



Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 39 No. 03



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Next Meeting:

National Aviation Museum - Bush Theatre

Thursday March 19th at 8:00 PM

Possible Changes to the Ottawa Air Space

by Andrew McKenzie of NavCanada

March 2009

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Centennial of Flight
Symbol

March 2009

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President's Message



As March rolls in and we all think of getting our aircraft ready for the warmer weather I would like to remind everyone travelling to our Carp Hanger to leave their cars in the parking lot so that we keep the grass taxiways rut-free for the aircraft. Your cooperation is appreciated.

February Meeting

At our February meeting just prior to the 100th anniversary of powered flight in Canada Mr. Chris Terry gave us an overview of Canadian Aviation History using pictures of aviation art as the focal points for the narration. Mr. Terry had an incredible collection of slides to present and give us a tremendously stimulating review of early Canadian aviation.

Rib Building a Success at the Aviation Museum

On Sunday, Feb 22 the Canadian Aviation Museum hosted Silver Dart Day 2009 to celebrate 100 years of powered flight in Canada. EAA Chapter 245, under the direction of Russ Robinson, set up a table at the museum to allow kids (and big kids) to try their hand at building a wood rib for an aircraft. We had five EAA

members at our table along with another four family members to help. There was lots of interest and we built some 70 ribs over the course of the day. Thanks to all the volunteers for their help. John Montgomery has provided more details in his article a few pages on.

Mo's Fly-in Well Attended

Maurice Prud'homme had approximately 80 aircraft attend his fly-in on Feb 28th. I arrived in mid afternoon by car, and saw a lot of activity. The wind was quite bitter though and I did not stay long. Andrew Phillips tells the tale of flying in his RV-7A later in this newsletter.

Internet Access at Carp Hanger

As I mentioned at the last Chapter meeting, we have finally been able to connect to the internet directly from our hanger by using a high gain WiFi antenna and connecting to WCD's WiFi system located at the CYRP FBO. Over the last month we have had a few problems with the link going down and have had to reset our router a couple of times. The router is currently in the open in a moderately heated hanger, and we think that either the

temperature is too low for our cheap router, or that we are getting power glitches that scramble the router. We will continue to work on this to make sure we can have reliable access. For those interested, the computer is in our Chapter Lounge. To log on use userid "eaa" and password 31415926.

Hanger Access

We have been informed by the Carp airport management that our hanger access may change as early as the end of March. If the current access road to our hanger is closed, we will still be able to access our hanger through the gate next to the old Delawri hanger (now the RCMP hangar), directly across the taxiway from our hanger. The airport will provide us with keys. We are still in discussion with the airport on the details of crossing taxiway Bravo in a car instead of a plane. I will keep you updated.

Breakfast at CYRP

We continue to have potluck breakfasts at our Carp hanger. If you want to talk aviation and have a bite with your aviation buddies come on out on Sunday morning. There is always someone there by 10:00AM, and there are lots of materials

on hand – toast, waffles, sticky buns, sometimes crepes, cinnamon buns and even omelettes on occasion.

Fireside Workshops

By the time this newsletter hits the stands (!) the Fireside Workshops will have completed, with the last showing on Sunday March 22. I hope you have enjoyed the

material and encourage you to talk to any EAA executive member about other topics that you would like to have shown in future sessions. Again I would like to thank Wayne Griese for handling the logistics and bringing in the DVDs for each session. We have appreciated it Wayne.

Upcoming Meetings

At our March meeting Andrew McKenzie of Nav Canada will tell us about possible changes to the airspace around Ottawa.

