

Carb Heat

August 2017

EAA 245 NEWSLETTER Vol. 47 No. 7

Published by:

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



Next Meeting:

Saturday 19th August, 12:00, at the EAA Hangar,
Carp Airfield



Chapter BBQ



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

Google™
Groups



Editor's Comments



You may recall some pictures of Dave and Ameet's beautiful RV-10 that were in Carb Heat a few months ago. Progress has been steady and I saw it myself, for the first time, when I was at Carp over the long weekend. Ameet was kind enough to let me take a look both inside and outside and this really is a stunning aircraft. Inspection is due shortly and they should be flying as soon as the paperwork is done.



It's funny how that when you have extra time to get something done you still end up doing it at the last minute. Well, I do. As there was no Carb Heat in July I thought I'd have plenty of time to complete the August edition but here I am, rushing to get it together.

As always, thanks to those of you who submitted voluntarily and to those of you whose articles I had to extract under the threat of extreme torture.

In this month's feature packed edition Andre sent me a previously published article, printed with permission, about the possibility of Questair being raised, phoenix like, from the ashes. I've always lusted after the Venture and I would love to see kits back in production.

Alfio and Shirley went cruising again, this time to North Carolina and Yvon Mayo, previous editor of this illustrious publication, kindly volunteered to be the Pilot Profile. I guarantee you will be extremely jealous of his 'most memorable' flight.



President's Message



Well, it has been a couple of months since I hit the keyboard to write this column and I still have nothing to say except I had a blast at Oshkosh this year. As many of you know we arranged chapter camping and we were successful in securing our usual spot close to all amenities. There were seven groups including some new chapter members recruited from Missouri. The space was large and allowed us to form a good base of operations. The really nice thing this year was the almost continual overflying of the site by some heavy



world war two iron. In particular, a couple of Mitchel Bombers seem to favour our location. With a beer in one hand and looking up to the sky while there was a steady roar from these incredible

machines was a magical moment.

For the best part of the event the weather cooperated. On occasion, there were a few heavy showers but no significant wind or at least that would bother us at the camp site. Wind did prevent the erection of the pneumatic screen at the fly-in theatre on the first night though. The picture below shows a 360° panoramic view of the campsite. Unfortunately not all campers were there for the picture.

We had no fly-in attendees to the campsite but Andre Durocher did arrive with his Questair Ventura C-GOER and was prominently placed adjacent one of the hangars. I'm sure there were other chapter members there but I never managed to meet with any.

Meanwhile, back at the Chapter hangar, there has been some movement with the Zenith project with the cabin frame close to being fully installed so it won't be long before we start attaching the empennage and then the wings. Soon we will have to make a decision on what engine to install as this impacts the whole firewall forward element. Unfortunately, we do not have the funds to commit to this project in order to complete so we are looking for solutions i.e. flying club etc. If anyone has ideas or recommendations please come forward. There are no stupid ideas.

We've moved past the deadline for membership dues so if you are receiving this newsletter it is in error!

The August Meeting has yet to be defined but will likely be a BBQ at the Chapter Hangar. This will be on the third Saturday of the month (19th August). Meeting at the museum will resume in September and will occur on the third Thursday of the month (21st September) and will be the Oshkosh review. Those of you who took photographs and would like to have them presented could you get back to me with sufficient time to prepare the presentation.

Regards to all

Phil







Meetings and Events Schedule

EAA Chapter Meeting –19th August 2017 @12:00

Presentation: **BBQ**

Presented by:

Where: EAA Hangar (CYRP)

EAA Chapter Meeting –21st September 2017 @19:30

Presentation: Oshkosh Roundup

Presented by: Anyone who went to Oshkosh

Where: Aviation and Space Museum

EAA Chapter Meeting –19th October 2017 @19:30

Presentation: TBD

Presented by: TBD

Where: Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



What: 2017 Gathering of the Classics

Where: Edenvale (CNV8)

When: Saturday, August 12th

What: COPA 131 / Hawkesbury Flying Club BBQ

Where: Hawkesbury (CPG5)

When: Sunday, August 13th from 11:00 to 13:00

What: Flea-market Fly-inn and Lunch

Where: Lachute (CSE4)

When: Saturday, August 24th

The Questair Phoenix



Some aircraft designs are reborn from the ashes of ruin again and again driven by the passion they evoke in pilots. Such is the case for the Questair Venture. I recently spent a couple of weeks in Raymond, Mississippi at the new Venture skunkworks, and besides having a ball, learned a tremendous amount about the history of this unique aircraft and what its future might look like. You may have heard of the Questair Venture. It is a compact, all aluminum, retractable gear, two seat speedster designed in the late 80s by Jim Griswold and Ed McDonough.

