



# Carb Heat

## February 2015

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### Next Meeting:

Thursday February 19 at 07:30 PM  
Bush Theatre

Canadian Aviation and Space Museum

### Presentation:

*How Well Is Your Propeller Secured ?*

Phillip Johnson

## Editor's Comments



This month Phillip Johnson gives us the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Hans Sanders gives us a look at a dark side of Aviation, fuel theft and how to prevent it.

Mark Briggs talks about tools and techniques that will help improve the wiring of your airplane.

Colin McGeachy contributes an inspiring article about a great flying day.

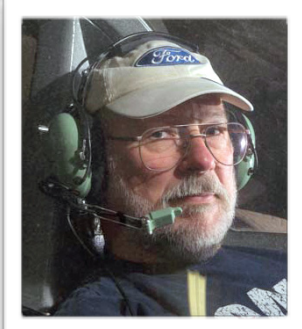
The For Sale section is quite long, we list a hangar, several airplanes and many other items.

The flyout possibilities are back with several winter events.

Please take a few moments to write an article and tell our readers about your building or flying experiences.

*Yvon Mayo*

## President's Message by Phillip Johnson



Well I've been back in Ottawa for just over a month now after spending a warm winter in Southern California. Boy I had forgotten how cold it gets. Yesterday I spent a few hours down in my Hangar at CYSH and my fingers were so numb I could hardly hold the screws let alone do any useful work. Anyway I accomplished a few things but it did bring back to me how careful we all need to be in winter when working on our aircraft as it becomes so easy to forget some of the simplest things when you feel very cold. Be careful if you are working on your aeroplanes in this cold weather and double check everything as your mind may cheat on you.

Again on the subject of cold weather be aware of density altitude issues. In -20° Celsius CYRP and CYSH are at a density altitude of -4,000 feet. That sounds great with such thick air the wings develop 14% more lift and the engine develops 14% more horsepower both could really be great and most of the time this is the case. However, if you have a constant speed propeller and you are using your full 2700 rpm on takeoff be aware that you are running the engine above the maximum rated horsepower.

This is like adding a little over four inches of boost. For those of us running fixed pitch propellers the problem goes away as the engine is never running at max rated rpm so the horsepower limit is not exceeded.

The Sunday morning coffee-and-doughnuts is being well frequented and I've seen a few new faces in the Chapter lounge. I hope these new faces become regular faces and join the Chapter, as we need new blood. If you've joined the Chapter then welcome and please continue to come. Thanks to those member who come early and set the fire ablaze and make the lounge warm and toasty by the time I arrive.

We've been having some issues with the Chapter scales over the years and it was only a few months ago we received one scale back from repair and calibration. One of our members noticed the device gave different readings depending on where the load was placed on the pattern, which is unacceptable. I tested the others and this is not the case but we found a difference of about six pounds when weighing one of 50 lb calibration weights. We will be contacting the manufacturer this week to get this fixed, yet again. As a result of this peculiarity, it behoves members to confirm the accuracy of the scales prior to use even after we have the scales repaired. The onus is on the user to verify the serviceability of each scale prior to conducting a weight and balance test. If you don't know how to conduct this test, feel free to speak to anyone on the Executive.

This is becoming a recurring theme but I do need to remind everyone that we need a Young Eagles Coordinator. Without this Coordinator we cannot have a Young Eagles day at CYRP. Many kids, and adults, will lose out and those pilots who enjoy taking up the kids will also miss out on this fun event. We have a number of members on the Executive doing double duty so I don't feel it is right to pressure any Executive member to take on this role but we do need to find someone from the Chapter membership. Please give this some thought and if you feel inclined to support this role please approach one of the Chapter Executives. Please don't be embarrassed.

With membership cheques starting to flow in I just need to remind you all to send cheques to our new address:

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

We will be monitoring the old Hazeldean mail box for a few more months but please can you be vigilant in sending your membership dues to the new mailbox.

If you plan to pay your dues at the museum you can come to the meeting prepared to meet with Gord Hanes with cheque in hand? If you know of any old members who are waning please can you give them a little encouragement to get back into the spirit of aviation and re-join EAA Chapter 245?

