

Carb Heat

April 2018

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Next Meeting:

Thursday 19th April, 19:30, at the Bush Theatre,
Ottawa Aviation and Space Museum

F-35 CAPABILITIES

BY MIKE AYLING



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

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Editor's Comments



Ahhhh, the sweet sound of the tailwheel and the mains kissing the runway in unison as the aircraft settles in a perfect 3 point attitude. If anyone knows what that sounds like, please let me know because I have absolutely no idea.



Have you ever seen a rabbit being chased by a dog across an open field? I can say, with absolute certainty, that the amount of weaving the rabbit does is nothing compared to my take-offs in the RV-8. If I manage to complete a tailwheel checkout I shall wear my t-shirt with pride and I shall look down on all training wheel pilots with the necessary amount of disdain.

I've got quite a lot of RV time but the last time I had any taildragger instruction was 30 years ago in a Chipmunk belonging to the Royal Aircraft Establishment at Farnborough.

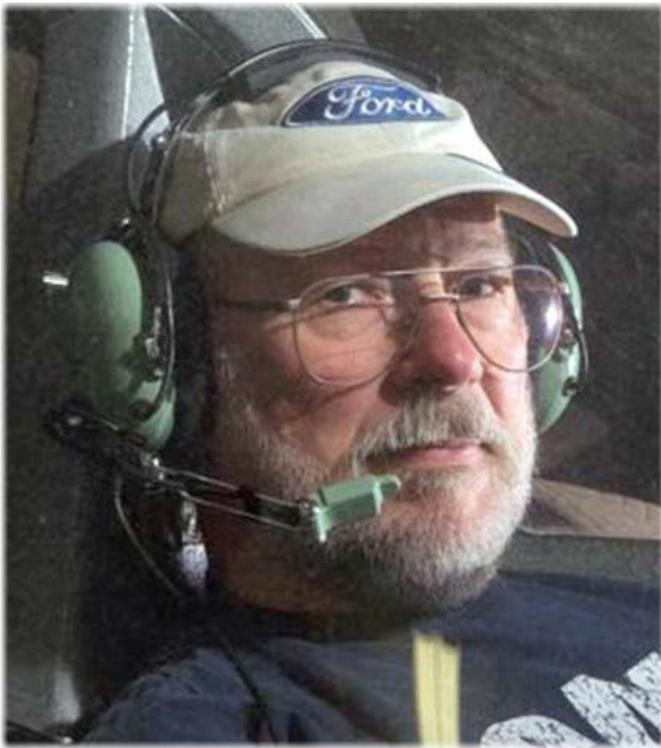


I did a couple of hours but never went solo before I left the RAE. Nice as the Chipmunk was it's no 200hp RV-8. I'm astonished by how much trouble I've had keeping it straight and it was definitely taking me along for the ride. Hats off to Mike Lamb as, during our second full lesson, I was actually able to point it vaguely in the direction of the end of the runway. Landings though are another thing. We are starting with 3 pointers and they are slowing coming together but the first few seemed like I was really just setting up for a controlled crash. There may be some light at the end of the tunnel but, if there is, is not that bright.

In this month's mouth watering edition, Curtis discusses the starter install on his Davis, Dwayne Price is the intrepid pilot profile and Ken Potter provides another interesting episode of Nieuport News!

Colin

President's Message



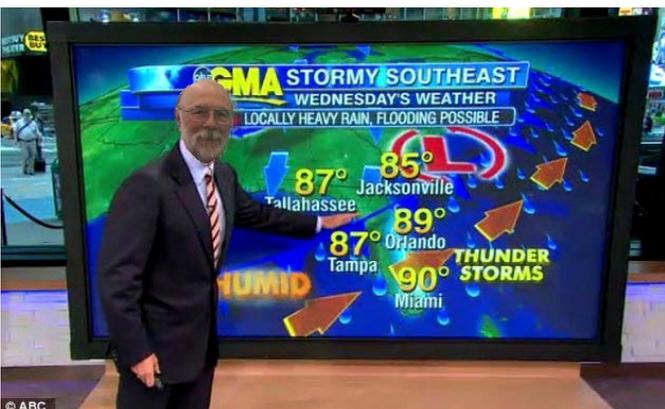
I have been over the membership status with Ritz and have found there are about 35 members who had memberships last year and have not renewed. This is quite disappointing, and I hope these members are going to renew shortly. This will be the last newsletter to be received by members not in good standing at the end of April so if you are wondering why you are not receiving your newsletter next month, you will know the reason why. The combinations for the club house and machine shop are being changed at the end of April and only those members in good standing will be issued with the revised combinations. Please do not pass these combinations onto other members as we need to maintain security and some encouragement to maintain membership. If you are unsure of your membership status please contact Ritz Bartoli, or email membership@eaa245.org , to ensure your membership is current.

Well, I've returned from Sunny California only to find Ottawa is still deep into winter. Apparently, I should have stayed away for a couple more weeks and enjoyed the warm weather. At the time of writing it looks like the warm weather will be with us shortly and we will need to observe the no driving on the soft grass rule at the chapter hangar although the ground is very uneven as a result of the work done last year on the new row hangar taxiway. I guess the row hangar group will be restoring the EAA lands to their original status this spring.

We are running a Young Eagles programme again this year and Mark Briggs, as YE coordinator, is running the show although Mark will be flying some of the kids on the day, so we do require some of our members to step up to the plate and help with the administration, marshaling and watching the kids and parents for a successful day. The event will be happening on 26th May 09:30 and onwards with Sunday 27th May being the rain date.

I've only been to the chapter hangar once since my return from down south and that was on Easter Sunday so only a few bodies were present. The Zenith is progressing but still very slowly. If you know of someone who want to contribute to the build, please invite them to the chapter building in particular on Sunday mornings for some hands-on experience.

This month's presentation is on the capabilities of the F-35, presented by Mike Ayling, which should be an interesting topic for everyone.



