

# Carb Heat

June 2017

EAA 245 NEWSLETTER Vol. 47 No. 6

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Next Meeting:

Saturday 11<sup>th</sup> June, 08:00, at the EAA Hangar,  
Carp Airfield



## Chapter Breakfast



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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



EAA Chapter roof has been replaced and Mark tells how it was accomplished in just a single day. Shingle day? I didn't volunteer so a big thank you to those that did. Our Chapter version of Biggles, Ken Potter, submitted the first in what I hope will be a series of articles about his Nieuport which I look forward to seeing fly. Many of you who are building will know Ritz as he's our local MDA inspector and now you'll learn a little more as he's volunteered to be this month's Pilot Profile. I have no one lined up for the August edition and unless you want to read about me, tempting I know, please send me an email or let me know at the breakfast if you're prepared to step up and be counted.

Looking forward to seeing you all at the breakfast.

*Colin*

A quick turn-around for this edition as I wanted to get it out before the Chapter breakfast which is this coming Sunday. Thanks to those of you that provided me with articles and, for once, I had just the right amount. There is no July edition, I get part of the summer off, but it does mean I'll need some input before the August edition is due out. You should now have both the weather and the time to help with those trip reports!

We actually managed to take a trip in the Nanchang on the one day in the last couple of months that it wasn't raining. We flew down to Oshawa to meet with our insurance broker and to look at his Glassair GIII. The weather was stunning and I should probably take a leaf out of my own book and prepare a trip report!

In this month's edition Russ Holmes takes us back a few years with recollections of his trip to the first flight (in Canada) centenary. You'll probably know that the



## President's Message

Huh! Still no real improvement in the weather and it's stopping me from test flying the Cozy so I'm not a happy camper.



However, it is with great pleasure and great gratitude to our membership that I can tell everyone the chapter hangar roof has been replaced with a new steel roof. It should be good for a few decades so most of you will not be here when it needs replacing again!

A great big thanks to Mark Cianfaglione for heading up the project, and a great big thanks for all the members who joined in to make it happen. At the May meeting only six members raised their hands to say they were coming so I was a little worried when I arrived on Saturday morning and only two members were there before me but it was 7:45AM. It wasn't long before the cars started to arrive and by lunchtime I think I counted thirteen people.



We cleared the roof of old shingles in pretty short order, probably a couple of hours at most, and then the real work of installing the "ice dam" followed by under sheeting and then the steel roof took the rest of the day. I was tuckered out by about 17:00 with the south side complete but the team carried on as I went home to sip a bear and some scotch. Facebook revealed, to

my surprise, the roof was complete. Thanks to everyone who helped.

All that is left to do is the outhouse roof which will be accomplished in the fall.



This coming weekend is the Chapter Fly-In and, as usual, we require assistance from all of our members to make a success of the event. Unfortunately, I will not be there, as I had arranged to have the weekend away before we had set the date, so Mark Richardson will be filling in for me. It's such a shame as I do enjoy our annual event. We are looking for volunteers for all duties so please contact Ken Potter [treasurer@eaa245.org](mailto:treasurer@eaa245.org) if you can help. I know that because I'm not going to be there it's going to be the best one ever.

AirVenture is just around the corner too and I'll be putting out a notice and request for interest in a communal camp site as I need to organise that soon. See (<https://www.eaa.org/en/eaa/eaa-chapters/eaa-chapters-at-eaa-airventure-oshkosh/chapter-camping-at-airventure> or just google EAA Chapter Camping) we can arrange up to six co-located sites. If you would like to join in the fun please contact me ASAP as I need to get a feeling for numbers. In the next week or so I will be asking for firm commitment so be prepared to make a decision. We can accommodate both fly-ins and drive-ins.

We still have not heard anything from the RCMP regarding the Dilawri hangar and its eventual demise nor how this may impact our hydro service now that we are the official owner of the service. We were told the Dilawri hangar was to be demolished in April but I guess it is a government programme so we can't expect to see anything happening fast.

The Zenith project is still moving forwards but at a glacial pace. We do need to have more support in the form of leadership and from the general membership of we are to make a real go of it. With spring coming, I hope, we anticipate bringing the fuselage out into the main hangar to allow us to work in more special surroundings.