The next regular meeting will be held at 8:00PM on

Thursday, March 19th in the Bush Theatre at the Canada Aviation Museum

19 Mar2009	Possible Changes to Ottawa Air Space, Andrew McKenzie of NavCanada
16 Apr2009	Claude Roy – Trip around Great Lakes
21 May2009	Building and Testing an RV-9A by Alfio Ferrara

Hoping to see you all at the March meeting, and as always-
Blue Skies,
Martin

Local News

100 Year Flight Celebration by Andrew Phillips

As this year marks the 100 year anniversary of controlled, manned, powered flight in Canada it was decided to have a celebratory fly over the nations capital on Saturday Feb 21. I am proud to say that I was the representative RV that went along. My home base (CYSH) is about 1/2 hr flight from the airport (CYRO) planes were to meet As this year marks the 100 year anniversary of controlled, manned, powered flight in Canada it was decided to have a celebratory fly over the nations capital on Saturday Feb 21. I am proud to say that I was the representative RV that went along.



My home base (CYSH) is about 1/2 hr flight from the airport (CYRO) where the for the pilot briefing. My 9 year old son,



Mitchell, was my copilot. The weather this time of year is anything but predictable. The stars must have aligned because we got a

perfect day after a week of lousy weather followed by another week of predicted lousy weather.



I got there early to clear the snow off my apron and add a bit of eye candy to the plane. I became an ace that day with 5 kills. I wanted to use some politically correct symbol for the kills but the Japanese flag is so good looking for this purpose that I used it anyway. A Cessna 421, piloted by Bob Hanson and Copilot Andrew Boyd, and I would be a flight of 2 on the way over. Andrew gave me a brief on how to fly loose

formation with them and soon we were off. I was very happy with the formation work and Andrew's briefing made it so that everything went like clockwork. Although warned about the wake turbulence off the 421, I got a first hand experience when, near our destination, I tucked in behind them about a mile back and got tossed around pretty good. Picture by Mitchell!



We landed at CYRO which is attached to our National Aviation Museum. My plane got lots of attention on the ground. All the landings went well except for one tail dragger which ground looped on the runway and lost a wheel. We all headed inside for our brief.

This flyby was to be broken into several groups, commercial, military and GA. The GA were then subdivided into fast and slower aircraft. The most important part of the brief was handled by Mike Bourget, a former 8 builder, who now flies a Nanchang. He is an ATC and probably the only one there who actually had formation qualifications. He took a rag tag assembly of GA pilots with a wide range of planes and an even wider range of experience and gave them good rules to live by and govern our safety. Finally we were ready to go.

Out on the runway the first group of twins (3 planes) were

ready to go. Suddenly the nose wheel on the 421 came off and the plane was grounded while sitting just behind the numbers. It was quickly decided that the show must go on and the remaining aircraft departed while arrangements were made to get a tug for the wounded bird.

Here is where things get interesting. Ottawa is not a huge city. To the south of the show area is the international airport with its normal business operations. To the east of the show are 20+ GA aircraft now heading west to pass show center then 180 degree turn to enter the planned flightpath. To the west of the show was the holding area for larger commercial aircraft all the way up to F-18's at various altitudes. On top of that it was a rare beautiful Saturday so many training and pleasure aircraft were also up. The flight over the city seemed to go without a hitch. We were allowed to fly at 1500'. My wife, on the ground, wasn't able to tell my plane from the others...oh well. At the end of the show we departed to the east to recover at CYRO. Not good! The runway was still closed. All the GA planes from the show headed east and suddenly they all needed transponder codes. I called the terminal control ATC and told him I needed to go southwest. Here is sort of how that conversation went.

Controller: What's your squawk code

Me: Don't have one
Controller: Where did you say you want to go

Me: CYSH

Him: You can't go there it's way too busy, wait, where are you, wait a minute let me see if I can get you a code...Squawk 4558
....SILENCE.....

Him; You couldn't be in a worse place...your right on the flight path of the International airport, don't go above 2000' and get out of there as fast as you can.

Maintain your current heading.

Me: CYRO is closed due to an accident that's why I am here!

Him: Thanks for the info

The 20+ aircraft all leaving the show came on one after the other. It was fun to listen to. The best was a non participant who entered into the training area where the big planes were holding and requested a block of airspace to practice aerobatics. He picked the wrong day for that request.

