

Carb Heat

June 2018

EAA 245 NEWSLETTER Vol. 48 No. 6

Published by:

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



Next Meeting:

Saturday 16th June, 12:00, at the
EAA Hangar (CYRP)

CHAPTER BBQ



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Groups



Editor's Comments



I don't seem to be making myself very clear, maybe it's an accent thing (you all have one and I don't), but I can't do this without the membership! No content, no Carb Heat, it's really quite that simple.

Despite my ranting we do have some content so a big thanks to Mike Lamb, Russell Holmes, Mark Briggs and those of you that submitted photos from the Young Eagles event and from the Smiths Fall fly-in.

Colin

Sadly I was unable to fly for the last few weeks so no updates on my progress towards becoming a real pilot. I had hoped to go this evening (8th June) but, although the wind looked reasonably calm at home, it wasn't quite the same at the airport. Having not flown for five weeks I was no mood to try even the slightest of crosswinds. Still, the weather is looking good for the next few days so, with luck, I'll have something to report in the next issue.

Despite my pleadings, this is what my Carb Heat inbox looks like.



President's Message



We've had a few summer days now and things are looking up weather-wise so go out and get some flying in before we have those convective days. Smiths Falls had a great fly-in breakfast last weekend and Cornwall is having theirs on the 17th June which is Fathers day.

Pembroke is offering breakfasts every month, see <http://ovbusiness.ca/wp-content/uploads/2018/05/2018-YTA-Breakfast-Poster.pdf> for details with their main event being 15th September. Brockville is having theirs on 9th September. Our Chapter breakfast is scheduled for 23rd September so that is one not to miss on your calendars.



As a result of bad weather the Young Eagles event was rescheduled to 9th June which is also international Young Eagles day. The event was a great success with

over thirty kids being flown by a number of our pilots. It was very busy in the morning at CYRP.

This month's meeting is a BBQ at the chapter Hangar, luncheon will be served at around noon but there will be a gathering from around 10AM. Since this is the last meeting before Oshkosh, and there is no July meeting because of AirVenture, this is your last opportunity for a face to face prior to the August meeting. If you have any questions regarding AirVenture, please come to the BBQ on Saturday.

AirVenture is less than two months away and I would like to start preparing for the communal camp site in Camp Scholler. In order to make this happen I'll need to know who is interested. This year I would like to see if we can arrange ride sharing by air or road in addition to just the camping venue. According to the EAA web pages (<https://www.eaa.org/en/ea/ea-chapters/ea-chapters-at-aaa-airventure-oshkosh/chapter-camping-at-airventure> or just google EAA Chapter Camping) we can arrange up to six co-located sites. We can arrange sharing arrangements once we have established who

wishes to participate. It's a great location close to the Fly-In theatre, the nature centre, and the main entrance to the AirVenture event. If you are flying into AirVenture then I would like to see if we can arrange some transportation of camping equipment, by those who are driving, to make it a more comfortable stay. The red circle denotes our usual camping location.

The Air Cadets are back doing some gliding training at Smiths Falls. I am not sure if it is an official NOTAM but when gliding operations are in effect, the gliders and tow planes operate a right-hand circuit whereas the normal operation for aircraft is a left-hand circuit. As such there is no dead side to the airport so descending on the dead side is not an option. The procedure, when gliding ops are in effect, is to conduct an extended downwind join to the circuit. Since the wind is generally from the west this requires you overfly the town of Smiths Falls and descend to pattern altitude prior to entering the downwind. Failure to do this may result in an air to air collision and it will be your fault as gliders have the right of way. These operations take place on



weekends during the months of April, May, June, September and October. Notice that July and August are free of gliding ops. Details may be found at http://www.smithsfallsflyingclub.com/0_circuit_safety.html

We have completed our membership drive and we have 85 members in good standing at the time of writing this message. If you find anyone complaining they have not received a newsletter then it's because they have not paid this year's membership dues, or we have made a clerical error. Either way, please contact the executive to have the matter rectified.

We are presently looking for an engine cowling and engine mount for the Zenith project. We believe we have found one South of the border and we are looking at the financial impact of having the parts shipped across the US. The alternative is to manufacture the mount ourselves.

We have now started our summer season in which our monthly meetings are no longer held at the museum, rather, we hold them at the chapter hangar on the third Saturday of the month, so the next meeting is scheduled for Saturday 16th June.