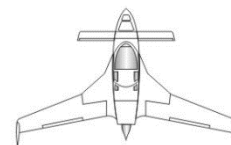
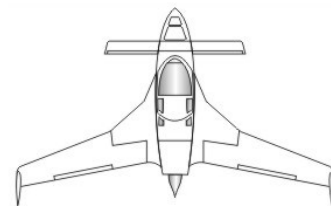
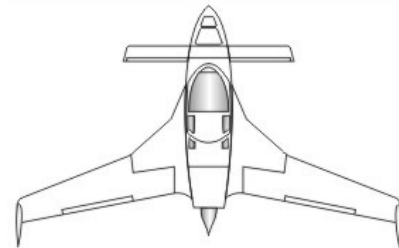
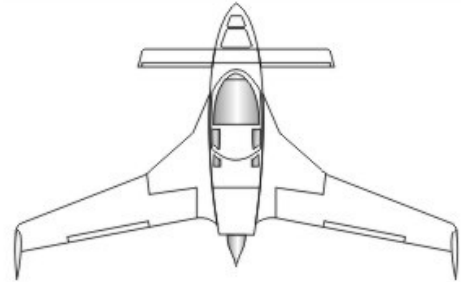
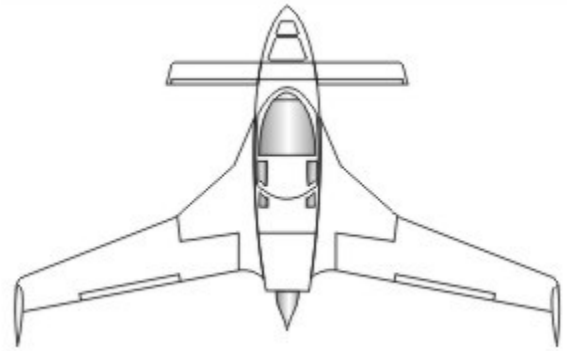
Most of the membership are up to date with their dues but there are still a few outstanding members who are not in good standing. If you are not in good standing by the end of June the chapter will consider you not to be a member with the removal of all privileges. The success of the Chapter relies on subscription payments. Renewal can be done by Cash, Check, EFT, our website also offers PayPal or you can go direct to Gord Hanes. Gord favours EFT if you are wondering about the best method.

May showed a very interesting presentation by Rob Erdos entitled "*They fly like they look*". Thanks Rob and maybe we can get you to come back and do another presentation sometime in the future.

We've had our last meeting at the Museum for the spring so now the summer meetings will be held at the Hangar and this month the event is the annual Fly-In breakfast. Meeting at the museum resume in September

Regards to All

*Phil*





## Meetings and Events Schedule

### **EAA Chapter Meeting –11<sup>th</sup> June 2017 @08:00**

Presentation: **Chapter Breakfast**

Presented by:

Where: EAA Hangar (CYRP)

### **EAA Chapter Meeting –15<sup>th</sup> July 2017 @12:00**

Presentation: **Oshkosh Planning**

Presented by:

Where: EAA Hangar (CYRP)

**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](mailto:president@eaa245.org)**

# Going Places



**What: EAA245 Fly-in / Drive-in Breakfast**

**Where: Carp (CYRP) Airfield**

**When: Sunday, June 11<sup>th</sup> from 7.30 am**

**What: COPA Flight 59 Father's Day Breakfast**

**Where: Cornwall (CYCC)**

**When: Sunday, June 18<sup>th</sup> from 09:00 am**

**What: COPA Flight 101**

**Where: Lindsay (CNF4)**

**When: Sunday, June 24<sup>th</sup>**

# NIEUPOORT NEWS



For as long as I can remember I've been interested in WW 1 aviation and aircraft and, as a kid, I built many "Guillows" models of the same. Once I became an adult (as opposed to growing up) and a pilot I realized the time was right to build the real thing. Fifteen years ago there were few WW 1 homebuilt plans available but, after looking around, I settled on the 7/8 scale Circa Reproductions Nieuport 17.

[https://en.wikipedia.org/wiki/Circa\\_Reproductions\\_Nieuport](https://en.wikipedia.org/wiki/Circa_Reproductions_Nieuport)

<http://www.nieuports.com/>

The Circa Nieuport was designed and built by Canadian Graham Lee back in 1984 and made famous by the exploits of Dick Starks and the Dawn Patrol gang down in Missouri. To date, at least 200 have been built and flown worldwide. The aircraft is constructed of 6061 aluminum tube pull riveted together with gussets and fabric covered.

