

Carb Heat

May 2019

EAA 245 NEWSLETTER Vol. 49 No. 3

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



Next Meeting:

Thursday 16th May (7.30pm) at the Aviation
and Space Museum



FINDING FOXTROT ALPHA MIKE



AIRBORNE

Finding Foxtrot Alpha Mike

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

[Join here!](#)



Editor's Comments



Don't forget that the Chapter is hosting a Young Eagles event on the 25th and we need pilots and ground helpers.

Also, I'd encourage everyone to come out for the next meeting as Jonathan Rotondo will be giving a presentation on his recently published book, Finding Foxtrot Alpha Mike.

Colin

Well the chastising really worked and my inbox couldn't be fuller. Thank you to everyone who was kind enough to send me articles. Seriously though, that's about as likely as John Weir's pet unicorn having triplets.

You may have noticed I cleaned out the *For Sale* section a few months ago. If anyone would like to post items for sale, please send the info to me. Don't forget to include your name and contact details (it's not always obvious from the email address).

Even more highly anticipated than this season of *Game of Thrones*, I'm delighted to inform you we have secured the exclusive publishing rights to Part 2 of *Island of Adventure*. Alfio was also kind enough to send me a trip report from last fall when he and Shirley went in search of the beefalo. Sounds pretty tasty.

Unfortunately, no Pilot Profile this month. I know this is the mostly widely read article in *Carb Heat* and, hopefully, we'll have someone step up in time for the next edition.



President's Message



region, as well as organized events such as fly-ins and Young Eagle days.

Speaking of which, our own Young Eagles coordinator Mark Briggs has scheduled and is organizing our **Chapter 245 Young Eagles day** on May 25th. It is a huge undertaking and he really could use some help.



There are lots of jobs to do, from running registration, to marshalling aircraft, shepherding kids to and from planes, doing mini ground schools for kids that are waiting, as well as actually being a Young Eagle pilot. I would highly encourage you to come out and participate. It is only for the morning, and you get to hang around airplanes and have some fun. Assuming the field behind my house dries out in time and I can get my airplane out, I will be there taking up as many kids as I can. Otherwise I'll probably have a hi-viz vest on and be waving batons around like an idiot. *(If you really want to see some great aircraft marshalling, check out the following:*

<https://www.youtube.com/watch?v=ckungdXf6fE>, Ed)

However, before we have all these people out to our hangar, we need a hangar work-day, and to that end, we could really use your help. There are a raft of jobs to be undertaken, and only a few include actual cleaning. For example, there is a broken picture window that we have been meaning to replace for years. If we can find a reasonably priced used patio door in time, we are going to replace the window with the patio door in anticipation of building a deck on the side of the chapter hangar some day.

There has been some erosion from all of the water this so-called "spring" on the dirt ramp up to the hangar. We are going to try to get a trenching tool and put in some drainpipe (Big O or something).

Will winter end before Oshkosh???

I know Colin hates discussions of weather in these President's Messages but for crying out loud this has been a ridiculous year! I had hoped to be returning from a month in New Zealand to spring. What was I thinking?

That being said (whined?) flying season is upon us and it is time to

get out and commit aviation. I suspect that, like me, many of you either curtailed



or eliminated your flying over the winter. Well, if you haven't already, get out there and get flying. There are lots of opportunities for weekend flying, what with \$100 breakfast/burgers all within easy reach of the capital

We are also trying to entice aircraft owners that have their aircraft tied up outside around the area to move them to our chapter. As most of you know, we have a smokin' deal on tie downs: \$500/year, and that includes a full membership to the chapter, which means hangar, workshop, and tool crib access. However, we need to spruce up the actual tie downs...actually, in some cases, we have to FIND them (they are a little overgrown).



So, please, come on out to the hangar on Saturday May 11th and lend us a hand sprucing up our facility. I'm pretty sure there may be food involved around lunchtime and it won't cost you \$100.