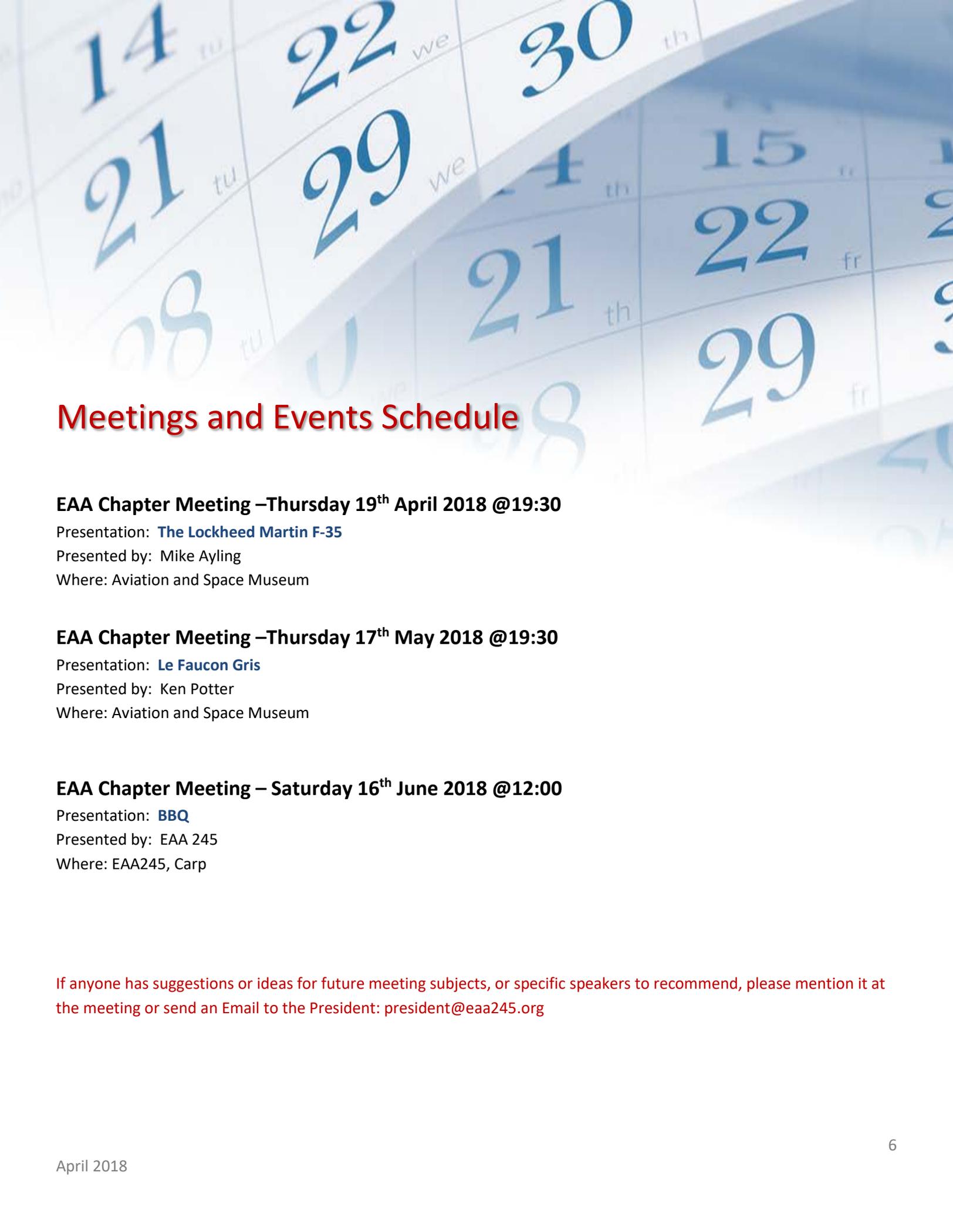
It may be a little early to be thinking about this but most of you know I am planning to move down to California for my retirement and with that I must step down as President at the elections this year. I'm letting you all know this as the Chapter needs to have a president to continue. Please can you all think about who the best person is to follow in my footsteps. I will continue to be a chapter member and will remain in contact and support the chapter as necessary. Many of my Canadian friends are chapter members.

As usual the meeting starts at 19:30 sharp. Many members also like to meet up at Perkins Restaurant before ambling down to the museum. Typically, we start gathering people at around 17:30 at the restaurant with the late stragglers getting there as late as 18:30. Everyone is welcome so don't be shy about coming.

Regards to all

Phil





Meetings and Events Schedule

EAA Chapter Meeting –Thursday 19th April 2018 @19:30

Presentation: **The Lockheed Martin F-35**

Presented by: Mike Ayling

Where: Aviation and Space Museum

EAA Chapter Meeting –Thursday 17th May 2018 @19:30

Presentation: **Le Faucon Gris**

Presented by: Ken Potter

Where: Aviation and Space Museum

EAA Chapter Meeting – Saturday 16th June 2018 @12:00

Presentation: **BBQ**

Presented by: EAA 245

Where: EAA245, Carp

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: A WWI Perspective

Where: Carleton Place Town Hall (no fly-in visitors!)

When: Saturday, April 21st

The Roy Brown Society invites everyone to join them on April 21st to commemorate the 100th anniversary of the air battle between Carleton Place's own A. Roy Brown and Baron Manfred von Richthofen, "The Red Baron". Drop in to the Carleton Place Town Hall on Saturday April 21 between noon and 4:30 pm and meet members of the Roy Brown Society. This event is \$5.00 or a charitable food donation to the West Carleton Emergency Food Aid Centre.

What: Breakfast

Where: Smiths Falls (CYSG)

When: Saturday, April 29th

33 Full Stop Breakfast Bar are providing this service, with the support of the Smiths Falls Flying Club, in response to the ongoing desire of their members and the aviation community to have a fly-in destination available on a regular basis. Last Sunday of the month with the exception of June.



CARLETON PLACE TOWN HALL

Film Presentations: 1 pm and 3 pm

“Capt. Roy Brown vs Baron von Richthofen”

Exhibits:

Discover the life and times of 3 remarkable Carleton Place veterans:

- Captain A. Roy Brown, DSC & Bar
- Nursing Sister Evelyn Wilson, RRC & Bar, MiD
- Lieutenant Horace Brown

Military Medal Exploration:

Bring in your heirlooms! Our panel of military buffs will help you learn the meaning behind your family medals. Share your stories!

Victory Tree Memorials:

Learn more about the people behind the names on the Carleton Place Cenotaph.

Kids! Fly the Roy Brown airport!

A fun, interactive way to learn about the essentials of flying a bi-plane. For kids all ages!

FREE ADMISSION! REFRESHMENTS!



“A WWI PERSPECTIVE”

Presented by The Roy Brown Society

April 21, 2018

Noon - 4:30pm

175 Bridge Street



NIEUPOORT NEWS



I did not know it at the time I purchased my Nieuport 17 that my great uncle had been a pilot in the Royal Flying Corps in WW 1. Lt. David Macartney was a member of 98 Squadron flying an Airco DH.9 when he was shot down and killed on June 17th, 1918. My goal during the past couple of years rebuilding the aircraft was to have it back in the air for the 100th anniversary of his death. The problem was, however, that I did not have any place to keep it at Carp. That was resolved last spring when I acquired the late Rod Neufeld's hangar (and Grumman Cheetah). A quick measurement showed that the Nieuport would tuck in behind the Cheetah

with room to spare. I had finished the majority of the rebuild work and it was time to return "*Le Faucon Gris*" to Carp and its new home at EAA 245.