Last month we were due to have a presentation regarding the CAR 301 regulations that is applicable to private aerodromes but because of some misunderstanding the presentation never happened and luckily Dwayne Price and Charlie Martel stepped up to the plate and saved the day.

Transport Canada is again unable to provide the presentation this month. This has now been put on-hold until some time in the future. Meanwhile, I will be doing a presentation on a subject that should be dear to all pilots.

The monthly meeting at the Bush Theatre in the Canada Aviation and Space Museum (CASM) is on Thursday February 19th at 7:30 PM.

For new members you will need to be there on-time, as we have limited access to the museum. If anyone gets caught outside after the meeting has begun please call me on my mobile phone at 6139839332 and I will have someone come to the door and let you in.

Again for new members, many of the group meet for dinner at Perkins Restaurant on the corner of Ogilvie and St. Laurent at, or after, 5:30 PM and then move down to the museum as a group around 7:00 PM. Everyone is welcome.

Regards to All.

*Phillip Johnson*

### Meetings and Events Schedule

19 February 2015, 7:30 PM - CASM	How Well Is Your Propeller Secured ? Phillip Johnson
19 March 2015, 7:30 PM - CASM	Converting an Aircraft Instrument Panel from VFR to IFR Henri Monnin, Dwayne Price, Charlie Martel, Greg Holbrook
16 April 2015, 7:30 PM - CASM	Pitot/Static Systems - Kevin Horton (Tentative)
21 May 2015, 7:30 PM - CASM	Walk Around the Museum with Seth Grossman

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please bring them up at the meeting or send an Email to the President [president@eaa245.org](mailto:president@eaa245.org)

## EXHAUST – from the Carb Heat Archives



**30 YEARS AGO  
February 1985**

### **VISIT TO THE NATIONAL AVIATION MUSEUM - February 15, 1985**

"About 35 members and guests were fortunate to be given a behind-the-scenes tour of the new National Aviation Museum workshops in the renovated STOL hangar and facilities which have been occupied since the move from hangar 68 three months ago. Ed Patton the Assistant Curator, who has been with the Museum since 1971, showed off the reconstruction of the Curtis HS2L and the repair and restoration of a Spanish version of the ME109 as well as equipment and facilities used by the staff.

The Curtis HS2L was of particular importance to Canada in opening up the North and apparently a lot were built and used extensively in the early bush flying days. The HS2L under construction by the museum is based on G-CAAC that crashed in 1930 near Kapuskasing at what was called Fossil Lake where it landed during a storm. The lake turned out to be too small to take off from again - the pilot, in circling after lift-off in an attempt to get clear, caught a cliff overhang.

The plane spent 50 years in the lake before it was retrieved. Surprisingly the bits and pieces all proved very valuable to supplement detail that drawings couldn't provide. The reconstruction incorporates the original prop., tail, struts, flying controls and instruments. The original tool kit was also retrieved intact except for the hammer~ The engine is also original along with the radiator and cooling screen. The Liberty engine incidentally, was designed and built in 72 days (within earshot of the Liberty Bell - hence the choice of name). The new fuselage was made here and the wings in California.

All cables of course are new - spliced in the original fashion, and the wood is the same as that used in the original manufacture (very expensive!). Apparently three HS2L's have contributed to the one under construction.

The museum is fortunate to have many original drawings but they are a mixed group - some are for the HS1L, and careful attention has to be paid where pieces are supposed to fit together - they don't necessarily do so - luckily there are still some people around who flew them, and who have provided a lot of help. One remembered exactly where all the fuel valves were positioned."

### **20 YEARS AGO, February 1995**

#### **February 16, 1995 - Feature Speaker**

"Larry Lorreto, the owner of Ottawa Aviation Services, shared with us their experience with the new Katana Trainer and his views on the future of flight training. Larry's presentation was essentially a condensed version of the Katana ground school that OAS put all new students or Katana renters through before checkout on the Katana.

Larry strongly believes that flight training needs to be based on newer, modern technology air frames and engines. He is putting his money where his mouth is by investing in the Rotax 912 powered Katana So far his experience seems to be that the lower operational and maintenance costs compared to the aging Cessna 150 trainers, fully justify his faith.

