



# Carb Heat

## September 2013

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Next Meeting: Thursday Sep 19 at 7:30 PM  
Bush Theatre  
Canadian Aviation and Space Museum

Presentation:

*Makerplane - John Nicol*

## Editor's Comments



This month as usual, Cary Beazley presents the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Alfio Ferrara continues his Gadget Corner, with an article on a drill bit sharpener.

Ken Potter tells us about flying to the Ottawa - Gatineau airshow.

Mark Briggs with his usual enthusiasm contributed two inspiring articles.

Curtis wrote a good description of our Open House Day with pictures both from him and Cary.

There are plenty of listings for flyout possibilities. And check the For Sale section where there are great opportunities listed.

We need more stories and information to pass on to our readers. If you go to fly-ins, take notes, pictures and write a short article so others find out what they missed.

*Yvon Mayo*

## President's Message by Cary Beazley



### Another busy summer!

We held another successful Open House Day with the weather gods smiling upon Carp once again. There was a steady stream of people all day including some long absent former EAA members. The new food format was well received. And there were a number of Young and Old Eagles flights in addition to the usual kidventure rib building and sheet metal activities and of course, the aircraft show and tell displays - thanks again to everyone who came out.

The weather gods also smiled on the Embrun fly-in again this year after many years of poor weather.



Photo Credit: Cary Beazley

I hear the Smiths Falls Flying Club Race the Runway event went well again.

### July Meeting

Unfortunately, the tour of the Helicopter Transport Services Canada facility was canceled. We hope to reschedule a tour at a later date.

Mark Briggs came to the rescue and gave us an informal show and tell of his very nice Glasair Sportsman project followed by a BBQ. All in all, a relaxed meeting day.

Thanks Mark.

### Oshkosh

This year was the nicest Oshkosh weather I've seen. The temperatures were downright pleasant instead of the sometimes oppressive heat, tornado threats and requisite storm with a deluge of rain. The nights were quite cool as well prompting even the Canucks to don pants and jackets rather than the usual lying down to sleep and only sweating a little.

It was a bit quieter with the reduced military presence.

The EAA Canadian Council booth was also buzzing with their own tent and forums.

It sounds like the change in on-site food format was well received.

It was good to meet up with aviation friends old and new.

My camera was down, I hope folks took some pictures for the Oshkosh review?

### Gone West

As most of you have probably heard, EAA's founding father Paul Poberezny passed away August 22.

[http://www.eaa.org/bitsandpieces/articles/2013-09\\_gone-west.asp](http://www.eaa.org/bitsandpieces/articles/2013-09_gone-west.asp)

### Hornet Moth

Larry Loretto is making the fly-in rounds with a rare 1936 de Havilland DH Hornet Moth he purchased recently. Thanks for bringing it out and showing it off Larry!

I understand this beautiful bird is a bit of a handful:

[http://www.eaa.org/bitsandpieces/articles/2013-09\\_editorial.asp](http://www.eaa.org/bitsandpieces/articles/2013-09_editorial.asp)

### Carp Curse - 50th Anniversary

We had some visitors; Ralph and Jerome dropped in from Boundary Bay, BC in their new shiny RV8 in July. Ralph want to return to Carp for the 50th anniversary, to the day, of his first solo at Carp.

Unfortunately, the housing to his new starter broke. Andre, Bill and Mark came to the rescue. It was interesting chatting to Ralph about what the airport was like back in the day. I'll leave the rest of the story to Mark...(article on page \_\_)

**Pilots N Paws at Carp**

Another Carp curse bit Mark Bett and Kerry were ferry flying their 4-legged friend out of Toronto Island/ St Catharines. As luck would have it, on the August long weekend holiday Monday, their tire tube blew taxiing.

One good deed deserves another. As luck would have it Alfio had a spare inner tube, and Mark Pankhurst, Mark Bett, Alfio Ferrara and I did a quick tire change, helped deliver their charge and got our fellow aviators on their way...

I am constantly impressed by the Spirit and camaraderie of folks! Thanks for helping out our fellow travellers Guys!