Check Six

Mark





Meetings Schedule

EAA Chapter Meeting – Thursday 16th May 2019 @19:30

Presentation: **Airborne: Finding Foxtrot Alpha Mike**

Presented by: Jonathan Rotondo

Where: Canadian Aviation and Space Museum

EAA Chapter Meeting – Saturday 22nd June 2019 @09:00

Presentation: **Fly a Chapter Member Day**

Presented by: EAA245

Where: EAA245 Hangar

EAA Chapter Meeting – Saturday 20th July 2019

Presentation: **Oshkosh Preparation and BBQ**

Presented by: EAA245

Where: Eaa245 Hangar

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: EAA 245 Young Eagles

When: Saturday, May 25th

Where: CYRP

What: Smiths Falls Flying Club Breakfast

When: Sunday, May 26th

Where: CYSH





ISLAND OF ADVENTURE

PART 2

Ahem... OK... if I recall correctly from Part One of this literary midden, the cliff hanger saw us on short final for runway two six at CYTZ and nowhere near the glideslope. The actors were of course your intrepid Pilot in Command and my somewhat pale, yet still legally committed bride. As it happens, Janice was conversing with someone called J. H. Christ. Apparently, she had forgotten my firm directive regarding the sterile cockpit environment I had highlighted to her earlier in our flight.

After seeing the ashen wide-eyed look on Janice's face as I handed her control of the aircraft, I thought it over and decided it would be best for me to take control back as it was obvious she hadn't properly prepared herself for this approach and landing. *"I have control"* I said, *"You %#\$@\$* better have ^#%\$#() ^#@*&@! control"* she responded in a very un-ladylike fashion. Non-pilots, go figure eh?

Short final soon turned into really short final followed by a lovely flare, itself followed by a gentle kiss of the mains on the island tarmac straight from the Dave Matheson School of Greasers correspondence course I

had recently completed. We taxied GIME to her berth at the cheaper end of the island (the non-Cirrus end) and after 70% of the shutdown checklist was complete I slid the canopy back and with practiced ease I lifted my svelte 150lb frame from the cockpit (*up until this point I thought this was all true, Ed*).

The cool February air began to dry the perspiration from Janice's forehead at the same time chasing away the frown of disapproval she had been wearing during the approach and landing phases of our flight. I tied her down (GIME that is, not Janice) and after ensuring she was 70% secure, we made our way through the island tunnel and hailed an Uber to take us to our final destination.

We disembarked from the Uber in front of that umpteenth condo along the waterfront I mentioned in part one and soon we were enjoying a lovely afternoon with our daughter and her boyfriend. We had a late lunch and after Janice's fourth or fifth glass of wine I announced it was time to head back to Carp. As we approached the island I noted there were some dark and ominous clouds on the horizon. I thought this might be a good opportunity to baseline my IFR skills. My thinking was that when I started actual IFR training I would know if I was getting my money's worth or not. I

asked Janice to square up our ramp and landing fees with the FBO while I readied the aircraft for the return flight to Carp.



After a cursory run-up and an even more cursory glance at the pre takeoff checklist, I keyed the microphone and informed ATC of my intentions. ATC cleared me to taxi via Charlie to Delta, hold short of two-six and contact tower on 118.2. Once again, the tower instructed me to hold short of two-six for incoming traffic. *“Charlie Golf India Mike Echo holding short two-six”* I responded. After about 10 seconds I heard ATC once again instruct me to hold short of two-six for incoming traffic, this time with a little bit of attitude in his voice. Once again I responded *“Charlie Golf India Mike Echo holding short two-six.”* with a little bit of attitude of my own. After a few more uncomfortable moments ATC once again stated *“CHARLIE GOLF INDIA MIKE ECHO HOLD SHORT FOR RUNWAY TWO SIX AND ACKNOWLEDGE?”* this time with a lot of attitude. It was at the point that the inbound Porter flight came on frequency and stated *“City Center this Porter flight two five four, I read Golf India Mike Echo five by five – are you deaf?”* or something to that effect. Tower then instructed me to switch to frequency 121.7 which seemed to clear up his auditory impairment.

As if the ATC challenges I was managing were not enough of an annoyance, at this point a big red X suddenly appeared across EFIS #1 and a message saying something about a hard reset. I asked Janice to hold my airsick bag for a moment while I looked for the AFS EFIS

Manual. EFIS # 2 was working, as was the PFD Backup display on Foreflight, and also the Garmin 496 six pack. I wasn't prepared to fly into the gathering clouds with only 3 of 4 primary flight displays in working condition. That would poor airmanship and if you have followed this series you would know that I take flying safely very, very seriously. My buddy in the Porter Dash 8 touched down. and shortly thereafter I was instructed to position on two six and hold. I decided I was going to give ATC a little of their own medicine so I disregarded his instruction stayed put, and continued to thumb through the EFIS manual looking for FAQ's related to big red X's. Once again ATC came on frequency *“GOLF INDIA MIKE ECHO TAXI TO POSITION ON TWO SIX AND HOLD”*, again with the attitude.