The Venture set a number of records for speed and altitude. It cruises at 240 kts at 10,000' MSL on 75% power and has a service ceiling of over 30,000' MSL with its naturally aspirated Continental IO-550 engine. The aircraft reminds you of a WWII fighter, and in fact, parts of the Venture performance envelope equal or exceed that of some of those fighters.

Questair also developed a fixed gear version of aircraft called a Spirit that uses a smaller engine but is still a little speedster in its own right.

By the early 1990s Questair Inc. had built a little over a hundred Venture kits and less than a half dozen Spirit kits when the company ran out of money and was forced into bankruptcy. About two thirds of those kits became flying aircraft. Some were raced at Reno but most of them became personal aircraft.

In the air the Venture was a pilot's delight with a high speed, efficient cruise, well harmonized controls, and excellent low speed behavior. On the ground it was a different story. A unique landing gear design coupled with an unconventional steering and braking system resulted in an unusual number of Loss of Control (LOC) accidents on landing and takeoff. Fatalities were not common, but about a quarter of the Ventures that were flying were wrecked by pilots unfamiliar with the unusual ground handling characteristics.



When Questair Inc. went into bankruptcy the assets were purchased by Bob McLellan, a pilot and insurance business executive, who formed a new company to continue the Venture adventure. He joined forces with Henry Bouley, an air racer who was known for building high performance aircraft engines. Questair was back in business with hopes of taming the landing gear issues, producing fast build kits, and making further improvements in the performance including upping the horsepower and turbocharging the engine. Such was not to be the case however, when McLellan and Bouley were killed in an unfortunate accident while testing a new turbocharged engine design. With the death of the new owner, Questair once again dissolved in bankruptcy and litigation. Again, the development and manufacturing of the Venture and Spirit were set adrift.

Through a series of arcane events, one of the early Venture builders by the name of Alan Tolle, ended up with much of the remaining assets from Questair and formed a company called NuVenture. Alan, promoted the aircraft at a few fly-ins and offered to sell kits to interested builders, but not much really came of it. Alan was much more of a builder than a businessman, and as a result, NuVenture never really flourished.

The plane would probably have disappeared into the annals of aircraft history, as an interesting design that never really succeeded, were it not for the determined efforts of another Venture enthusiast by the name of Larry Woods. Larry worked with Jim Griswold after the failure of Questair, to successfully develop modifications to improve the ground handling of the

aircraft. He also started an online builders group to improve communication and to share information. Larry's efforts, his enthusiasm for the aircraft, and his innovative concepts, lead to improvements in the Venture's ground handling and safety and resulted in a resurgence of folks wanting to build and fly them.

At about the same time, Jim Cook, another Venture owner and enthusiast, decided to start having an annual Venture fly-in in West Palm Beach, Florida where he owned an avionics shop. It was very challenging to build a kit as complex as the Venture in isolation and these fly-ins brought the Venture community together to discuss building techniques, technical issues, safety, as well as modifications and maintenance issues. As a result, the annual fly-ins became quite popular with the Venture community.

Parts availability was becoming a real problem though. NuVenture was not meeting the need and something needed to be done to support existing Venture owners and builders. Larry stepped up to help by acquiring many of the previously wrecked aircraft and selling used Venture parts along with his modification kits to builders and owners who wanted them. The issue of parts availability continued to grow though, in spite of Larry's efforts. Jim Cook, along with Dan Myers, another Venture owner and enthusiast, decided to do something about it. They formed a new company called, surprisingly enough, Questair LLC, and began negotiating with Alan to purchase the assets of NuVenture. They also contacted other builders with large Venture parts inventories to acquire them as well.

The goal was to bring the inventory of parts, kits, and manufacturing tooling that still existed, all together



under one roof to support the Venture community. As a result just about all the parts that exist for both the Venture and the Spirit are together in one location and available to support Venture owners. The location turned out to be the John Bell Williams Airport in Raymond, Mississippi where a large renovated hangar was available along with a supportive community and an aviation school operated by Hinds Community College. Dan and Jim had also managed to obtain the original prototypes of both the Venture and the Spirit. These prototypes would once again serve as test beds for improvements to both aircraft.

Unfortunately, not long after this effort began, Larry Woods passed away due to natural causes. Jim and Dan were good friends with Larry and as a result were able to arrange to purchase Larry's Venture inventory and move it to Mississippi as well. Jim also took over responsibility for the Venture online forum in order to

keep that communication channel open for builders and owners.