Easier said than done. I had sold my aircraft trailer along with my Kitfox a few years before and was without a way of transporting something as large as the Nieuport which has a 26' wing span. With Kijiji to the rescue, I was soon the proud owner of a trailer which, with a little modification, could be made to carry the plane.

Because of the size of the top wing, the move back to Carp would have to be made in two trips. The first, with the fuselage was easy and we had lots of fun watching other drivers almost running into each other when they were distracted by the sight of a WW 1 fighter rolling down the road.

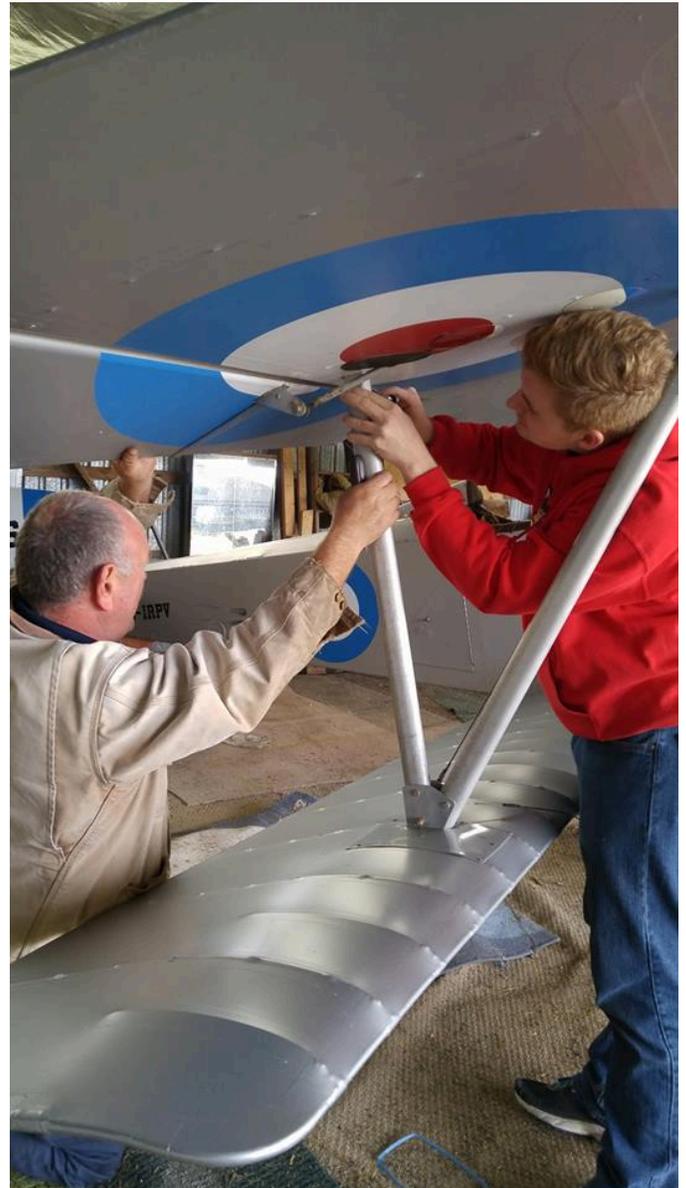


The second trip to bring the top wing needed a little more planning though. The trailer was 14' long and the wing 26'. It was time to do my best MacGyver imitation and come up an extension for the trailer. The wing is fairly light so whatever I came up with did not have to be incredibly strong. It did however have to be rigid as I did not want the wing to flex. In the end, two sixteen foot 2" x 6" screwed down to the trailer deck on edge formed the basis for an extension that could carry the wing.



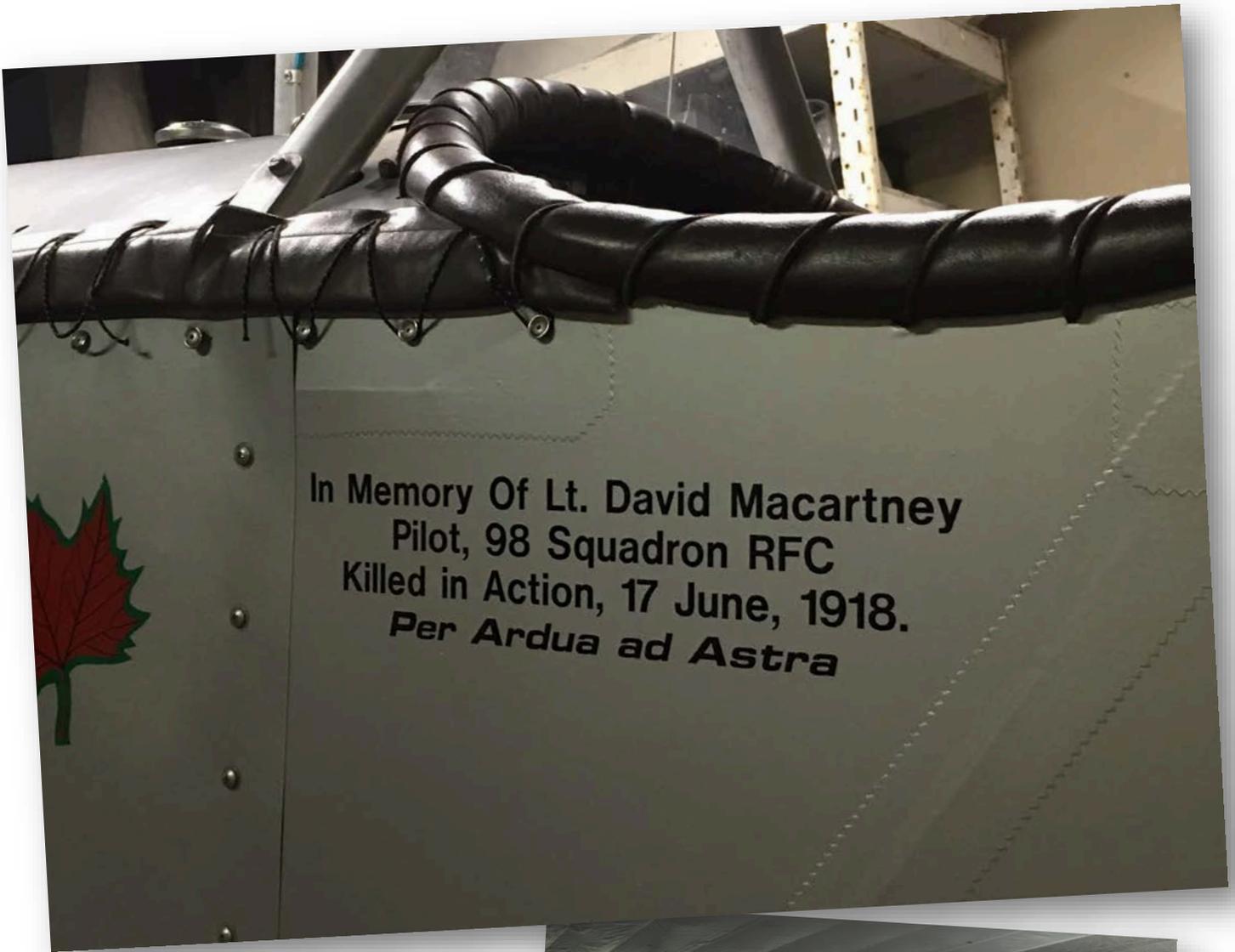
Next step, getting the entire contraption from Lanark Village to Carp without attracting any attention from "Ontario's Finest". With the wings securely attached to trailer I headed out early one Saturday morning with my bride following me close behind to observe the load and keep curious drivers from tailgating.