Seeing that a number of other aircraft had started to form a queue behind me on delta taxiway I keyed the PTT button *“Golf India Mike Echo is currently dealing with an ill passenger and would like to return to the FBO to further assess the situation”* I half lied, Janice was after all starting to look a little pale yet again. Once ATC grudgingly rearranged the lineup behind me as I made my way back to the apron and threw the EFIS Manual in the back of the aircraft used my cell phone to call 'my guy' that I had on retainer just for these kinds of scenarios. (I told you I took my flying very seriously.) After two more rings than I thought necessary he finally picked up and I proceeded to describe the fault in some detail. It was at this time that he rudely interrupted and instructed me to push the *“hard reset”* button with more than just a hint of icy exasperation in his voice. I made a mental note to reconsider our business relationship at the next retainer renewal time.

Turns out the hard reset did the trick. After some icy glares from my bride once again we found ourselves holding short of two six. *“Golf India Mike Echo cleared for Takeoff runway two six, once airborne, left turn to heading zero six zero not above two thousand five hundred. Caution moderate rime reported above two thousand”*. *“Cleared takeoff, left turn out to zero six zero not above 2.5, Golf India Mike Echo”* I responded it the previously mentioned confident all-business tone. I

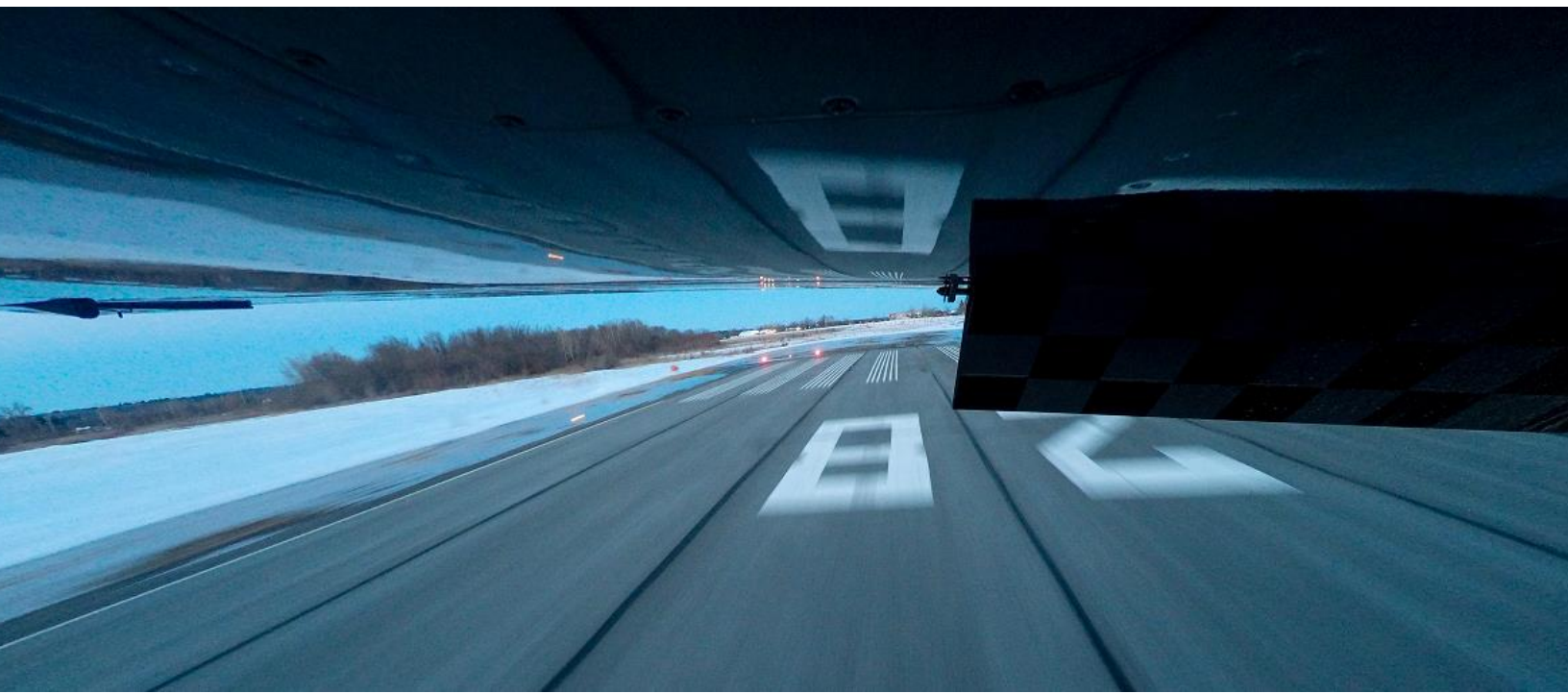


wings and the front of the canopy. She brought this to my attention, once again disregarding the sterile cockpit directive. I assured her this was nothing to be concerned about and I continued to focus on the diminishing readings on the AI...