## General characteristics

Length: 16 ft 0 in (4.88 m)

Upper wingspan: 21 ft 6 in

Fuel capacity: 10 US Gallons

Powerplant: Generally, VW 50 – 80 hp but others such as Subaru have been used.

Propeller: 2-bladed wooden fixed pitch

## Performance

Maximum speed: 83 mph

Cruise speed: 65 mph

Stall speed: 27 mph

Range: 165 miles

Service ceiling: Wikipedia says 15,000 ft but that is pretty far fetched. 8,000 would be reasonable

Rate of climb: 750 ft / min on a cool day with a light pilot.... **Not me**

After ordering the plans back in 2001, life got in the way in the form of educating two daughters, building a new home, and a Kitfox II. Fast forward to 2010 when the house was finished, daughters launched and the Kitfox was nearly finished and I was ready to take on the Nieuport. I costed out and sourced materials (less than \$ 18,000 ) but realized that, being in my early 50's, time was ticking so started to look at the used airplane market. Well, as it turns out, the financial crisis in the US had several Nieuports on the market including one close to home in St-Jerome, only 1 ½ hours away!! Road trip time!! One Saturday in April I casually mentioned to my bride Judy that I was going to look, just look at an airplane; to which she responded, "sure, you've already made up your mind to buy it haven't you". I could have denied it but my nose growing longer would have been a giveaway. After 40+ years together she pretty well has me pegged.



I met the owner at a St.

Jerome airstrip (CSN3) and

as it turned out the Nieuport had been built by a machinist in Alberta and had fewer than 50 hours total time on it. Having drooled over the plans for years, I was pretty familiar with the aircraft and, after a thorough inspection we started dickering. As a wise buyer (not) I decided to think on it for a bit. The owner sent me the builders log and photos and I was more than impressed on the what the machinist-builder had done. Through the next 3 days or so we went back and

## Kit Features

- Scale plastic wheels • Plastic propeller • Light plastic nose cowling • Plastic radial engine • Complete set of genuine decals • Colored tissue • Die-cut fuselage parts • Rubber motor • Plywood firewall • Super doped glass

**NIEUPOORT II**  
worldwar 1 fighter



forth by email and agreed on a final price of..... drum roll please.... \$ 8,200..... (yes, I could not have bought the materials for that price) and a day later was the owner of Circa Nieuport 17 C-IRPV. As second road trip ensued to dismantle the aircraft and take it home.



In August, we took it out to the Chapter hangar to re-assemble and rig. An enthusiastic group of Chapter members was on hand to help out and, in very short order, Le Faucon Gris (as she is now named) was assembled and rigged. Then of course someone said, we should start her up. Out to a tie-down we went, secured the tail, and started hand propping. Then more hand propping, and then some more and finally a little puff of smoke..... more hand propping ensued to the point that there were soon some very pooped out EAA members looking like a visit from the paramedics was in store. Just about then, I thought, “one more try”, flipped the prop and vroommm.... the engine fired and soon settled down to a throaty idle (straight pipes).



June 2017



Over the next few weeks I taxi tested and did some crow hops on the runway. The time was ready for this intrepid aviator to take Le Faucon Gris into the air for the first time.

On a cool Sunday in September 2010, with the usual crowd in the EAA Chapter lounge watching I advanced the throttle and roared down runway 28. Once airborne I was pleasantly surprised by the rate of climb. However, that was short lived when a gust lifted my left wing. No problem, stick to the left..... no response.... more stick and she slowly leveled out. Ok, heart rate dropping, roll response slow. Note to file, must ad gap tape to ailerons. Time to turn crosswind, stick over to the left and she rolls to the left, and doesn't turn.... OK, interesting but some rudder brought it around and turn it did. (as it turns out, you have to lead with rudder and then use aileron, same as the WW1 original). Anyways, around the circuit and onto final. With the “EAA landing judges” watching from the lounge I managed a pretty decent 3 pointer, only to have a gust pick up a wing and threaten a ground loop. A little dancing on the rudder pedals and we rolled down the runway, the first flight complete.

More adventures waited, including a forced landing, and will follow in the next edition of Nieuport News.