**Around the Patch**

Eric Tada and Laurent Ruel dropped in for the Open House and spent some time putting some names to some of the Chapter earlier pictures. As did a number of other Carp airport folks we don't see often from the North West end of the Carp airport.

We received a quick email from Bill Reed from Dawson City, Yukon doing the northern tour. A number of local folks made the trip with lots of weather, smoke and other stories of this ruggedly beautiful part of the country.

Hugh Thayer showed off his Murphy Rebel first solo smile.

Brent Philion has left a box of slightly dated CFS and IFR stuff free for the taking.

**SportAir Workshops**

There was recent discussion of holding more workshops - if anyone is interested, let one of the executive know.

**WCD Updates**

The new owners of West Capital Developments are moving ahead with the Carp Airport residential development - hopefully this bodes well for the future of the Carp airport.

<http://www.obj.ca/Real-Estate/Residential/2013-08-15/article-3347919/Sheldon-Creek-charts-new-course-for-Carp-Airport-development/1>

Discussions are ongoing with the new WCD owners.

**Canadian Aviation and Space Museum Parking \$3**

The CASM is going to continue to charge for parking.

The after-hours parking rate (pay and display) is \$3. It may be time to car pool.

**Dinner Before Meeting**

As usual, a number of Chapter members get together for dinner prior to the meeting at Swiss Chalet, corner of St Laurent and Montreal Road at 5:30 PM. Everyone is welcome. For October, the plan is to switch to Perkins, corner of Ogilvie and St Laurent.

See you up there!

*Cary*

<b>Meeting Schedule</b>	
19 September 2013	Makerplane - John Nicol Location Change: back to the Canadian Aviation and Space Museum (CASM)
17 October 2013	Spl'Oshkosh review followed by Elections
21 Nov 2013	Klondike Air Tour? – Tbd Annual Elections of Executive Positions
December 2013	No December Meeting

## EXHAUST – from the Carb Heat Archives



### 35 YEARS AGO September 1978

In Carb Heat from the minutes of the meeting of September 15, 1978, we learned that: 43 people attended the meeting; it was held at the War Museum; the Pietenpol had reached the painting stage; 19 people had enrolled for the Homebuilt Aircraft Construction Course at Algonquin College; our bank balance was \$30.34; Eric Taada invited Ted Slack to introduce and outline the chapter's latest project – a proposed EAA Chapter 245 facility that would be a combined workshop/lounge/hangar. A preliminary design and research on costs had been completed and the proposal was already discussed at two recent executive meetings with Irving Sloan who was in the Real Estate Business. Several locations were being considered. A show of hands indicated that the vote to continue with further research and to come up with firm proposals was anonymous, magnanimous and almost unanimous. The Capital

Cost for the EAA Chapter 245 Hangar project was estimated to be \$40,000. Financing for the project was to come from Wintario- \$20,000 / Membership labour - \$7500 / Life Members - \$12,500. And oh yes – don't forget the \$30.43 in the bank!

### 20 YEARS AGO, September 1993

The September 1993 newsletter was full of cheerful information about the summer's activities. President Gary Palmer wrote, “Two major activities stand out as roaring success stories. The first was our inaugural Young Eagles Air Adventure day which was ably organized by Lars Eif in conjunction with the National Aviation Museum. The second was our annual Fly-in breakfast headed up by Barney De Schneider.”

On a warm Saturday morning in July EAA Chapter 245 combined an Air Adventure Day with a Young Eagles Flight at the National Aviation Museum. Seven girls and twenty-one boys gathered to assemble balsa wood gliders and souvenir wing ribs. After a lunch provided by the Museum cafeteria the highlight of the day for the kids were the Young Eagle Flights. Chapter members Chris Fauquier, Rodney Stead, Manfield Ficker, Dick Moore, Ken MacKenzie, Wally Bielinsky and Jim Robinson

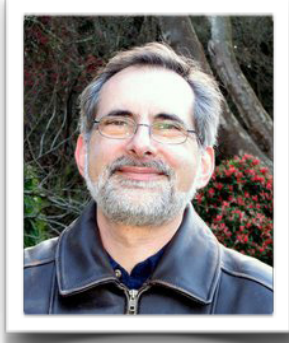
arrived at the museum ramp with their Cessna 172s and 150s and as their turns came up each child was escorted by a volunteer to the next available aircraft and pilot. On return, engines were shut down and the pilots escorted them back to the Museum. Delight was written on every face.