We pulled it off without incident and I soon had the wing unloaded. With the help of John Montgomery and his apprentice AME son Colin we soon had the wings attached to the fuselage complete with machine gun.



There is more work to be done before it can fly including replacing a lower wing spar and installing a Rotec throttle body fuel injection system but we should at least have it back together in time to honour my Great Uncle's memory on June 17th.

Ken



Pilot Profile: Dwayne Price



Dwayne with his father at Kitty Hawk, North Carolina

As I started reading Dwayne’s answers to the profile questions it started to sound more and more like the opening chapter from a Wilbur Smith novel. New Zealand at 6 years old and moving half way around the world to Africa when he was 9. All coupled with a father with a passion for flying and who owned a multitude of aircraft lead Dwayne to get his pilots license and instilled a lifelong love of adventure and flight.

Where were you born?

I was born in Edmonton, and fortunate to have lived a half dozen places around the world before I was 9. My mother was a nurse and my father an air traffic controller. I was living in Christchurch, New Zealand at 6

months of age, and Nairobi, Kenya by the time I turned 9. There was a time I could carry on a conversation in Swahili.

Where do you live now?

My wife and I and our two sons currently live in Ottawa.

How did you get interested in aviation?

I started my career with Transport Canada, and have been working with NAV CANADA for over 30 years, first in Air Traffic Services, and more recently in Information Management.

How did you get interested in aviation?

Over the years, my father has owned a variety of aircraft including a Cessna Cardinal, a Piper Tri-Pacer, an Ercoupe, a Cherokee 180, a half share in a Volmer Jenson VJ22, (I had the other half), a Bowers Fly Baby, a Taylorcraft, and a Challenger Ultralight.

I have fond memories of the Cardinal, was always impressed with the Tri-Pacer's performance, and loved the Ercoupe. (Landing without rudder pedals!). It was a wonderful way to grow up.



When did you learn to fly?

Although I flew with my father as often as there was a free seat, I didn't get my PIC until 1987, a year after I started with Transport Canada. I bought my first aircraft, a Beach Musketeer, three months before I took pilot training.



In the summer of 1987, while being posted in Fort Simpson, NWT, I took three weeks off work and traveled down to Edmonton to get my pilot's license. The weather in late July was less than ideal, and although I did experience one or two no-fly days, 25 days later I had my pilot's license and had accumulated some real experience flying in rain, as it had done so every day except for two.

For those of you 40 years of age or older, you may recall that July 31st, 1987 was the day that the tornado hit Edmonton. To Edmontonians, this event has become known as Black Friday, a powerful and devastating tornado that ripped through the eastern part of Edmonton. I, of course, was oblivious to this and as a student pilot was returning to Edmonton from the Cooking Lake area. Looking at my log book, I had just spent the day practicing climbing, descending, slow flight, stalls, spins, spirals, and circuits.

Looking to the west, what I saw can only be described as an enormous, ominous wall of weather, as pronounced as day and night, or life and death. Tower was now informing me that weather was below VFR and that SVFR was required to enter the control zone. I requested special. *"Aren't you a student? We can't grant SVFR to a student; you would need to declare an emergency."* I declared an emergency. I didn't even have my pilot's license yet, and I declared an emergency. I thought, *"Either way I am coming in."*

The rain hit me so hard it jarred the aircraft. Visibility out the front was zero. I had been cleared for right base for runway 34. All I could see was straight down. Using hard right rudder, I repeatedly crabbed the aircraft to momentarily gain forward visibility. With no visibility,

and not being on an instrument approach, I was well aware of the fact that there are a few tall buildings around the approach for Runway 34.



At one point, just below me I saw what I initially identified as runway lights, until they started to move. It was Kingsway Avenue. Recognizing the landmark, I immediately turned to the right, knowing that Kingsway was right base for runway 34.

The descent into Edmonton was completely blind. I could see grass beneath me and my compass, being pounded in turbulence, was more or less showing runway heading. I reported final for the field, not the runway. At landing, I had 200 feet visibility. I know this because I could only see one set of runway lights. The controller informed me that he couldn't see me and that the airport was closed. Two weeks later, I experienced my second emergency, an engine failure in my C150. I completed my training in a C172.

What do you fly now?

I currently fly an RV6.

What else have you flown?

I have been fortunate to have flown a C150, C172, Beech Musketeer, Norseman 2, a C14, a Beaver Ultralight, two different models of Velocities, a Piper Tomahawk, a Mooney, three different models of Piper Cherokees, a de Havilland Tiger Moth, a Quickie Q2, a Grumman Cheetah, an RV6 and exactly ½ hour in a CAE B727 800 simulator doing circuits in Hong Kong. Yes, I put that time in my log book, and even experienced a little inflight nausea.

What's been your most memorable flying experience?