Ken

# Pilot Profile: Ritz



**Passionate about aircraft since childhood there can't be many people that have been offered helicopter lessons in place of getting engaged! The offer wasn't enough to put him off flying and Ritz has been involved with a number of homebuilt projects and is our local MDRA inspector. Handy with a hammer, I know because helped me with some renovations, he's also a wizard when it comes to getting bargains off Ebay.**

## **Where were you born?**

Right here in Ottawa. My Dad moved to Canada, from Italy, back in the 1950's and my Mum followed a few years later and against her parents wishes! It took a while for them to give her their blessing and she always had a hankering to go back. I grew up in the West End and went to Woodroffe High School.

## **Where do you live now?**

On the west side of Ottawa, out towards Carleton Place.

## **What's your occupation?**

After University I was looking for a job and went to work for Josten's, the school photographer. I was there for about 18 years and you can only imagine how many school photos I've taken! I then decided to go back to school, to train in high tech, and after that I went to work for Nokia. Got hit by the IT downturn and I started doing construction. I retired just a few years back. I

keep busy mowing the local fairways and I'm also an MDRA Inspector.

Sometime back a note went out from the EAA saying they were looking for inspectors so I spoke to Jamie Alexander, did the training and they offered me the role. I've done over 40 inspections so far including RV's, Sonex and quite a few Rebels. Probably the most interesting was a Seabee with a Corvette engine.

### **How did you get interested in aviation?**

Ever since I was a kid I made model airplanes and I used to build U control flying wings with Cox .049s. I then progressed to building radio control models. I was passionate about flying, still am, and when I got engaged my parents weren't too happy and offered to send me to helicopter flight school if I gave up the girl! I should have taken them up on the offer!

### **When did you learn to fly?**

When I was able to afford it, during the early 90's, I started taking flying lessons. I did most of my training at West Air, in Carp, and some at the Ottawa Flying Club. I remember the doors used to pop open in the Cessna 150.



After I got my license I bought Cherokee, which I kept at Carp. In the end I sold it because I needed the money for a house I was building. After that I bought a partially completed Q2 and at one time I had 3 unfinished Q2s. During the build I met another local Q2 builder who introduced me to the EAA. I never did finish the Q2 and

sold it to buy a partially completed Lancair which, after quite a bit of work and help from Phil, I then sold to buy a Velocity kit! The Lancair actually went to a guy in Poland.



### **What do you fly now?**

Not too much at the moment but I dream about flying both the Lancair and the Velocity!

### **What else have you flown?**

The usual assortment of Cessna's including the 172 and 150. Piper Navaho (right seat), Lancair 360 and the Velocity. I flew the demo Velocity at the factory in San Sebastian, Florida. My aircraft is in storage down near the factory and my intention is to complete it at Velocity.

### **What's your favourite piece of music?**

Anything by the composer Yanni and most country music (*What is it with all the country, Ed!*) If I had to choose one my favourite piece would probably be "*Autumn Leaves*" by Ernesto Cortazar.

### **What's your favourite book?**

Jack London's "*Call of the wild*". I used to do a lot of bow hunting and it reminds me of being out in the country.





**What's your favourite movie?**

That would have to be '633 Squadron' with Cliff Robertson.

**What's your idea of perfect happiness?**

Someday, building my Velocity at the factory in Sebastien Florida until it's ready to fly home.

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

Flying to Louisiana to see my girlfriend at the time. Just the experience of being able to fly all the way using your own skills and abilities and the challenges you meet on the way.

**If money was no object, what would you fly?**

I think the Icon A5 would be the perfect little aircraft for me but I'd also like to get my Velocity completed some day.

**What trait do you most deplore in yourself?**

My Mum used to call me a dreamer but I always took it as a compliment.

**What trait do you most deplore in other people?**

Negativity. Anyone who finds reasons why not to do something or not to go somewhere.

**What's your motto?**

The past is History  
 The future a mystery  
 Today is gift called "The Present"

**How would you like to be remembered?**

Being a good friend to all.



# BADDECK MEMORIES

A little over eight years ago the Silver Dart Replica took to the air to commemorate the 100<sup>th</sup> anniversary of the first flight in Canada on 23<sup>rd</sup> February 1909. I was asked to tell my recollections of the events that weekend, so here is what I can remember of what was a very memorable adventure.

