

Carb Heat

October 2017

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Next Meeting:

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



Elections and Thermoforming Plastic Presentation



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Editor's Comments



I write this with a heavy heart and tears slowly dripping onto the keyboard. After 5 years, our Nanchang has found a new owner and is heading west. That's in the direction of Edmonton rather than the literal 'gone west'!

The new owners flew in 2 weeks ago to look at the aircraft and I took them both (father and son) for a flight. Little did I realise those would be my last flights, at least from the front cockpit, of the CJ. They returned this weekend with the aim of getting in some training and, weather permitting, starting the almost 2,000 mile journey home.

Both are experience professional pilots so the checkout was more about the quirks of flying the CJ and its pneumatic systems. They do say that learning to taxi one is harder than learning to fly it.

Although the weather didn't look good on Saturday, a break appeared early afternoon so we all met back at the hangar and loaded up. First stop was Sudbury and I got a call a couple of hours later to say that all was well

and they would be overnighting there before continuing West on Sunday.

On the plus side that does mean that we can now start looking for something new to fly!

Coincidentally, I had also recently submitted John Weir's (why is always John!) photo of our CJ to AVWEB for their Picture of the Week completion and, they published it this week!

<https://www.avweb.com/gallery/Picture-of-the-Week>

Despite what looked like it might be a wafer thin edition only a couple of weeks ago, the situation improved at the last minute and it could almost be considered a bumper edition!

Our Pilot Profile is Sam Holman and, if you don't know Sam, it's a really interesting read. Especially if you are a baseball fan.

Matt Pearson needed very little coaxing to submit a trip report from his family vacation out East and Phil gives us the ins and outs of test flying the Cozy. To wrap up, Hans Sanders tells us why he prefers Sun N Fun to Oshkosh! Perhaps he'll be persuaded to try it again some day.

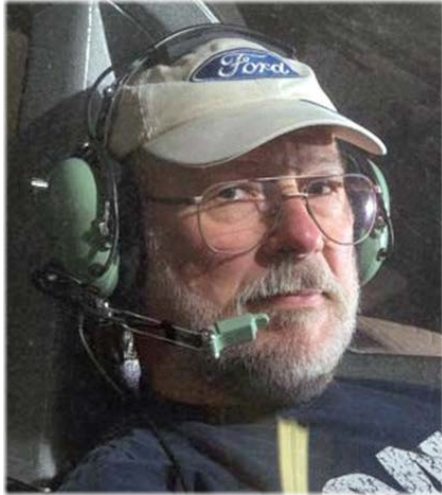
Colin



President's Message



October has come and finally we have seen summer, albeit at the end of September. What a glorious couple of weeks and flying was such a pleasure.



Finally, I am released to fly the Cozy solo but still within the 25NM radius of Russ Beach airport at Smiths Falls. As part of my freedom I've made a number of trips over to Carp, killing two birds with one stone; flying and visiting the chapter on Sunday morning.



Work is going on with the Zenith and hopefully it is at a hiatus because members are involved with other family and outdoor activities. I think we should be moving the project back into the workshop for the winter months so that members will be able to work on it through the winter months without having to bare the cold. If we don't see much progress during the winter then we will have to look to sell the project and cut our losses but I hope it does not come to that.

I'm repeating myself from last month when I say the elections are coming up soon and there is an opportunity for you to support the chapter by offering

your services on the executive. The positions becoming available are:

- Vice President
- Membership
- Secretary
- Newsletter
- Young Eagles

The Young Eagles position I had forgotten about as I had thought we did that last year. This role is important in that we raise interest, for the young, in aviation. Some of the feedback I've had is that the interested pilots want to help but want to be flying and not doing the administration on that day. This could be resolved if the Young Eagles coordinator did the up-front work and then delegated the ground administration on the day of the event. Please give it some thought.

For the first time in a good many years Lars Eif will not be running the election as he has other commitments that night so I guess I'll be doing it.

Last month I was able to announce that the Hangar roof had been replaced and this month I am please to say that Mark Cianfaglione and his team has completed the work by installing the metal roof over the bathroom. Thanks to Mark and the team.



We have now changed the locks on the clubhouse and machine shop, to a combination lock. The combination will be changed annually, at or around the 1st April. If you are not a member in good standing at that juncture, you will not be given the new combination until you renew your membership. We ask members in good standing not to pass on the combination to other

members even if they are your best buddy as this is one of the few ways we can encourage members to renew their membership. As many of you know the cost of running the chapter has increased this year with the added hydro burden, as a result we are increasing membership dues. If we could find more members, or if we could find members who wanted to use our tiedown facility this burden could be minimised so it is to everyone's benefit if we find new members who in particular want low cost tiedown's.