As usual, there is no July meeting as many of the members are enroute to Oshkosh on the third Saturday in July.

Regards to All

Phil





Meetings and Events Schedule

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

Presentation: **BBQ**

Presented by: EAA 245

Where: EAA 245, Carp

EAA Chapter Meeting –Saturday 18th Aug 2018 @12:00

Presentation: **Chapter Flies the Chapter and BBQ**

Presented by: EAA245

Where: EAA 245, CYRP

EAA Chapter Meeting –Thursday 20th September 2018 @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: RAA Chapter 4928 16th Annual Kars 'n' Planes Summer Fly-In BBQ

Where: KARS

When: Saturday, 14th July 14:00

Kars Rideau Valley Airpark (CPL3): RAA Chapter 4928 16th Annual Kars 'n' Planes Summer Fly-In BBQ. Comm 123.4 RWY 26/08 Glider activity in area. Homebuilt, Classic and Antique Aircraft, Rideau Valley Soaring Club, BBQ served from 11 AM till 2 PM. Sausages on a Bun, Steamed hot dogs plus assorted beverages. PUBLIC WELCOME.

What: CAF B-29 FiFi

Where: Gatineau Airport (CYND)

When: June 24th to June 29th

The CAF B-29 FiFi will at the Gatineau airport in July as part of their tour. July 24th to the 29th. Open to the public, 9:00 - 5:00 each day. FIFI will fly rides on Saturday and Sunday morning

What: Picton Father's Day Fly-in

Where: Picton (CNT7)

When: Sunday, June 17th

CNT7. COPA Flight 53 will host our annual Father's Day Flyin, Sunday, June 17th at the Prince Edward Flying Club. Best breakfast anywhere! \$10 donation. Information call Jeff or Jackie Douglass at 613-471-1868

What: Cornwall Father's Day Fly-In Breakfast

Where: Cornwall (CYCC)

When: Sunday, June 17th

Cornwall Flying Club / COPA Flight 59 - Father's Day Fly-In Breakfast Date: June 17th, 2018 Time: 8:00 to Noon Location: Cornwall Regional Airport (CYCC) 19403 Airport Road, Summerstown, Ontario \$8 per person, \$5 for kids under 8 Participate in our Mont Tremblant Raffle.



Carb heat

SMITHS FALLS BREAKFAST FLY-IN

Quite a few chapter members either drove or flew down to the recent Smiths Falls Flying Club breakfast.





Milk stool for sale





Pilot Profile: Russell Holmes



Fascinated with aircraft since his childhood, Russell flies both full size and models and has a particular passion for aircraft from World War I. Russell did his flight training with the now defunct Westair, at Carp, and flies both a Challenger and a float equipped Kitfox.

Where were you born?

I was more likely hatched in the Civic Hospital in Ottawa.

Where do you live now?

I live in the house I grew up in. Mom and Dad bought the house in 1954 and could barely afford

the mortgage. Located in the rural west end of Ottawa on a dirt road with only a couple of neighbours all with well and septic with big lots. Located at the corner of Woodroffe and Iris it is now on a major arterial, a short walk to and from work and a much shorter walk to the Transitway/Future light rail station.

In 2002 I purchased the house next door to move closer to my Father and work and moved back home after his passing. I now own both properties and rent one out. Being pestered by developers to sell is becoming an interesting inconvenience.

What's your occupation?

I started with the Regional Municipality of Ottawa (ROMC) 35 years ago as the Assistant Energy Auditor, helping my boss save money on Energy consumption. In 1985 I took a position as Project Engineer with the Water Division and spent the next ten years working on Water Facility expansion and retrofit projects. I also represented the Division technically on reservoir and pumping facilities, the Carp communal well system being one of them. It was during that project that I created the first Water Facility Design Guideline for the Division to communicate all the hundreds of technical requirements that are needed to build these types of facilities to our satisfaction. In 1996 I transferred to the Engineering Division to work on water main replacement projects but didn't enjoy that so they offered me a position to maintain their Standard specifications and Design Guidelines for Water distribution and Sewer collection. Pre-approving infrastructure products like pipes, valves frames and covers and hydrants etc. is also part of my job and I have been in this position ever since. For 11 years I served on the Ontario Provincial Sewer and Water Main Standards committees, as a member and chair.

How did you get interested in aviation?