The Katana production line in London Ontario is apparently well worth a visit, and they welcome visiting pilots. Larry's 35 mm slides of their facility showed an impressive facility that I definitely intend to drop in on. Perhaps we can organize a fly-out sometime in the spring or summer, for those interested in state of the art composite fabrication."

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

*Wayne Griese*

# Protect Against Fuel Theft

Article and Photographs by Hans Sanders

I have owned several aircraft since 1980 and now fly a little Cherokee 140 out of Gatineau. I have enjoyed the company of fellow pilots and found most to be a helpful and honest bunch, and fun to be with. But there seems to be a rotten apple in every barrel as I found out recently.

I had planned a flight to Parry Sound and filled both 25 US gal tanks to the brim the previous couple of days. When I checked my fuel prior to departure, I noticed that 5 gallons were missing from my left tank. I checked for possible leaks, but none were found. It seems that someone drained a 5-gallon can full from my left tank, which is easy to do. I have 1/4 turn quick drains under the wing and a funnel placed on a 5 gal can will easily allow a thief to steal gas without being noticed, especially at dark. I advised the FBO at Gatineau who told me that they had previous complaints. I considered setting up a camera but found it to be difficult without making it too obvious.



BTW, I had a similar experience a few years back at Beloeil, an airport about 25 km East of St. Hubert Quebec, where they not only drained all 50 gallons of gas but also stole the quick drains and left me high and dry on a Sunday morning.

Hans Sanders

My other solution is to devise a set of locks for the quick drains and find lockable gas caps.

The lockable gas caps would not be approved for flight and would have to be replaced with the original caps prior to flight. So far I have had no luck in sourcing those caps but I am sure that the filler necks on the tanks were from automotive suppliers and I should be able to find some.

The quick drains required my own design of locks, which I made from steel tubing, and they will hopefully deter a thief away from my plane. Please see the attached pictures. The two halves fit around the drain above the 7/16" hexagon and are held together with the round piece. The 1/4" holes in the halves allow for a lock to be inserted, which prevents removal. The locks completely cover the drain and will swivel 360 degrees without opening the valve.



**Editor's Note:**  
*Beloeil is now named St-Mathieu-de-Beloeil (CSB3)*

## Avionics Installation Tips and Techniques

Article and Photographs by Mark Briggs

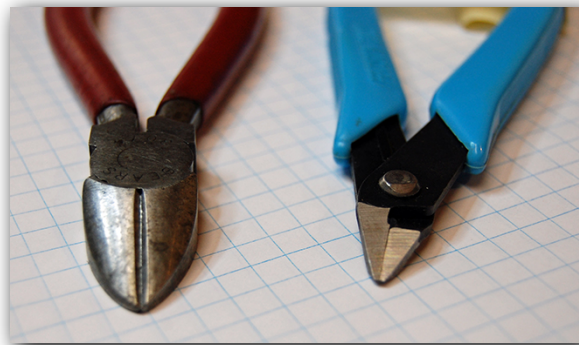


As the winter winds whip the snow into drifts and freeze our skin in only a few moments of exposure, perhaps now is a good time to be working on the parts of our airplane projects that are better described as “inside jobs”. Our aircraft build project is currently undergoing open panel surgery in our basement. Fortunately for me, my workshop is only a few feet from the furnace. It’s in this comfy workshop that I’m undertaking a major revision to the instrument panel for our Glasair Sportsman. While beavering away on this task I’ve paused for thought and come to realize I’ve been lucky to have some wise craftsmen show me a few tricks of the trade. These little tips and techniques make the job easier to accomplish and often result in a better looking, more functional and higher-reliability product. I thought perhaps others might benefit from sharing a little of this knowledge, so here goes!

Let’s start with one of the most basic tips of the trade; use the right tools for the job. One doesn’t use an axe to carve the Christmas turkey, so why use the wrong tools when working on wiring in our airplanes?

