



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 32 No. 05

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 Hazeldean R.P.O., Kanata, Ontario, Canada, K2M 2C3

MAY 2002

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**Thursday, May 16, 2002 8:00 PM
Canadian Aviation Museum**

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By Phil Johnson

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**President's Page
by Gary Palmer**

Petite Panel IFR can save VFR pilots.

I caught a recent article on Avweb that I recommend all web connected pilots read (see url <http://www.avweb.com/articles/petite/>). Basically, this article deals with how to survive a complete instrument failure and keep an airplane rubber side down with nothing other than a standard magnetic compass. Even the most basic VFR aircraft has a magnetic compass; knowing how to interpret what it tells you about attitude in IFR conditions may save your life some day. Another key message worth repeating, in an emergency your top 3 priorities are: fly the airplane, fly the airplane, fly the airplane; everything else pales in significance.

Spring Cleaning Planned for Saturday May 25th; BBQ for all willing workers.

Dick Moore has started making a list of projects for our annual spring-cleaning project. I am sure he can count on your support when he sets the date and calls for volunteers. See the list of work to be done and contact Dick to sign-up!

Social Activities Director

Irving Slone put forward the idea of a mid day barbeque to bring members out to enjoy the chapter facilities. With the enthusiastic reception of the concept, and the large number of hands raised at the meeting, when asking for volunteers to man the barbeque for half a day, it looks like we have a go for launch! Expect to hear more soon.

EAA Book Sale.

The annual EAA Book sale is back again. This is your opportunity to pick up classics such as the **Tony Bingelis** series for half their normal cost. I haven't received the details from EAA yet so I can't update the order form in time for the newsletter cutoff, but I have decided to attach the 2001 version of the order form as a starting point. The costs should be close to the same assuming the Looney doesn't get too much weaker, and I should have an up to date form available at the meeting. Plan to have your orders & cheques to **George Elliott** no later than the **June 15th** meeting.

Upcoming meetings/events.

Looking forward to the summer we have an interesting slate of speakers and topics planned including:

June 15th	Oshkosh preview. This will be the first of the Summer meetings on Saturday June 15th at 10:00 AM and is an opportunity for those planning to drive or fly to Oshkosh 2002 to review routes and hook up with other chapter members planning to make the pilgrimage. This is also the meeting where we acknowledge first flights of our members in newly hatched birds, and we have two plaques to hand out this year.
July 20th	TBD, Launch weekend for Oshkosh for many.
Aug10/11	EAA fly-in breakfast, setup Saturday 10 th , fly-in Sunday Aug 11 th , Rain or Shine. Curtis Hillier will be looking for volunteers.

Carl Bertrand CH701 Custom Wing Design!

Carl Bertrand made his second presentation on his CH701 project. This time, he covered the custom wing design he developed incorporating an automatic leading edge slat similar in concept to the Pegasair or ME-109. Members were treated to a very professional presentation including fascinating video of extensive wind tunnel testing using a pickup truck, and ingenious, simple instrumentation. Well done Carl, and thanks once again for sharing your experience.

Thursday May 16th meeting @ NAM 8:00 PM start: Composite Propeller Fabrication: Phil Johnson

Phil Johnson will describe the process he followed to design and fabricate a custom 3-blade propeller to match the Subaru SVX power plant on his Cozy Mk IV. Knowing Phil's penchant for thoroughness, this promises to be both highly informative and entertaining. Phil will have the finished propeller available for viewing. I look forward to seeing you there! Phil's work commitments may scuttle this presentation, if so we will have a video, and reschedule for September.

Gary

Natural Solutions to Colds

By

Trish MacKenzie

I am prompted to write this article after reading Dale Nielsen's information (April 2002) on the dangers of taking drugs for colds and flying.

As the health care system continues to break down, it is time to take a look at who is responsible for your health. You are! How you live, how you eat and your attitude will determine how healthy you are. Maybe you will consider another way when you have a cold. The use of drugs is not necessarily the answer as there is always more than one way to do anything.