The flight back home was uneventful after that although the bumpy air at the low altitude made my son feel a bit motion sick. It was an enjoyable day. I regret that I was not able to fly near or even see the P-51 but hopefully there will be other days. The formation work was really the most enjoyable part of the flight and hopefully I may be able to get training for this in the future. The whole thing was very well organized and I was glad to be able to be a part of it. I doubt I will fly in the next 100 year celebration.

Rib Building Workshop at the National Aviation Museum

by John Montgomery Photos by Curtis Hillier



On February 22nd the Canadian Aviation Museum kicked off the celebration of the Canadian Centennial of Flight. EAA Chapter 245 participated in the festivities at the museum with a demonstration of wooden rib building thanks to the coordination efforts of Russ Robinson. The chapter had a number of rib building stations as well as a table with EAA and local chapter information setup in the shadow of the Banshee fighter.

Participating at the event were chapter members Russ Robinson, Martin Poettcker, Curtis Hillier, Andrew De Pippo and John Montgomery. Andrew and John also brought family flight crew members who mentored rib builders, and greatly assisted communications with francophone visitors to the EAA table.

The EAA demo was swamped with teams of eager rib builders as soon as we opened for business at 10:30am - including a large number of Air Cadets. A wide variety of people of all ages kept us busy throughout the day and we continued to churn out ribs until we shutdown at 3pm.



The museum was very appreciative of the EAA245 involvement: the following quote was received from *Johic Nicolas* Acting Special Events and

Volunteer Coordinator
Canada Aviation Museum

" As the dust has finally settled over the CAvM's Centennial kick off I finally have a moment to express my gratitude and that of the entire Canada Aviation Museum team for the considerable contribution which the EAA Ottawa volunteers made to the success of our Silver Dart Day 2009 . On a day that saw many successes the Wing Construction Workshop was a stand-out. A number of our programs staff mentioned the enthusiasm of the public for your work which is unlike anything we offer. I myself was impressed (though not



surprised) by the energy, commitment and attitude I witnessed from the EAA team. They were remarkable! The Canada Aviation Museum was very much a better place to

be for the efforts of the EAA Ottawa Chapter. Should your team be willing we would love to have you back again. Again thank you Russ for making it happen."

RV-7A Lands on river-no casualties by Andrew Phillips

Okay I admit I sensationalized the headline. It worked though, didn't it? You are reading this story of how an RV landed on a river today. This river happens to be in Ottawa, Ontario, Canada and is quite frozen at this time of year. There were also 40 -50 other planes and one helicopter doing the same thing. Landing site as seen on the way in. Look in the mid right to see the aircraft already there.



Today was the 20 anniversary of Moe's fly in. Moe lives along the Ottawa river near Ottawa. Every year on this Saturday he clears off a 3000' runway and invites pilots from anywhere to come and visit. The weather this year was perfect. Rain yesterday smoothed the ice and

today's well below freezing temperatures made it good and solid.

There were all kinds of planes, Cirrus, RV's, Maule, Cessna, Taylorcraft, and Piper to name a few. People arrived on skis and wheels. Picture from Moe's balcony:



This was my first time landing on ice so I was a little nervous. At 2000' it was initially hard to see the runway since most of the river looked the same. The colourful display of parked aircraft caught our attention and we knew we were in the right place. I joined in a long downwind behind fellow RV builder Alfio in his 9A. There were at least three of us in the pattern at the same time so it got a bit stretched out. I ended up on a long and very gradual decent on final. The plane in front of Alfio's got a bit stuck

on the runway and so Alfio had to overshoot. When I got there the plane had been moved and I was able to make a very nice landing. I was going so slowly



on touchdown that I had to taxi a ways to the end. During that time the plane behind me had to overshoot. It was such a beautiful sunny day that overshooting must have just added to the fun! Alfio just after landing as I taxi to parking: The reward for making this trip was some of the best Chili I have had and socializing with many friendly pilots and their families. My co-pilot and photographer, Bill Reed, seemed to enjoy himself too. I let him fly on the way home and he did a pretty decent landing for his first time in an RV-7A. I am already looking forward to this event next year.:

My plane with its winter coat on while parked on the ice



More photos are available from last year's fly-in at <http://www.flickr.com/photos/djipibi/sets/72157603998396531/>

Q & A about the Spot Satellite Messenger contributed by Wayne Greise

Some Questions and Answers about SPOT "The World's First Satellite Messenger".

Q: When activated what does SPOT do?

A: Once activated, SPOT acquires and sends your GPS coordinates to your SPOT account every 10 minutes. Anyone with access to your account information can log on and view your route, complete with virtual views provided by Google Maps™.

Q: How long can I expect my SPOT unit to last?

A: The manufacturer estimates and average life of about five (5) years.

Q: How far should other GPS devices be from SPOT to prevent signal interference?

A: Other devices should be at least 12 inches from SPOT to prevent distortion of GPS coordinates and interference with message transmission.

Q: My spot device does not work properly near airports or when I have another GPS device close by

A: SPOT accepts interference from other electronic devices and should not be used in proximity to anything that generates strong electrical fields such as airports, radio towers, other GPS devices, etc.

Q: What type of battery does SPOT uses?

A: SPOT uses 1.5V AA Lithium Batteries, such as the Energizer Lithium batteries that are included with SPOT. Batteries can be disposable and or rechargeable as long as they meet the minimum volt requirement of 1.5 volt. Alkaline batteries can be used in an emergency, but will not provide the same battery life or performance as 1.5V Lithium batteries.

Q: What type of antenna is inside SPOT? Patch or Helix?

A: SPOT has a patch antenna because it provides better wide range coverage than a helix. The antenna is located under the SPOT logo, and performs best

when the SPOT logo is pointed straight up toward the sky.

Q: Can I send a message to a landline phone?

A: No. Only mobile phones that accept text messages are able to receive Help and Check-in messages from the SPOT service.

Q: Tell me about the commercial satellites that SPOT uses.

A: SPOT uses the Globalstar simplex data network to transmit messages. This is a proven data network that is also supporting tens of thousands of commercial and industrial data modems sending millions of messages each month for asset tracking and remote management applications. The simplex data network signal path works differently than the Globalstar satellite phone signal path, providing significantly better reliability and message completion rates.

Q: My cellular provider is not listed in the SMS drop down, how can I send my SPOT messages to my phone?

A: Call your cellular provider and find out what the email address is

for your phone. Virtually all cellular phones have an email address using the phone number and cellular service provider address. Once you have the email address for your phone, you can

enter it as a contact. Make sure that your contacts' cell phones are able to accept and display text messages.

Q: What is the MAP DATUM for SPOT?

A: WGS 84

Go to <http://findmespot.ca/en/> to learn more.

EXHAUST – from the Carb Heat Archives 20 YEARS AGO March 1989

In the March newsletter of 1989 concern was expressed over the reports from many EAA Chapters across the country that their members had taken to leaving the ranks of EAA chapters to join up with the fledgling RAA.

The annual reminder for members not to drive on the soft ground around the hangars

at Carp was made. Also, with the arrival of good weather the clubhouse and parking area were frequented by visitors as well as members and their families so members were advised that it was “just plain good manners to maintain a respectable decorum and avoid the use of profanity”.

At the March meeting Andy Douma showed an informative FAA slide show on maintaining your aircraft. Guest speaker John Porter highlighted the evening with a very eloquent talk on classic aircraft.

You can read more in the EAA Chapter 245 Carb Heat Archives now on the computer in the lounge at Carp.