The fly-in breakfast 1993, according to Barney De Schneider, was blessed with an absolutely gorgeous day and, consequently, a record number of aircraft flew in. Throughout the morning 76 aircraft were ably marshalled by our members. Pilots and crew of these visiting aircraft along with drive-in traffic brought about 300 people in to enjoy piping hot made to order breakfasts. Barney reported that everything he witnessed throughout the morning, or subsequently heard indicated that our guests thoroughly enjoyed themselves.

[wayner@igs.net](mailto:wayner@igs.net).

*Wayne Griese*

## Gadget Corner by Alfio Ferrara



### Drill Doctor

This month's favorite toy, er ahhhhmm... tool, is a drill bit sharpener. I bought one when we were building our airplane since I inherited a multitude of drill bits from my father. Unfortunately a good number of those were not sharp. Drill Doctor came to the rescue!

The Drill Doctor comes in several models, some of which allow for sharpening the bits to different angles or to a split point (sort of a self centering drill). It takes a bit of practice to use, however nowhere near the skill level to do it manually on a grinding wheel. My dad used to be a whiz at that, but then again he was an experienced machinist; I am not.

These devices can be found at your hardware store such as Canadian Tire, and if you wait a few months they will eventually come on sale. Canadian Tire has limited models on offer, though if you are used to purchasing through Amazon.com, you may find all the models there.

For more information check out <http://www.drilldoctor.com/> or Google search the topic.



As with other people, I have not been able to sharpen #40 drill bits effectively. It seems to require a little more practice, however those drill bits are fairly inexpensive to purchase anyway. The real advantage is when you need a particular sized drill bit but the one you have is not sharp. It is quick to sharpen, so you only need to sharpen the drill bits you need immediately, not the whole set.

Prices vary, from the lower 250X model on sale at Canadian Tire for about \$40, or if you wish more features, the 750X can be had about \$90 on Amazon.com

This article was written in Spruce Creek Airpark in Florida, though our flying should bring us back to the cold and rainy Ottawa weather shortly :-)

That's it for this month.  
Tailwinds to you.

*Alfio*

## Wings over Gatineau / Ottawa Airshow article and photos by Ken Potter

The Friday before the airshow was grey with a gusty north wind as Bill Reed and I changed the oil in Fleet Canuck DPZ in preparation for taking it over to the Wings over Gatineau / Ottawa airshow where we had been invited to display the plane. After the oil change we taxied it around to the front of the EAA hangar to give it a good washing. With the gusty wind it was a bit of a “Keystone Cops” exercise with until we figured out that Bill shouldn’t stand downwind of me while I washed the wings. In any event, the plane looked great when we were done and Bill was no worse for the soaking.

Saturday dawned clear and cool. Airshow time!!!! We had decided to leave early with a view to avoiding the restricted airspace coming into effect later in the morning. With the bellowing roar of our mighty C-85, “Delta Papa Zulu - Heavy” was quickly airborne in the cool dense air. I should explain that with me, Bill Reed, and full fuel, and a 2 lb CFS on board, the plane is at gross weight, thus the designation “heavy”.

Just after take-off my senses were assaulted with a blast of sound as the batteries in my headset gave up the ghost. I’m not sure how many folks have had this happen in flight, but in a 67 year old plane with no other sound proofing, ANC headsets that cease to noise cancel become merely expensive earmuffs. No worries, Bill took over the piloting duties



while I changed the batteries. As we headed towards the Chelsea Dam it quickly became apparent from the radio chatter that we were not the only ones with the same plan to get under-way early. A call to the friendly folks at Gatineau Radio and we were cleared to the circuit as number 1. As we were just about to turn base we heard a

base we saw the glider land and stop on the runway. With 4 planes in the circuit, including a Westland Lysander warbird standing on its propeller behind us it was decision time. As we were on short final the glider cleared and we landed, bounced and landed a second time. It’s hard to explain that I only bounce when people are looking; all other times I grease it in.