I've always had an interest in the beginnings of aviation, basically because I enjoy the challenge of achieving something new and important so the stories of the Wright Brothers and the AEA have always been of great interest to me. In 2003 I attended the 100<sup>th</sup> anniversary celebrations and flight recreation attempt at Kitty Hawk however the wind conditions were light that day so the replica was unable to develop flying speed before it ran out of launching rail. So six years later it was of great anticipation that I awaited news of plans for similar events to happen in Baddeck for the 100<sup>th</sup> anniversary of the first flight in Canada. Initially my enquiries to motels there were disappointing as they normally close in the winter but eventually I was able to secure a room in the Telegraph House which apparently Alexander Graham Bell stayed at before building his house there. I aeroplaned my flights to and from Sydney and rented a car for the remainder of the travel. I also brought with me two of my small indoor R/C airplanes, hoping to fly them on the anniversary as well. The travel was uneventful so I settled into the motel, went for diner there where they talked me into having their mussels and I had a bottle of special anniversary wine called "The Spirit of the Silver Dart" made by JOST Vinyard.

Much to my surprise when I got there I found out that there would be more to see than just the replica flight.

There was a welcome centre for the events where they provided information about the activities and I bought a \$100 ticket to the Gala.

Saturday 21<sup>st</sup> started with a meet and greet breakfast at the local Legion. Everybody involved seemed to be there from Doug Jermyn and his AEA 2015 team, the builders of the replica, Bjarni Tryggvason the pilot and Hugh Mueller a Great Grandson of Alexander Graham Bell. Also several Air cadets were there. Top Power Pilot Scholarship recipients were to be



named later that morning at the nearby Baddeck Academy.

After the breakfast, I ventured over to the hanger to see the replica then to the Bell Museum. I toured the museum and purchased several souvenirs in the gift shop. Next, there was a special ceremony to unveil a commemorative coin. Roberta Bondar was there to make a speech. Doug Jermyn also made a speech to announce that after the events the replica was to be donated to the museum. The Federal government also announced funding for an addition to house the replica.

Sunday the 22<sup>nd</sup> was a beautiful day and the weather forecast for the 23<sup>rd</sup> was very bad so the decision was made to fly the



replica a day early. A big crowd was in attendance with the CBC there to film for their series "Above and Beyond". The Sun was in the wrong place for best lighting so I went over to the other side of the runway where the crowds were less and the lighting better.

While over there I had the fortune of meeting two more of Bell's descendants; Alec Grosvenor and Marian Pancoast, Bell's Great Great Grandson and Great Great Granddaughter.

Also over there I met Sara Grosvenor, Bell's Great Granddaughter. She had two cameras with her and asked me to take videos of the flights with her camera, which I did. Now the first few flights were unsuccessful, with the nose staying on the ground. Trying to avoid the possibility of a stall the builders had put too much weight in the nose. After about the third try the front wheel came apart and they returned the aircraft to the hanger. I thought the attempts were over for the day until I heard Bjarni say something to



the effect "Don't go away folks, were not done yet". Well after about half an hour out came the airplane with a different nose wheel and headed for the end of the runway. Well they must have taken some of the weight out of the nose as the airplane rose up into the sky without any hesitation and flew down the runway. Everyone of course gave out a big cheer at the achievement. After landing he headed back down to the start of the runway and repeated the flight a few more times before stopping to celebrate with the crowd. There are several videos on youtube of the flights from different angles. At the bottom right corner of the photo to the left I'm in the orange jacket and beside me is Sara Grosvenor. During the flights there were flyovers by a Snowbird, two F18's and the F86 Sabre Hawk One.



After the flights there was a celebration in front of the hanger and everyone was getting their picture taken with Bjarni and the Dart.

Eventually the plane was put away and everyone went home to get ready for the "Silver Dart Centennial Gala" diner.

The Gala was held at the Baddeck Academy and in addition to dinner, there were several guest speakers such as Shane MacFarlane the Chair of the Silver Dart Centennial Association, Bjarni and Chris Hadfield. The highlight for me was when they had family members from each of the original AEA members give a speech.

Grosvenor Blair spoke for the Bell family and Gerald Haddon, JAD McCurdy's Grandson spoke for him. Shawn Baldwin represented Casey Baldwin and Elizabeth Switzer represented Thomas Selfridge. Glenn Curtiss was represented as well but I can't recall by who.