Old Carb Heat Newsletters Wanted

Fill in the blanks for EAA Chapter 245 Archives

Year\Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
'71												
'72												
'73												
'74												
'75												
'76												
'77												
'78												
'79												
'80												
'81												
'82												
'83												
'84												

Note: Scanned copies of 25 years of Carb Heat, from 1984 to 2008, are on the Chapter's computer for you to view or copy. If you can provide a copy of the missing issues contact Wayne Griese. Thanks for your support.

The Fireside Workshop DVD Series - 2009
EAA Chapter 245 Lounge Carp Airport Everyone Welcome

Sunday, March 15th, 2009
(Tentative)

Repairing Structural Tubing

A vintage training film produced by the U.S. Department of Education demonstrating the inspection and repair of 4130 Chromolly steel tube airframes. In the film, a truss tube is found bent and set back into shape with forms and clamps. Then a longeron is found to be cracked and so the section is replaced with a welded inner sleeve and splice. Although this is an older film, the methods demonstrated are still appropriate and valid when maintaining or restoring these

vintage tube and fabric type airframes.

This class teaches measuring, geometry, straightening, cutting fish mouths, fitting, splicing, and welding to repair some fuselage damage. 22 minutes

Ups and Downs of Takeoffs and Landings

Whether a seasoned pilot or a new student, this video has much to offer. Covers short and soft field operations, crosswinds, climb out performance, night operations, POH performance specifications and density altitude. Also view actual landings as they occurred at a large fly-in. Color, (1 hr.)

The Bush Angels

This video is about The Canadian Bush-plane. The Bush-plane Heritage Centre in Sault Ste. Marie, Ontario is dedicated to preserving the history of Bush Flying and Forest Protection in Canada. Volunteer members actively acquire, restore, preserve and display floatplanes, bush-planes, water-bombers, and forest fire-fighting equipment along with other aviation and forestry-related artifacts in order to celebrate the achievements of Canada's aviation and forest fire fighting pioneers. 20mins.

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website

MARCH

March 11th, Arnprior, ON: COPA Flight 33, Rust remover currency seminar starts at 7:00 p.m.. St Andrews Presbyterian Church Hall. Cost \$5.00. Located at 80 Daniel St N Arnprior. For more information please contact Rick Raymond at 613-832-2399 or email tricky@xplornet.com.

March 14th, Pendleton, ON (CNF-3): Mid-way between Ottawa & Montreal. Ski fly-in hosted by Gatineau Gliding Club. BBQ lunch and a big log fire in the clubhouse 11:00 to 14:00. In case of bad weather all delayed until Sunday, 15/03/09. For more information please contact Martin Lacasse at (h) 613-446-1183 or (o) 613-734-1442 or David Smith at 613-678-6565.

APRIL

April 14th, Haliburton/Stanhope (CND4), ON: Our annual Safety Seminar will feature special guest Lynne McMullen of Seneca College. Lynne will cover timely safety items and go over the currency review topics. Stanhope Fire Fighters' Hall at 7 p.m. Cost is \$5. Call John Packer at 705-754-2611.

April 19th to 25 Lakeland Florida(KLAL) Annual Sun n Fun Fly-in

April 25th, Lachute, QC (CSE4): Salon de l'Aviation Virtuelle du Quebec - Show features simulator

exhibits with Red Bull race demos, air-controlled flights, simulated forest fire bombings, dogfights along with conferences on various sim topics. Radio-controlled Model Aircraft demo flights. Fly-in and Drive-in Breakfast served in morning. Located at the Lachute Airport. For more information please see our website www.salonaviationvirtuellequebec.org

MAY

May 2nd - 3rd, Haliburton/Stanhope (CND4), ON: Pancake breakfast/brunch/lunch. Start the summer flying season with a trip to one of Ontario's prettiest airports. Call John Packer at 705-754-2611. Visit our website for information and current weather www.stanhopeairport.com or email airport@halhinet.on.ca.