call “Glider released, 2000’ above the field” Whiskey Tango Foxtrot????? Gatineau Radio next told us that the glider had cut in front of us on base, but look as we might we could not see it. Turning

We were warmly welcomed by the ground team and quickly marshalled to a primo spot in the classic aircraft display area. To our right was as 1947 Cessna 140 from Saint-Lazare. On our left was a 1958 Trojan T-16 warbird flown in by a nice couple from Winnipeg. Behind us was a Baby Great Lakes and behind him was Colin Mcgeachy’s beautiful Nan Chang. Two planes to the left was an absolutely gorgeous 1947 Bellanca, also from Saint-Lazare. André Durocher’s iconic Beaver “BUL” was on display at the far end of the airport near the Vintage Wings Hangar.



Throughout the day we answered many questions from the public. At one point an elderly gentleman approached the plane with his family. He had been a Commonwealth Air Training Plan instructor and continued teaching after the war... in Fleet Canucks. I invited him to sit in the plane and at 90 years old he jumped in much more spryly than I can do at 55. After a yummy lunch provided by Vintage Wings in the VIP tent I wandered the flight line taking in the sights and smells of so many classic warbirds.

With the show over, the very well organized airshow ground team marshalled us out. Once airborne Bill called terminal who routed us direct to Carp where we landed just after Colin's Nan Chang. My thanks to Vintage Wings for the invitation to display DPZ and we'll be back next year. All in all a good day at a clearly well organized event!!

*Ken Potter*

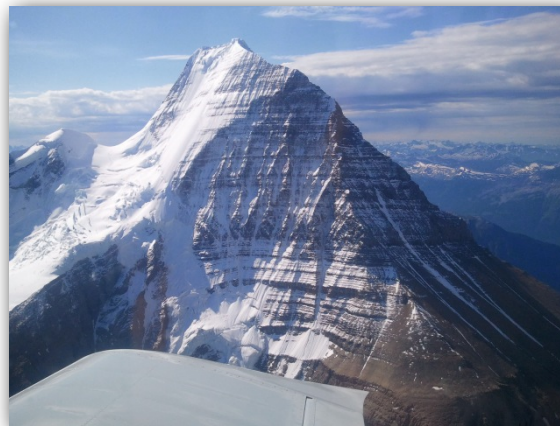
## A Bad Break A Long Way From Home EAA Chapter 245 to the Rescue! by Mark Briggs

On a fine Saturday this past July the Carp Airport was graced by the presence of a lovely Van's RV8. While our home airport often sees such hand-crafted creations dropping in for a visit, this one was special. For Ralph, the builder and owner of the RV8, this date marked an important anniversary; 50 years to the day since his first solo flight at CYRP. Ralph and his building assistant and friend, Jerome, didn't fly in from next door but rather they had crossed the majority of Canada on this voyage, departing from their home base of Boundary Bay, British Columbia! When they arrived the RV8's Hobbs meter had just clicked over 100 hours of flight time and Ralph's airplane still had that "new car" smell and sparkle.

All was going well with the visit until the time came to leave. Pre-flight completed, strapped into the cockpit, Ralph yelled "Clear!" and engaged the starter, only to be met with the deafening sound of silence. Uh oh! When basic troubleshooting techniques yielded no joy, it became obvious the engine cowlings would have to come off to facilitate a more detailed investigation. With the cowls reposing on the grass the guilty mechanical party was quickly identified – the starter's aluminum nose casting had suffered a large crack, preventing the pinion from engaging the flywheel. A new starter would be required to bring the engine back to life.

Oh dear, what to do? Thousands of miles from home, late on Saturday with no parts supply anywhere in sight... This is the stuff of which aviators nightmares are made!

Enter EAA Chapter 245 members who stepped up to help. Ralph and Jerome had reserved a hotel room in Arnprior for Saturday night and were already past the cancellation hour. After helping them get the cowls back on, André Beauchamp kindly drove the stranded aviators to Arnprior. To say this was going out of his way would be a major understatement since André lives nowhere near Arnprior.