I don't have one most memorable flying experience, I have several. Obviously, the '87 tornado has to be on this list. Spotting land - seeing the Grand Bahama's island for the first time, while seeing no land for over 60 minutes while flying with my 15-year old son from West Palm Beach to Freeport Grand Bahama. A beverage exploding at 10,000 feet showering me with a liquid which I initially took as a ruptured fuel tank. Landing during an airshow... oops, missed that NOTAM! Encountering IFR conditions over the Horn Plateau in the NWT. A near miss with a Mooney in 2012, so close we could count the rivets on his belly. High oil pressure... turned out to be a faulty gauge. A bird strike at night causing us to momentarily enter uncontrolled flight until the carcass cleared off of our T-tail. Unable to maintain altitude over NYC due to a downdraft. The first of three alternator failures. It's funny, you remember the first one, they're not serious, just annoying. A radio knob falling off my transceiver in between frequencies while in controlled airspace. Being passed by a CF-18 while on final in Bagotville, and arriving at literally dozens of unplanned airports due to poor weather and having an incredible time each and every time.



What's your favourite piece of music?

I don't listen to a lot of music, but enjoy most music from the 70s. After forcing Dwayne I finally got him to tell me that his favourite would be Kansas and "Carry On My Wayward Son".

What's your favourite book?

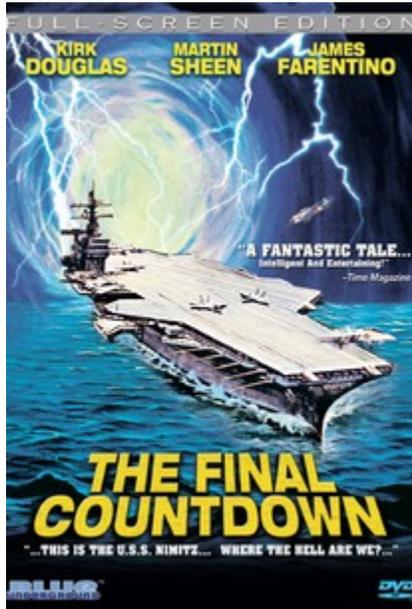
One book that stands out in my mind is *Fingerprints of the Gods* by Graham Hancock.

What's your favourite movie?

And my all-time favorite movie would be 1980's The Final Countdown starring Kirk Douglas. (*One of my favourites as well, Ed*)

What's your idea of perfect happiness?

As you get older, reality and ambition will find their natural balance. Happiness is recognizing this, being thankful for what you have, being prouder than ever of your family, sharing life with those you love, and laughter.



If money was no object, what would you fly?

You would have a tough time prying my RV6 out of my fingers. There are many that are faster, better looking, carry more, use less fuel, etc. but I have never flown anything that I enjoy as much as my 20-year-old RV. Perhaps a helicopter would be neat, but money would really have to be no object because I could never justify it.

What trait do you most deplore in yourself?

Boasting

What trait do you most deplore in other people?

Boasting

What's your motto?

Life is short, go fly.

How would you like to be remembered?

A very lucky fellow that recognizes how fortunate he is, and has life by its tail.



John Weir's Photo of the Month



As I've said before, credit where credit is due and this month John finally managed to capture a decent image. The handsome ruggedness of the bold pilot, climbing into his tricky to fly tailwheel aircraft is beautifully executed.

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

STARTER FOR 10

My Davis runs on a very old C-85. It has had lots of TLC over the years and the engine halves are probably the only things that are still original, maybe the Mag gears *were* original. I have been upgrading and renewing parts of the engine over the years of my ownership to place attention to where it was most beneficial. A low compression cylinder was sent into Aero Attelier for re-work, both mags were upgraded with new ones, later the mag drive gears were upgraded to new ones, I also upgrade the generator to an alternator. All of these upgrades were preventative service upgrades. One year my engine would not turn over. I was at the annual fly-in BBQ at Rideau Valley and could not get the starter to turn over the engine. My C-85 has two impulse mags so I knew if I could hit just one compression cycle, I would be on my way home. About the time I was suspecting a bad battery terminal or connection and started considering that I should ask an experienced person to hand prop me. Just as Murphy's laws would have it, the starter got just enough encouragement to hit that one compression cycle and away I went. Yes it was embarrassing to taking some 15 minutes to do a start.

The flight back to Carp was uneventful and after shut down I tried to start the engine a few times and the starter did its job and always swung the prop enough to start. A few months past and the frequency & technique of how I pulled on the pull start knob began to get more reliable. I found a specific sequence of a few pulls that seemed to rock the prop into a motion not unlike trying to push a car out of a snowy slippery situation. The process was more of an encouragement to start than a normal start. I never really knew for sure if I was going to go flying on any day or not. I occasionally had to hand prop, and that is not a wise idea on a cold slippery winter day. I removed the old starter and did normal contactor maintenance, I checked the clutch, I even installed a new battery cable and wired the ground wire for a better power path. A test with a friend proved to me that it was the starter (somehow) that was the cause of the stumbling starter. After consulting Aero Attelier on what starters they liked and disliked and speaking to many other owners of C-85s, it became very clear that the best (modern) experimental starter for a C-85 was the B&C starter. Research on the web noted that all modern starters would need a pin cut off inside the engine. This was not something that I looked forward to and read how many folks had tried to do so. I picked up success and failure from those who had trod that ground before I.

I budgeted the new starter for a trip to Oshkosh and found a vendor who would actually work with me on pricing. I found out that retailers have "zero margin when reselling starters". I doubted that, but did find that one reseller who had one in their Oshkosh inventory and would sell it to me at a reasonable price.

I won't get into the details of the SkyTec vs B&C debate, if you want to hear both sales pitches it is a very entertaining experience to visit both booths at Oshkosh and hear their stories. I decided to buy the B&C retrofit kit as it came with every do-dad I would need right down to some heat shrink bits. B&C sales pitch focussed on what they thought about before they put theirs out on the market and that really impressed me. The guys in the SkyTec booth were salesmen.

The starter sat in my basement for three years of jiggling the old starter or hand propping before I got the courage to do the installation (recall the pin inside the engine that had to be cut off). I even considered sending

the entire engine to Aero Atelier to have a rebuild done, and when they did that, they would remove the pin and cut it on a lathe. In that process the remaining stub is then put back in place as a plug in the accessory case. The problem with the re-build was that my engine was/is still running amazingly strong, compressions in the very high 78/80 range and aside from blowing out more oil than it should, runs just fine. Plus my plans are ultimately to convert the C-85 into an O-200 and that rebuild was a \$10-\$12K proposition. That would give me a zero timed engine the new starter properly installed and included a rebuilt oil pump and carb. The gnawing issue was that I had spent the money on the starter and it was just sitting on a shelf in the basement while I went through my ballet of starter yanks or hand propped. I often became vocal as I found *“what I did the last time was not working today”*.