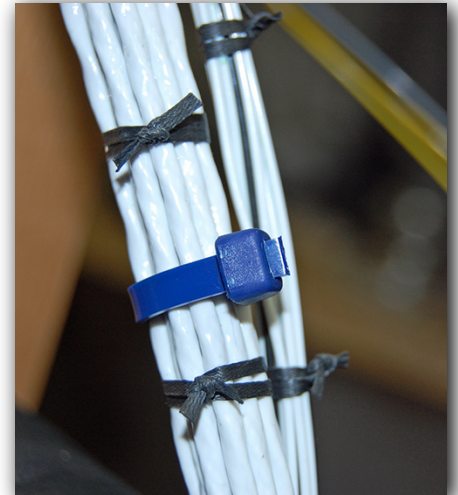
How many times have you reached behind an instrument panel and upon withdrawing it you’ve found your arm dripping blood, thanks to cuts and scratches caused by unexpected sharp things lurking in the depths of your wiring? Too often, I’m sure. I know I have too many scars to count. But there IS a better way!

One of the chief culprits of this unwilling bloodletting is the ubiquitous plastic zip tie. If Red Green were an aviation buff, he’d say that zip ties are the aviation handyman’s secret weapon! All too often the ends of zip ties are cut off using bevel-edged cutters, leaving a very sharp piece of plastic projecting outward from the zip tie, ready to draw blood from the first hand that passes by. This loss of blood is totally unnecessary, and, frankly, a sign of poor workmanship. In the photo below, on the left is shown the commonly and incorrectly-used zip tie cut-off tool on the left – a pair of bevel-edged cutters.



Notice how the back edge of the cutters is beveled – there’s no way these cutters can remove all of the plastic “tail” of the zip tie. Plus, because of their beveled edge, these cutters actually produce a sharp point on the tail of the zip tie. OUCH!

Now look at the cutters on the right – there is no bevel on the back edge of these, giving rise to their common name – flush cutting pliers. They cut the zip tie tail off perfectly flush, leaving no sharp edges to slice open the unsuspecting aircraft maintainer.



Now let’s look at the difference in the results they produce. In the two photos; one above and the other on the next page, you will first see a zip tie cut with bevel-edge cutters, and then in the second photo, the same zip tie cut with flush cutters. Look at that sharp jag of plastic left by the bevel-edge cutters! Compare it to the flush end left by the flush cutters and tell me which zip tie you’d rather encounter when reaching into the dark recesses behind your instrument panel!

One doesn’t have to spend a lot of money to buy the right tool for the job. In this instance, the blue-handled flush cutters came from SteinAir ([www.steinair.com](http://www.steinair.com)). When I was ordering some other parts from Stein I added them to my order as an experiment to see how much tool one gets for US\$9.75.



Here is a look at an example of how the wire spoon is typically used. Note the “new” green wire being added to the existing, tightly laced wire bundle.

Did I mention this wire spoon is being used in a tightly-laced wire bundle? Hmm, perhaps in another issue we can delve into the basics of using lacing cord to make a neat, professional-looking job of your wiring. It’s easier than you might think.

