to open up the hangar door, get some fresh air (and elbow room) and continue building.

As noted in earlier editions, the metal work is just the very beginning of the project with much more to come and much more to learn at each stage.

EAA 245 has been advised that the various articles may be picked up for broader circulation in support of the EAA GIVE FLIGHT initiative. This may present some opportunities to further promote the project and provide greater incentives to suppliers to sponsor the project on some level. The project will greatly benefit from any sponsorship that would lead to being able to acquire the remaining required materials. If you feel that you have some time and skills towards preparing promotional materials and or letter writing to various suppliers please identify yourself to the executive and we can started.

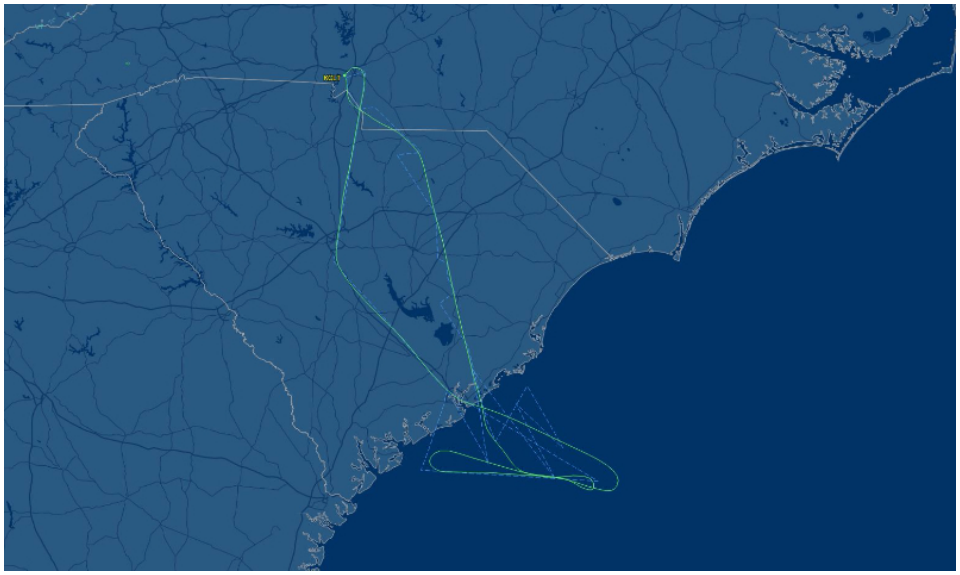
See you at the hangar on Sunday!

Mike

DEFYING GRAVITY

When Dwayne Price and his colleague Bob Orr – both lifelong aviation buffs and avid flyers – found out there was an opportunity to experience true weightlessness, they immediately added it to their bucket lists. The next step was to book themselves aboard a specially modified Boeing 727-200 called G-FORCE ONE, owned by the appropriately named Zero Gravity Corporation (ZERO-G). It would be an unforgettable experience. . .

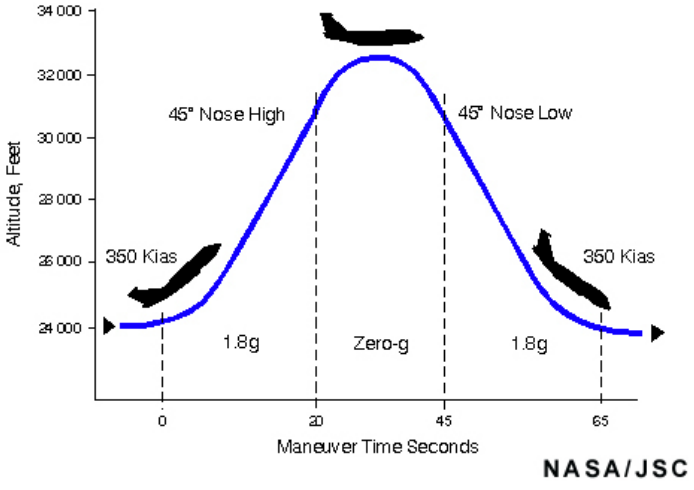
How it works aboard G-FORCE ONE, weightlessness is achieved by doing aerobatic maneuvers known as parabolas. Specially trained pilots perform these aerobatic maneuvers which are not simulated in any way. Onboard, flyers experience true weightlessness. Before starting a parabola, G-FORCE ONE flies level to the horizon at an altitude of 22,000 feet. The pilot then begins to pull up, gradually increasing the angle of the aircraft to about 45° to the horizon, climbing at a rate of about 27,000 feet per minute, reaching an altitude of 32,000 feet. “During this pull-up we felt the pull of 1.8Gs,” explains Dwayne. “If you weigh 200 pounds, you now weigh 360 pounds! Approaching the peak, the plane “pushed over” to create the zero-gravity segment of the parabola. For the next 20-30 seconds everything in the plane is weightless. Then a gentle pull-out is started which allows us to once again stabilize on the aircraft floor.” This maneuver is repeated 15 times during the flight, each taking about ten miles of airspace to perform. Parabolic flight has been used to train astronauts to prepare for microgravity, giving them about 25 seconds of weightlessness out of 65 seconds of flight in each parabola. The aircraft has also been used as a research test bed for payloads being sent to the International Space Station. In addition to achieving zero gravity, G-FORCE ONE also flies a parabola designed to offer lunar



gravity (one sixth your weight) and Martian gravity (one third your weight). This is created by flying a larger arc over the top of the parabola. G-FORCE ONE flies in an FAA-designated block of airspace from FL190 to FL350 that is approximately 100 miles long and ten miles wide. The maneuver never goes over 32,000 feet. Usually three to five parabolas are flown consecutively with short periods of level flight between each set.