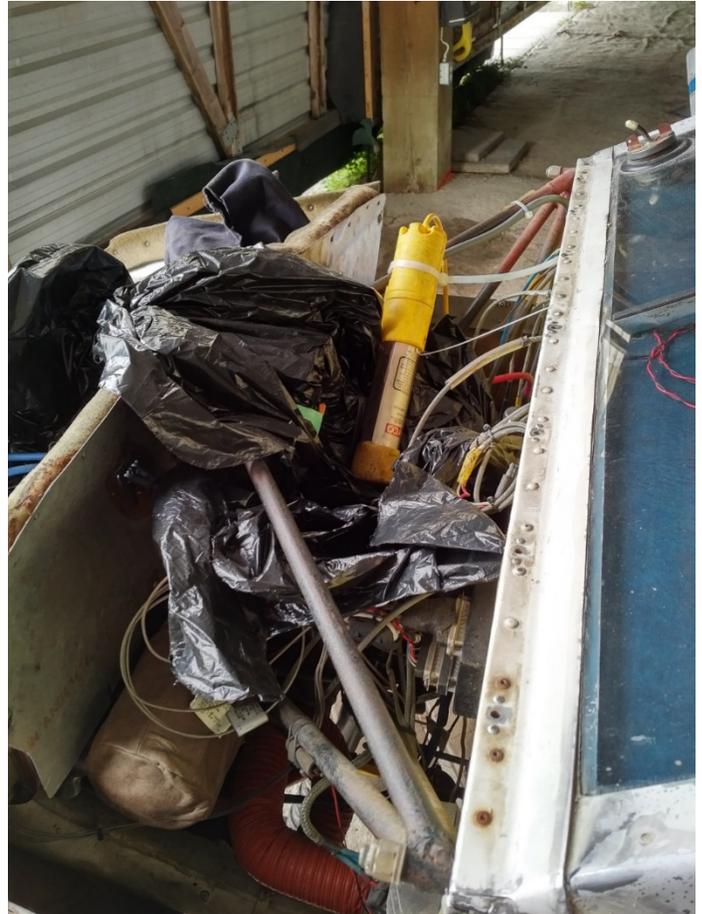
Procrastination; that was my motto. Especially effective when contemplating doing something that could inject tiny particles of grinding dust or manufacture metal shares that could pollute my engine. This stage was coming to an end. I finally decided after my last hand prop scare (throttle was set a bit too high, the tie down rope was “stretchy” and one of the main wheel chocks slipped on some ice, (yes that was a classic wake up call). I convinced myself hand propping by myself was no longer something I wanted to do.

I looked at removal of the engine to give me more access to the pin, instead, I bought a stool / and devised a platform that would allow me lay on the front firewall/wind screen of the Davis. I devised a very tight thin silicon rubber bladder that would slide over the pin and was thin enough to meet the minimum length specs from B&C. behind that I cleaned the engine with alcohol to ensure my double-sided tape would adhere to the engine’s gear. I had a dirt proof seal around the pin stub and the space inside the rear accessory case. I also planned on a very thin garbage bag to act as a drop sheet around the seal to ensure what ever bits and dust flew around as I cut through the pin and ground down the stub had no chance of getting into the engine. The garbage bag also kept anything from falling into the mags or alternator. I had a complete drop cloth around the surgery not unlike a human operation. On top of al of this I placed a protective layer of cardboard and masking tape around the pin which worked as a visual touch indicator as I contorted my body to get a best angle of approach to the various sides of the pin. My photos may make the space look more accommodating than what it felt like as I cautiously cut through and around the gears that were far more expensive to replace than the cost of the starter.



The coup de grace in the set up was to plug all the exhaust and intakes and use a mattress inflation pump (high volume / low pressure) to “pressurize” the crankcase – this pump outlet simply got attached to the crankcase vent line. There is a tiny oil path through the pin which, as you cut it off, small shards of grindings and metal could work back into the pin and into the inner crankcase, no doubt those would get absorbed by the oil filter on the first few cycles of the engine but I wanted this to be as clean as I could get it; recall that I have been procrastinating for years on this procedure and I was not about to take any short cuts. I also purchased several LED lights that could be tucked down into the accessory case space to shed a sufficient amount of light to see with my aging yes.

After all of this prep, I was finally convinced that I was ready to do the cut. I planned each approach angle with the cutter not running to make sure my body position and reach would not over stress my muscles and potentially result in a twitch in my hands diverting the Dremel cutter into a surface I did not want it to. I had to be very cautious that I did not touch any of my protective surfaces too hard or for