Since Jim and Dan are friends of mine, I expressed a desire to give them a hand with their new enterprise. They said they would be happy to have the help and invited me out. Mike Cicerchi, another friend and fellow Venture owner up in Denver, also wanted to join in the fun so he planned to go too. The plan was for Mike and I to spend two weeks helping Jim and Dan however we could. Since Jim and Dan were in the process of testing a new experimental Hartzell 3-blade propeller on the Venture and a new design for a nose gear shimmy dampener, we figured it would be pretty exciting to help them with the testing. They also mentioned they were finishing up some maintenance tasks on the prototype Spirit so they could begin taxi and flight testing it.

Boy was this going to be fun, Test Pilots R Us! That little bubble of joy got popped though as soon as we arrived and Dan told us our first job would be to help clean up and organize one of the parts rooms. Flight testing was not on the agenda that day, so Mike and I began sweeping up, building shelving, and getting boxes of parts off the floor and onto the racks in some reasonable order.

As boring as it sounds, it really was amazing to find out how much inventory these guys had really acquired. I saw parts that I thought were no longer available, like main landing gear legs for both the Venture and the Spirit. These parts had become quite rare because the early spree of runway LOC accidents and were in high demand.

It quickly became apparent that these guys had managed to collect enough parts to support a small fleet of Ventures, and to put together a few complete kits as well.



Dan and Jim were clearly going to be able to support the parts needs for the Venture community in the near term. The long term was a different story and would require the capability to manufacture replacement parts as the current inventory was exhausted. Since Questair LLC had managed to acquire the manufacturing tooling, drawings, and rights for both aircraft, this was entirely feasible, but would be quite expensive unless it was done in large quantities. If you are going to do that Jim and Dan thought, why not start up kit production again, and incorporate all the design

changes that had been developed to improve the Venture along with a fast build kit to reduce construction time from a whopping 6000 hours to more like 2500 hours. In addition, they thought it possible to develop a fast build kit for the Spirit, which would take even less time to build. The Spirit, by the way, is no slouch in the performance category even with fixed gear, and is capable of a maximum speed over 200 knots and a cruise speed of 180 knots using a six cylinder 210 hp Continental IO-360. Jim and Dan thought that it would make a nice training aircraft as well as an excellent cross country aircraft for those who wanted to start small and then move up to the Venture later on. It would however, take a large influx of money to move from a parts business to a kit manufacturing business so that problem is still to be solved.

You can only imagine what it is like to work with guys like Dan and Jim who are experimental aircraft enthusiasts, successful business men, and avid pilots, in a start up aviation venture (pun intended). It is a blast. It wasn't long before Mike and I graduated from sweeping floors and moving parts, to more advanced tasks like buying beer and grilling burgers for dinner. Speaking of dinner, we often ate this meal at the airport in the Questair building. Turns out that with the Questair grill, some beer, nice weather, and a willing cook you can enjoy some pretty good food right there on site. Burgers, brats, ribs, and Shish Kabob were all on the menu. Actually, we often ate breakfast, lunch, and dinner in the airplane factory. Mike even slept there in one of the air-conditioned office spaces. These were long days but they were fun and really went by fast because of the interesting work and great camaraderie that we shared together with Jim, Dan, and the other folks who dropped by Questair to see what was going on.

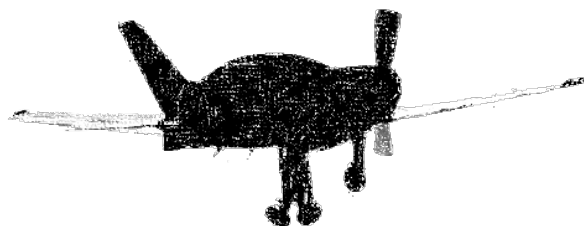
Before we had to leave, Mike and I got to help with the Venture prop testing, the shimmy dampener testing, and some of the maintenance tasks on the Spirit. I even built an electro-hydraulic unit to be able to bleed both main gear brakes simultaneously out of some spare parts lying around. Mike and I used it to bleed the brakes on the Spirit while we ate lunch one day. It

worked great. Mike also managed to get some flight testing in with Jim, as well as some transition training, which will really help him when he begins to fly his own Venture. All too quickly it was time to say good-bye and head back home, but both Mike and I were really energized by the experience and looked forward to getting back and working on our own Ventures.

Dan and Jim have invested a lot of money and time, and made many personal sacrifices to create the fourth incarnation of Questair. They are supporting the existing Venture and Spirit community with parts, and dream of expanding their business to include kits and owner assistance programs. They will be at Oshkosh this year for the 30th birthday of the Venture and plan to celebrate it with a flyby of several Ventures and a forum presentation. They will also have a few kits for sale. If you see them, wish them success cause they are a couple of guys with enough brains and guts to follow their dreams.

Will Fox

Reprinted with permission



Pilot Profile: Yvon Mayo



Interested in aircraft since watching Canadian Voodoo's screaming past his school window, Yvon got his private license and joined the military. After a 35 year flying hiatus, he regained in PPL and purchased the familiar C-177 Cardinal.