Pre-flight preparation you don't go weightless on an empty stomach. ZERO-G provided two excellent meals, one before and after the flight. The meals are designed by a dietician. "No dairy before the flight," notes Dwayne. "After the flight, everything is good." Booked months in advance, Dwayne and Bob arrived in Charlotte, North Carolina in mid October.

Their flight day started with introductions to in-flight coaches, flight directors, flight attendants, and flight crew. The Lead Captain was John Henry Benisch II. His flight crew included Captain Erich Domitrovits, and Dexter Franklin, Director, Aircraft Operations and Flight Engineer. At the training facility they watched a detailed pre-flight video that provided the necessary orientation covering everything they needed to have a safe and enjoyable flight. The passengers broke into three smaller teams: Gold, Silver, or Blue. Dwayne and Bob were on the Blue team, and time was spent with the team's coach who covered additional material, reinforced key points, and added clarity and context to the material provided. During the 1.8 G-Force portions of the parabola, special attention was given to ensure that they were prepared to handle it safely and that the entire experience was enjoyable for all. Notes Bob, "During this portion, we laid flat on our backs on the floor, and minimized our head movement by locking our gaze on a fixed position on the cabin roof. This position has been proven to minimize the chance of experiencing any nausea."



The aircraft G-FORCE ONE, the specially modified Boeing 727-200, is a mid-size narrow-body three-engine jet aircraft. It has three Pratt & Whitney JT8D-17 engines. At 153 feet long, the aircraft is largely an empty padded fuselage providing the maximum space available to maneuver in a weightless environment. There are a few rows of seats just at the back of

the fuselage to accommodate the 30+ passengers and crew during arrivals and departures. The open padded interior is divided by coloured lines on the floor into three flight areas, gold, blue, and silver. Notes Bob, “Our blue flight area was right in the middle of the aircraft.”

Once airborne, the passengers unbuckled from their seats and made their way up the fuselage. On this flight, there were just eight on the Blue team plus their flight coach. At this stage, further instructions were given to reinforce key points to ensure everyone had a safe flight. Then came the fun: Martian gravity: it was easy for the flyers to do push ups on their fingers and clap their hands between each set. Lunar gravity: flyers had to be mindful not to jump as they would quickly contact the ceiling. Flips landing on your feet were possible. Zero gravity: the world of gravity literally pulls away from you.

One minute you are lying on the floor, a moment later you are standing on the ceiling. “Everything is effortless,” says Dwayne. “If you want to move, you have to push off from a wall, a ceiling, or a fellow flyer. But pushing off your fellow flyer quickly brings Newton’s Law into effect. Rather than propelling you in your desired direction, there is an equal force propelling him in the opposite direction. “Previously I thought photographing breaching whales was difficult, but just try to get two guys in the same picture in a weightlessness environment. You are all over the place. Visually, it is like Milton Bradley’s game Twister, but three dimensional. I ended up snagging Bob with my feet to try to keep him in the frame to take a picture.” Adds Bob, “If you want to run up the wall and across the roof and down the other side, do it. If you want to play catch with a person, do it. You can literally throw a person like a ball, back and forth. Try catching a glob of water in your mouth? Not easy.” Passengers were provided with a flight suit, flight bag and team coloured socks. The flight suits came with name tags upside down, a tradition started at NASA. Upon landing, a quick ceremony occurs, in which each flyer’s name tag is returned to the upright position. “Overall an absolutely incredible adventure,” says Bob. “A lifelong dream was fulfilled that day.”

Dwayne Price

This article was originally published in NAV CANADA NEWS

Photo of the Month

Now that the flying season has just about started I thought this picture from last year's Oshkosh would get everyone fired up. A great photo, courtesy of Peter Zutrauen that really sums up the spirit of EAA and Oshkosh. I think Peter may still be on his way back as write this.

Classifieds

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming 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: 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

andrewr@magma.ca

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.

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 $2,600 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

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

hnssanders@yahoo.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

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 SALE

Cowling for RV9 - $600.00

Charlie Martel: 613-862-4961

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

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

bartcameron112@gmail.com

WANTED

Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers???

613 733-2198

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

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

Experimental Aircraft Association
Chapter 245

Make cheque payable to:

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

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:_____

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.