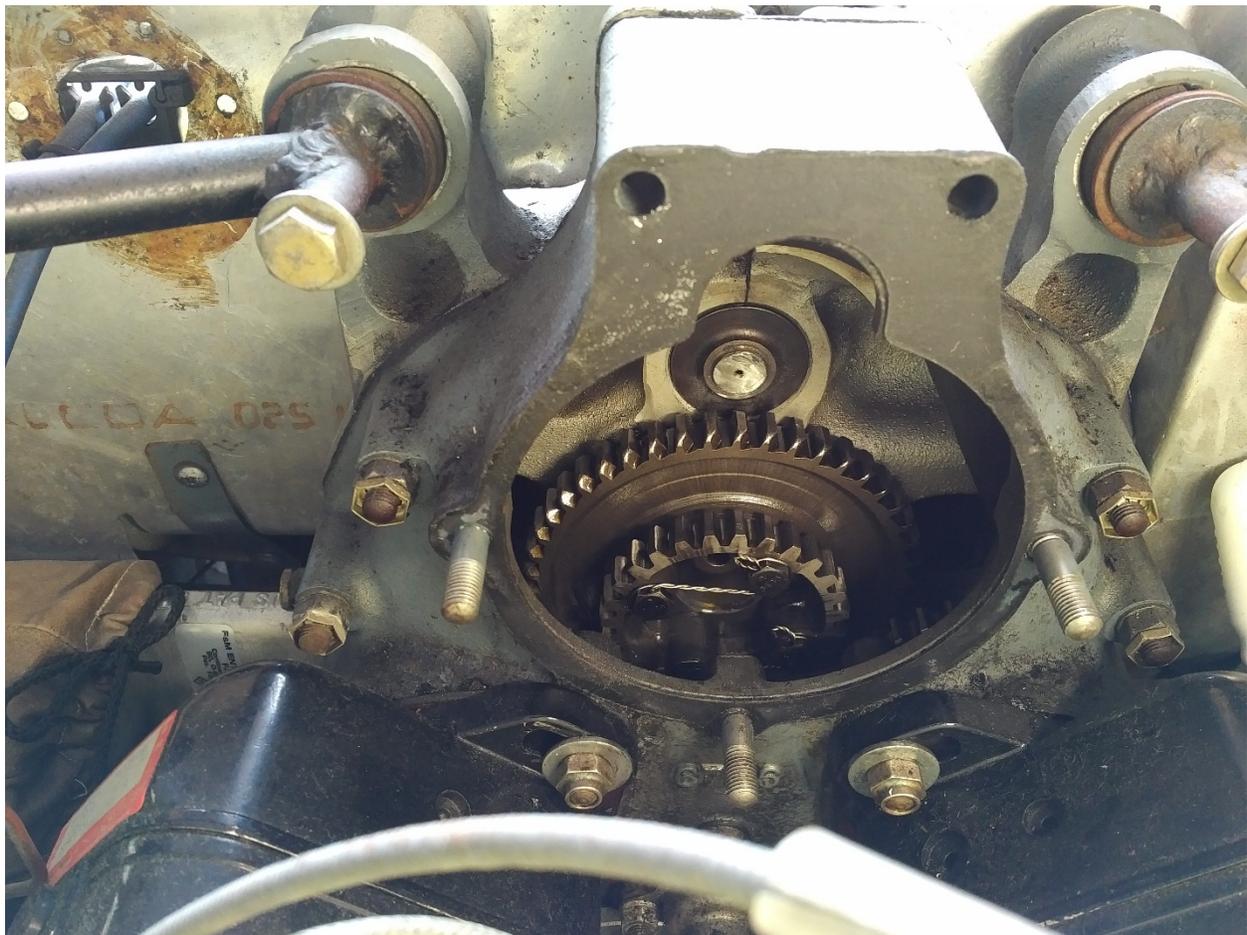


too long to penetrate any of the protection. I would like to think I thought all of this through thoroughly but as I began to cut, things began to go wrong. My hip found a bolt that was not there during my approach tests, my sleeve got caught on a tie wrap that was not in the way during the approach tests, my glasses did not stay where I needed them to be for an optimal view of the cutting etc... you never know for sure what is going to happen as the spinning thing on the end of the Dremel starts to cut into your engine parts.

The work was not without some accidental surface contact but the provisions of the cardboard and masking tape were never cut through and the dirt tight seal was maintained around the pin. There was some dust that got onto the engines gear as I removed the protection, but there was such a very minor bit of contamination. Once I removed all of the material used to protect the engine you could really see just how well the protection worked. I was very conscious of dirt falling into the engine as I pulled away the protection. I used

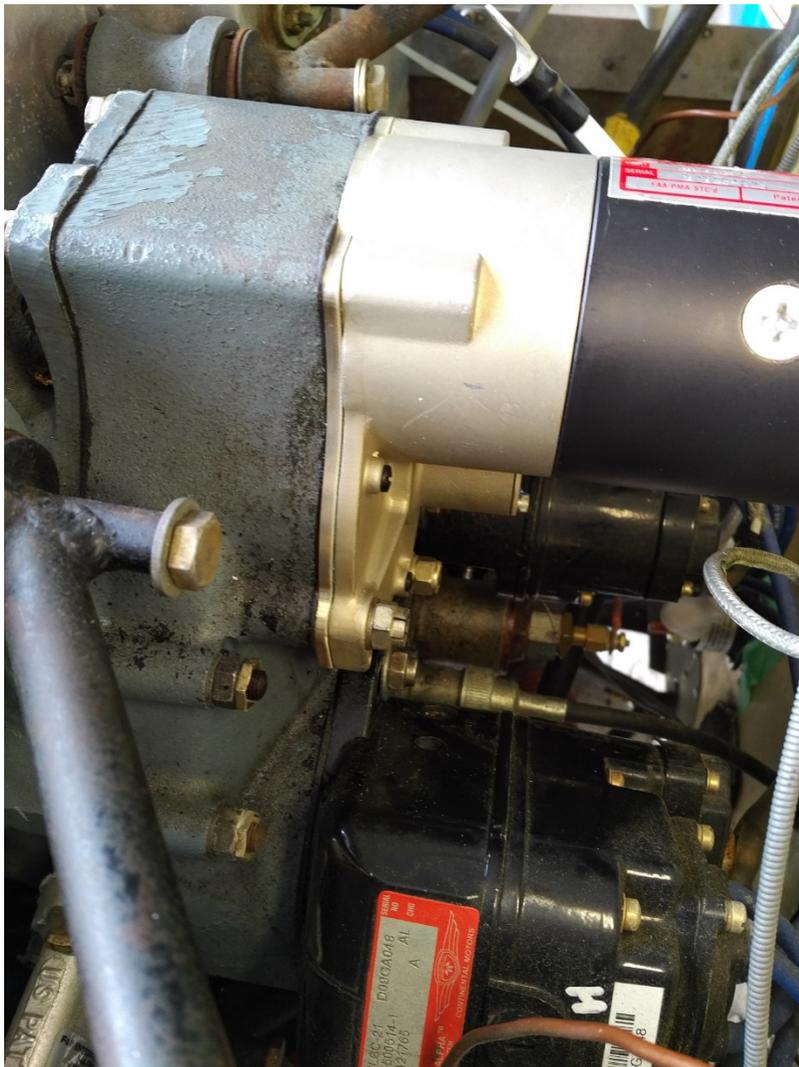
Q-Tips to sample the surfaces afterwards to see just how much got in I was pleasantly rewarded. I was so impressed I forced several on lookers to inspect the Q-tip as witnesses.

One of the most exciting points in the process was that as the pin finally fell away, I saw dirt that *had* propagated back into the small oil galley get pushed out into my protective cavity by clean oil from the pressurized crankcase air flow. I was extremely impressed how well the idea of pressurizing the crankcase worked in flushing out dirt from that path. The entire cut was done over an hour or so because I had to take frequent breaks to rest my body/arms/muscles. There was a lot of stress in laying across the front of the Davis and trying to situate myself for an acceptable view of what was going on. I further flushed the small oil galley with super light weight oil in a syringe that could reach well into the oil galley. I flushed until the oil came out completely clean.



The wiring was uneventful, but removing the pull start Boden cable and installing the little red push start button was pretty much an emotional experience. B&C had provided everything I needed and unlike most rework where I seem to always have a few parts left over (I refer to them as spares) I used exactly everything the kit had in it. The instructions from B&C tell you to crack the engine halves remove the pin, cut it in a lathe and re-install it – that is of course the right way to do this but not what I did.

The very first time I pushed the little red button and the engine came to life I cried. I had to tell myself that all of the overthinking was worth the clean results I got and the new life I have given to the aircraft. I could not resist shutting down and re-starting over and over to make sure I was not dreaming. I still cannot stop talking about the pressurized crankcase provision and how well it worked.