I've been interested as long as I can remember but for some reason nobody else in my family is or was, so everything I did without any help from my family. My first airplane was a Slick Streak that a friend gave me after he and another helped break

my collarbone circa 1967. After that lots of Guillows rubber powered kits, then control line then Radio Control. Many hours were spent flying R/C as a member of the Ottawa Remote Control and Rideau R/C Flyers. I had a chainsaw powered ¼ scale Fokker Triplane for many years but prefer smaller electric airplanes now.

On Monday evenings during the winter I fly rubber powered and electric airplanes in the gym at Woodroffe High School with friends.



When did you learn to fly?

I taught myself the basics of flying when I learned to fly Radio Control airplanes on my own, back in 1976 with a 2 channel radio control, Q-Tee and a Cox .049. In July 1986 after I had settled into my first job I started my full size lessons at Westair at Carp using their fleet of Cessna 150's. Weather was a problem all summer so progress was slow and so I didn't complete my training from Max Wied until March of 1987. I rented from Westair for the next 10 years.

What do you fly now?

In 1997 I was getting board renting 150's every 3 weeks and decided to either quit or move on to something I would rather fly. So I did an engineering analysis of different airplanes and concluded that the top four best airplanes for me were the Avid Catalina, Avid Flyer, Challenger II or a Kitfox. So I started looking for one of these aircraft. I was seriously considering buying a Challenger kit when an instructor at Carp told me about a Kitfox for sale at Kars. I followed up and purchased the airplane, the completed airplane with 3 hour low time, and folding wings being major considerations. I shared a hanger for a few months there then bought a Kitfox trailer and kept it at my house in Bell's Corners. I tried trailering it for about a year but found that to be an all day affair. I moved it to Carleton Place airport for a while until I had the hanger ready at my cottage which I purchased from my Grandmother in 1998. I put the Kitfox on Lotus Amphibs but the performance was unsatisfactory. In 2007 I purchased a 1937 vintage set of EDO 1070



floats in Alabama, trailered them home and repaired them. Missing hatches took a while to locate and I made a replica rudder for it. I did my own strut design and construction and so far haven't had to make any adjustments. The airplane performs much better and has been fun ever since.

When I encounter thermals I often try to stay in them and catch some free altitude despite the floats. Being on straight floats limits where you can fly to and with retirement looming I started looking for another airplane either a WW1 fighter or a Challenger II that I could soar and fly to airports. An old Redfern Fokker Triplane was put up for sale in Saskatchewan last Spring that I seriously considered buying until some issues surfaced and I decided to let it go. At the September Carleton Place airport Fly-in I found a vintage but low time Challenger II for sale in a rented hanger that I could take over and not have to change locations. I purchased it and have been working on getting it outfitted and ready to fly since. Phil Johnson won't feel so alone now that there is another member with an airplane that has the propeller on the right end as he would put it.



What else have you flown?

I have flown Cessna 152's and 172's on wheels and at Lake St John another 172 on floats to get my float endorsement. To get my tail dragger checkout I flew a Citabria GCBC and to get familiar with a Rotax 582 before test flying the Kitfox I flew a Pelican Club later owned by Grantley Este. In 2010 I flew a Piper J3 on floats at the Jack Brown seaplane

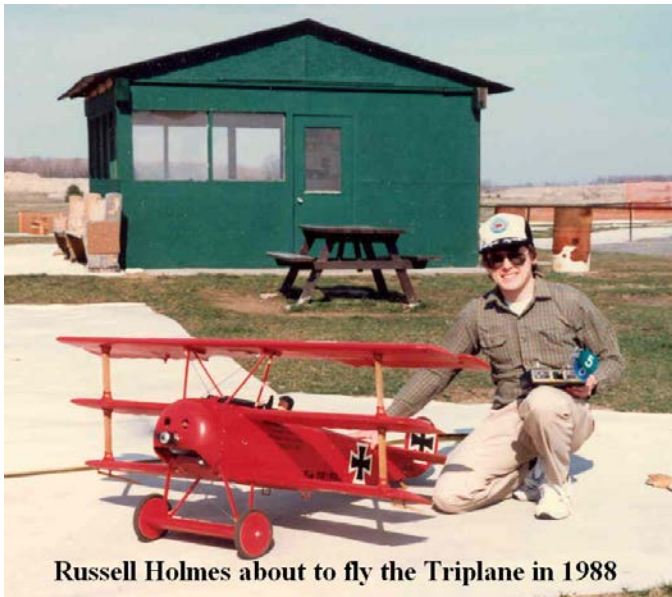
base in Florida as a refresher before flying my Kitfox on EDO floats.