Where were you born?

I was born and raised in Montreal where I studied until the end of high school. Then, I went out to the area of the Saguenay and Lac St Jean where, I studied telecommunications. The school was built on a hill that overlooked the final approach to runway 29 at the Royal

Canadian Air Force Base in Bagotville. During classes, I would watch the CF-101 Voodoo fighters coming back to land on the 10,000 ft runway; they were flying level with our windows. A few years in the future I would land a Cessna 150 on that same runway.

How did you get interested in aviation?

As a kid in Montreal, it was easy to get in trouble during the long summer holidays so my father moved the family (all 6 kids) to the cottage for the entire summer. With the river and the forest close by, I learned to fish and hunt. There was also a farm within a few hundred feet and a lot of things to do with the farmer's kids around the barn and with the animals. Next to the farm was a private airport with a grass strip as well as a seaplane airport. It was common to see the airplanes and seaplanes flying around. As curious kids we would also drop by the hangar. Now it is the Drummondville airport. That is where I developed an interest in aviation. I was also building model airplanes at the time.



Yvon with daughter, Tanya

When did you learn to fly?

It was in 1968-69. After going through military training, my first job was in Mont Apica, a small radar station North of Quebec City. I did not have a car yet so on weekends,

I would hitchhike to the RCAF Base in Bagotville. My instructor's day job was to fly CF-101 Voodoo fighters. I learned on a Cessna 150, a Cessna 172, and a Piper Cherokee. I could not attend the ground school classes held on weekday evenings. So I studied "From the Ground Up" by myself. In 1969, after exactly 35 hours of flight instruction, I got my license at the age of 21.

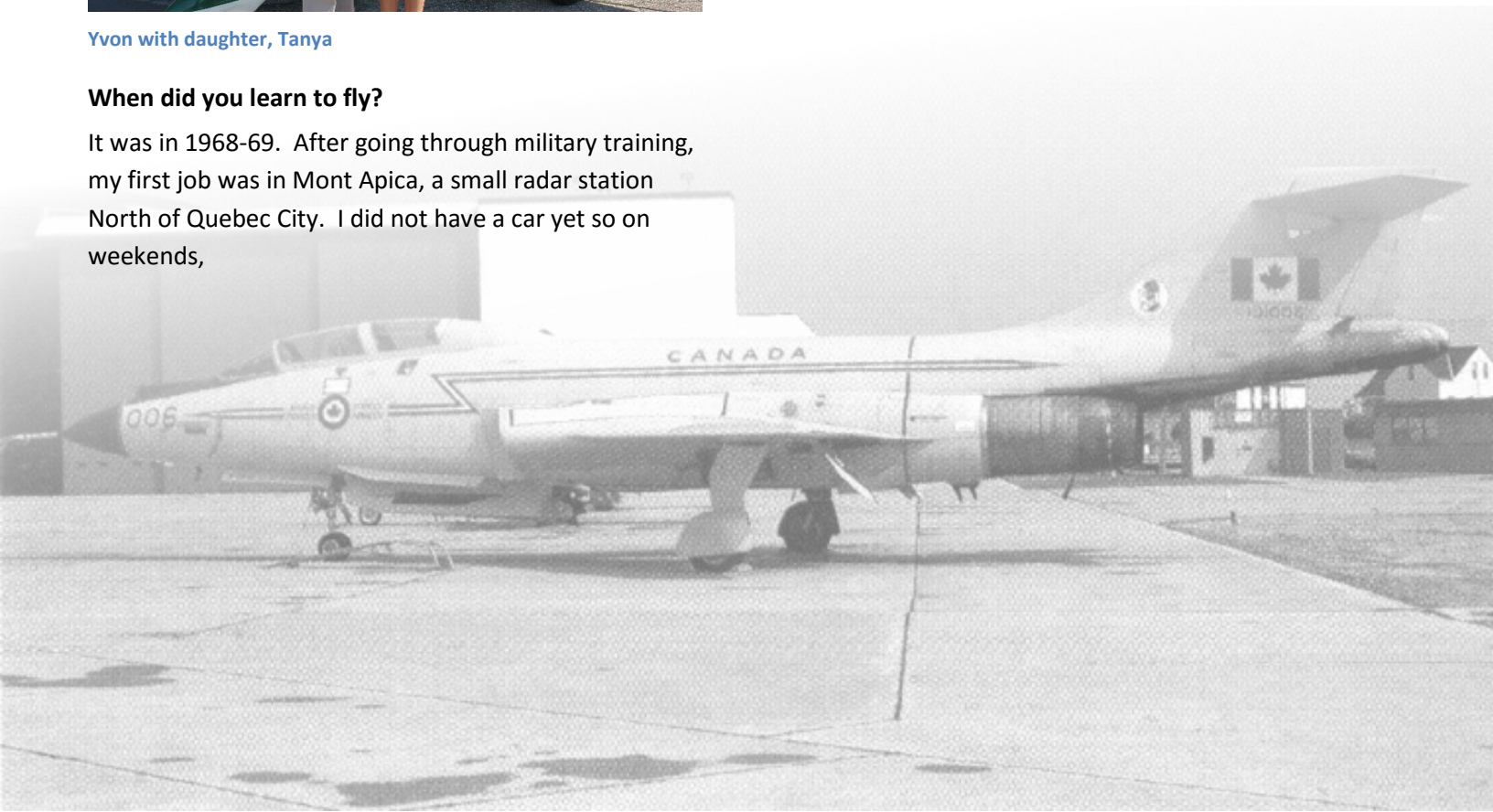
I wanted to buy a used Piper Tri-Pacer selling for \$5,300. That was equivalent to a year's salary at the time. I did not have a car, had never borrowed money and did not have any credit rating. The bank would not loan me the money.