The anticipated storm rolled in overnight so the 23<sup>rd</sup> started off windy and stormy. After breakfast I headed down to the hanger with my R/C airplanes to see if there were any plans to fly. There was much hustle and bustle but conditions were just not conducive to flying.



The ceremonies with the Governor General and all the planned parachute drops and jet fly pasts were cancelled.



The hanger had a wall separating the big room with the Dart from a smaller room used for storage. My little R/C airplanes couldn't fly in a wind either and I didn't want to fly it around the Dart but there was just enough room to fly one of them called the Vapour inside the smaller room which I did. Doug Jermyn popped his head in at one point to see what I was doing and gave the OK to continue. Someone took my picture which is included above. I didn't see or hear of anyone else flying there that day so my little airplane must have been the only one to fly in Baddeck on the 23<sup>rd</sup> 2009 the actual 100<sup>th</sup> anniversary of the first flight.

The post office was set to issue their commemorative stamp of the Silver Dart that day so I went there and bought a couple of sheets. The stamp is noteworthy because the artist forgot to give the Silver Dart a rudder.

After that I drove my car up to the entrance of the Bell estate Beinn Bhreagh but there was no access further. The estate has no heating system so they close it all winter. The next day I hung around at the hanger again and watched and photographed the men disassemble the Silver Dart. The 65 hp Lycoming used for the flights was to be replaced by the wonderful non working replica made by Don Feduck, the third person from the left of the photo.



There were a few more activities in the events program than I described here but most were running concurrently so I couldn't attend everything. So hats off to the Silver Dart Centennial.

Russ



# Photo of the Month

Great to see that not everyone has been put off submitting their photos because of the quality of John Weir's work. Rest assured I'll make sure you win and, in that vein, I'm delighted to announce that Mark Briggs has captured the honours this month.

Mark claims to have no photographic skills but he managed to snap this great photo just last Thursday night as the sun gave him a few moments of incredible beauty at the end of the day, shining horizontally between the low-lying cloud deck and the mist-enshrouded lands beneath his wings (*his words, not mine, Ed*). Mark goes on to say that he had been intent on joining the circuit at Carp when the blaze of orange caught his attention. A quick turn away from the airport



allowed the sun to be framed by the canopy of the Davis. This evening fireball lasted no more than two minutes and he's fortunate to have captured it at the peak of its glory.

Please send any photos for next month's edition to me at [newsletter@ea245.org](mailto:newsletter@ea245.org)



# 2017s Great Roof Replace

(Not as gripping as the Great Escape but there was no digging involved)

After many years the trusty shingles on the EAA hangar were telling us that they needed to retire and after a couple of false starts the trigger was pulled and 2017 was going to be the year of the roof.

Everything was put in place for the ~~6th of May, 13th of May~~, 20th of May as we watched what was the wettest May on record roll through. The call to arms (volunteers) was put out and at 7:00a I arrived at the airport did some prep work and waited when in the distance (by the gate actually) I saw the crew arrive one vehicle at a time.

After critical mass had been achieved we went through the tasks and the order of execution and away we went! With a 'wheels up' time of 08:00HRS we beavered away to clear the old shingles off and by 09:00HRS had cleaned off the roof to the plywood revealing a lot of recycled materials. (Our predecessors were obviously environmentally conscientious by even using old metal signs as gap stiffeners!)

After some discussion we decided to proceed with no sheathing replacement required. On with the ice and water shield with the decision to completely cover the lounge with the La Brea Tar Pits. (Thanks to John Montgomery for quickly getting an additional roll to accomplish this.)





In the meantime the metal drill team was drilling away to prep the panels for installation. This would become important later in the day as the team became weary.

At this point we had a roof which was ready for metal but our stomachs informed us to take a break and lunch was procured by John Firth and his assistant.



Contented and refreshed we started anew with the sheets of metal going on the south side first. After a few panels a rhythm had begun and in a matter of a few hours we had complete south coverage!