We really don't "catch" a cold – we create one. Waste matter, created by over-eating, and ingesting starches and sugars, builds up fermentation and heat in the body, eventually reaching a toxic state. This creates a perfect media for viruses to activate. Nature becomes worried about the neglect to keep the body clean within and gives us a clear warning in the form of mucous elimination, which has been labelled a "cold".

So, as you see, we have to treat more than the nose. When we take drugs for a cold, we are attacking the body, lowering the immune system and creating resistance, instead of allowing the natural process the body is asking for. Never curse a cold; rather, be thankful for the timely warning and do something about it.

Here are some food suggestions you may want to try:

1. Start by eliminating all the "white" stuff – breads, doughnuts, cakes, pies, pastries, rice, sugars, starches, dairy, meats, caffeine, drugs, alcohol, cigarettes. Your body needs a few days of "light foods" in order to do its work. These foods are all acidic in the body.
2. At the very first sign of a cold take 1 tablespoon of un pasteurized apple cider vinegar in 4 to 8 oz of water. Do this on an empty stomach 3 to 4 times a day. This vinegar is malic acid, an ingredient needed in the digestive process and is high in potassium. White and wine vinegar are acetic acid and harmful to the body.
3. Raw foods, fruits, fruit juices, vegetables and vegetable juices are the best means of preventing mucus. These foods are alkaline in the body, which is what you need when you have a cold.
4. Eat raw fruits – pears, apples, figs, prunes, grapes, blueberries, strawberries. Always eat fruit separately on an empty stomach, as they don't combine with any other foods and can cause fermentation. This way they will digest in 30 minutes. Bananas take 45 minutes to digest so are not necessarily the best choice.
5. Fruit juices – preferably no sugars and in glass containers – blackberry, cranberry, pear, apple juice.
6. Simmer some vegetables in water – carrots, celery, onions, green beans, parsley and drink the broth.
7. Chicken soup taken clear helps to calm the thyroid, which helps you to rest. It acts as a mild antibiotic. Sit over a bowl of soup for 5 minutes and inhale the vapours before eating.
8. Don't forget water – it should always be taken at room temperature – much easier for the body. Best taken between meals, as water dilutes hydrochloric acid in the stomach making digestion more difficult.
9. Vegetables slightly steamed are easiest on the body.
10. A green drink twice a day is helpful – Barley Green or Greens +
11. Lemon juice - 2 tablespoons plus 2 teaspoons of honey with 1 teaspoon freshly grated ginger is helpful at bedtime to get a better sleep.
12. Carrot juice is perhaps the best food for cleansing out mucus. Add fresh ginger and warm it slightly.
13. Chilli peppers – good decongestant. Can help to prevent bronchitis. It is high in vitamin C and beta carotene.
14. You can add garlic to any vegetable juice – it is a natural expectorant.
15. If you have chronic colds, it is usually caused by allergies. Take apple cider vinegar – 2 teaspoons plus 2 teaspoons un pasteurized honey. Take 3 – 4 times daily. Put lots of greens into your diet. Alfalfa tablets and vitamin C can help.
16. If colds go to the chest (bronchitis, pneumonia, asthma), – get off all dairy, especially milk. Also cheese, butter, ice cream and yoghurt. Milk is one of the most mucous-producing foods.
17. A cold air vaporiser is helpful, if really congested.
18. For sinuses – 1/2 teaspoon horseradish sauce in 1/2 oz to 1 oz lemon juice. Use until sinuses are clear.
19. Sugar at night goes to the upper body – chest, head, throat and ears (especially children).

Vitamins and Natural Remedies

1. I have found a remedy that really works for me, especially if taken at early onset of a cold. It is called Dr. Recheweg R6. It is a liquid – 10 to 15 drops in a small amount of water every 15 minutes for 2 hours. No other foods during that time. Take R-49 for sinuses. Then follow up your day with alkaline foods, liquids, and rest.

In Ottawa, these remedies are available at Nutri-chem Pharmacy.