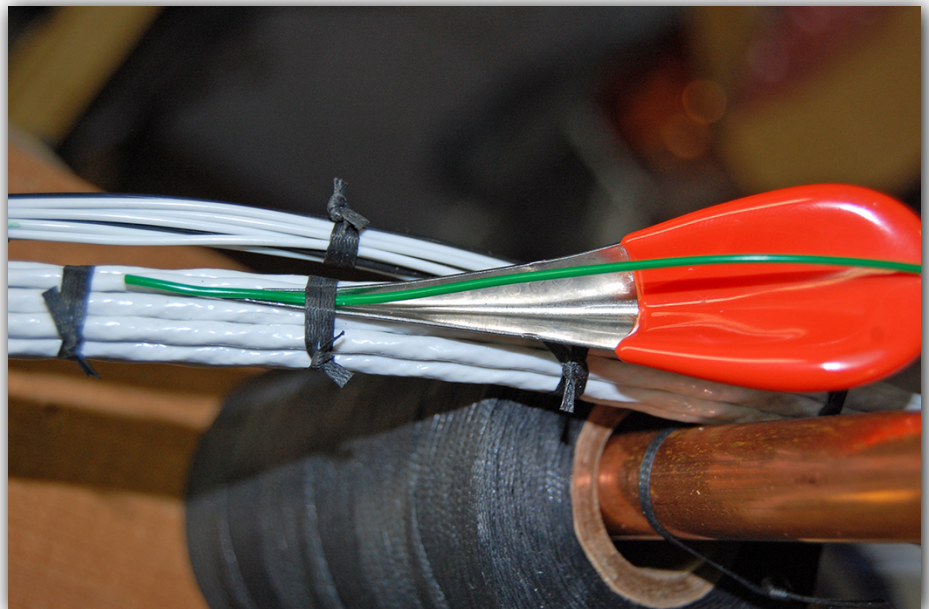


As it turns out, they are an excellent tool at a bargain price. If you are feeling rich, visit the other end of the tool-buying spectrum and spend \$75 or so on a pair of Snap-On EC-710G flush cutting pliers. They are a little bigger than the ones from SteinAir, and likely will last longer. Despite the large difference in price, the Snap-On cutters produce a result very similar to their less expensive cousin.

Until then, keep the furnace going full blast while you work in the basement on your projects!

*Mark Briggs*  
EAA 795537

Another handy tool to have around when running wires is a wire spoon. No, Mable, this isn’t for eating your porridge, however it is the best thing since sliced bread when it comes to slipping a new wire into an existing wire bundle. First, let’s look at the tool; it’s so simple you’ll wonder why you didn’t get one ages ago. Again, it’s not an expensive tool (\$10.95 from Aircraft Spruce) and it really is a life-saver when you want to thread an extra wire into a bundle. Of course none of us would ever have forgotten a wire when we first made that wire bundle, so we can just tell our friends we bought the wire spoon so we could have a “mystery tool” about which to quiz our friends! The photo below shows a very typical example.



## CHINESE TAKEOUT

Article and Photographs by Colin McGeachy

Bored with the kids Friday night movie I decided to sneak away, check my e-mail and peruse Barnstormers. Barnstormers, as it is every day, was full of aircraft I lust after but can't afford. My e-mail was more interesting as one requesting "a fast ride" had somehow escaped the McAfee filters. On further investigation the email was from Mike, asking if there was any chance of a ride to Maine the next morning to pick up a Nanchang CJ-6. I must confess to not knowing much about Maine but the line "Good night you Princes of Maine, you Kings of New England" has stuck in my head since reading The Cider House Rules many years ago.

A quick check on Google earth showed that a straight line from Carp to Sanford (ME) was a little over 250 nm so we should be able to get there and back in few hours. Of course a straight line isn't possible as we would need to stop for US border clearance, but Burlington (VT) wasn't too far out of our way.

The next morning was bright and breezy. Too breezy for me. I spent the first hour after getting up doing nothing but checking the weather all over the eastern seaboard. If I looked out of the window it appeared calm one minute and the next, what leaves were left on the trees were being shaken violently. In the end I decided it was too much for me and that I was not going to look at Internet weather any more so that I could actually get on with my day. Mike completely understood and I proceeded to get on with "stuff".



After a while the "stuff" got a little boring so I checked my e-mails and there was another note; "How about tomorrow?" Bugger! Now I'd have to spend the rest of the day checking the weather for tomorrow and not getting on with the stuff.

Sunday was the school fare so I could still give Mike a ride but we wouldn't be able to leave until noon. This looked like it would be OK so we agreed to meet late the next morning.





Mike was waiting when I arrived at Carp and we pulled Matt's RV-7A from the hangar and completed the walk-around. Mike's 6' 2" and resplendent in leather and sheepskin "Biggles" jacket he was crammed into the 7 with his knees about eye level to ensure he didn't foul the rudder pedals. To provide a little more room he also had his arm around back of my seat which explains the lack of in-flight portraits.

Routing just south of Ottawa we were soon crossing the St. Lawrence and into US airspace. The mountains in upper New York State and Vermont loomed large and initially looked to be higher than our 5,500' cruising altitude. The mountains were dusted with snow and we could see the snow blowers working hard in the +7 OAT.

In less than an hour we had Burlington is in sight and we are being vectored for runway 33. As we descend we are asked "India Mike Echo, can you pull back on the speed as there is an RJ ahead of you". It was tempting to answer with "slowing for the jet" but Mike was working the radios and he's more grown up than me. We followed the RJ on finals and then taxied across to US customs.