On Sunday morning the Boys from BC were back at Carp and brainstorming to find a means to get their wounded bird back in the air. As usual, several offers of help came from EAA 245 members. It was the quick thinking of Bill Reed that saved the day. After examining the starters in his "collection" of non-flying aircraft and determining they were all of the type suited to 122-tooth ring gears Bill's

resourcefulness sparked up. Imagine my surprise when my phone rang as I prepared breakfast for our gang at home. You see, Bill had the idea that the brand new starter on my "project" aircraft might just be the 149 tooth type needed to repair Ralph's RV8. Gulp down breakfast and off to the hangar I went.

In short order we proved Bill's flash of inspiration to have been fortuitous – my starter was an exact match for the broken RV8 starter. With hands that moved with a fluidity that only comes from practice, Jerome quickly had the starter removed from our

Sportsman and was making ready to bolt it on the RV8. It seemed as though only a few minutes had elapsed when we heard the sound of a Lycoming cranking – success! After doing the usual battle with engine cowls, Ralph and Jerome had the RV8 back in flying condition.

With the dirty work behind them, all that remained prior to their departure was flight planning the first leg of their return journey. Once again the EAA 245 gang pitched in to help. I counted at least five of our chapter members offering suggestions for routes of travel, fuel stops and overnight accommodations. This was quite a scene, with copies of the CFS and AIR5000 charts appearing as if by magic.

It was a wonderful sight to see Ralph lifting off Carp's runway, 50 years plus a day after his first



24 JULY 2013

Dear Mark,

I would like to express my heartfelt thanks to you and the members of EAA chapter 245 for coming to my rescue when my starter broke on my recent visit to Carp.

You upheld the spirit of the EAA and its brotherhood and you have enhanced my fond memories of Carp and the Ottawa Valley of my youth.

THANKS

Ralph Haway.

solo. With a traditional waggle of wings they were on their way westbound again. An e-mail arrived in my inbox a few days later, confirming Ralph and Jerome had made a safe arrival in Boundary Bay. Their homeward trip had been another wonderful adventure, but this time with nary a hint of mechanical troubles.

As an epilogue, early in August a thank you card arrived in our mailbox. Ralph's note, quoted below, has captured the essence of EAA Chapter 245, distilling to a few words the true definition of who we are. I'm proud to be counted as a member of an organisation that embodies not only a wealth of technical skills but, most importantly, a kind and generous heart.

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"I would like to express my heartfelt thanks to the members of EAA Chapter 245 for coming to my rescue... You upheld the spirit of the EAA and its brotherhood and you have enhanced my fond memories of Carp and the Ottawa Valley of my youth."

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Mark Briggs

# 2013 Open House Review

by Curtis Hillier

## Theme

2013 was certainly another interesting year being our second open house. This year, the theme was an EAA 245 homebuilding demonstration event. Numerous displays were already prepared from last year with an encore for 2013 and we added some new displays this year. We also had a table for the local cadets squadron.

## Food

Our food services vendor did not materialize, as we made contact at the end of May to finalize the insurance and menu, they went silent. After weeks of trying to get in touch with them we found out that they had committed to another event and could not facilitate ours. We spent the month of June and part of July looking for another vendor but all were booked up (even Stone Soup Food works - our 2012 food services vendor who were normally light for events around our dates). By the Thursday before the event we were still without a food source.



Photo Credit: Curtis Hillier

again with Costco supplying hot just into the wrapper muffins (3 flavours) and Tim Hortons worked all night making the five different donuts we offered. Sales were pretty good but slower than hoped, the excess was sold off to members or frozen for use on our Sunday potlucks. For the lunch time food Bo was able to set up a rush

arrangement with Stittsville's (and now Kanata South in the Wal-Mart plaza at Fernbank and Terry Fox) "local" Jo-Jos Pizza. They provided timely deliveries and loaned their hot bags to keep the pizza as hot as necessary to meet the food regulations. The orders were seamlessly adjusted as the sales went on.