2. Vitamin A – maintains integrity of mucous membrane. Colds deplete the body of Vitamin A. 15,000 I.U. daily while you have the cold only.
3. Vitamin B Complex – reduces body stress. Urine should be the colour of a yellow school pencil after taking a B. Each time the urine is clear, take another B.
4. Vitamin C – Ester C or a sustained-release C (i.e. released in the bowels). This is important so that you won't have stomach upsets.

Vitamin C will lessen severity of duration of colds. Take 1000 mg every hour or two or 5000 mg a day.

5. Zinc Gluconate Lozenges – can suck on them or put under tongue. Take 1 every 3 hours for 3 days, then drop to 1 every 4 hours. Vitamin C enhances zinc. Don't take on an empty stomach.
6. Garlic capsules (Kyolic) – are a natural antibiotic and immune system enhancer. Garlic is also a natural expectorant. Take 2 capsules 3 times a day.
7. Acidophilus capsules- this is your friendly bacteria. Take 3 capsules 3 times a day.
If you do go on an antibiotic, make sure when you have finished your course of antibiotics that you then take 2 acidophilus capsules a day for at least seven days to replace your friendly bacteria and it will help bring your immune system up. Keep in the fridge.
8. If you have taken vitamins or remedies and then have a cup of coffee, you have just cancelled them all out.

I have written this article so that you can see that you have options in how to handle your own health. Just take from it what resonates for you. Making just a few life-style changes will enhance your immune system and colds could become a thing of the past and you'd be flying high!

Trish MacKenzie has worked as a registered nurse for 42 years and has been studying nutrition since 1959. She has been a private pilot since 1974. Tricia may be reached at 613-839-2861 when she is not off flying with her husband Ken.

EAA 245 Clean up Saturday May 25th Task List

On the things to do list are the following:

- 1) Complete the landscaping around the toilet.
- 2) Paint siding over the toilet. The siding in this area requires a second coat of blue.
- 3) Relocate downspout. The downspout is presently on the side of the septic field and is causing erosion there.
- 4) Repair Shingles. The windstorm caused 6 shingles to be torn off of the main roof.
- 5) Paint window sills. The window sills in the front are in need of annual painting.
- 6) Vacuum lounge carpet. The lounge needs some cleanup but mainly the carpet requires a vacuuming.
- 7) Shop cleanup. Need I say more.
- 8) Hangar cleanup. I will bring my trailer to tote away all the garbage.
- 9) Clean hangar door. The inside of the hangar door is extremely dirty and if someone has a power washer, it sure could be useful.
- 10) Trim door to toilet. The trim that goes around the door to the toilet has been painted but not yet installed.
- 11) Paint outside door. The door from the toilet to the outside requires a couple of coats of an oil base paint. At least we could get one coat on for now.

Should any of these job have a particular appeal to anyone and you have the equipment needed, then bring those tools along.

BBQ to follow to reward all helping hands.

The Reason They Call 'Em "Taildraggers"

No, it's not because they have a tailwheel. It's because by the time you've managed to learn to control their cantankerous behavior, a previously elevated portion of your anatomy is bound to be dragging on the tarmac as you skulk away after your first crosswind landing. For proof, read Glenn Daly's riotous account of his experiences learning to tame a wild Citabria.

by [Glenn Daly \(gdaly@kingschools.com\)](mailto:gdaly@kingschools.com)

The author in a moment of self-assessment following his first taildragger lesson in the Citabria.

We tricycle-gear drivers don't know jack about flying.

Tricycle gear makes nearly every landing a greaser. (Well, if you've ever seen one of mine, we'll call every landing "survivable.") And, once we've learned to fly, we never much worry "whence the wind."

Think about it: Since you got your certificate, have you ever really considered a crosswind? Or sideload? Could you, this instant, describe the procedure for taxiing in a quartering tailwind? Do you really care?

Try flying a taildragger.