The IFRCA group has managed to arrange a presentation of FitPlan Go by the creators on 9th November. FitPlan Go is the free EFB (Electronic Flight Bag) that includes Canadian charts and CFS. With the exception of Foreflight no other EFB provides legal Canadian charts all at zero cost. The creators of FitPlan Go will be there to show you how to best use the software and to answer questions, and take comments/recommendation for improvements. Don't miss this opportunity.

The new membership dues are going to be \$100 for full members with access to the workshop and tie downs. We will no longer be requesting the \$200 initiation fee for full membership so for those associate members who would like to support EAA by moving up to full membership it is only a small step. Associate membership and newsletter membership is also being increased to \$50. If you want to tie you aircraft down at the Chapter Hangar the rates are \$50 per month plus full membership but if you sign up for a full year at \$500 we will include full membership. This is a great deal and I would like you to spread the word as much as possible to encourage new membership.

The meetings have returned to the museum and we have had one meeting in the Bush Theater so far but this will be the last for the season. As usual the

meeting starts at 19:30 sharp. Many members also like to meet up at Perkins Restaurant before ambling down to the museum. Typically we start gathering people at around 17:30 at the restaurant with the late stragglers getting there as late as 18:30. Everyone is welcome so don't be shy about coming. It is helpful to send me an email by 15:00 on the day of the meeting if you anticipate coming to the restaurant so that I can give numbers to the restaurant staff in advance.

We have been using Perkins Restaurant for a few years now and although it's turned out to be reasonably successful I have had feedback requesting a different venue. Previously we had used Swiss Chalet. I'm open to change so if you have some suggestions please advise me/us accordingly. Maybe we could rotate the venue.

Regards to all

Phil





Meetings and Events Schedule

EAA Chapter Meeting –19th October 2017 @19:30

Presentation: **Thermoforming Plastic**

Presented by: Mark Cianfaglione

Where: Aviation and Space Museum

EAA Chapter Meeting –16th November 2017 @19:30

Presentation: **Flight Data Recorders: Not just for accidents anymore**

Presented by: Graeme MacWilliam from FlightScope

Where: Aviation and Space Museum

EAA Chapter Meeting –18th January 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: Vintage Wings Fly-in Breakfast/Lunch

Where: Gatineau (CYND)

When: 14th October

Vintage Wings of Canada will be hosting their fall Fly-In breakfast, on October 14th. The event will also include a garage sale where we're planning to sell books, merchandise, and other aviation related items. Breakfast served till 11:30 am, followed by burgers and sausages till 2 pm. \$10 for members and \$15 for non members, will enable you to tour the collection and eat breakfast or lunch

What: Pigs and Pie Fall Fly-in

Where: Westport (CNL2)

When: October 14th (NEW DATE)

COPA Flight 56: Annual "Pigs and Pies" Fly-In / Drive-In lunch hosted by the Rideau Lakes Flying Club. Sausages and pie served from 11:00 until 14:00 (donations accepted to cover costs). Runway 07/25, 3118' Com. 123.2

Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great end to the summer and to the fabulous fall colours of Westport, Ontario. View the planes and enjoy the Westport hospitality. Floatplane pickup from main dock in Westport. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 (drmikemiles@gmail.com) or Bill Green at 613 273-5282 (greenwj@rideau.net).

The Maine Attraction

It has been about 8 months since I purchased a 2003 Cirrus SR22. While I cherished my black and silver RV-7A at Carp, our family had a growing need for 4 seats. John and Vlad from EAA 245 have since become the new owners of C-GIME, and I could not be happier to have the airplane stay at CYRP!

After only 12,000 practice landings I quickly mastered the new airplane. I have about 70 hours now in the Cirrus, many of those commuting to Toronto for work. I am slowly working on my IFR rating, and the Cirrus is a nice platform for that – full glass panel, auto-pilot, TKS anti-icing, and a full-plane ballistic parachute.



When summer came, we started some short family trips in the Cirrus – Toronto, Montreal, Vermont – all within about an hour of Carp. My plan was to get my wife and kids more comfortable taking trips in the airplane, building up to a 3-hour flight to the east coast this summer.

Our plan was to fly from Carp to Sherbrooke, where we could stop for lunch and break up the 3-hour flight. We would then continue on to Halifax, spend a few days there, then fly to Prince Edward Island for a few more days before heading home.

On a sunny Saturday, we loaded up the Cirrus, which can easily manage full fuel, baggage, and 4 people,

assuming two of them are kids. I spent most of the 1-hour trip on the radio with Ottawa and Montreal, which annoyed the kids because it kept interrupting their music on the intercom. We landed in Sherbrooke and tried to park on the ramp next to a giant private jet, but were quickly ushered away to a much less convenient spot far away from the terminal. There were about 20 people in the terminal, all watching the empty Embraer 135 and waiting for someone, but we went straight to lunch without giving it much thought.

