

# Carb Heat

July 2016

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Next Meeting:

Saturday 20<sup>th</sup> August from Noon at the  
EAA Chapter Hanger

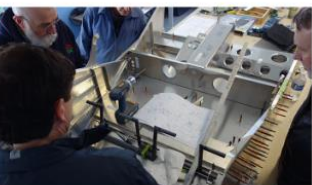


# Summer Edition



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## Editor's Comments



Creek (Florida) to Ottawa! Mike Lamb provides some insight into building his BD-4, Mike Asselin provides an update on the Chapter Cruiser project and Matt Pearson is our Pilot Profile.

And another reminder that we still need someone, or a group of you, to take over the role of coffee barista. Surely someone will step up to the task?

*Colin McGeachy*

This month's cover page image is from the Ottawa Valley Jets event that took place on the 4<sup>th</sup> July. Unfortunately, the weather wasn't too cooperative so only a few brave soles flew but what a fantastic noise! Hopefully they'll be back next year.

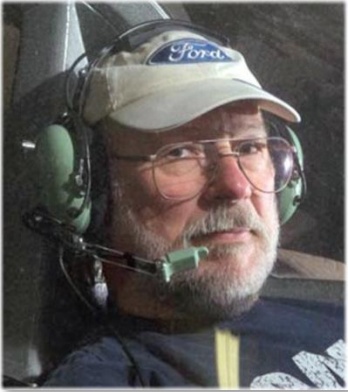
There was no Carb Heat in July but no rest for the wicked so thank you to those who were kind enough to send me articles for submission.

In this month's summer edition Andre has another entertaining travel story of almost flying from Spruce





## President's Message

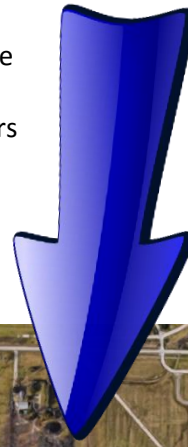


Well Oshkosh is over for another year and boy was it a hot one. This year was a little different in that EAA has made a big effort to support chapters going to the big event. Historically, the only way one could ensure they had the same spot they had last year was to have someone arrive early and mark out the spot. In order to do this one needed to pay up front for all the additional days and the campsite credentials were staked in the ground. Even then a close eye was needed to prevent some unscrupulous person from moving the site in favour of their own desires. I've been doing this for a number of years and managed to keep our prized spot and many of our chapter members have joined me at that location. This year EAA has promoted a new approach to encourage members to camp together at a chapter campsite. I was a little slow in getting off the ground to take advantage of the new approach so only a few benefitted the new

process but at least it allowed us to understand fully how it works and I hope next year everyone will take full advantage of the offer.

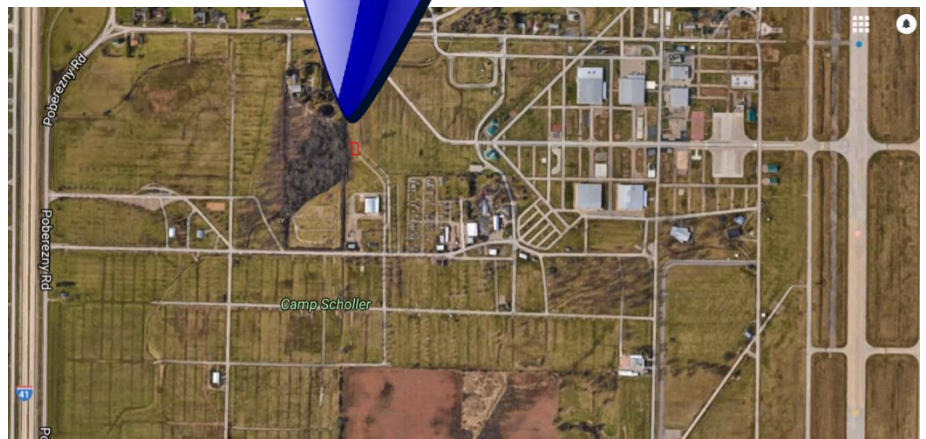
So this is how it works: EAA will mark out your spot for up to four campers each with a size of 20' x 30'. A fee is paid, up front, for each site for the duration of the event. There are no refunds but the location is marked out before the campsite starts to fill up. There is no charge for the period prior to the event even though the space is marked out for you. The chapter defines the location and EAA does the marking out. The benefit is that you have the location you want and do not have to pay for additional days simply to reserve it.

Next year I suggest we get everyone to sign up to this so that all the register as campers in aircraft camping and simply join the chapter additional vehicle passes so we can have a large number of campers cost. If we have sufficient interest I will look into the possibility of chapter funds but that will depend on a number of things. The together for all concerned and the ability for all to have ground sharing and carpooling.



fly-in campers don't have to campsite. I believe we can also get on the campsite but at a reduced covering the campsite cost from the real benefit is the coming transportation through a little

I have always favoured the spot at the Northern tip of Doolittle Rd (Red rectangle). It is one of the closest spot to the main entrance. It is within easy walking distance to the nature centre where the parties take place, it is close the fly-in theatre for evening entertainment, and it is close to the beer tent where there is beer, music, and food all evening.



### SolidWorks

For those of you who are tech savvy, EAA has managed to secure a fantastic deal with SolidWorks who are one of the best known 3D CAD package vendors. I had a copy a few years back and it cost me close to \$9,000. This offer is for a student edition which is identical to the professional edition except that it forces a "Student" watermark on the printed drawings. The output files are still

suitable for having any machine shop make the part you design and 3-D printers will also work from the files. In addition to the offer the student edition is usually a licence for three years however the EAA version is indefinite which makes it an extremely good deal since there is absolutely no cost. Your computer and graphics card must be of reasonable quality otherwise it will just bog down your computer. Lastly you need to be using Window's 7 64bit, or above. For those of you who are interested go to <http://www.eaa.org/en/eaamembership/eaamemberbenefits/solidworks-resource-center/solidworks-student-design-kit> or simple type "EAA SolidWorks" into google and follow the links. I found that for some reason when I filled out the appropriate on-line forms the SolidWorks key email was sent to my spam filter. In researching the problem it seems many EAA members have had the same issue. If possible, use a Gmail account and then look in the spam filter directory.



### FltPlan Go

Many of our members have been using the free FltPlan Go app on their tablets and smart phones only to find the flight planning on the web leaves much to be desired. FltPlan Go recently released a PC based app which works only on Windows10 but operates exactly the same as the tablet so flight planning may be done on your PC and then transferred through the cloud to the tablet/phone.

### Race The Runway at Smiths Falls Airport

On Saturday 13th August Smiths Falls Flying Club are holding their annual **Race the Runway** event as a result the airport will be closed on that day.

### Carp Family Day

On 27th August Carp airport is hosting a family day in which local families are invited to come and see what goes on at the airport. This event was very successful last year and included young eagle's flights and many of the Chapter aircraft. It would be nice if we can support this event by being there with your aircraft and possibly we can offer some YE flights too.

### Cruzer Project

The Cruzer project has been moving forwards slowly over the past couple of months and I take responsibility for some of that as I have been focussing on the test flying of my Cozy. I think many of the members have also been taking the summer off at their cottages. I will be getting much more involved with the project shortly so I hope I can re-invigorate the members and have this aeroplane in the air next year.

### Next meeting

As we are still in the summer season the Chapter will be hosting a BBQ on the third Saturday of the month (20th August). Following that (September 15th) the Chapter meetings will resume at the Aviation Museum with the topic being Oshkosh Review.

Regards to All

*Phil Johnson*



## Meetings and Events Schedule

### **EAA Chapter Meeting –20<sup>th</sup> August 2016 @12:00**

Presentation: BBQ

Presented by: EAA245

Where: EAA Chapter Hangar (CYRP)

### **EAA Chapter Meeting –15<sup>th</sup> September 2016 @19:30**

Presentation: Oshkosh in Review

Presented by: Phil Johnson et al

Where: Aviation and Space Museum

### **EAA Chapter Meeting –20<sup>th</sup> October 2016 @19:30**

Presentation: TBD

Presented by:

Where: Aviation and Space Museum

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

# Going Places



## **August 13<sup>th</sup>, Race the Runway, Smiths Falls (CYSH)**

Smiths Falls Flying Club are holding their annual **Race the Runway**. Airfield will be closed so no fly-in visitors.



## **August 27<sup>th</sup>, CARP Family Fun Day (CYRP)**

Come and join us for our 3rd Annual Family Day from 0900-1400. Come meet the airport community, have a nosh from R & R's food truck, The Swan at Carp as well as Pizza Workz, and share a day with the great people from the Carp area.

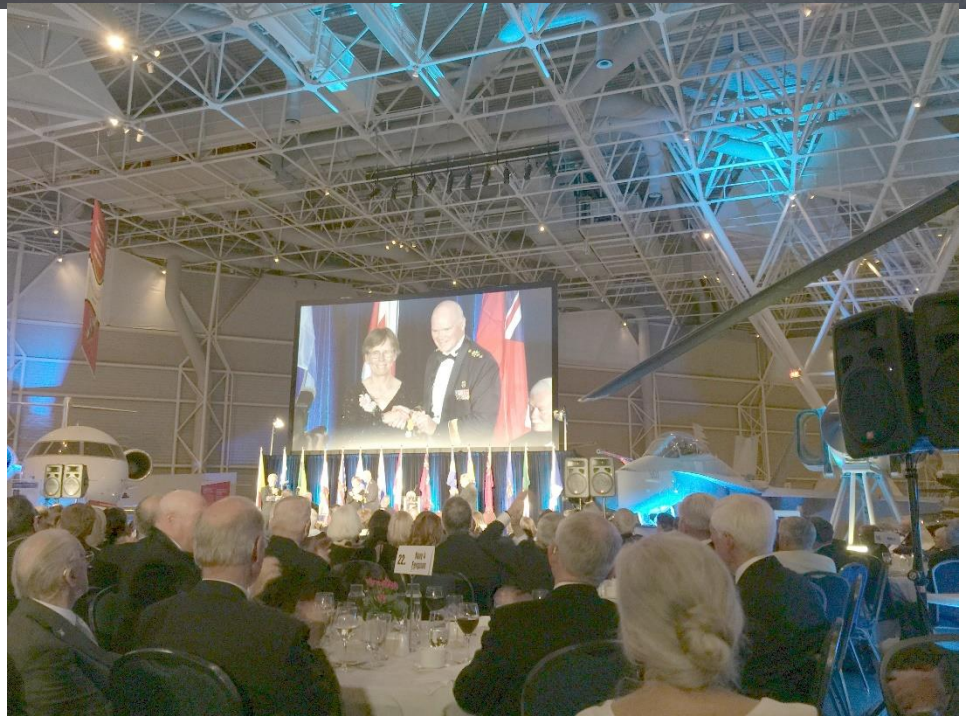
# From Ottawa to Spruce Creek

(Twice in a weekend)

My plans for the weekend were to fly to the St. Lazare fly-in on Sunday morning, head for the Maniwaki fly-in at lunchtime and, if I had time, go to the Cobden fly-in later that afternoon. However, my plans changed when, on the Wednesday before, a friend called me from Spruce Creek, Florida and asked me if I was interested in flying in his brand new 2015 Piper Turbo Seneca 5, equipped with 3 Garmin 1000, to Ottawa on the Friday!



My Thursday night was booked for dinner and a ceremony at the Aviation Museum where my instructor, Kathy Fox, was going to be inducted into Canada's Aviation Hall of Fame. I didn't want to miss that so, I said *"I cannot do it on Friday but I can on Saturday!"*. Thursday night was great with good food, tasteful wine and nice company. I talked to Bernard Gervais (COPA's president), John Bogie (first COPA president) and many others.



On the Friday morning I got up at 03:15 and flew commercial from Ottawa to Detroit then on to Atlanta and finally, Daytona. By 3pm I was on the beach sipping a cold drink. In the evening we checked the forecast for tomorrow which was good VFR for the whole trip, except for a 1,500' ceiling on departure, and so we filed our eAPIS.

Saturday morning dawns and cloud is covering the sky. By 10:30, when we are ready to go, the sky is blue so we take the Seneca up in the air and head north following the Atlantic coast. Note, at this

point we have not received our eAPIS confirmation. The autopilot is 'ON' and I am doing the communications in the right seat while my friend, and I, are trying to figure out the G1000!

We land at KCHO (Charlottesville, Virginia) after a 3.8 hour long and uneventful flight. Still no eAPIS confirmation yet so I go online and enter yet another one. Again, no confirmation so I call Watertown customs and ask the officer if he can see my eAPIS request.





He replies “we don’t care about you as you are returning to Canada”. I write down his name!

Our next destination is CYOW. We take off at 15:54 and once again it’s very nice VFR conditions and we are soon cruising along at 7,500’. Arriving south of Syracuse, NY I check the weather for Ottawa (yes, his Garmin has satellite weather, stormscope, traffic and other stuff we don’t know about yet!!). CYOW is 700’ ceiling and 3 miles visibility! Oops, this is a big change in our plan. I hold a commercial licence but I never did an approach with the G1000 and this was not a time to start learning. We slow down to 120 kts hoping the bad weather will clear out by the time we arrive. We fly over the St Lawrence River at 7,500’ and talk to Montreal Centre while crossing the border and decide to go down to 1,500’...for now.

As we are closing in we can see that the weather is not good on our right but is better on the left. I ask my pilot to go down to 1,000’... still on the autopilot. Now, I am talking with the Ottawa terminal. Ceiling is still 700’, visibility is 3 miles. ATC ask: “If I understand you correctly, are you

asking me for a Special VFR”? And I replied “yes, yes I request a VFR Special!” ATC cannot offer a Special VFR as the pilot has to make the initial request. But even with a Special VFR the clouds are touching the ground on my right.

I then disconnect the autopilot, turn left and go down a little more hoping to reach Arnprior. All that time the Canadian customs are talking to ATC wanting to know where we were going to land. My friend is ready to answer the customs guys about why we didn’t land at CYOW. West is better but no way to get to Arnprior. ATC calls and say they reached someone at Arnprior and the ceiling is 300 ft. I turn southbound and climb, fly over Smiths Falls in blue sky and land in Watertown, NY after a 3.6 h flight.

The plan is to wait for the conditions to improve and fly to CYOW later in the evening.



However, the weather does not improve so we spend the night at KART. In the evening I complete our 3rd eAPIS! Sunday morning and still no eAPIS confirmation!

CYOW is 1,500' ceiling and 6 miles viz. We are good to go BUT then my friend decides he's not interested in going to CYOW and ask me if I have an objection to flying back to Spruce Creek!! I should be in my office on Monday but I prefer to be in the air so south we go.

Climbing to 6,500' is bumpy so we climb to 8,500' in calm air and in a 60 kts crosswind! The flight is smooth and my friend his learning the G1000 while I am doing the radio. Then, I notice that the airplane's nose is high. I check the airspeed and instead of the usual 170 kts I read 140 kts!

Why is that? I check the power setting....normal. Altitude...level

8500 ft. Engines cowlings....no oil. Airspeed 130 kts!! Power setting, altitude, cowlings. I now can see that the angle between the wing tip and the horizon is higher than normal. Airspeed...120 kts! What's going on?? I don't understand. Something is wrong!

My friend is still head down pushing buttons on the G1000. 110 kts. Now, I have my hand on the controls and I am ready to disconnect the autopilot, push the stick, add full power and tell my friend that I have control. Then, slowly I see 115, 120, 130, 140...170 kts. What happened? What was the problem? I then realize that we were riding a mountain wave on the downwind side! The autopilot was maintaining the altitude and the plane was trying to climb in the sinking air. The wind was from the north-west and the ridge is aligned south-west/north-east, this is a perfect 90-degree angle. I then tell

my friend that "*I was scared*". He replies "*what did I do?*" "*Nothing*" I reply and I explain what just happened. He says "*oh yes, this happened to me over the Rockies years ago*". I had read about this but never experienced it this strong. Accidents have happened when the autopilot was maintaining altitude and then the aircraft stalled. I didn't think about this but next time I will report it because un-forecast weather and hazardous conditions should be reported to ATC. Another lesson learned!

After a fuel stop at KCHO, we landed at Spruce Creek at 17:30. Oh yes, I almost forgot to say, then I drove his Lamborghini to a nice restaurant for good food and cold drinks!

Monday morning 06:55, I took the airline form Daytona to Charlotte, NC to Philadelphia to Ottawa. This is 4:55 of flying time (information



taken on the airline's tickets from pushback to the stop at the gate). It took me 11 hours from my friend's house to my house. In my Questair Venture I can fly from my Gatineau hangar (I bought a hangar which include a bed!) to Spruce Creek (where I have a bed) in 4h30 flight time and in 6 hours total time! Also, with the airline I am always scared to miss a flight and running in the terminal between two flights is exhausting. Going through customs is stressful and you need to go through security which is a pain. When the weather is good I prefer to go with my plane!

A note about this 2015 Seneca 5's instruments panel and switches. Three (3) G1000, an audio panel and an autopilot side by side. Like a piano keyboard the buttons and switches are perfectly aligned and look nice but how many pilots can play piano! All black buttons and white markings BUT you need to search and read before you can use them. Not very safe. Often, we pushed or turned the wrong button. Most of the buttons are of the same shape, size and color. Maybe they had a good price buying them by the thousands! The owner agreed that we are going to add colors to his panel. I hope we will not need an STC!

Also, a very nice row of rocker switches (lights, mags, starters, boost pumps, alternators, master) are located overhead but before using them you need to search and read the label. Some rocker switches have to be pushed on one side to be turned off and others need to be in the middle without the word OFF written on them. Not very user friendly. You would think that after 10 years making the G1000 and 45 years building the Seneca things would have improved. Also, this is not the best way to attract new pilots.

Blue sky!

*André Durocher*

\* Spruce Creek is the largest airpark in the world and is close to Daytona.

\*\* In my last article Sun'n Fun, I forgot to mention that the Washington's ATC gave me a phone number to call after landing! I did call and they told me that they just wanted to tell me that they asked me to put the emergency transponder code so the other aircrafts around me could see what was happening. Ouff!



## Pilot Profile #8: Matt Pearson



Although preferring to be laid back and low key it might surprise you to know that Matt's a graduate of Royal Military College and a founding partner of a successful high-tech company. Many of you will also recognise his beautiful black and silver RV-7A, C-GIME, that is based at Carp and can be seen at every EAA event. Matt grew up around aircraft and still harbours dreams of being a steely eyed fighter pilot.

### **Where were you born?**

Right here in Ottawa. I grew up in Kanata and stayed here until I went to RMC in Kingston.

### **Where do you live now?**

In Carlisle Circle which is between Stittsville and Carleton Place. In 2002, when we moved back from California, Debbie and I lived in her apartment down town but I was soon pulling my hair out. Within 6 months we bought this house which, unknowingly, is

just down the road from Phil. I first met Phil when I was walking around the neighbourhood and I saw what looked like an airplane being built in a garage (*that narrows it down to a 25 year span, Ed*). Ritz is also just around the corner so it's another little EAA cluster.



### What's your occupation?

I lead the R&D Incentives Practise for Ernst and Young. I have a "high-tech" background and I spent a couple of years in California after University. When we got back I was with a couple of telecom start-ups. In 2003 I quit where I was and started a company with 2 other guys. That went really well and at our peak we had revenues of over \$30M and 125 employees. In 2008 we took it public and, although it was fantastic, it was 24 hours a day, 7 days a week.

In 2012 my perspective changed when my younger sister Kim, got really sick. It was so sudden and unexpected that it made me realise there was more to life than work. I had no real plans but I knew some people from Ernst and Young and they offered me a position. Basically it's helping companies get new financing for their R&D. Every now and then I get the urge to do another start-up but then I meet a new start-

up that's struggling to get off the ground and the urge goes away.

### Have you always been interested in aviation?

I dreamt of being a pilot since I can remember and both my Dad and his father flew which had a big influence on me. Flying was part of growing up and when we went to visit my grandfather we'd go and mow the grass around his Stinson 108 (CF-WFW) that was parked at Rockcliffe. It's still flying and is based somewhere in Quebec. It would be really neat to take my Dad to see it one day.

We'd often fly in the Stinson down to Morrisburg and walk over to Upper Canada Village. I did this with my kids just the other week.



Matt and sister, Chrissie

My Dad also flew but after my grandfather passed away he didn't fly very much more. Sadly, my grandfather had passed away by the time I got my license. I'd love to have been able to take him flying.

I'd always had an interest in building stuff and the summer I got my license I convinced my parents and my grandmother, who was always so supportive and a major financial contributor, that I could build a plane. We ordered an RV-4, just the tail kit initially, and I spent most of my teenage years in the basement! Back then there was no quick-build or even pre-punched skins. My parents thought was great given what I could have been out doing. I loved the building process and I'd do it again if I had the time. I still have the 4 and it's mostly

complete with all the hard work done. One day I may start it again if the kids take an interest.

### **When did you learn to fly?**

I was in Air Cadets and I got my powered license when I was 17. I was the only teenager at Earl of March with a pilot's license and remember my popularity going up!

I then went to RMC with the intention of being a fighter pilot but in my 3rd year I failed the eyesight test and was re-mustered as an air-nav. My eyesight hadn't been great but I was very good at squinting! Unfortunately, laser eye surgery wasn't an allowable option at the time.



**Matt's Grandfather and Great Grandfather with the Stinson 108**

At RMC you do training for your specialisation in the summer so I did some flying in the Aurora, Hercs and the Sea King. It was fun but I knew that sitting in the back would drive me crazy and I couldn't do it for a career. My only interest as a kid was to be a fighter pilot and when I couldn't do that I really had no interest in staying in. Still pretty much my interest today. If they'd take a 43-year-old fighter pilot I'd quit my job and sign-up tomorrow.

After I graduated I stayed for the summer and then realised that if I was going to get out, and go back to school, now was the time. My second love was physics and I'd done a double major in physics and math at RMC. After the Air Force I started a Masters course in Engineering Physics but switched after a year to do a PhD.

### **What do you fly now?**

I'd previously flown Andy Phillips 7A and that convinced me that, despite my single seat fighter pilot leanings, the 7 was the right choice. Andy and the 7 really got me back into the type of flying that I like to do.

Not too long after C-GIME came up for sale. It was built by Dale Lamport for two doctors who didn't have the time to build. Turned out they didn't have time to fly either and I bought it with just 18 hours on the clock! It was an easy decision and I still rent the hangar from one of the original owners and I take them for the occasional flight

### **What else have you flown?**

Pretty much every Cessna single and the Diamond DA-20 and DA-40. I also got some flying time on the Hercules which was a lot of fun. We'd take off from Trenton and then fly low up through cottage country. I also did the aerobatic course at OAS on the Grob.

### **What's your favourite piece of music?**

Growing up I was 100% into Rush. I played drums as a kid and Neal Peart was my idol so it would have to be *Subdivisions*. I played drums in a jazz band and in university I played in a punk band called the Goalies! I still have the CD!



**What's your favourite book?**

Not sure if it's a short attention span or a shortage of time but it takes me a year or more to get through a book. Probably *"The Hunt for Red October"* by Tom Clancy.

**What's your favourite movie?**

*Saving Private Ryan*. I always felt I grew up in the wrong generation and there's something about that era that I'm fascinated by.

**What's your idea of perfect happiness?**

I struggled with this one. I'm not a huge people person but it would be a quiet place with the family and close friends. A few nice aircraft and a couple of Land Rovers!

**What's been your most memorable flying experience so far?**

It would have to be last year's trip to Oshkosh. The perfect combination of the right people, the right aircraft and a great destination. A wonderful time when we got there and it was a really great trip overall. The stop at Killarney on the way back just added to it.

**If money was no object, what would you fly?**

I've narrowed it down to two. I'm conflicted that my first choice isn't a jet but I'd go have to go with a P-51

Mustang. I just love the look and the sound. At the same time I also need four seats so I'd have a Phenom 100 tucked in the back of the hangar.

**What trait do you most deplore in yourself?**

I over analyse everything. It takes me a week to place an order on Aircraft Spruce. Drives Debbie crazy and it bothers me. I start analysing that I over analyse. I see my son starting to do the same thing and I desperately try and steer him away. On the upside the results are great as, when the order arrives, it's exactly what I want. Just takes me a while to get there.

**What trait do you most deplore in other people?**

I have a very low tolerance for other people, in general! When people don't do what I think they should be doing it really irks me inside. I just try not to show it too much.

**Do you have a motto?**

I grew up with Star Wars and Sasha is into it so I'd go with Yoda and *"Do or do not. There is no try."*

**How would you like to be remembered?**

Difficult. I'm not out to be famous. If I could be remembered by my family the way I remember both of my grandfathers, that would be more than enough.



# Building Wings for a Plans Built BD-4



Mike was part owner of the BD-4 pictured above and is working on his own BD-4.



The BD-4 has the same wing as the BD-1, also known as the AA-1 Yankee. The airfoil is a modified NACA 64-415. The plans I am using are from JR Metal Works. The ribs are formed in one piece, requiring less jigs than ribs made from multiple pieces. Accuracy of the jigs is paramount. The problem being that getting the exact dimensions of the wing rib was to be a challenge.

I never found a drawing of the BD-4 wing rib from Jim Bede as he only sold the wing in panels, so no drawing required. The rib drawing in the plans from JR did not match with either set of wing coordinates that I had found in many years of research. As the BD-4 64-415 airfoil is modified I wanted to make sure the jigs were correct. What I did to solve the issue was to purchase a wing rib from a AA-1 Yankee through EBay. This gave me the defined dimensions to start with.



The AA-1 Yankee Rib



The first jig to be made, out of 1" MDF, is an exact shape of the wing rib. This is known as the Backer Jig. It is made 0.025 of an inch smaller around the perimeter to allow for the thickness of the material being used. Next, out of quarter inch thick aluminum, is the Rib Blank Jig. This was made by tracing out the Yankee rib on the aluminum sheet. Next, the spar and lightening hole are marked out, followed by drawing on 7/8" wide flanges. Everything is cut using a band saw, jigsaw and a whole lot of filing!



**Backer Jig and Rib Blank Jig**

The Rib Blank Jig is then glued to a 1/4 inch piece of MDF to protect the aluminum from scratches. A second piece of MDF is cut to match the jig and this is used to sandwich the rib blanks with the jig. The most challenging part was the cut out for the spar. The spar is an aluminum pipe 6 1/2 inches in diameter. The rib has six mounting points that are riveted to the spar.

With the jigs made the fun part came next. Four rib blanks that were rough cut are sandwiched in the jigs. Using a router with a 1/4" flush cut bit, mounted to a router table, the blanks are cut four at a time. You must be very careful at this point. Using a router on aluminum will send thousands of small pieces of aluminum flying in all directions at very high speed. Not to mention the noise factor. Hearing and eye protection is an absolute must.

A shop coat is very helpful as well. You should always cut in a clockwise direction as that will pull the bit against the jig. Holes must be drilled in the areas to be cut out for the lightening holes.

This must be done to insert the router bit to cut the hole. Be very careful here as once you finish cutting the lightening hole the centre piece can be sent flying. Cut very slowly as this is working the router hard. I always lubricate the bit with wax before each cut which is a 'must'.



**Four Rib Blanks ready to be cut.**

I cut all 24 rib blanks as well as three extra blanks. Just in case I made a mistake later in the forming process.



**First Rib Blank cut.**

Note that the spar opening is not cut at this time. It is very close to the bend point for the flanges and could cause distortion. The Lightning holes are cut at this time as well as the six spar mounting holes. The holes on either end of the rib blank are the alignment pin holes, these keep everything lined up through the cutting and forming process.

The next step is to make jigs for bending the flanges and a left and a right jig will be required.

Each wing consists of twelve ribs, some left flanged and some right flanged. The jigs are cut to match the first jig that was made. The perimeter of each must then be sanded to bevel the edge by 7 degrees for spring back. When the aluminum is bent, it will always spring back a small amount. 7 degrees is what is required with the 0.025 2024 T-3 aluminum that is used for the ribs.



Rib Blank jig and both left and right Flange Bending Jigs



Backer and Right Rib Flange Jig

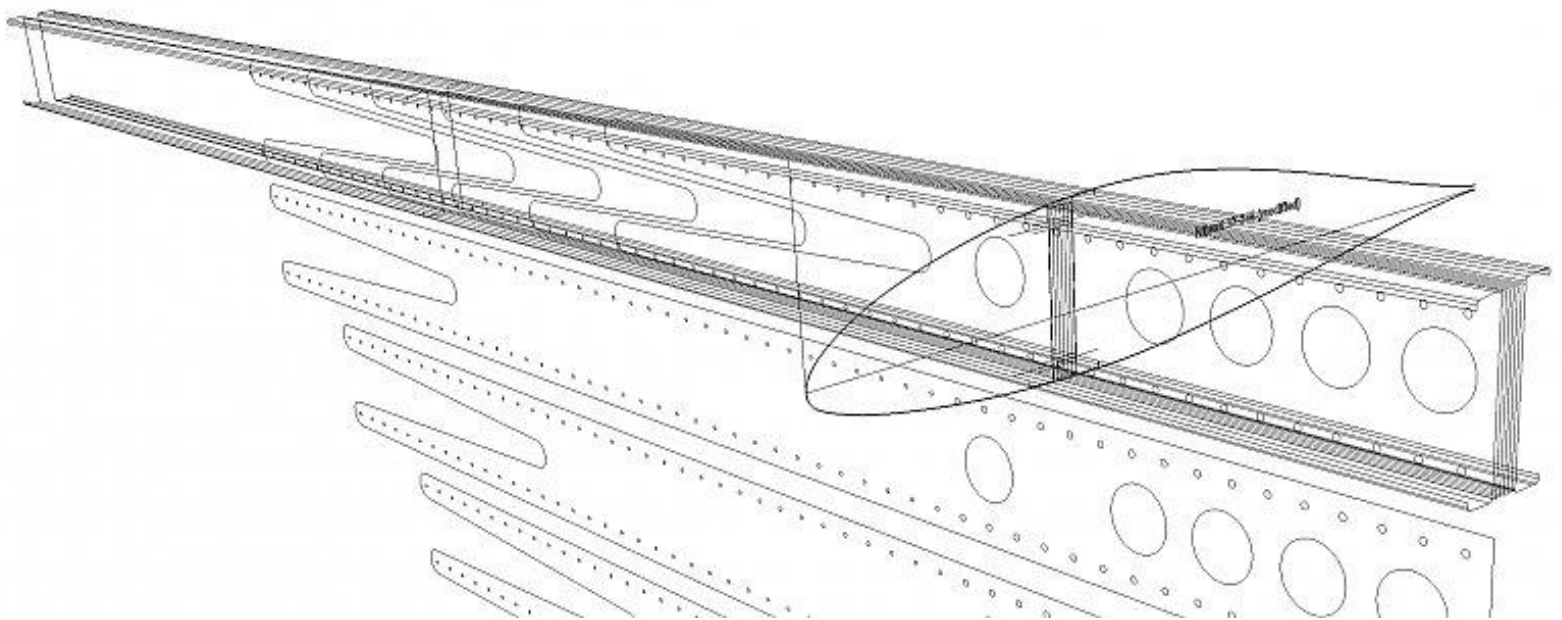
Last step for now is to deburr all edges as well as the lightening holes. This is a tedious process, but it is critical as we don't want any sharp edges or stress points.

Next time I will describe the flanging and shrinking process.

Happy building my friends.

Mike Lamb

Michael S. Lamb



# CruZer News



I hope everyone has been enjoying the great summer weather over the last few months. We Canadians seem to want to get outside and/or take vacation during the summer and this has slowed down progress of the Cruiser project.

With September coming soon, EAA 245 is looking to get members out in greater numbers on Sunday mornings to give the project another push. The late summer and early fall are perfect times to work in the hangar with the door open. Come on out and contribute to this great project. We encourage you to bring along family members to help out and share this wonderful project and the feeling that will come when it is completed.

## Current Status

Total hours logged on the master build log is 740 hours to date. The rear and centre section of the fuselage is in assembly in the main EAA 245 hangar area and work continues on control surfaces such



as flaperons and elevators. The steel gear attach brackets and other metal bits have been cleaned, hung and coatings applied to prevent corrosion.



While at Airventure in Oshkosh this year EAA members were treated to a viewing of the completed One Week Wonder`. The Zenith 750 Cruiser is now

wearing a white and blue paint scheme. The signatures of the builders from 2014 are still evident on the inside baggage bulkhead. The names on the exterior that were written in marker were removed for painting so the project team were scanning new signatures into Corel Draw which will be printed onto trim strips which will be applied to accent the exterior paint scheme. EAA 245 will have a few member's names printed and displayed on this Crusier project.

Many of you know that our Zenith 750 Crusier project is part of a larger EAA initiative called Give Flight-Learn Build Fly. The intention is to jumpstart five different building projects within EAA chapters that would lead to the formation of five different flying clubs. The project is intended to inspire a lot of chapters to consider taking on a building project, provide countless of hands-on learning opportunities for those chapters that end up building the rest of the aircraft, and provide an opportunity to highlight chapters all over the country.

We have seen a few new faces on the build and hope to continue to expand the member interest in the project. The signature on the wings that have

been gifted to EAA 245 bear the signatures of people who attended Airventure 2015 and who have likely pulled their first rivet. Come on out and pull some rivets or pull some more rivets to get the project up on its gear.

As noted in earlier editions, the project will greatly benefit from any sponsorship that would lead to being able to acquire the remaining required materials. If you feel that you have some time and skills towards preparing promotional materials and or letter writing to various suppliers, please identify yourself to the executive and we can started.

See you at the hangar on Sunday!

*Mike Asselin*

[EAA 1020821](#)



## Photo of the Month



This month's **Photo of the Month** winner is Andre Durocher with this fantastic shot of his Seabee set against the backdrop of the Pinetree radar site that dates from 1952. This shot was taken at Cape Jones, 100 nm north-west of La Grande. Please send any photos for next month's edition to me at [newsletter@eaa245.org](mailto:newsletter@eaa245.org)

## Classifieds



### FOR SALE: Long Ez


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Hangered at CARP. 480 hrs airframe. Engine Lycoming O-235-L2C. 10 hrs SMOH.

Engine Major Overhaul by Aero Atelier (Lycoming Service Center).

Annual inspection May 28 2016. Many new parts.

More information and pictures at:  
<http://www.magma.ca/~andrewr>.

 **Andrew: 613-836-3968**  
**613-295-7451 (Cell)**

 **andrewr@magma.ca**

### FOR SALE: 1973 Piper PA28-140

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5400TT, Lycoming O-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$39,000.

 **Hans Sanders: 613-446-7728**

### FOR SALE: MIG Welder

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I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V) for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 **andrewr@magma.ca**

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### FOR SALE: Canuck Share

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The Canuck Group at EAA 245 in Carp has shares in the 1946 Fleet Canuck CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangered.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.

 **Ken Potter: 613 259-3242**

 **kjpotter@sympatico.ca**

### FOR SALE: Mustang 2 and RV-4 Plans

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Mustang 2 plans set (not used)

RV-4 plans set (not used)

RV-4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools.

Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper.

Asking \$2,600 for camper or best reasonable offer. Will consider partial trades for aluminium sheet materials and machining materials or tools.

 **Michel: 819-685-2194**

 **andre04@teksavvy.com**

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### FOR SALE: Lycoming Cylinder

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Wide deck, chrome, with piston and valves, approximately 400 hrs, in good condition as removed from 0-320 D3G Lycoming. \$300 Telex ProAir 2000E headset, new in box \$125 Manifold pressure gauge, 3 1/8" dia from Cherokee Six \$125

8-day wind-up clock, fits 2 1/4" hole, Works intermittently, needs cleaning, \$75

Contact Hans Sanders

 [hnsanders@yahoo.ca](mailto:hnsanders@yahoo.ca)

### FOR SALE

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

[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)

### SALE: Anderson Kingfisher

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Anderson Kingfisher Amphibian rebuild project. New fuselage, rebuilt Piper wings, Includes 2nd Kingfisher for parts, Valid CofA

 **Ken Potter: 613 791 6267**

 [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

### FOR SALE

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Jabiru 2200 serial # 842, 200 hrs very good compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200 Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

 **iammcnally@yahoo.com**

 **Chris McNally: 613-291-1254**

### FOR SALE

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Rivet squeezer and the tube bender \$150.

Large assortment of rivets, various machine screws and lock nuts. I can send pictures of these by Email. If interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade plywood.

 **Bob Crook: 613 225 6653**

 **FOR SALE**

Cowling for RV9 - \$600.00

 **Charlie Martel: 613-862-4961**

### FOR RENT: Tie-Down

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Chapter 245 members can rent a tie-down near the EAA 245 hangar at Carp Airport. You can rent the tie-downs by the month or for the full year.

 [info@eaa245.org](mailto:info@eaa245.org)

### FOR SALE: Hangar(s)

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Two hangars for sale at the Carp (CYRP) airport; one measures 41'7 x 31'9 and the other 50'x 31'9. For more information please call.

 **Mark Braithwaite: 613-839-5276**

# WANTED

## WANTED

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



[scrook@sympatico.ca](mailto:scrook@sympatico.ca)

## WANTED

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Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.



[Richard Terzi@hotmail.com](mailto:Richard_Terzi@hotmail.com)



## FOR SALE: Aircamper

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Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau

[bartcameron112@gmail.com](mailto:bartcameron112@gmail.com)

## WANTED

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Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers???



**613 733-2198**

Valley airfield and always hangared. For more info and pictures contact:

Harvey Rule at 613-739-5562 (H)

613-797-5568 (C)



[harvey.rule @bell.net](mailto:harvey.rule@bell.net)





## Who we are

**Experimental Aircraft Association Chapter 245 Ottawa.** We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located at the Carp Airport, just west of Ottawa.

President:	Phillip Johnson 613-790-4929 president@eaa245.org
Vice President:	Ameet Nidmarty 613-882-5486 vice.president@eaa245.org
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 treasurer@eaa245.org
Secretary:	Mark Cianfaglione 613-600-4501 secretary@eaa245.org
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Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

# Membership Application and Renewal Form



## Experimental Aircraft Association Chapter 245

*Make cheque payable to:*

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

### Membership Application

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

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/Town: \_\_\_\_\_

Prov: \_\_\_\_\_ PC: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ H(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ W

Email: \_\_\_\_\_

Newsletter Distribution Preference:

Email \_\_\_ or Canada Post \_\_\_

Aircraft & Registration: \_\_\_\_\_

Aviation Affiliations:

EAA Number \_\_\_\_\_ EXP Date: \_\_\_/\_\_\_/\_\_\_

COPA: \_\_\_\_\_ RAA: \_\_\_\_\_ UPAC: \_\_\_\_\_

OTHER: \_\_\_\_\_

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

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

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

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

\*Note Associate and full members must also be  
members of EAA's parent body in Oshkosh WI, USA

\*\*Credit Card payment available, Contact  
Membership Coordinator for details.