What's your favourite piece of music?

In high school my favorite song was "Bennie and the Jets" by Elton John because I liked the rhythm and the relaxing pace. My preference now would be Led Zeppelin.

What's your favorite book?

Being a Director in the Roy Brown Society and actively looking for WW1 artifacts and information about Roy Brown I have found the two volume book "Captain Roy Brown" by Alan Bennett to be an interesting and invaluable source of information about his life. I would recommend anyone who is interested in Roy Brown's life to read this book.



Russell Holmes about to fly the Triplane in 1988

What's your favorite movie?

The movie I have watched the most since the first time I saw it over 50 years ago is the "Blue Max". I especially love watching the WW1 flying scenes and the educational scenes with Ursula Undress made a lasting impression for a young lad. After

that "Magnificent Men and Their Flying Machines" is a close second but I have always found WW1 fighters the most interesting aircraft of all.



What's your idea of perfect happiness?

Spending a day flying and/or looking at airplanes and talking about airplanes with friends to be the best kind of days. Every day at Oshkosh or a local fly-in breakfast or model airplane event comes close. After that spending the day flying, boating or sailing at the cottage is most enjoyable as well.

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

Being the test pilot for my Kitfox when I first got it and every time I added floats was memorable to say the least, not to mention a couple of emergencies that were overcome. Apart from that, last year I had a couple of flights along the Rideau River between Westport and Kars that were very scenic that I hope to repeat many more times in the future. The Kitfox makes a great camera plane since you can fly with the door wide open.

If money was no object, what would you fly?

I would fly my Kitfox floatplane and my Challenger power glider and, after that, the airplane I have dreamed about flying the most is the Se5a. I like the long nose and good stable looks. After that it would be the Fokker Triplane and Sopwith Camel.

What trait do you most deplore in yourself?

That I didn't know what kind of work that I would enjoy the most when I started working. It took me 10 years and a Myers-Brigg type indicator test to figure it out. I am able to do lots of different types of work well but the problem is I only enjoy doing certain kinds of work. Essentially that is trouble shooting and innovation. Once I found work that required that every day I started to enjoy my work much more.



What trait do you most deplore in other people?

Dishonesty, especially the people that you sometimes work for that make important commitments but don't deliver.