Now [another writer for this esteemed publication](#) defines taildragger as an airplane with a tail "skid," as opposed to a "wheel." And, while I admire his accurate and entertaining appraisal of learning to fly them, I think he quibbles about his definition. For a dork like me, "taildragger" has an entirely different meaning.

I call them taildraggers because, after the first few attempts at flying one of the squirrely things, it was my tail that was dragging.

Left rudder, right rudder, more right rudder, LOTS MORE RIGHT RUDDER ... NOW.

Oy, whatta pain. Then, when drag your sweaty carcass out of its cockpit, you stagger around like a drunk on a three-week bender, your feet moving independently of each other. Try taming a taildragger and your friends will think that your flying has driven you back to the booze, again.

How many hours did you say?

Kal, my CFI. It's easy to tell us apart: He's the one who looks like he knows what he's doing.

So, if you would, punch the rewind button back to August. The image that appears is a taildragger corkscrewing itself toward El Capitan Reservoir, east of El Cajon's Gillespie Field. It recovers from the spin and starts heading home to Montgomery. Pan in a little closer and you'll see that Kal and I have just completed my CFI spin training requirement (and I almost enjoyed the experience and I didn't even puke). The plane we're flying is Randy Lake's red and white sunburst Citabria, 9610S.

We land (or, more accurately, Kal lands) and as he's taxiing to the pumps I say, "I wanna get checked out in a taildragger so I can make some easy money after I get my CFI. What's it gonna take? Two hours? Three?" From where I am in the front seat, I can't see him, but I can feel him chuckling to himself.

He'd dusted sunflowers, corn and wheat back in North Dakota for a couple of seasons and about four hundred hours. Stearman, Pawnee, Super Cub, Champ, a little Citabria time while he was learning. He always wanted some AgCat time, but never got the chance.

"More like ten hours," Kal says, "if you're real good. And, if you're really, really good, another ten sittin' in the back learnin' mistakes. Then another twenty or so tryin' to keep from groundlooping yourself into the loony bin. Twenty hours dual, forty hours total, might make it -- if you learn fast and listen hard. If not ... well, my little girl's goin' to med school, some day, and you'll be helpin' her along."

"Forty hours?" I say. "You nuts? It's just an airplane, man. What's it gonna do, bite me?"

"Maybe," he says with that same simian grin I'd learned to hate in my IFR training. "We'll start in the early mornin' when the winds are light -- take it down to the long runway at Brown before the tower wakes up. Land it. Stop it. Add power, raise the tail, hold it straight, chop the power, let the tail down, stop it. Then do it all over again. You'll learn to love it."

Learning to love it

And, so, we did. Wiping the sleep from my eyes at the god-awful hour of 7 a.m. (okay, okay, 7:30), I arrive to find 9610S out of the T-hangar, pre-flighted, all dew-shiny in the early morning sun, Kal waiting patiently in his pickup.

"What you gotta remember is that you're always flyin' a taildragger," he says, as we insert ourselves into the cockpit. "Until it's tied down, you don't ever relax." *Sure, Kal, I think. Forty hours. You better send me an invitation to your daughter's graduation.*

Starter button. Toggle switches instead of keyed ignition. Some half-assed intercom velcroed to the upper left cabin wall. Seats that don't move. Aerobatic shoulder harness. And heel brakes, bloody heel brakes. At seven, er, seven-thirty, a.m.

I roll down the checklist, slide back the window, bark, "CLEAR," and punch the starter button. The little engine whines to life, loud, and I'm glad for the headset I'm wearing. We get a taxi clearance and the battle begins.

Had the Good Lord not been out fishing the day the heel brake was invented, you would have read about an airplane designer who had been vaporized by a bolt from the blue. Ergonomics was not a buzzword in Citabria-land back in 1966, when this sitka-spruced, dacron-doped demon came off the line. As it is, you quickly develop a new set of muscles as your heels rest on the dreaded brakes, your feet cocked at awkward, upward angles, pressing against the rudder bars.