After a few minutes wait the solitary CBP officer walked out to the aircraft. Interestingly, we didn't have to submit to full body pat downs but the officer did check the aircraft with a Geiger counter. No "beeps" from the mostly electronic flight instruments so we were good to go. The Nanchang makes the Geiger counter light up light a Christmas tree which then induces a full body pat down.

We fuelled up at the Heritage FBO and what a facility! If I had seen the rooms in a holiday brochure I would have booked a vacation. Bedrooms, a gym, table tennis table in the pilot's lounge and a flat panel TV to die for. All that and we got a discount on the fuel.



By now we were running late and we had more mountains to cross before heading downhill into Sanford (KSFM), Maine. Just under an hour later, and with the Atlantic as our backdrop, we landed at Sanford and Mike went off to find the "Chang".

Built from recycled Chinese battleships the CJ-6 looks reasonably menacing anyway but when it's a washed out olive green that's almost black it's really quite scary. I wasn't sure if it was bad paint or a poor attempt at stealth. Everything on the Nanchang is pneumatic and, as Mike had anticipated, it was out of air and would need to be hand propped. I was given a quick tour of the

cockpit and shown what to pull and what to plunge.

The cockpit looked like it was designed by Isambard Kingdom Brunel's long lost Chinese cousin. If Mike had told me there was a steam boiler I'd have believed him without question. "Switches ON" calls Mike. "Switches ON" I confirm. Mike heaves on the prop and after a few tries there is a sound like someone throwing nuts and bolts into a cement mixer. I am pumping furiously on the primer as the noise gets louder and the world disappears in a cloud of acrid black smoke. It all looks very unfamiliar and I'm not sure if I should be plunging more or shovelling coal. Mike's suddenly at my side and pulling back on the throttle. The roar recedes and the spring mounted panel slowly stops vibrating and comes into focus.

I clamber out, none the wiser, as Mike taxis across to the pumps in a cloud of smoke (or possibly steam).

Fuelled up and with the flight plan phoned in we are ready to head home. I follow the Chang down the taxi way and take position as Mike rolls down one five. Mike keeps her low and the black shape disappears into the shadows at the far end of the runway. Just when I think Mike is going to taxi it all the way home the Chang zoom climbs like a homesick vampire before departing to the West. I quickly follow and it doesn't take long before I've caught Mike and we route towards Burlington.



In the fading light the mountains look both beautiful and slightly ominous. We've decided that we'd stick together just in case the Chang wasn't as fixed as it should be. It had been left there a few weeks previously when it started to run rough on the journey home. The moon was stunning against the mountains and seeing the big black Nanchang off my port wing was a sight to behold.

Overhead Burlington we made the decision to press on to Ottawa knowing it would be dark on arrival. Despite almost twice the horsepower and wheels that tuck away the Chang isn't RV quick and it would be a 2 hour flight back at a leisurely 130 kt cruise.

I've not done much night flying and although I'd done some local flights recently this was my first big trip since my qualifying night cross country. Sitting alone in the RV cockpit was quite surreal as the gloom of the mountains passed underneath and the glow from civilization on the US/Canada border appeared in the distance.

Mike, an air traffic controller by trade, was handling the radio so sitting there on autopilot gave me a fair bit of time to contemplate. Although I did think about the chances of surviving an engine failure over hostile terrain it really wasn't, perhaps naively, much more than a passing thought.

Ottawa looked beautiful as we approached from the south east and the controllers vectored us through their zone. We were initially asked to descend to 4,500' and then 3,500' as we passed just to the south of Ottawa's main international airport (CYOW). Approach informed us that there was a 737 off to our left that was establishing itself on the ILS. The timing was such that as we flew over the extended 07 centreline the 737 flew right below us which just added to the excitement of the day.

Once relinquished from the Ottawa controllers we could turn the lights on at Carp and just a few minutes later we were touching down on one zero. Despite the bitter wind and subzero temperature I couldn't help grin from ear to ear. It had been quite a day.