So what did you do?

In the next few years, I moved to different stations and bases in Ontario. Wherever I could, I continued to rent an airplane until 1975. I got busy with other aspects of life such as getting married, buying a house, raising three great daughters, changing careers, etc. I stopped flying as pilot in command (PIC) for 35 years.

Where do you live now?

After moving so many times during my military career, I settled in Ottawa in 1987. My wife Kelley and I live in Blackburn Hamlet. Rockliffe is the closest airport.



What's your occupation?

I had two careers; both were connected with electronics and with the military. In 1967 I joined the RCAF and served for 22 years as a Communications and Electronics Engineering Officer. My second career was with Telesat Canada where I sold satellite communications systems and services to the Department of National Defence.

After more than 41 years in the work force, it was time for retirement. I then decided to go back flying after a 35-year gap. It took several months to regain some proficiency and I took ground school at the Rockcliffe Flying Club.

What do you fly now?

In 2011 I bought a 1968 Cessna Cardinal (C-177) with 1499 hours (TTSN). It bears the original paint and the original Lycoming O-320-E2D 150 HP engine. The interior decor is also original. Some of the instruments and avionics are also original. The airframe and engine are in good condition. The Cardinal is roomy, comfortable, and flies very smoothly. Kelley took some training and is now my co-pilot.



What else have you flown?

As mentioned earlier, during my training I flew Cessna 150s and 172s, as well as a Piper Cherokee 140. However, my years in the military gave me the opportunity for some special experiences. These included flights as a passenger/co-pilot in a CT-33

Lockheed Shooting Star, a CF-104 Starfighter, and a Kiowa (Bell 206) tactical helicopter.

The CF-104 flight was particularly memorable; it was in Germany. After a formation take-off (2 Starfighters), we flew simulated attacks on ground sites. Needless to say it was done at low altitudes and occasionally pulling 3.5G. The return flight included some aerobatics and some interesting formation work.



What's your favourite piece of music?

What I like most is music from the movies, particularly Ennio Morricone's music.

What's your favourite book?

These days, what I enjoy the most are Lee Child's books. The hero is a great investigator named Jack Reacher. He is unbeatable, and is free of all attachments; he has no permanent address and travels with only a toothbrush. He has total freedom.

What's your favourite movie?

My favourite movies are about space such as the Star Trek series, Galaxy Quest, etc.

What's your idea of perfect happiness?

These days, happiness includes interaction with my daughters, their husbands and my grandchildren. I also like working with electronic equipment.

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

Other than the flight in a 104 at low altitude over Germany?

When I was still in training, I enjoyed doing spins in a Cessna 150. On 15 March 1969 I was doing a solo cross-country flight. This was the last flight before my flight test. I had booked the aircraft for one hour. I flew from the Base in Bagotville to the radar station (CFS Mont Apica) where I worked. The terrain between those two is entirely over the forest with very few reference points. Over the radar station, I performed a 4-turn spin, losing 250 ft per turn which was very exciting. After this I flew between two radomes that housed the radar antennas on top of two buildings.

The magnetic compass is always more difficult to read than the gyrocompass and so, I was in the habit of using the gyrocompass for direction instead of the magnetic compass. I did this for the return trip from the radar station back to Bagotville. I got lost over the forest. The gyrocompass did not like spins as much as I did and my return trip took much longer than predicted. I did make it back to Bagotville, eventually, but the flight took an hour longer than planned.

I learnt important lessons that day:

1. Don't rely on one instrument alone; crosscheck with others, and

2. Adjust the gyrocompass against the magnetic compass on a regular basis.

That was also the only time I ever flew between two buildings!

If money were no object, what would you fly?