Stay tuned for Part 3...

disregarded the reference to rime ice; I think we can all agree I had suffered through enough icy stares and comments for one day. I gunned the throttle and before you could say IFR we were at 800 feet indicated so I suggested Janice pass me back my airsick bag and instructed her to fasten her seatbelt as we might be experiencing some moderate turbulence on the flight back and possibly also in our marriage, through no fault of mine.

Passing through 2,000 feet Janice noticed a buildup of some sort of frosty film on the leading edges of the



John Weir's Photo of the Month



Back the same old, same old. Still, it's pretty impressive what you can get from slapping a Go-pro to the underside of your aircraft. Remember folks, this requires only luck.

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

IN SEARCH OF THE BEEFALO

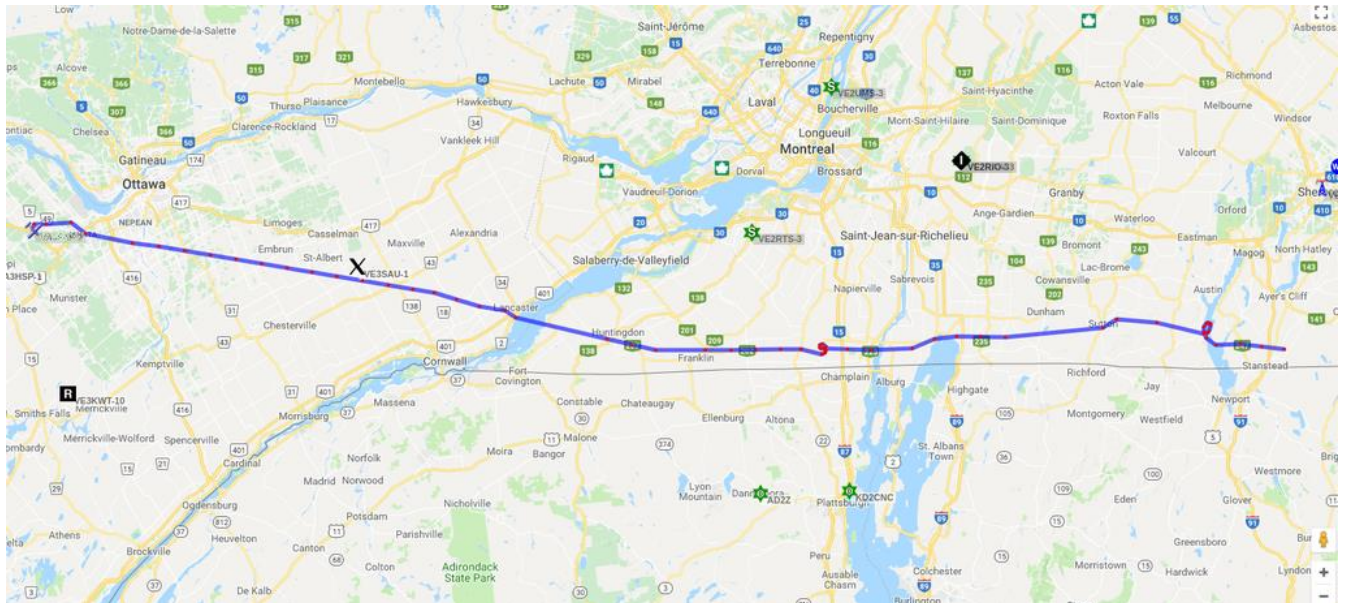


Carp ON to Stanstead QC

It had been some time since we flew so we were looking for an interesting destination, with hopefully some food available for the airplane crew. Looking at the very limited fly-in announcements in Septemberr, what was available did not elicit much excitement in us. We then heard through the grapevine of the [Weller Farm](#) (CTQ2) fly-in. The fly-in event is located on a family farm in the Eastern Townships of La Belle Province near the town of Stanstead QC. The runway is 2,600 feet long grass strip with a slightly uphill incline for runway 01 (the preferred runway. We have never shied away from a grass strip even with flying a nose-wheel equipped RV9, and the weather seemed to be cooperating for the event.