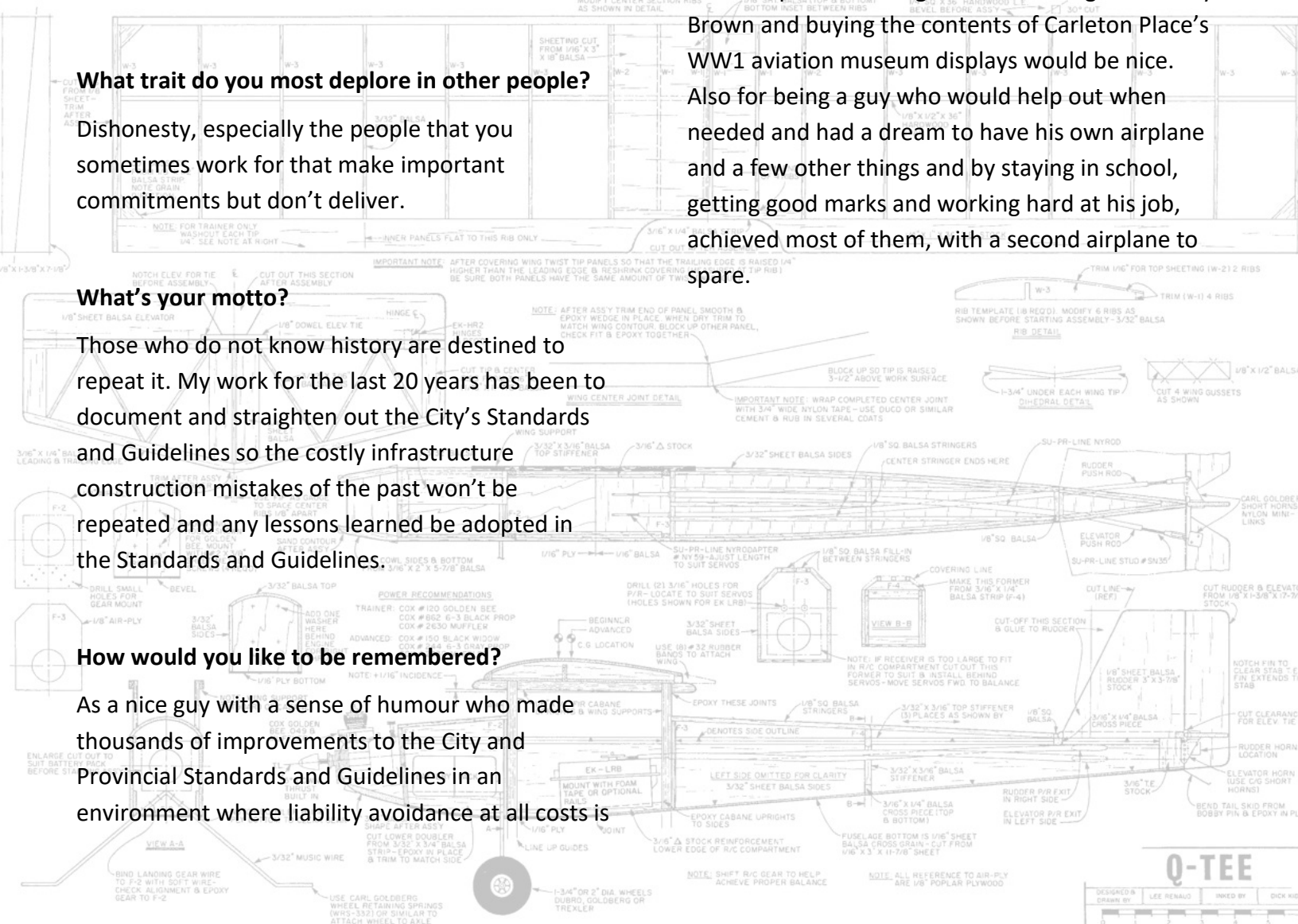
commonplace. Finding the unmarked grave of Roy Brown and buying the contents of Carleton Place's WW1 aviation museum displays would be nice. Also for being a guy who would help out when needed and had a dream to have his own airplane and a few other things and by staying in school, getting good marks and working hard at his job, achieved most of them, with a second airplane to spare.

What's your motto?

Those who do not know history are destined to repeat it. My work for the last 20 years has been to document and straighten out the City's Standards and Guidelines so the costly infrastructure construction mistakes of the past won't be repeated and any lessons learned be adopted in the Standards and Guidelines.

How would you like to be remembered?

As a nice guy with a sense of humour who made thousands of improvements to the City and Provincial Standards and Guidelines in an environment where liability avoidance at all costs is



Q-TEE

Table with 2 columns: DESIGNED BY (LEE RENAULT) and DRAWN BY (DICK MILNER). Includes a scale bar from 0 to 5 inches.

Photo of the Month



Evocative evening shot this month from Mr.Briggs and I'll leave Mark to explain why the very best part of this photo is the part that can't be seen. *My wife, Micheline, has been extremely reticent to take the controls of our new aircraft – so much so that she had refused to touch the controls in our Sportsman. The conditions tonight were perfect so she did the flying as I snapped pictures. I'm so proud of her as she did a terrific job of ensuring our "camera platform" was stable!*

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

THE VENERABLE BEDE

Mike Lamb, taildragger instructor to the stars, is in the process of restoring two BD-4s back to flight worthy condition.

My build partner and I picked two BD-4s in January. Both need engines as well as some updating. They had been sitting in a hangar for the last fifteen years. We have completed the tailwheel modification (it's the only way to fly, Ed) on one and now have set it aside while we complete the second one.



I have spent the last year overhauling my engine (O-320 E2G).



The cylinders were rebuilt by Aero Atelier. I purchased all the new parts that were required, including a new cam. With the help of an old friend, we completed the overhaul and assembly in April.



A few weekends ago we were ready to install it on the airframe. Unfortunately, it did not go as planned. It was found that the mount as specified

in the plans from Bede, will not work with this engine. The rear two intake tubes are in the way of the large mount rings. It is a dynafocal type engine mount. So, now it is time to build a new engine mount using one I got from a Grumman Traveller. This was something I had hoped not to have to do.

I will start working on a jig for the new mount this week. Just one more learning experience in the

world of homebuilt aircraft. That is what this is all about. If anyone can recommend a welder, please contact me.

Mike Lamb



EAA 245 YOUNG EAGLES

While our first attempt at a Young Eagles event in 2018 was met by less-than-ideal weather, leading to its postponement, we couldn't have been any luckier in selecting a new date of June 9th. The day was perfect from a weather standpoint, with some thin, high clouds, light winds and warm temperatures. By all accounts our Young Eagles event was a huge success. When all the paperwork was reviewed it became clear we had flown 36 Young Eagles and three "Eagles". Wow, what a day!

Our chapter showed its true spirit on the day of the event. I thought I was arriving early, a full 45 minutes before the requested "show up" time. I wasn't at all surprised to see three airplanes already stationed on the run-up pad, the chapter hangar door open and tables set up, the grass cut, and traffic control cones being erected. I had suggested our first Young Eagle flight should take place at 9:30 if we were at all organized. I'm not sure of the exact time but I think our first flight was airborne just before 9am. The action didn't stop until nearly 1pm. While the count of Young Eagles was impressive, the number of smiles was far too many to count.



Feedback from parents has been very positive. This comment, received from one parent is pretty much typical of what I've been hearing from those who attended. *"Audrey had an amazing time at the Young Eagles today. Thank you so much for offering this amazing experience! She has not stopped talking about it to everyone. She rushed home to sign up online and is now interested in learning more about flying planes."*



Following the event there was the usual clean-up work to be done. Once again, our very special chapter members just made it happen without having to be asked.

We learned several lessons from this event and I'm looking forward to consolidating those lessons into better preparations for the next event. Feedback from flight crew and ground crew has been constructive and delivered with tact. Our next event will feature better radio communications between facets of the ground crew, and better line-of-sight observation of passenger loading/unloading operations. In advance of the event there are a few things that can be done to speed up the registration process, especially pre-printed labels. Thanks to the patience of our registration crew we were able to work around this oversight on my part.



The success of our Young Eagles event came about through the very generous support of so

many chapter members as well as several volunteers from outside the chapter. Our registration desk was staffed entirely by non-chapter members – Gail Todd, Judy Potter and Denise Zutrauen deserve special mention for pitching in to help our chapter with this very important outreach activity. Pete Zutrauen pulled his hair out trying to keep the paperwork matching who flew in which airplane. Phil Johnson lead the team of marshalling staff, ensuring safe movements of people and airplanes out on the hot tarmac – no matter where it looked it seemed there was a marshaller hustling folks around and chatting with our visitors as they went. Our flight crew turned out in what I believe to be record numbers. Since I have paperwork for them I can probably get all their names captured here! Lars Eif (RV9A) Alfio Ferrara (RV9A) Mike Ayling / Chris Hepburn (RV8) Matt Pearson (RV7A) Yvon Mayo (C-177) Mark Richardson (Maule M5-235) Bill Reed (Fleet Canuck) Ken Potter (Grumman Cheetah) Claude Roy (Flight Design CTSW)

I offer my sincere thanks to all of you who contributed to making this Young Eagles event such a huge success. It's not easy to give up a half a day of prime flying (or cottage) weather, but the smiles on those young faces have been so rewarding that I hope I'll be able to entice you to participate when we host our next event.

You can also see Marcelo Varanda's video of the event here: [EAA245 Young Eagles Event](#)

Mark



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.

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EAA 245 Website: <http://eaa245.org/> and <http://www.245.eaachapter.org>

Membership Application and Renewal Form

We have 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: _____

New: Renewal:

Name: _____

Street: _____

City/Town: _____

Province: _____

Post Code: _____

Phone () _____

Aircraft Type: _____

Registration: _____

Aviation Affiliations

EAA # _____ Expiry Date: _____

COPA: RAA UPAC

Other _____

I do NOT wish to be part of the EAA Google Group

Annual Dues: January 1st to December 31st (pro-rated after March 31st for new members)

Newsletter Subscriber: \$50
Newsletter only

Associate Member: \$50

Full Member: \$100*
Newsletter, hangar, workshop, tie-downs.

Note. Associate and full members must also be members of EAA's parent body.

Note: Credit Card and PayPal payments are available.

Please make cheques payable to:

EAA Chapter 245 (Ottawa)