I like the Cardinal; with more money, I would upgrade the aircraft. The 1968 Cardinal only had a 150 HP engine; subsequent models had 180 HP or higher. So I would upgrade the engine. With enough money, I would upgrade the aircraft with modern instruments, computer displays and all. It could also use a new paint job, and a new interior. As a pilot, I would also upgrade my knowledge and qualifications.

What trait do you most deplore in yourself?

The good and the bad coexist in me; I am a perfectionist and also a procrastinator.

What trait do you most deplore in other people?

Negativism: When people don't like their job they often have a very negative attitude; I hate that.

What's your motto?

If you have a dream that has not been fulfilled, go for it.

How would you like to be remembered?

I would like to be remembered as a good father and a good husband.



Photo of the Month



I'm naively expecting a huge influx of submissions for *Picture of the Month* over the next couple of weeks as everyone downloads their Oshkosh photos. I'm pleased to say that Ritz got to the front of the queue with a nice shot of one of my favourites, which might have something to do with why it won, the Fairchild A-10.

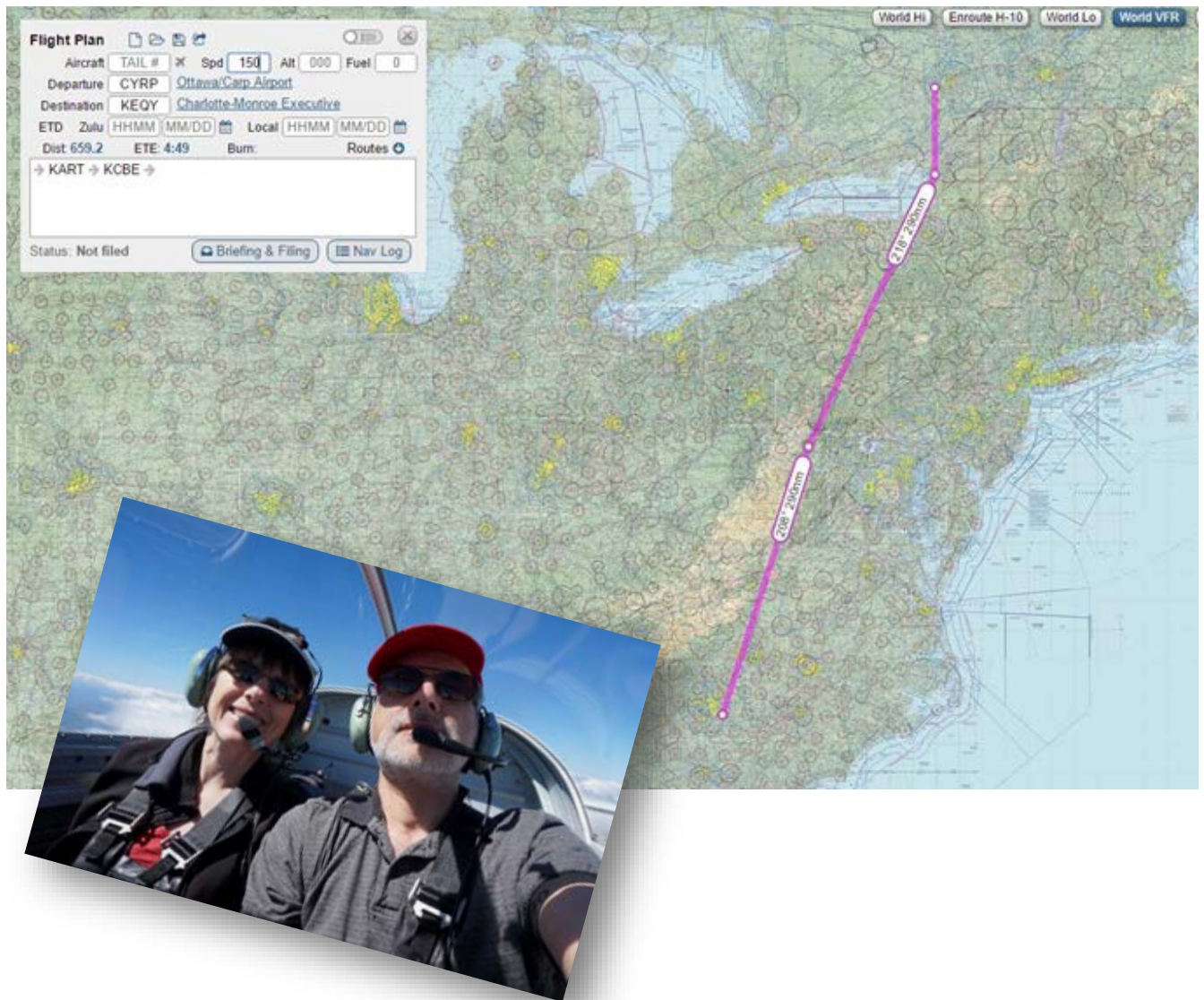
Please send any photos for next month's edition to me at newsletter@eaa245.org

Charlotte Rambling

The weather is warming up, but not too quickly in Ottawa. Shirley and I both had a week off planned, and the weather looked might good going south. We fancied visiting Charlotte, and go play tourist in Atlanta. Off we go. Six day trip, about 11 hours of flying.