After some crying in cold beer and some hard thinking, Bo Turpin stepped up and offered to take on the challenge of coming up with "some form of food" offering for the event. We had talked about the possibility of having a "continental style" breakfast of coffee, muffins and donuts. Bo arranged the drinks (Costco) and I set up the muffins and donuts - two of my favourite food groups. We went to local vendors



Photo Credit: Curtis Hillier

My personal thanks go out to Bo and his daughter Madi Turpin who got up at an "unbelievable hour" just to help us out! More volunteers joined in as the day moved forward to help restock and sell the food. It is really awesome that our members and their wives (I recall Judy Potter and Priya Parti, Daughter Riya, Son Neel were helping out in the "chuck Wagon" but I might be missing a few others) came to our rescue and made the day much less of a

disaster than it could have been. As is usual with our vendors, all unopened surplus was gladly taken back for a refund - gone are the days when we had to spend days trying to unload surplus left-over's on our members.

### Attendance

The weather was fantastic all day. We saw well over 200 visitors and more than 40 aircraft fly-in (we lost count!). We had been advised that Ottawa's Mayor Jim Watson would stop by for a visit but missed us due to bad health; a few city councillors did drop by (did not get a list) and passed along his regrets.

We had another great set of displays and demonstrations thanks partly to all of the work we did last year but also due to the creative suggestions we received over the last months. We set up demonstrations in the shelter with a huge banner on each end that did a great job to draw folks in and show we meant to have an open house.

### Shelter

Inside the shelter we had three areas set up:

**First**, Russ Holmes had a set up of RC aircraft, and for the younger crowd, balsa and foam planes that they could build and fly, (there always seemed to be a balsa plane floating in the air throughout the day). As has been the case in previous breakfasts and last year's open house, Russ Holmes ran a mini balsa FOB where he made expert repairs whenever the balsa planes succumbed to damage.

The **second** area in the shelter was the wood rib building area where John Montgomery, his son Colin



Photo Credit: Curtis Hiller

was great to hear the riveter banging away - certainly a great draw no matter what age you are.

and several eager-to-help Air Cadets (706 Squadron, Royal Canadian Air Cadets: Vanessa Pha, Vanessa Sanfacon, Brendan Pragashkumar, Jesse Caron, and Colin Montgomery and 2870 Royal Canadian Dragoons Army Cadet: Bennett Dickson) took charge and kept things going. John and Colin once again lead visitors (mostly the younger crowd) through the process of building a wood rib (using the same forms we have used in the past at the Aviation and Space Museum).

**Third**, the riveting area was also set up again this year and more active than last year. It

### Lounge

We had several posters set up in the lounge again. This year we also had a flight simulator set up where visitors could try their hand at several different types of aircraft. This system was in use pretty much all day.



Photo Credit: Curtis Hiller

### Hangar

In the hangar, Michel Tondreau worked the wood aircraft restoration demonstration and wife Chantal Tondreau attended the three ultralight projects outside that Michel brought. Michel Tondreau also brought back his samples of home aluminum casting from a workshop training seminar he went on; this was a really good presentation. Cary Beazley talked about Rotary engines with parts spread out so visitors could see inside the engine. This year the Cadets had a table set up where they promoted their squadron and sold raffle tickets for their annual fundraiser. Martin Poettcker was also relocated to the hangar this year where he had a great assortment of aluminum wing ribs, machined parts, welded parts (thanks to Lars Eif) and formed parts demonstrating how vast his (and other EAA 245's members) aircraft part forming capacity is.

visitors into the co-pilot's seat and doing young eagle flight excursions. In one case an older gentleman who learned to fly in a fleet many years ago, got to get back up in the air in a Fleet Canuck with Ken on an eagle flight (of sorts).



Photo Credit: Curtis Hiller

interesting aircraft that flew in and offered a great conversation stop for many visitors.



Photo Credit: Curtis Hiller

Special thanks go out to Matt Pearson who managed to get in a young eagle flight when we needed help the most, (and hopefully got some food) and André Durocher flew his Corvette-powered SeaBee and was ready to give the mayor a ride had he shown up. André also set up a nice Pontiac Airpark display. Our grass was full and the overflow stacked up in front of the RCMP hangar. It was a great year for aircraft attendance.