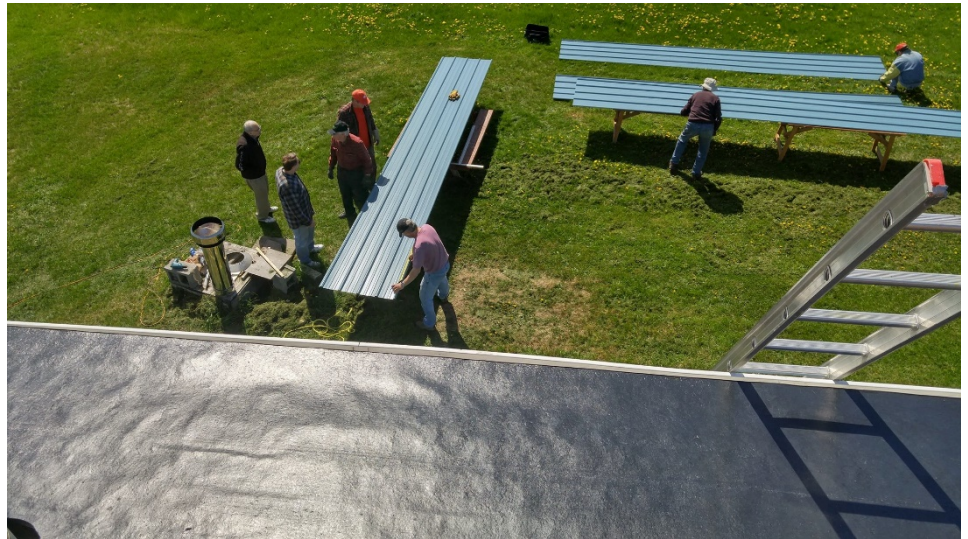
With only a few hours of light and steam left the team tackled the north side and with the lessons learned from the south we completed the north in record time. Mark Briggs was doing his best Cirque de Soleil to fasten the lower edge down as we mounted the ridge cap on.





At 19:00HRS the mosquitoes had found us and were attempting to pick us up for drinks but by then we had done the improbable...

I would like to thank all the volunteers no matter how much they could help. The whole job was done with fantastic timing and I appreciate working with people that "just know what to do". As the project lead on this I went to sleep very well on Saturday night knowing that we had pulled off a great feat that will help the future members (This roof has a 50 year warranty) have a space that they can be proud of.



Mark

# Classifieds




## FOR SALE: Baby Great Lakes Biplane Project

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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

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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

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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

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## FOR SALE: Canuck Share

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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

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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

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

 **[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)**

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**FOR SALE: Anderson Kingfisher**

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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**

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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**

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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**

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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)**

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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**

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

 **bartcameron112@gmail.com**

## WANTED

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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](mailto:Richard_Terzi@hotmail.com)



## FOR SALE: Aircamper

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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


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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](mailto: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.


President:	Phillip Johnson 613-790-4929 <a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Mark Richardson 613-983-7764 <a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
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Past President:	Cary Beazley 613-226-4028 <a href="mailto:cbeazley@innovista.net">cbeazley@innovista.net</a>

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.

	<b>Experimental Aircraft Association Chapter 245</b>	
	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"/>
Street: _____	Annual Dues: January 1 <sup>st</sup> to December 31 <sup>st</sup> (pro-rated after March 31 <sup>st</sup> for new members)	
City/Town: _____	<b>Newsletter Subscriber: \$40</b> Newsletter only	
Province: _____	<b>Associate Member: \$40</b>	
Post Code: _____	<b>Full Member: \$90*</b> Newsletter, hangar, workshop, tie-downs. Note; there us a one time \$200 initiation fee when you become a full member.	
Phone ( ) _____	Note. Associate and full members must also be members of EAA's parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
<b>Aviation Affiliations</b>		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

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



2017 EAA Chapter 245

# Fly-In Breakfast and Open House

**Sunday June 11<sup>th</sup>, 07:30 – 11:00**

(Rain or shine)

EAA Hangar, Carp Airport.

Breakfast; Adults \$ 8.00, Children \$ 5.00



## **Flying:**

Airport ID = CYRP

Unicom: 122.8

Runway 10 / 28

Taxiway Bravo

## **Driving:**

- Queensway to Carp Rd. North
- Carp Rd to Russ Bradley Rd (left)
- Google Maps;

<http://tinyurl.com/eaas245>

**Questions;** Please contact Ken Potter; [Treasurer@eaas45.org](mailto:Treasurer@eaas45.org) or 613 791-6267