*Colin McGeachy*



## 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. Please let me know if any of the articles have been sold.

### FOR SALE - Davis DA2A

With reluctance I have decided to sell our Davis, built by repeat-builder and long-time EAA245 member Jim Bradley. TTAF 600hrs. Engine is C85-12, approx. 150SMOH. Warp Drive 3-bladed Prop. Dynon D100 EFIS with BrightScreen glass & internal battery, steam ASI, ALT, VSI, electric T&B. Moving map GPS, ICOM IC-A200 comm, GTX320A Xpdr, 2-place intercom, 406MHz ELT. New main tires. This aircraft is both economical to own/operate and an amazingly fun flier. Please contact me for additional details.  
Mark Briggs [cgjoy@yahoo.ca](mailto:cgjoy@yahoo.ca) 613-725-4361

### FOR SALE - Pietenpol Air Camper

Total time since new (engine and airframe): 548:15;  
Fuel: 2 tanks, 10 gallons each, 4 gallons per hour;  
New icom radio with two head sets, intercom and push to talk;  
4-point harness, new tires, removable canopies, skis, custom tow bar;  
Year manufactured: 1972. Log books since new.  
Engine Model A65 - 8F;  
Last annual inspection Dec 9, 2013, last flown Aug. 15, 2014.  
Cruise speed 80, stall speed 40 mph.  
Aircraft has always been hangared.  
Asking \$12,000.00 or best offer.  
For more information please call George Lockhart 1-902-243-2164.(or Terry Peters – 613-491-8000)

### FOR SALE

Zaon XRX Onyx PCAS - \$600.00  
Hydraulic Skiis off PA14 - \$3000.00  
Cowling for RV9 - \$600.00  
Call Charlie Martel 613-862-4961

### 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 clecoc. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$5,500. email [holbrog@gmail.com](mailto:holbrog@gmail.com) or phone Greg Holbrook at 613-867-8084.

### 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)

### FOR SALE

Hangar for Sale \$24,000  
Location: CYRP Carp, ON  
40 ft wide x 32 ft deep (approx)  
South facing on Taxiway Charlie  
Contact: Alfio at 613 836-8285

### FOR SALE

#### 1986 Rutan LONG EZ FOR SALE: Price Reduced \$34,000

470 Hrs airframe. Engine: Lycoming 0-235 L2C. Engine overhauled by Aero Atelier in September 2013. 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) Aircraft will not be flown till Spring 2014 and fresh annual to be done. For specs see [http://en.wikipedia.org/wiki/Rutan\\_Long-EZ](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

### FOR SALE

Mc Caulley Prop  
Klip-tip Met-1 prop  
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00  
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.

**FOR SALE**

Jabiru 2200 serial # 842, 200 hrs very good  
 compression \$8,000.00 or best  
 Sensenich 54x48 composite prop 20 hrs  
 for a 2200 Sonex \$600.00  
 Sonex tail dragger engine mount \$450.00  
 Grand Rapids EIS 2000 with probes \$350.00  
 2 1/4 Uma instruments Alt, AS, VS \$75.00 each  
 ELT \$100.00  
 Aeroflash strobes \$150.00  
 Comant antennae model C1-121 \$75.00  
 Contact Chris McNally at:  
 Email: [iammcnally@yahoo.com](mailto:iammcnally@yahoo.com)  
 Phone: 1-613-291-1254

**FOR RENT**

Chapter 245 members can **rent a tiedown** near the  
 EAA 245 hangar at Carp Airport. You can rent the  
 tiedowns by the month or for the full year. Send us  
 an email: [info@eaa245.org](mailto:info@eaa245.org)

**FOR SALE**

2010 Glastar, 80 hrs TT,  
 Mattituck IO-360, Hartzel C/S Prop, Dynon D120-  
 D100, HS34, Garmin 155XL GPS TSO, Garmin 496  
 GPS, Garmin Transponder, ICOM 210, True Track  
 A/P, Kannad 406-AF ELT +, \$95,000.  
 Denis Charbonneau 613-897-4070

**FOR SALE**

1973 Piper PA28-140  
 5400TT, Lyc 0-320 1495 TT, 40 hrs STO,  
 KX170B, KI201C, KR86 ADF, AT150 transponder,  
 mode C, 2 pl intercom, clock, tail strobe, wheel  
 fairings, engine heater, hat shelf, toe brakes, new  
 windshield, mogas STC,  
 130 to 135 mph on 8.5 gal/hr \$39000.  
 Hans Sanders, 613-446-7728