We chose to fly VFR at 7,500 feet and we transitioned through the CYOW Ottawa control zone with our assigned transponder code. As we left the Ottawa Control Zone we were handed off to Montreal which provided continued flight following. As we approached the CYUL Montreal zone the controller indicated that they could not accommodate VFR through their zone due to low staffing that weekend. I acknowledged and replied that I would fly below the 5,000 foot shelf near the Canada/US border. A moment of silence was heard, then the controller indicated that it may not be possible to be out of their control zone that way, but offered to check it out and come back to us. Back from consulting the CYUL tower, they offered us a navigation waypoint

of TALNO, which is right over the border and told us that we could keep our present altitude of 7,500 feet. Yay! A small victory for us as this allowed for less turbulence and more favourable winds. I don't know why the change of heart, but I think that I must have some sort of reputation with the Montreal controllers :-)



As we were nearing the border, the controllers then offered for us to navigate direct to our destination of CTQ2 and, briefly there-after, they discontinued our flight following. The flight was uneventful other than the allowing ourselves to absorb such beautiful country scenery as we descended to lower altitudes. We passed by the town of Stanstead of which a portion straddles the Canada/US border. A trivia tidbit regarding the Haskell Free Library and Opera House in Stanstead: You enter the building through the U.S., but the circulation desk and most of the books are in Canada. The reading room is in both countries. One day we will make the trip into town, as it is less than a few kilometres from CTQ2 so we can check it off our bucket list.



Runway 01 was in use, and we arrived just around the noon hour, just as the aircraft traffic subsided. A parking spot was secured and after a brief visit of the farm grounds, we went on the “hunt” for our food. The Wellers provided corn on the cob as well as Beefalo Burgers (a breed mix of buffalo and beef). Had never heard of this before. Very tasty lean meat. Lots of information on this as well as other topics on the [Weller Farm](#) website.

We also met three other CYRP Carp tenants which flew their respective Sonex. We all enjoyed view and weather, a good chit chat, and a Beefalo burger. We then went on our way exploring the farm grounds and ogling the parked planes.



Early afternoon saw the arrival of a beautiful Antonov AN-2 Biplane. It is a monster in comparison to all the other planes on the field, and I bet it is no slouch in the fuel consumption department as well. We saw this plane a couple of years ago at the St. Jean sur Richelieu balloon festival and had the opportunity to tour the inside. Being a biplane of such huge proportions, it also carries its own ladder to allow the crew to fuel up or perform cleanup or pre-flight inspection.

so you can roam the gardens, pick your preferred veggies, weigh them and drop your money in a jar. If you ever needed a reason to go flying, you can now just tell your spouse that you are off grocery shopping! Would you like me to bring home more winter squash?

Around 60 planes made it to the event this year, their largest gathering to date. I hope it gets publicized much better next year. George Weller also coordinates another airplane rendezvous, however this one is in the middle of winter in Lake Memphremagog. It allows planes from both countries to land on the lake ice on their respective side of the border and then walk across the imaginary border to shake hands and chat under the watchful eyes of our border patrol. I will try to post information on that one, as Shirley and I may decide to make that a destination as well. In either case, information might be available here: <http://www.ctq2.org/flying/flying-on-the-ice/>



Alfio



Classifieds



Bendix King Transponder KT-76 A with an ACK ENCODER and a Bendix King Shark Fin KA-60 Antenna.

It has been checked by TORONTO AVIONICS LTD and never installed since.

All for **\$975.00**

Contact:

James B. McKinley, Curran, Ontario .

Tel: 613-851-8424



Anybody want to sell something? If so, send an email to newsletter@eaa245.org



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 have 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: _____

New: Renewal:

Name: _____

Street: _____

City/Town: _____

Province: _____

Post Code: _____

Phone () _____

Aircraft Type: _____

Registration: _____

Aviation Affiliations

EAA # _____ Expiry Date: _____

COPA: RAA UPAC

Other _____

I do NOT wish to be part of the EAA Google Group

Annual Dues: January 1st to December 31st (pro-rated after March 31st for new members)

Newsletter Subscriber: \$50
Newsletter only

Associate Member: \$50

Full Member: \$100*
Newsletter, hangar, workshop, tie-downs.

Note. Associate and full members must also be members of EAA's parent body.

Note: Credit Card and PayPal payments are available.

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