I'm sitting up front, where all good, little, taildragger pilots sit when they're learning. Fortunately, the forward visibility's good, so I don't have to do S-turns down the taxiway and add to my embarrassment. I find out quickly, however, that my feet are 180 degrees out of phase with the intentions of 9610S. It starts heading to the left of the taxiway, I try right rudder, lightly, and it keeps heading left. I try more right rudder and it continues left. I try right heel brake, my leg starts to cramp and the thing starts coming right. Left rudder -- no response. Left brake -- it's heading off the taxiway again. And this is with no wind, barely crawling. *This thing might be tougher than I imagined. Maybe, five hours, huh?*

I trace a serpentine course down Juliet, where I pirouette onto Hotel and almost head east, like I'm 'sposed to. We approach the runup area and I'm still behind it -- I stagger left with brake, but not enough, add power to finish the turn upwind and nearly do another pirouette. *Sheez, I'm thinkin': Maybe seven hours?*

Runup goes okay -- with no apparent casualties -- and I call tower.

The tower controller keys his mic and I hear mirth in his voice, and laughter in the background. "Citabria niner six one zero sierra's cleared for takeoff, two eight Left. (Chuckle, chuckle.) And have a nice flight. (More laughter in the background.)" Is there a joke I'm missing? (I find out, later, that whenever a new voice emanates from 9610S, even the off-duty controllers grab their binoculars and race to the tower cab. It's more fun for them, I hear, than asking you to call the tower supervisor.)

Takeoff!

I take the runway and line up on the centerline. "Stay with me, Kal," I say.

"Right with you," he says. "Remember to push forward on the stick as soon as you can, and be ready to come in with more right rudder as the tail comes up."

I release the brakes, apply power, it turns left. I apply right rudder, lotsa right rudder, it starts turning right. I relax right rudder, it starts turning left again. I slowly figure out how much right rudder to add, then I remember to raise the tail, and all heck breaks loose. I've got what I think is full right rudder and it's veering left.

"Right rudder," Kal says.

I tromp right rudder and now it's going straight, but, by then the tail's up, the precession bit is over, and now I've got too much right rudder and it's going right again. (Fortunately, I'm so flustered that I can't even remember the heel brakes or I'd have really hit the jackpot.) I relax right rudder too much, it starts heading left again, so I ooch in a smidgen more right rudder, realize that we've got flying speed, and pull back a little on the stick ...

... and, just like that, we're flying. It was that easy.

Landing...

And don't even ask about the landing.

Okay. Ask. It wasn't bad. I'd had one previous taildragger flight with a marvelous instructor named Dave Parish-Whitaker, and it stuck. That experience, and Richard Bach's words, which told me that when it seemed like you were going to land only on the tailwheel, you needed to pull back a little more.

"Wow. Nice landing," Kal said, stunned, after my first three-pointer at Brown. Then I blew it with the power up, raise it, keep it straight, lower it, stop it, routine. I could not keep it straight, careening the 200-foot width of 26 Right, one side to the other. With just a little more leftward moment, we would have needed a customs inspection as we lurched toward Mexico, a thousand yards to the south.

"Whoa, nelly," I said, truly believing the red and white nag had a mind of its own. Once we got it stopped, Kal said something non-committal, like, "Really nice recovery."

Back on the centerline, I tried it again. But, try as I might, I could not keep the sucker straight. Hell, at one point I swear I heard Tijuana tower say, "Hey, meester *borrach*o, keep that steenkeeng taildragger in your own country."

Harder than it looks

I slowly realized that the running total of hours I'd need to master the bucking bronc would climb to beyond what Kal's kid would need for Med School, and I began wondering if he and Debbie were planning other kids, just to take advantage of my taildragging ineptitude.

The landings, however, were superb, and they remained that way for weeks.

And I actually progressed. After about four hours (and four billion of those torturous tail raisings at Brown), Kal felt comfortable enough to suggest that our next lesson would be at noon -- with the winds up, so we could begin working on wheel landings. "Because you don't need any work at all on three point landings," he said, as we cruised back to MYF. "I've never had a student who mastered three-point landings as early as you did."