**Fly-Out Possibilities**

Most Items Taken from the COPA Website

**February 21, Hawkesbury, ON**

**(CPG5):** Hawkesbury Flying  
 Club / COPA Flight 131 Ski Fly-In  
 at the East Hawkesbury Airport.  
 Sloppy Joes served by the HFC  
 president. 11:30 to 13:30 Skiplanes  
 only! But you are also welcome if  
 you drive in. For more information,  
 please contact Stephen Farnworth  
 at (h) 613 632-3185 or (c) 613  
 678-0325 or  
[HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com)

**February 22, Cobden, ON**

**(CPF4):** COPA Flight 124,  
 Champlain Flying Club hosts their  
 Annual Ski Plane Winter Fly-In  
 from 10:00 until 14:00hrs. Beans  
 and chilli with all the fixings and  
 beverages. For information, please  
 contact Bob McDonald at  
[bobkim.mcdonald@gmail.com](mailto:bobkim.mcdonald@gmail.com) or  
 613-432-8496.

**February 28, Ottawa River,**

**ON: Mo's 26th Fly-In 2015.**  
 COPA Flight 169 will start at 10:00  
 a.m. Located on the Quebec side, 1  
 mile west of the Ottawa VOR. Co-  
 ordinates 45 26'57" N, 75 55'48,  
 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 Prud-Homme at  
 819-682-5273. Download poster  
 here.

**March 7, Kars, ON (CPL3):**

RAA Chapter 4928 (Ottawa-  
 Rideau) Winter Ski Fly-In will take  
 place on the first Saturday from  
 10:00 a.m. until 2:00 p.m. The  
 airfield is Rideau Valley Airpark at  
 N45°6.00' / W75°38.00', airfield  
 frequency is 123.4 Mhz. Come and  
 join us for a hot meal and enjoy the  
 company of other aviation  
 enthusiasts. Call before leaving for  
 runway conditions. Skis only. For  
 more information, please contact  
 Larry Rowan 613-489-2332.

**May 25, 2015, Stirling Airport**

**(CPJ5):** The Oak Hills Flying  
 Club and COPA Flight 53 are  
 hosting their Spring Fly-in at the  
 Stirling airport (CPJ5) on 24 May,  
 2015. Breakfast will be served from  
 09:00-12:00. All are welcome and  
 100LL is available at the field.  
 Unfortunately, we are not equipped  
 to accept credit cards.

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:	Phillip Johnson	613-983-9332	<a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Ameet Nidmarty	613-882-5486	<a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
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EAA 245 Website:	<a href="http://eaa245.org/">http://eaa245.org/</a>	and	<a href="http://www.245.eaachapter.org/">http://www.245.eaachapter.org/</a>



**Experimental Aircraft Association  
Chapter 245**

**Membership Application**

New: \_\_\_ Renewal: \_\_\_  
Date: \_\_\_\_\_

Name: \_\_\_\_\_  
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Newsletter Distribution Preference:  
Email \_\_\_ or Canada Post \_\_\_  
Aircraft & Registration: \_\_\_\_\_

Aviation Affiliations:  
EAA Number \_\_\_\_\_ EXP Date: \_\_\_ / \_\_\_ / \_\_\_  
COPA: \_\_\_\_\_ RAA: \_\_\_\_\_ UPAC: \_\_\_\_\_  
OTHER: \_\_\_\_\_

*Make cheque payable to:*  
  
EAA Chapter 245 (Ottawa)  
1500 B Thomas Argue Rd  
Carp, Ontario  
K0A 1L0

Annual Dues: January 1st to December 31st.  
(prorated after March 31st for new members / subscribers).

**Newsletter Subscriber:** \_\_\_ \$40.00  
Newsletter only

**Associate Member:** \_\_\_ \$40.00\*  
Newsletter plus Chapter facilities

**Full Member:** \_\_\_ **\$90.00\***  
Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member

\*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA  
\*\*Credit Card payment available, Contact Membership Coordinator for details.