May 10th, Brockville, ON (CNL3): Brockville Flying Club COPA Flight 111, 2nd Annual Mothers Day. All you can eat pancake breakfast. Featuring local maple syrup, while it lasts. From 8 a.m. to 11 a.m. For more information please contact Byron Boone 613-345-3788 or email bboone@ripnet.com.

May 23rd, Oshawa, ON: 99s Poker Run. Main terminal. Terminus

Oshawa. Participating airports- Burlington, Brampton, Buttonville, Collingwood, Lindsay, Peterborough, Toronto City Centre, Simcoe Regional. Lots of prizes. Everyone welcome! May 24th rain date. For more information please contact Suzanne 519-758 5672 cell 5672 Akky 416-488-5664 or email s.wiltshire@rogers.com, akkymansikka@hotmail.com.

May 30th, Westport, ON, (CRL2): Rideau Lakes Flying Club, Breakfast Fly / Splash in. Breakfast of ham, eggs and baked beans from 8:00 am till 1:00 pm. Transport from the Aerodrome / Waterfront / downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication.

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to bill@ncf.ca
 Deadline is first of the month. Ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

Wanted	
I am looking for a basic 2 seat- prefer experimental if well built. Not interested in a project, it must be a proven flyer. Are any of your members looking to sell? 03/09 Contact Dave Smith Peterborough, Ont <davecsmith2002@yahoo.com>	

For Sale	\$5,500.00
Certified Rotax 912F 2000 hours on condition” program, without oil tanks or radiators. This engine was showing a little metal, most likely gear box, normally this goes away after the next oil change, A complete 50hr oil analysis history is available . 10/08 Call Larry Loretto. at 613 675 2301	

For Sale	\$6,000.00
Certified Rotax 912F 2000 hours on condition” program, without oil tanks or radiators A complete 50hr oil analysis history is available 10/08 Call Larry Loretto. at 613 675 2301	

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. 11/08 call Curtis Hillier 613 831-6352

Time to renew your membership in EAA Chapter 245 Fill in the application form on page 12 and bring it to the meeting or mail it to the address on the front page of the newsletter.

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 2 weeks before the next meeting.

A short example follows:

- Meeting date – 2009 Newsletter deadlines
- March 19th – Mar 5th
- April 16th – Apr 2nd
- May 21st – May 7th
- June 20st (CYRP) – June 6th (At the Chapter hangar)
- July 18th (CYRP) – July 4th (At the Chapter hangar)
- August – no newsletter
- September 17th – September 3rd
- October 15th – October 1st
- November 19th – November 5th
- December – Jan (December shifted to January 2010)
- January 21st – Jan 7th
- February 18th – Feb 4th



EAA Chapter 245 Membership Application

NEW: ___ RENEWAL: ___ DATE: ___/___/___

EAA NUMBER _____

EXP Date: ___/___/___

NAME: _____

ADDRESS: _____

CITY/TOWN: _____

PROV: _____ .PC: _____

PHONE: (____) _____ - _____ .H (____) _____ - _____ .W

EMAIL: _____

N/L DISTRIBUTION Preference: email ___ post ___

AIRCRAFT & REGISTRATION:

OTHER AVIATION AFFILIATIONS:

COPA: ___ RAA: ___ UPAC: _____

OTHER: _____

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

Newsletter subscriber ___: \$35.00 Newsletter only

Associate Member ___: \$35.00* Newsletter plus Chapter facilities

Full Member: ___: \$70.00* 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

Make cheque payable to:
 EAA Chapter 245 (Ottawa)
 Mail to - P.O. Box 24149, Hazeldean R.P.O., Kanata,
 Ontario, K2M 2C3

Alfio Ferrara has posted a number of pictures that were taken at Mo's fly-in on the RV forum. They can be found at <http://www.vansairforce.com/community/showthread.php?t=40389>. Some examples are shown below. Notice the blue sky. Mo picked the right date again this year.