Big mistake.

That little bit o' praise went right to my head. (After struggling so hard with the tail raising exercises, my ego was desperately needing a little bit o' praise.)

My approach was a little fast, for traffic, and I kept my speed up until short final. Chopping power, I slipped it in a tad fast, kicked it out over the numbers, and didn't quite stop all of the downward -- or sideward -- moment.

"BA-WANG," said Citabria niner six one zero sierra, as we bounced main wheels to tailwheel, the tail just beginning to come around. Kal jerked the stick back and kicked rudder, stopping the porpoise, and the incipient ground loop, before either could gain control.

"Nice landing," he said, as we climbed out at the pumps, my cheeks burning. (Sarcasm, I've been told, has no place in the cockpit. Maybe that's why he waited until after we were out of it before the critique began.) "I was starting to think that you were onto this taildragger biz." (Translated that means: "You know, it might be nice havin' a couple of doctors in the family.")

It gets better

I did improve. Honest. And, like he'd said, just after hour ten hours he signed me off for solo flight. So, now I'm in the midst of the two thousand or so hours of dual I believe I'll need from the back seat.

(Talk about a pain. Not only can't you see over the nose, you've got a lump in front of you that leans the wrong way whenever you want to check a gauge. There is some satisfaction, however, in having your instructor in front of you. You can whack him upside the headset whenever you feel like it, and don't have to worry about retribution until the prop's stopped.)

The best part about it, though, is that taildraggers (especially, cute, underpowered ones like Cubs and Citabrias) make everyone smile. There's a mystique about them, too -- the sense of what brought us to flying in the first place. Practicality, utility, tax deductions -- pitch them right out the window. Flying is fun. Flying taildraggers is the essence of that fun. And the stuff you'll learn about wind, especially on and near the runway, will save many a maintenance bill on your trike, as you start eliminating the side load from all your landings.

And, after an especially nice landing in a stiff crosswind, there is that little bit of swagger in your walk when you emerge from a taildragger to the admiring glances of those tricycle drivers who clutter up our airports and our airspace.

"Yep, podnah ... I'm a taildragger pilot. Ain't you?"

About the author...

Glenn Daly (gdaly@kingschools.com) is a professional writer and editor for [King Schools](#). He has had three aviation articles published in *Plane & Pilot* magazine, and edits the "SoCal Skies" online aviation forum for *San Diego Magazine*. Glenn originally earned his Private Pilot certificate in 1976 at 3-M Airport in Bristol, Pennsylvania. After a ten-year non-flying hiatus, he got back into the air in July 1997 at San Diego's Montgomery Field, and received his instrument rating four months later. Since then, he's continued on to earn his Commercial and CFI. "And, one day, when I grow up," says Glenn, "I'm going to write the Great American Flying Novel."

OSHKOSH ALTERNATIVE

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Here is some info about the upcoming Fly-In that is happening as a result of my saying "we ought to do something other than OSH or SNF." Well, we are keeping the costs down so your dollars can go toward flying related things. Bear in mind this is a grassroots function so don't expect Oshkosh the first time out). I will guarantee camaraderie and fun for all who attend.

July 5-6-7, Niagara Central Airport (Welland/Pt Colborne), Ontario, CNQ3. First National RAA Flyin-Splashin - 60th Anniversary of Niagara Central Airport. July 5 Golfing, Exhibits, Chili cookout & Bonfire, Casino Shuttle.

July 6 RAA Niagara pancake/sausage breakfast. Free exhibits. Workshops, Fabric covering(Gary Wolf at 519-648-3030 or wolfpack@sentex.net), Composite, Aluminum Ribs, prior registration required for all workshops (etivc@iaw.on.ca). Lunch included, fee for materials. Airport dedication. Air skills competition, fixed course timed flying, flour bombing, spot landing, prizes. Niagara Falls scenic briefings. Pig/chicken roast dinner. Hangar door double feature movies w/popcorn.