Dwayne Price had an awesome display of the glass panel in his RV6B aircraft and talked about his panel experiences. He showed off his latest design that is quickly coming together. His display was very well attended.

Mark Briggs gave expert descriptions of the Davis aircraft and was proud to show off his GlassStar sportsman 2+2, carefully tucking it away each time he too did a young eagle flight. In all I believe we did 7 Young Eagle flights and 2 Eagle flights. Matt Pearson showed up just at the right time to help out a surge in young eagle flight requests. Alfio and Shirley handled

### Conclusion

I would say this was another great year and a fantastic experience for those of us who got involved. We received some congratulations for pulling together the food offering. The volunteer campaign went very well this year zero calls made for volunteers: Thanks Everyone for stepping forward!

The Fleet Canuck group located the aircraft just south of the shelter where it was kept busy seating

the young eagles and eagles coordination during the open house. Big thanks to Alfio and Shirley when things got busy!

Finally a big thanks to all of the many set up day volunteers who helped set up the tents, tables and displays and then stayed to help take it all down!

It is very gratifying to have members who got involved last year and again this year to show those who flew-in and the drive-ins what we are all about and what our club has to offer.



Photo Credit: Curtis Hiller

We had a nice assortment of



Photo Credit: Cary Beazley



Photo Credit: Cary Beazley

Next year we plan a blended old style breakfast offering (we have found a volunteer to set it up already) and will also keep the open house display theme. Next year we will also shorten the hours we have the open house. Both years have shown that the visitors really tapered off around 3:00 PM so we will end our event at that time bridging the breakfast crowd and the lunch crowd.

We also want to put more effort on new displays, more on that at our monthly meetings - if you have ideas let us know!



Photo Credit: Curtis Hillier

## *Curtis Hillier*



Photo Credit: Cary Beazley



Photo Credit: Cary Beazley

## Flying a Young Eagle at EAA 245 Open House Day by Mark Briggs

Special thanks go to Curtis and Shirley for rounding up the Eagles, young and old, and keeping everybody organized. What a great day of flying. 2.5 hours of flight time spread across 5 flights; 3 young eagles plus two of that "other category" \*wink wink\*. Ages ranged from 10 through 86.

I'll include here an anecdote from my first flight of the day with James, age 10... He was a perfect Young Eagle in every way – a true delight to have aboard. After takeoff James had no troubles pointing out landmarks on the ground. Once safely leveled off in the practice area I suggested he try following me through on the controls. Gingerly he took the stick and within a minute it was obvious

he had the necessary light touch to fly the Davis. Slowly I removed my hand from my control stick, wordlessly relinquishing control to James. He flew straight and level for a minute or two before it dawned on him that he could see both of my hands placed on the glare shield... As the realization hit him that HE was flying the airplane the corners of his mouth started to curl upwards, first into a little grin, then into a full-blown smile. "Yes, YOU are flying this airplane, James, all on your own... Now let's turn to the right so we're pointed toward Constance Bay." An even bigger smile accompanied a gently banked 90 degree turn to the right. This young fellow had a smooth hand on the controls – he continued to fly until it was time to

let down over the village of Carp and did a darned good job of it, too. What a joy it was to hear him energetically describe to his family how he flew the airplane, and how much he could see from that new-found vantage point.

While I heard parents and grandparents commenting on how generous it was of us to take their youngsters flying, the truth is that flying Young Eagles brings us invaluable rewards. No amount of money could buy a smile like the one that lit up James' face during our flight together.

*Mark Briggs*

## Fly-Out Possibilities

All Items Taken from the COPA Website

**October 12, Westport, ON (CRL2):** Ontario Rideau Lakes Flying Club, COPA Flight 56 Fall Colour Fly-In. Lunch-Fly / Splash-In from 11:00 a.m. till 2:00 p.m. Octoberfest Sausage on a bun with pie & coffee. Transport Aerodrome / Waterfront / downtown, located at N44 40.012, W076 23.799, 123.2 for communication. For more information, please contact Bill at 613 273-5282.