Lots of photos... apologies in advance.

We depart Carp airport for Watertown NY for a CBP visit. All quick and efficient, and we are given a thumbs-up to proceed. We plan one more stop for fuel at KCBE, Cumberland Regional in Maryland.



Arriving at KCBE, Cumberland Regional, MD. Note the cottages on arrival path.



Carolinas Aviation Museum

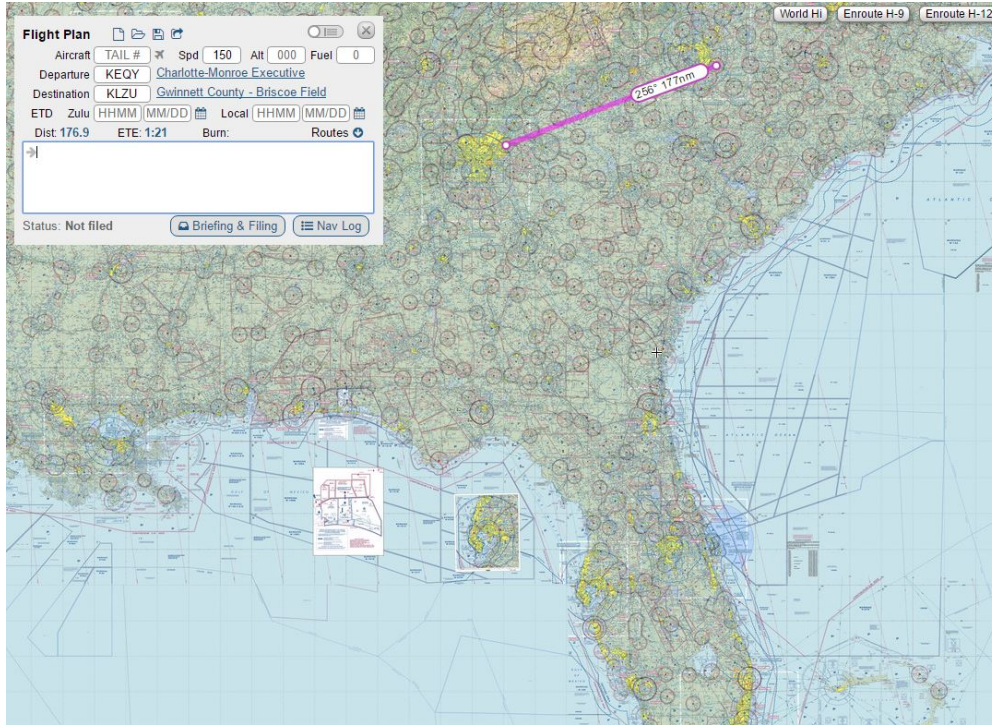






On our way back to the airport, we stumble upon a Tesla "Gallery". Since our flight will not depart without us (and we will never have to give up our seat), we take a detour for a quick visit. Two days in Charlotte NC. Very nice place, but time to go visit Atlanta.





After a short 1 1/2 hour flight, we take in the Delta Flight Museum.



They also had a 737 full motion simulator. Free to try the cockpit and taxi. Landing and full motion \$\$\$\$400 per hour.

Gee... that amount of cash gets me about 10 hours in the RV with full motion, and turbulence included.



Now that's what I call an airport car.