July 7, Hearty breakfast. AM Scenic fly out over Niagara Falls and Welland Canals, Builders workshops continue. Helicopter rides, Tethered balloon rides. Winery tours. BBQ Lunch. (Possible COPA Young Eagle event TBA.)

Free camping on the field, TIE DOWNS REQUIRED, Car rentals by prior reservation call Marco Disimoni (905-735-9511). Children's Hangar activities and contests, Vendor & exhibitor inquires welcomed 905-892-1177. Free admission and parking. Info call, Peter Van Caulartat 905-892-1177. Details see, www.wellandaerocentre.on.ca

This is the beginning of something new in aviation, "Flying for fun." ...and On the weekend of July 6th and 7th, the RAA Fabric Seminar will be taught by Roger Lehnert of Randolph Products. This is a two-day seminar that will take the student through all of the steps of fabric, from adhesion and taping, through shrinking, silver, rain grommets and inspection ports, to colour coats. The material supplied is 2.7 oz certified cloth 36" x 70 for each work station, and will cover a typical fin or rudder.

The cost is \$240Cdn if a student is covering his own part, or \$150Cdn each if two share a part, as we did at London a few years ago. Lunch vouchers and coffee breaks are included in the cost. This seminar will be held at Welland at the RAA National Fly-in Weekend. Payment may be made to the RAA by cheque or credit card, and must be received by May 20th. Please contact Gary Wolf at 519-648-3030 or wolfpack@sentex.net for more information.

Please promote this to your chapter members; Leavens lead time is at odds with the Rec Flyer lead time, and it is likely that there will not be enough notice for potential participants.

Place your ads by phone with Rodney Stead
@ 836-1410 or e-mail to sttstmp@sympatico.ca
Deadline is first of the month. Ads will run for three
months with a renewal option of two more months.

T Hanger stand alone unit at Carp north end of field.
New, RV6 landing gear in the box
New, 3 blade propeller in the box
Nearly new, Tig welder Lincoln 175
Subaru engine
Contact Amie @831-9079 **05/02**

**Homebuilt PA 12, Bill Whaley's Project. Inspected ready
for cover, Mazda Rotary, @ EDO 2000 floats many extras**
Contact Jeff h 836-7048 w 596-2400 x295 **05/02**

For Sale: 500 Watt Toro Generator, as new condition
\$200 firm call Ken Mackenzie @ 613-839-2861 01/02

**Airspeed indicator by Aerosonic Corp., U.S.,
20 - 250 kts, MS28021-4, manufactured in 1988, last
calibrated in 1996. For RV series of aircraft and others.**
Best offer
Wolfgang Weichert 836-1318 **09/2001**

For Sale: brand new battery G-25
1972 Bellanca Citabria -7GCBC 40 hour on airframe
since rebuild Lycoming O-320 (160 hp) Zero time
T Hanger at Carp
call Uwe Stickel @ 266-6686
email; ustickel@sympatico.ca **01/02**

For Sale:
_Cessna Main Gear wheel Pants
-McCauley Prop for 65 HP
-McCauley Prop for O320
-McCauley Prop 8 bolt 73-57
Jim Robinson 830-4317 **10/01**

SUBARO ENGINE FOR SALE
1731 CM3 displacement engine suitable for homebuilt power
plant
\$1000 obo
contact David or Pauline @ 225-7381 **11/2001**

Articles Wanted

I am always interested in receiving submissions for this,
your Newsletter. You may bring articles to the monthly
meetings, or mail information to the post office box, or

e-mail sttstmp@sympatico.ca



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___
EAA NUMBER:.....
EXP Date:___/___/___
NAME:.....
ADDRESS:.....
CITY/TOWN:.....
PROV:.....PC:.....
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Annual Dues: January 1st to December 31st. (porated after March31st
for new members/subscribers).

Associate Member ___: \$30.00 Newsletter plus Chapter facilities

Full Member: ___: \$55.00 Newsletter, hangar, workshop,
tiedowns. (Note: there is a one time \$200 initiation fee when you become a
Full Member)

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