Would I do this all over again, probably not, but spending the time to plan, develop a procedure that worked out as expected and being able to gain this experience was worth the time and commitment I put into my upgrade. I want to thank all of my colleagues who advised me, laughed at me and encouraged me to finally install the starter. Sometimes good enough is the best way to do things; in this case I over thought this process and went way overboard in some areas, but it was fun and I enjoyed doing it and sharing that experience here.

Curtis

Classifieds



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



AIRCRAFT FOR SALE DHC-2 BEAVER C-GBUL

Model: de Havilland DHC-2 Mk I Beaver (Super Beaver)

Year: 1953. S/N: 588

Interior: 8/10. Year done: 1986 (6 seats done in 2007).

Colour: Brown and beige.

Exterior: 8 /10. Year done: 1986 Color: Dark brown, orange and beige.

- Pilot and co-pilot Recaro Automotive racing seats.
- Full dual controls.
- Kenmore seat belts and shoulder harnesses.
- Wipaire Skylight windows. 2 Rosen sunvisors.
- Kenmore domed windows in cabin doors.
- Kenmore enlarged (aft cabin) side windows.
- Enlarged baggage door.
- Extended baggage compartment. 56 inches deep.

Total time: 13 444.2 h. (Feb 10, 2018).

Engine: PZL-3S, 600 HP (piston), 579.4.1 SMOH, 1000 TBO,

7 cylinders. Brand new engine= \$10 000.

Propeller: Pezetel, US-132000A, 137.8 SOH, 2000 TBO. 4 blades. Brand new prop= \$4,000.

Flight instruments: - New and overhauled instruments were installed in 1986.

All wiring were replaced with Teflon coated aircraft wire.

New Cessna switches and breakers were installed in 1986.

AOA (Angle Of Attack) instrument by Alpha Systems. Feb. 2010.

Engine instruments: - standard.

EI Electronics fuel flow connected to GPS. (2006)

Communication radios: - 1 VHF King KY 96A

- 1 HF Codan 2000
- 1 transponder King KT76A mode C, new 2004.
- Intercom Flightcom 403
- 1 ELT Narco 10

Navigational aids:

- 1 GPS Garmin 150
- 1 ADF King KT96

Special equipment: - Wipaire electric driven flaps pump system.

Wipaire electric fuel and primer pumps with Wobble pump remaining operative.

Wipaire water-rudder retract handle.

Wing tip tanks.

External power receptacle and boost cable.

New battery April 8th, 2013.

Solar power plug in for the battery.

-pare parts.

Flush doors latches, Citabria type, with lock.

AD's: - all done up to date. Wing's struts due at 20 605 h.

Floats: - Straight Wipline 6100 new in 1996 with a big compartment in each float.

Kenmore seaplane finlets.

Ventral fin (part of PZL engine installation).

Wheels: 36 inches tundra tires and standard tires. Skis: none

Gross weight: 5370 LBS.

C. of A. due date: May 4, 2018.

Damage history: small bump in the right wing.

For pictures check: <http://www.dhc-2.com/id319.htm>

Asking: \$200, 000 USD on wheels. Tel.: 819-568-2359

The FASTEST Beaver in the world! The ONLY DHC-2 MK1 in the world with 600 HP piston engine.

ON FLOATS. 145 MPH cruise! Should see the look on the C-185 pilot when you pass him in the cruise!

Power settings, speed and GPH:

- 30%, 23.0 hg, 1700 RPM= 117 MPH, 18 GPH, 6.5 MPG

- 60%, 29.5 hg, 1700 RPM= 133 MPH, 26 GPH, 5.1 MPG
- 65%, 29.9 hg, 1800 RPM= 139 MPH, 29 GPH, 4.7 MPG
- 70%, 30.3 hg, 1900 RPM= 143 MPH, 36 GPH, 4.0 MPG
- 75%, 30.7 hg, 2000 RPM= 144 MPH, 40 GPH, 3.6 MPG

OPTIONS:

- 1- Increase the gross weight to 5600 lbs with \$40 000.
- 2- Increase the gross weight to 6000 lbs with \$55 000.
- 3- Convert back to the standard 450 HP.
- 4- Convert to turbine.

At 6,000 lbs will fit perfectly between a Beaver and an Otter but faster.

History:

Delivered November 12th,1953. Originally built for the US military command A-4 (number 1340) in 1953 then became an L-20 (number 341) designated 53-2797.

21/12/71 to 26/02/76: Davis Monthan airforce base.

Imported to Canada in 1976 as C-GFDJ. Flew for Silver Pine Air Services of Pine Falls, Manitoba.

The aircraft was modified with the 600 HP in 1985 at Airtech, Peterborough, Ontario, Canada.

04/86 to 04/88: Imported back to USA as N588FR. Flew commercially in Alaska where the panel and switches were redone.

07/06/88: Came back in Canada, Quebec and flew commercially for Air Saguenay as C-GBUL.

02/06/93: Club Cesar, Quebec. Commercial.

06/15/94: Demolition Outaouais, Quebec. Private.

06/16/03 : Andre Durocher, Quebec. Private.

Contact: André Durocher (Owner)

Address: 40, Principale street, Gatineau, Qc, Canada, J9H 3L1

Tel: 819-568-2359 Fax: 819-243-7934. Cell: 819-329-2830

info@pontiacairpark.com

AIRCRAFT FOR SALE: 1973 Piper Cherokee 140

TT 5480 hrs, Engine Lyc 0-320, 1540 TT, 60 hrs since top overhaul

VFR electronics, Toe brakes, New windshield and Battery, Mogas STC.

Current C of A. Asking \$35000.

Hans Sanders, at hnsanders@yahoo.ca , Tel: 613-446-7728



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
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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: \$50 Newsletter only	
Province: _____	Associate Member: \$50	
Post Code: _____	Full Member: \$100* Newsletter, hangar, workshop, tie-downs.	
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)



Let your kids fly free!

The EAA's Young Eagles program provides kids the opportunity to take a flight in a light aircraft. EAA Chapter 245, located in Carp, is delighted to be able to extend this invitation to local families.

Where: EAA Chapter 245 Hangar, Russ Bradley Road, Carp Airport

When: Saturday, 26 May, from 09:30 (Rain Date: Sunday 27 May, 09:30)

Booking in advance would be appreciated and walk-ups will be accommodated where possible. We'll endeavour to fly every kid that wants to go but please accept our apologies if we can't accommodate you.

Contact: Mark Briggs (EAA Chapter 245 Young Eagles Coordinator)

613-725-4361

young.eagles@eaa245.org