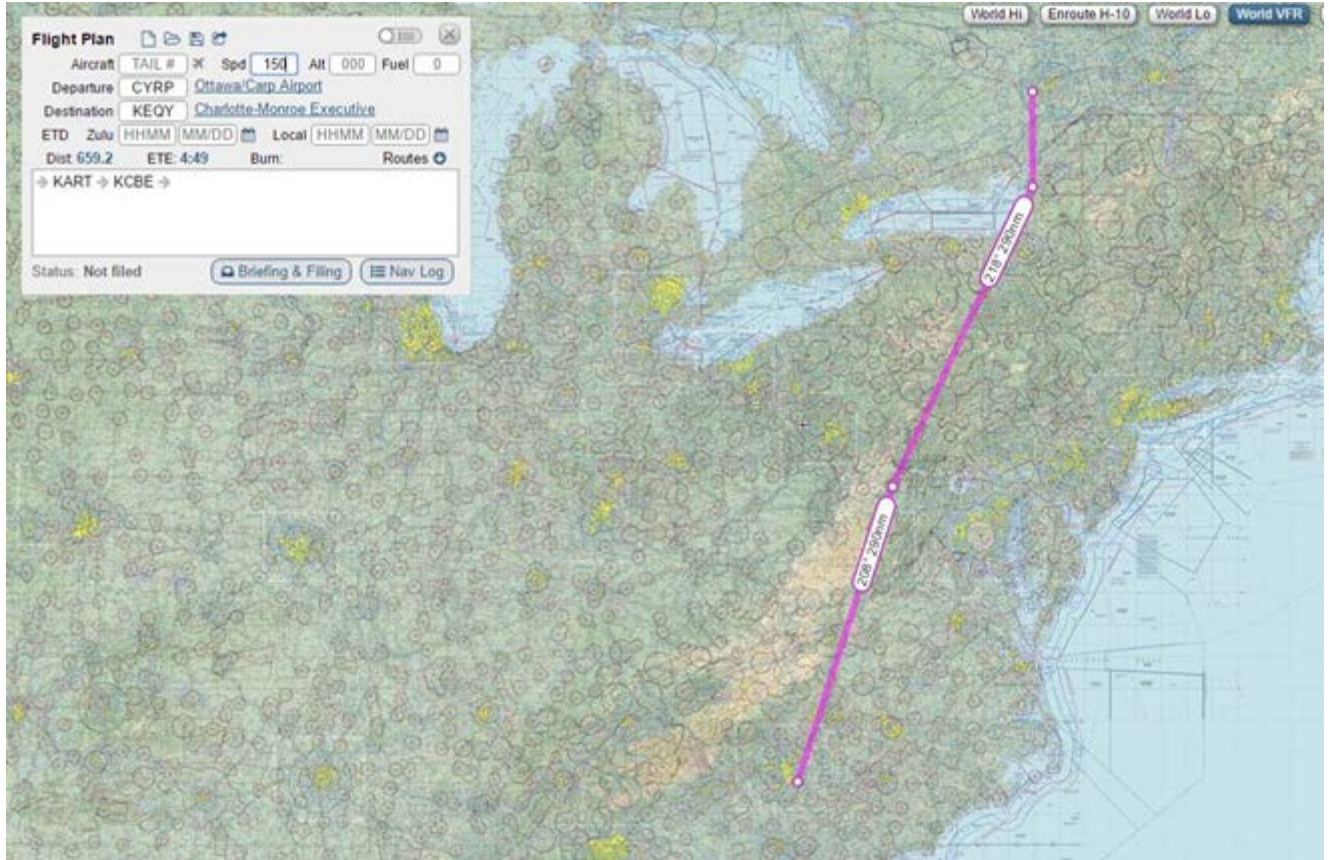


The Delta Flight Museum also has a 747 in the parking lot. Wire bundles with tie-wraps. Oh the horror!



Bucket list.... We both did the iFly wind tunnel thing. 2 x 1 minute sessions. Flying RVs is much cheaper.

Storms were brewing in the Midwest, with Snow in Colorado, flooding in other states. Time to leave. Filed IFR due to ground fog. Heading for Pittsburgh for refuel and CBP eApis departure airport.



Alfio

Classifieds




FOR SALE: Baby Great Lakes Biplane Project

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

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

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

FOR SALE: Canuck Share

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

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

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

 **johnfirth0@gmail.com**

FOR SALE: Anderson Kingfisher

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

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

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

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)

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

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

 **bartcameron112@gmail.com**

WANTED


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



FOR SALE: Aircamper

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

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

 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 president@eaa245.org
Vice President:	Mark Richardson 613-983-7764 vice.president@eaa245.org
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 treasurer@eaa245.org
Secretary:	Mark Cianfaglione 613-600-4501 secretary@eaa245.org
Operations:	John Montgomery 613-286-8543 ops@eaa245.org
Membership Coordinator:	Gordon Hanes 613-565-0521 membership@eaa245.org
Webmaster:	Pete Zutrauen 613-898-5551 webmaster@eaa245.org
Newsletter Editor:	Colin McGeachy 613-301-5123 newsletter@eaa245.org
Technical Information Officer:	Luc Thibodeau 613-834-2946 lthibod11@gmail.com
Young Eagles Coordinator:	Michel Tondreau 819-685-2194 young.eagles@eaa245.org
Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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.

	Experimental Aircraft Association Chapter 245	
	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 st to December 31 st (pro-rated after March 31 st for new members)	
City/Town: _____	Newsletter Subscriber: \$40 Newsletter only	
Province: _____	Associate Member: \$40	
Post Code: _____	Full Member: \$90* 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: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

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