**February 22, Ottawa River, ON:** Mo's 25th Fly-In 2014. COPA Flight 169 will start at 10:00 a.m. Located on the QC side 1 Mile west of the Ottawa VOR. Co-ordinates 4526'57" N, 7555'48, runway 3500 x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting, a runway will be ploughed, landing is at your own risk. For more information, please contact Maurice Pru-Homme at 819-682-5273. Download poster [click here](#).

## For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to [yvonmayo@rogers.com](mailto:yvonmayo@rogers.com) or [eea245@gmail.com](mailto:eea245@gmail.com). The deadline is two weeks before the next meeting. The ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

### FOR SALE

RV9/9A project for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$6,000. email holbrog at gmail.com or phone Greg Holbrook at 613-487-2374.

### FOR SALE

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. Please call Ken Potter at 613 259-3242 or email at: [kjpotter@sympatico.ca](mailto:kjpotter@sympatico.ca)

### Wanted

I will be starting to do fabric covering soon on Supper Pelican and Fisher 101, finally....mostly elevator and aileron parts.  
If anyone has surpluses/leftovers fabric (Dacron or Stits in the 1.7 oz, 1,8 oz to 2.1 oz area for ultralights) I could be interested in buying. These parts are long but not wide and can be made in two pieces (top & bottom). So these parts are ideal for leftovers.  
Elevator parts are about 95 inches long by 14 & 19 inches wide. Ailerons are about 110 inches long by 12 inches wide.  
Thank you,  
Michel Tondreau  
Tel: 819-685-2194

### FOR SALE

Bilmar 2003 **Amphib floats** 1850 kevlar, fiberglass composite with rigging, electric hydraulic, hatches, rigging, dual water rudders, emergency back up pump.

Must sell, Contact Paul Sicard

Tel: 613-487-2614

Cell: 613-884-9575

[lise.sicard@xplornet.com](mailto:lise.sicard@xplornet.com)

### FOR SALE

**1986 Rutan LONG EZ FOR SALE: \$36,000**

470 Hrs airframe. Engine: Lycoming 0-235 L2C 2430 hrs TT.(with original logs). 5.0 hrs since Top overhaul & other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 [andrewr@magma.ca](mailto:andrewr@magma.ca) Currently in flying condition. Last annual Nov 2011. For specs see [http://en.wikipedia.org/wiki/Rutan\\_Long-EZ](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

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@the Carp Airport, just west of Ottawa.

President:	Cary Beazley	613-226-4028	cbeazley@innovista.net
Vice President:	Phillip Johnson	613-253-2229	vice.president@eaa245.org
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Operations:	Ken Potter	613-259-3242	kjpotter@sympatico.ca
Membership Coordinator:	Alfio Ferrara	613-836-8285	membership@eaa245.org
Webmaster:	Russell Holmes	613-226-8273	billy.bishop@sympatico.ca
Newsletter Editor:	Yvon Mayo	613-830-1935	eaa245@gmail.com or yvonmayo@rogers.com
Technical Information Officer:	<i>Position Vacant</i>		
Young Eagles Coordinator:	Alfio Ferrara	613-836-8285	longeron@gmail.com
Chapter Historian:	Wayne Griese	613-256-5439	wayner@igs.net
Carp Airport Liaison:	Martin Poettcker	613-832-1210	Martin.Poettcker@marpoe.ca
Hangar Group Liaison:	Bill Reed	613-831-8762	Bill@ncf.ca
EAA 245 Website:	<a href="http://eaa245.org/">http://eaa245.org/</a>	and	<a href="http://www.245.eeachapter.org/">http://www.245.eeachapter.org/</a>



### Experimental Aircraft Association Chapter 245

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*Make cheque payable to:*  
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**Newsletter Subscriber:** \_\_\_ \$35.00  
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**Associate Member:** \_\_\_ \$35.00\*  
Newsletter plus Chapter facilities

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Newsletter, hangar, workshop, tiedowns.  
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\*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA