



# Carb Heat

## January 2015

EAA 245 NEWSLETTER Vol 45 No. 1

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K0A 1L0

New  
Address

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### Next Meeting:

Thursday January 15 at 07:30 PM  
Bush Theatre

Canadian Aviation and Space Museum

### Presentation:

*Transport Canada  
Challenges with CAR 301  
for Private Aerodromes*  
Guy Héneault

## Editor's Comments



This month Phillip Johnson gives us the President's Message. Ken Potter talks about our finances.

Wayne Griese brings us a historical look at Carb Heat.

Hans Sanders gives us some very timely winter flying tips. He is a new contributor to Carb Heat and will have another article in the next edition as well.

John Montgomery presents an inspiring message as well as an operations report.

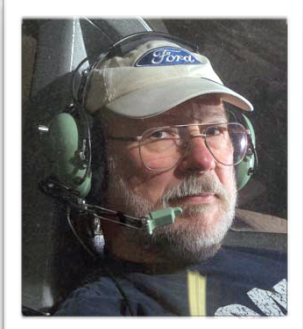
The For Sale section is quite long, we list a hangar, several airplanes and many other items.

The flyout possibilities are back with several winter events.

Please take a few moments to write an article and tell our readers about your building or flying experiences.

*Yvon Mayo*

## President's Message by Phillip Johnson



### Presidents Message

As I write this message I am on the patio of my brother in law's home in Southern California and Ottawa is suffering yet another icy arctic blast. Lois brings me another iced beer, which I use to remove the sweat from my brow as the temperature slides into the 80's. It leaves me very removed from the problems back home at CYRP. Thanks to modern technology and a great team on the Executive I have made constant contact with the Chapter's Leaders. This next week I start my trek back across the US in one of the US's worst storm systems in a number of years.

Now that the Chapter hangar is designated "non-commercial" the Chapter is entitled to a residential mailbox free of charge. We have previously been paying \$170 per annum for the privilege so this is good news. We will be monitoring the old Hazeldean mail box for a few more months but please can you be vigilant in sending your membership dues to the new mailbox at:

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

Sending to the new mailbox will also expedite cashing your cheques, as it will be monitored with higher frequency than in the past at the Hazeldean Mall.

2014 brought a small shortfall in our finances, which we hope to overcome this year. Although we have moved to non-commercial tax basis at the CYRP Hangar we have yet to see a change in taxes for 2014. MPAC is dragging their feet here but we expect to see a change for 2015 with some back taxes for 2014 going into our coffers. It would be beneficial to the chapter if those pilots who are associate members could consider moving up to full member status, as this would help revenues. Please give this some consideration.

It's come to that time in the year where you need to renew your membership. Please can you come to the meeting prepared to meet with Gord Haynes with cheque in hand? If you know of any old members who are waning please can you give them a little encouragement to get back into the spirit of aviation and re-join EAA Chapter 245?

Our relationship with CYRP airport has improved in leaps and bounds over the past twelve months thanks to the airport's new manager Mark Braithwaite. Spaces are opening up for new hangar construction and taxiway Charlie is being reinstated so backtracking the main runway may be a thing of the past in high traffic conditions.

We had hoped Peter Zutrauen would be our new Young Eagles coordinator but unfortunately, for personal reasons, Peter is unable to take on this function. In the past few years Alfio Ferrara had done an exemplary job as coordinator and we now need someone to step in. Without a coordinator we are unable to have a Young Eagles day, which means many kids will not be given the opportunity that has been offered in the past. Please can someone come forwards here?

This month's meeting is scheduled to be talk about the CAR 301 regulations that is applicable to private aerodromes and to attempt to explain some of the challenges the department have with this reg. It will be presented by Guy Héneault.

The monthly meeting at the Bush Theatre in the Canada Museum of Aviation and Space is on Thursday January 15th at 7:30 PM. For new members you will need to be there on-time as we have a limited access to the museum. If anyone gets caught outside after the meeting has begun please call me on my mobile phone at 6139839332 and I will have someone come to the door and let you in.

Again for new members, many of the group meet for dinner at Perkins Restaurant on the corner of Ogilvie and St. Laurent at, or after, 5:30 PM and then move down to the museum as a group around 7:00 PM. Everyone is welcome.

Regards to All.

*Phillip Johnson*

## Report On Our Finances by Ken Potter



Well, I've switched from Ops to Finance / Marketing. Thanks John Montgomery for agreeing to take over the Ops responsibilities. Curtis and I had a chance to go over the books together last November but I immediately left for a 1-month work contract in Bermuda. Well with Christmas and New Years over I have had a chance to take a closer look at the Chapters finances.

Firstly, I have to thank Curtis for doing a very good job as Treasurer over the past few years. The books were up to date, accurate, and easy to understand. Once things were tallied up at year-end the news looked much better than we had anticipated a year ago. At this point, the books show that we have sustained a loss of \$ 890 for the 2014 fiscal year. However, when we factor in the expected property tax refund from the City of Ottawa for 2014 the loss drops to \$190.

Yes, that's what I said; a property tax rebate. We have successfully appealed our Commercial property tax assessment on the hangar at Carp and it has been changed to the Residential category. This should not only result in a refund for last year, but also reduce our yearly taxes from approximately \$1000, to \$300. Of course this \$700 savings will continue into the future so we are starting the New Year off on a good footing!!

I will continue to explore means of saving money looking for that "low hanging fruit". One such thing is our postal address. We have been paying for a post office box for 30 years but after taking over as Treasurer it dawned on me that, as residents at Carp, we were entitled to a free box (it doesn't hurt that my bride is a Postmaster for Canada Post ☺). As such, we have now been given a free box by Canada Post which will further save us \$170 per year. Please see the new address elsewhere in this month's Carb Heat, and on our Website and on Facebook.

What does all this mean? Firstly, stability for the Chapter! Secondly, by achieving some cost reductions we will be able to provide more services for our members and keep the cost of membership as low as possible.

Cheers, Blue Skies, and a Happy New Year to all,

*Ken*

### Meetings and Events Schedule

|                                     |  |
|-------------------------------------|--|
| 19 February 2015,<br>7:30 PM - CASM | Old Rhinebeck Aerodrome is a true "living" museum of antique aviation<br>Dwayne Price & Charlie Martel               |
| 19 March 2015,<br>7:30 PM - CASM    | Converting an Aircraft Instrument Panel from VFR to IFR<br>Henri Monnin, Dwayne Price, Charlie Martel, Greg Holbrook |
| 16 April 2015,<br>7:30 PM - CASM    | Pitot/Static Systems - Kevin Horton (Tentative)  |
| 21 May 2015,<br>7:30 PM - CASM      | Walk Around the Museum with Seth Grossman  |

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)

## EXHAUST – from the Carb Heat Archives



**30 YEARS AGO**  
**January 1985**

### **Demonstration of the Telidon Briefing System - TABS**

Jeff Bond, Senior Telecom Specialist with DOC, brought with him to the meeting a terminal from which he dialed-up a variety of area weather displays to demonstrate the usefulness and power of the new computerized aviation weather briefing system. Twenty-five terminals have been installed so far at 15 airports in Ontario to offer pilots extensive weather information such as regional forecasts, radar maps and surface weather maps. The displays dialed-up by Jeff included graphs which pictorially illustrated enroute clouds and precipitation at different elevations between selected points (such as Toronto and Ottawa), a 700 mb analysis, and wind direction, speed and temperature at different elevations for selected locations.

The Department wants eventually to expand the number of terminals to 75 (including Carp!). Four of the six regions across Canada look like they are going to adopt the Ontario system according to Jeff.

During bad weather it is usually difficult to get a telephone briefing so the system is becoming quite popular. There is apparently a package under development, which will allow personal computers to hook into the Telidon system.

EAAC was also mentioned in the January 1985 issue of Carb heat. Until recently this was the only organization that actually made presentations to DOT about amateur built aircraft. Aerobatic and composite aircraft owe their existence in Canada to this organization. Rule changes presently "in progress" enabling higher gross weights and increased passenger carrying capability were initiated by this organization. Note: the north side of our hangar roof said EAAC.

**20 YEARS AGO,**  
**January 1995**

The feature speaker in January 1995 was Mark Richards, a partner in Canadian Home Rotors, the developers of the Baby Belle helicopter being developed in Ear Falls, Ontario. The Baby Belle was housed at our chapter hangar for two weeks as it underwent vibration and flight testing, under the auspices of the Canadian Aerospace Tech Committee.

Mark related the history of the aircraft, which is a 30 year old design originally, called the Commuter II. Mark was one of the early builders of this design before the rights were acquired by Canadian Home Rotors. He agreed to join forces with them and use his bird as the flying test bed for design improvements.

One of the most interesting facets of this new design is the extent to which this company has become self-sufficient. They have learned the fine art of casting and make their own high quality castings. Unlike some other homebuilt helicopters, the Baby Belle employs a fully gear driven design, and a standard Lycoming aircraft engine.

Mark showed an interesting video that not only demonstrated many of the aircraft's capabilities, but also featured the rugged beauty of the Canadian wilderness on the Ontario/Manitoba border.  
[wayner@igs.net](mailto:wayner@igs.net)

*Wayne Griese*

## Winter Flying Tips by Hans Sanders

Here are some tips for winter flying that members might appreciate:

- 1) When parked outside, place your prop in a vertical position. This allows water or snow to drain out the bottom of your spinner which otherwise collects in the spinner and freezes causing a huge amount of unbalance.
- 2) Spray some silicone around door openings and seals to prevent doors from freezing shut.
- 3) Before starting, pull the prop about 9 blades (ignition off). This will limber up the engine and distribute residual oil in the cylinders and on the cam shaft reducing wear.
- 4) A 12 Volt heater or hair dryer (Canadian Tire, Princess Auto) will keep your windscreen clear of frost or condensation while taxiing. These plug into your cigarette lighter socket and draw about 15 amps. They cost around \$25 but are great on cold days.
- 5) To remove ice from wings without banging on the surface, a hot solution of windshield washer fluid will do the trick. You can also use a 115 Volt hair dryer which works wonders as the aluminium quickly distributes heat and allows you to push off large chunks of ice. Wipe the ailerons and flaps to remove any water.
- 6) My aircraft is equipped with an electric engine heater (150 Watts) but since I am far from an electrical outlet, I have purchased an 800 Watts generator and also plug a small electric heater into the generator to heat the cabin. It takes about 35 to 40 minutes for the engine oil to warm up which also heats the cylinders and I can climb into my toasty warm cabin for the flight.

These are some tricks that have helped me to keep flying during the winter months and I hope they will be of help to you.

May all your gauges stay in the green.

*Hans Sanders*



# Hangar Dreaming

Article and Photograph by John Montgomery



You know, I imagine it would be cool to be able to say, "I spent a great afternoon just sitting on a lawn chair watching the planes from my hangar." If you are an aviation lover, there is nothing more interesting than watching aircraft flying by, taking off, landing, going around, greasing landings, doing the occasional bounce (oops!), taxiing, warming up, or just sitting there on the grass looking great.

Access to a hangar means you have a dry place to get your bird out of the weather when you want to perform maintenance. Of course if the hangar has electricity and has an air compressor and tools when you need them – well, that's just icing on the cake.

Heck, who does not want a spot in that hangar with a couple chairs and maybe a couch? Sure is nice to be able to warm up on those cold days, or to get out of the sun on those hot summer days! Who would not enjoy being able to share a bite to eat with friends and fellow aviation lovers, and do some serious bird watching? Not to mention catch up on flying adventures, flying, tool, and maintenance tips, and generally have a good time.

Not too many people can say they have a well-equipped hangar,

especially one with a front seat view of the runway and threshold.

Ahhh - just think how nice it would be to have a hangar like that!

But, hold on! You \*do\* have a hangar like that! Have you forgotten the EAA 245 Chapter hangar at Carp? Remember, this is your hangar too!



Those of you with planes who tie down at the chapter hangar of course know all about the hangar. It is your hangar.

Then there are those of you who tie down elsewhere – but you use the chapter hangar for your annual. Your plane may be based elsewhere, but you visit Carp frequently. This is your hangar too.

Then there are the members who are building or restoring planes and borrow tools from the chapter tool crib. You may have even attended a Sport Air workshop at the hangar at one point. This is your hangar.

Feeling left out because you don't have your own plane, and are not flying (yet!)? Don't! This is your hangar too.

I certainly feel like it is my hangar. I love to come watch the planes. I enjoy chatting with old friends as well as meeting new friends. With a couple of those friends that I met

at the hangar, I now own a plane that has been in the hangar many times. I plan to do a lot of flying out of this hangar.

I have helped out with many fly-in breakfasts and Young Eagle events at the hangar. There is something special about inviting people, young and old, to visit your hangar and see how they also share your interest in aviation.

I have spent many lazy summer evenings mowing the grass around the hangar. There is just something soothing about driving a lawn tractor in at an airport - it certainly is not work. That loud and continuous engine noise while circling just makes the world seem right to me – sounds like flying to you? Sort of a Zen thing, I think.

I find that one of the most amazing things is that my 15 year old son will actually tolerate the embarrassing old man long enough to visit the hangar with me. He loves to help mow the grass and clear snow with the snow blower. He has helped with many chapter events and has a great time helping to repair and maintain the chapter lawn tractor. Of course, the fact that he occasionally gets an offer to go flying might have something to do with that. 😊

There are those days I just need to get out of the house, or take a break from my job. You know where I go? Take a good guess.

Maybe I'll see you next time I escape to the hangar!

*John M.*

## Tool and Hangar Operations Update

Article and Photograph by John Montgomery



For those who don't know yet, I have taken on the Operations Coordinator role with the after the October elections. Ken Potter previously filled this role. Ken did a great job in Ops and has since stepped up to become Chapter Treasurer (Thanks Ken!).

Basically I am the contact point if you have a problem with a tool from the tool crib, want to book the Chapter hangar for a week, are interested in renting a Chapter tie down spot, or have a question about the facilities.

I also coordinate the upkeep of our building and grounds, as well as the maintenance of our tool crib, lawn tractor, snow blower, etc.

We have undertaken a few recent tasks:

- **Aluminium recycling program:** For the time being, we are no longer gathering aluminium as a fundraiser. We really need a proper building in order to secure the bags of pop cans and the various types of aluminium scrap. After a Wind storm late last year we were picking up aluminium all over the west end of the airport! Thanks to all who contributed over the past years of the program – you definitely

helped raise some funds for the Chapter.

- **Hangar Cleanup:** We are endeavouring to keep the hangar clean and uncluttered so it is actually available for airplanes. We will be taking at least one of the old fridges and other items to the dump. Please help us keep the hangar tidy.
- **Snow blower repair:** Our old Craftsman Snow blower has been resurrected from the dead (yet again) with a new wheel tube, new shear bolts, fuel line, a complete carburetor cleaning, and a tune up. We are back in action! Unfortunately, our electric starter is kaput, so start working out those shoulder muscles for the manual pull. Last year we had to perform a welding repair on the drive system as well as replace the friction disk. Frankly, the days of the old girl are numbered. If anyone has a line on a replacement snow blower for the Chapter (donated, or a good price), please let the executive know.
- **Firewood:** In order not to clutter the hangar and to keep the wood dry we have moved firewood out of the hangar to a storage box by the front door. Please do not bring scrap wood or construction scrap to the hangar. However, we always appreciate the occasional donation of a few sticks of hardwood or other clean burning wood to help make our lounge a cozy place on those chilly days!

- **One of the Chapter Weight and Balance scales** appears to again be in need of repair. We are evaluating the pros and cons of repair vs. buying a whole new set.

Here are a couple upcoming projects for the spring, and into the summer:

- We will be cleaning up the junk pile by the generator shed. We will also be removing the old wood pile under the cedar trees, as much of this wood is wet, uncut, full of nails, pressure-treated, or otherwise not suitable for burning in our stove.
- We think that the time has come that the hangar will need new roofing. More details will be shared after an inspection in the spring. If any of you are flying barn or hangar builders, let me know. 😊
- The Chapter's push mower and the John Deere lawn tractor will both need full tune-ups and maintenance (oil change, lube, blade sharpening, etc).
- We will be taking inventory of the tool crib. We also hope to better organize and document the tool lockup so that you can: a) know if we have a tool, b) be reasonably assured it is not broken, and c) find the darn thing.

Remember – as a Chapter member, this is your hangar. We appreciate your assistance to maintain the facilities. We can all do our part, such as:

- Keep the hangar uncluttered. If there is no clutter, the hangar should be large enough to hold two air planes being worked on.
- Please use the garbage cans, and always ensure that the can has a garbage bag liner in it before using it. This makes it very easy for us to remove later.
- Please do not just drop off anonymous donations at the hangar. We have no idea where some stuff comes from, if it is a donation or not, or if we are even allowed to throw it out. If you have something that you feel the Chapter might use, please first ask any of the executives.

- Help us out by occasionally taking a bag of garbage home to put out on your regular garbage day.
- Occasionally grab a broom and sweep the shop or hangar, or use the vacuum in the lounge. It only takes a couple of minutes – and people will love you!
- If something is broken or missing, let us know. Maybe you can help us fix it. If not, we will do something about it.
- Nobody likes a dirty bathroom. There is a special place in aviation heaven reserved for anyone who cleans the Chapter bathroom. Anyone who leaves a mess – well you know where you're going...

- If you are last one leaving, check that the interior lights and machinery are turned off, that the toilet is not continuously flushing, and that the door and gate are both locked.

Please contact me if you have any suggestions for additions or repairs to the Chapter tool crib.

We are always interested in your ideas or complaints. We WANT you, the members, to use and be proud of the Chapter facilities.

*John M.*

## For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to [yvonmayo@rogers.com](mailto:yvonmayo@rogers.com) or [aaa245@gmail.com](mailto:aaa245@gmail.com)  
The deadline is two weeks before the next meeting. Please let me know if any of the articles have been sold.

### FOR SALE - Davis DA2A

With reluctance I have decided to sell our Davis, built by repeat-builder and long-time EAA245 member Jim Bradley. TTAF 600hrs. Engine is C85-12, approx. 150SMOH. Warp Drive 3-bladed Prop. Dynon D100 EFIS with BrightScreen glass & internal battery, steam ASI, ALT, VSI, electric T&B. Moving map GPS, ICOM IC-A200 comm, GTX320A Xpdr, 2-place intercom, 406MHz ELT. New main tires. This aircraft is both economical to own/operate and an amazingly fun flier. Please contact me for additional details.  
Mark Briggs [cgjoy@yahoo.ca](mailto:cgjoy@yahoo.ca) 613-725-4361

### FOR SALE - Pietenpol Air Camper

Total time since new (engine and airframe): 548:15;  
Fuel: 2 tanks, 10 gallons each, 4 gallons per hour;  
New icom radio with two head sets, intercom and push to talk;  
4-point harness, new tires, removable canopies, skis, custom tow bar;  
Year manufactured: 1972. Log books since new.  
Engine Model A65 - 8F;  
Last annual inspection Dec 9, 2013, last flown Aug. 15, 2014.  
Cruise speed 80, stall speed 40 mph.  
Aircraft has always been hangared.  
Asking \$12,000.00 or best offer.  
For more information please call George Lockhart 1-902-243-2164.(or Terry Peters – 613-491-8000)



**FOR SALE**

Zaon XRX Onyx PCAS - \$600.00  
Hydraulic Skiis off PA14 - \$3000.00  
Cowling for RV9 - \$600.00  
Call Charlie Martel 613-862-4961

**FOR SALE**

**RV9/9A Project** for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$5,500. email [holbrog@gmail.com](mailto:holbrog@gmail.com) or phone Greg Holbrook at 613-867-8084.

**FOR SALE**

The Canuck Group at EAA 245 in Carp has **shares in the 1946 Fleet Canuck CF-DPZ** for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared. Price, \$ 6,800 per 1/5th share. Own a Canadian classic. Please call Ken Potter at 613 259-3242 or email at: [kjpotter@sympatico.ca](mailto:kjpotter@sympatico.ca)

**FOR SALE**

Hangar for Sale \$24,000  
Location: CYRP Carp, ON  
40 ft wide x 32 ft deep (approx)  
South facing on Taxiway Charlie  
Contact: Alfio at 613 836-8285

**FOR SALE**

**1986 Rutan LONG EZ FOR SALE:**  
**Price Reduced \$34,000**  
470 Hrs airframe. Engine: Lycoming 0-235 L2C. Engine overhauled by Aero Atelier in September 2013. Other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 [andrewr@magma.ca](mailto:andrewr@magma.ca) Aircraft will not be flown till Spring 2014 and fresh annual to be done. For specs see [http://en.wikipedia.org/wiki/Rutan\\_Long-EZ](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

**FOR SALE**

Mc Caulley Prop  
Klip-tip Met-l prop  
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00  
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.

**FOR SALE**

Jabiru 2200 serial # 842, 200 hrs very good  
compression \$8,000.00 or best  
Sensenich 54x48 composite prop 20 hrs  
for a 2200 Sonex \$600.00  
Sonex tail dragger engine mount \$450.00  
Grand Rapids EIS 2000 with probes \$350.00  
2 1/4 Uma instruments Alt, AS, VS \$75.00 each  
ELT \$100.00  
Aeroflash strobes \$150.00  
Comant antennae model C1-121 \$75.00  
Contact Chris McNally at:  
Email: [iammcnally@yahoo.com](mailto:iammcnally@yahoo.com)  
Phone: 1-613-291-1254

**FOR SALE**

2010 Glastar, 80 hrs TT,  
Mattituck IO-360, Hartzel C/S Prop, Dynon D120-D100, HS34, Garmin 155XL GPS TSO, Garmin 496 GPS, Garmin Transponder, ICOM 210, True Track A/P, Kannad 406-AF ELT +, \$95,000.  
Denis Charbonneau 613-897-4070

**FOR SALE**

1973 Piper PA28-140  
5400TT, Lyc 0-320 1495 TT, 40 hrs STO,  
KX170B, KI201C, KR86 ADF, AT150 trans ponder, 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 \$39000.  
Hans Sanders, 613-446-7728

**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. Send us an email: [info@eaa245.org](mailto:info@eaa245.org)

## Fly-Out Possibilities

Most Items Taken from the COPA Website

### **February 14, Stanstead, QC/ Derby Line, VT Province**

**(CTQ2):** 7th International Lake Memphremagog Ski Fly Meet alternate date February 15. Canadian and US pilots to meet each other at our common border line on the ice of international Lake Memphremagog, part in Quebec and part in Vermont. Planes should plan to arrive between 11:00 a.m. and 1:00 p.m. We will finish by 3:00 p.m. Bring some lunch and a lawn chair or something to sit on to be comfortable while we talk across the border with each other. The ice is usually 2 feet thick then with many pickups and ice fishing buildings. Most snow blows west to east off the ice toward the island. Many times the ice is blown snow free and very slippery. There is usually a small thin ice or open water area next to the island about a thousand feet north of the border west of the island. Stay away! The meet location is due north of the Newport, VT airport EFK on the 45th parallel on Lake Memphremagog just west of Providence Island (in the middle of the lake) whose southern tip is in the US. The border is easily seen as there is a line about 20 feet wide cut across the island and continuing from coast to coast, about 3,000 miles. Event activities are at your own risk. For our mutual benefit and to avoid trouble, the rules are: Canadians land on the Canadian side- be sure, Americans land on the U.S. side- be sure. Do not let any part of your plane enter the other country at any time in the air or on the ground. No exchange or passing of any items of any kind, except sharing food, across the

border. Everyone flies and operates at their own risk. The authorities will allow us to mingle with each other and have lunch together across that line and to see each other's airplanes during this event only. For more information please contact George K. Weller 819-876-2528 or ctq2.org.

### **February 14-15, Westport, ON:**

COPA 56/Rideau Lakes Flying Club, 3rd Annual Winter Fly-In Sunday Feb 15 if Saturday is bad, on Bob's Lake. Co-ordinates are N 44 43 42, W 76 31 41, use 123.2 MHz for communications. Chili, buns and coffee will be served from 11:00 to 14:00hrs. Landing is on the ice of Bob's Lake. Landing will be on the frozen lake surface, at your own risk (no marked or plowed runway). Ice conditions have allowed wheels in the past. For more information and surface conditions, please contact Susan and Herb Doepner at 613-273-9235 or via email at xm4515305@hotmail.com.

### **February 21, Hawkesbury, ON**

**(CPG5):** Hawkesbury Flying Club / COPA Flight 131 Ski Fly-In at the East Hawkesbury Airport. Sloppy Joes served by the HFC president. 11:30 to 13:30 Skiplanes only! But you are also welcome if you drive in. For more information, please contact Stephen Farnworth at (h) 613 632-3185 or (c) 613 678-0325 or HawkesburyFlyingClub@gmail.com

### **February 22, Cobden, ON**

**(CPF4):** COPA Flight 124, Champlain Flying Club hosts their Annual Ski Plane Winter Fly-In from 10:00 until 14:00hrs. Beans and chilli with all the fixings and beverages. For information, please contact Bob McDonald at bobkim.mcdonald@gmail.com or 613-432-8496.

### **February 28, Ottawa River,**

**ON:** Mo's 26th Fly-In 2015. COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Co-ordinates 45 26'57" N, 75 55'48, runway 3500 x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting, a runway will be ploughed, landing is at your own risk. For more information, please contact Maurice Prud-Homme at 819-682-5273. Download poster here.

### **March 7, Kars, ON (CPL3):**

RAA Chapter 4928 (Ottawa-Rideau) Winter Ski Fly-In will take place on the first Saturday from 10:00 a.m. until 2:00 p.m. The airfield is Rideau Valley Airpark at N45°6.00' / W75°38.00', airfield frequency is 123.4 Mhz. Come and join us for a hot meal and enjoy the company of other aviation enthusiasts. Call before leaving for runway conditions. Skis only. For more information, please contact Larry Rowan 613-489-2332.

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@the Carp Airport, just west of Ottawa.

|                                  |   |              |  |
|----------------------------------|---|--------------|--|
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