After lunch as I was obsessing about weather, when suddenly the airport staff locked down the terminal and that small crowd gravitated to the windows. Then a dozen black SUVs came speeding up to the apron and

parked in front of the Embraer. It seems Bill and Hillary Clinton were vacationing with Chelsea and family in North Hatley this summer, and we happened upon their departure!



Once their jet left the runway, we were allowed back outside again. But weather on the east coast was deteriorating, with isolated thunderstorms and low broken ceilings. That would be fine on my own, but not ideal for getting my wife and kids more comfortable traveling in the Cirrus.

So what do you do when you are on a family flying adventure? Instead of heading east, let's head south! A quick look at ForeFlight showed clear skies and a nice forecast down through New Hampshire and Maine for the whole week. Luckily, I had followed the advice of another Cirrus driver at CYRP, who suggested we stay away from hotel reservations and just go with the flow. While unnerving to travel with no place to stay, it removed any pressure to push through bad weather. And in the worst case, there is always an overly luxurious hotel room that nobody else is willing to pay for!

Throughout the summer I received emails about a Cirrus fly-in at Bar Harbor, Maine. This was not that weekend, but it gave us a Cirrus-friendly airport, a hotel recommendation, and a list of activities that all sounded interesting. So off we went!

A quick 45 minute flight through gorgeous rolling mountains got us to Bangor, Maine, where we would clear customs. While waiting in the plane we called up the Harborside Hotel in Bar Harbor and reserved a room, as it was only a 15 minute flight from Bangor. In no time we were airborne again and soon landing in Bar Harbor.



Unbeknownst to us, KBHB is a summertime favourite for rich people from New York and Boston. The service upon landing was incredible – we were greeted with a **Follow Me** truck who ushered us to our parking spot, and they had C-GDBZ tied down before I even got the kids out of the plane. A van then pulled up to ferry us and our luggage the 100 yards to the terminal. We asked them to fuel the plane while we spent 4 sunny days by the ocean.

The ramp at Bar Harbor was packed with more private jets than I have ever seen in one spot, each bigger than the next. I am accustomed to parking at CYTZ for \$65 per night and fuel at \$2.25 per litre. The cost for white glove service in Bar Harbor? \$8 per night – and \$1.35 fuel. Only in America!

I would highly recommend Bar Harbor for a long weekend in the summer or fall. We took a trolley ride up Cadillac Mountain, which is well worth the quick ride for the amazing views. Bar Island is about 1 km off the mainland. But at low tide a sand bar is revealed that stretches right to the island, like a roadway hidden by the water, so high and dry that you can drive across it. We took a walk over across the sand and the kids picked sea shells along the way.



After lobster for dinner every night for four days, we decided we would head to Montreal for a few days before returning home. That flight was only 2 hours, with no customs hassle thanks to CANPASS. Again the scenery was beautiful on the way there, with my son noting that it looked like his Zelda game on the Nintendo. We landed at CYHU with no problem, accepting what now seemed like ridiculously high parking and fuel costs.



Three nights in Old Montreal had us shopping, heading to museums, botanical gardens, and the planetarium. We eventually had to head home, but the 45 minute flight seemed short thanks to music on the intercom.





We arrived home from our 7-day adventure with a new-found confidence that the kids could handle a longer trip, so we will continue to expand our circle of destinations. A baseball game in Fenway Park is high on the list for my son. With 5 hours of fuel at 165 knots, we have a lot of options for what comes next. Stay tuned!

Matt



Pilot Profile: Sam Holman



I called this section Pilot Profile but, not everyone I've profiled is a qualified pilot, some of members just like to be around aircraft and have dreams of, one-day, building an aircraft. It's what you don't know about our members that makes this section so interesting to write, and I hope, to read. Sam Holman is just such a chapter member.

Where were you born?

I was born in Kansas City, Missouri, a thousand years ago which was some time around March 1945. I keep telling the nurses, every time I go for my regular blood tests, and they ask for my date of birth, that I'd be happy for them to revise it anytime. I have no idea how much longer my luck will hold out.

Where do you live?

In downtown Ottawa. I have lived here since the spring of 1972. I initially went to Sarnia, which was lucky because Ottawa had 13 feet of snow that year.

Although I was born in Missouri, I was raised on the South Dakota prairies in the little town of Wessington Springs where my father practised veterinary medicine.

In January 1969 I was mustered out of Uncle Sam's Army after having served on the cold war front near Nuremberg, Germany and in Czechoslovakia.

I decided to spend my GI bill money on college, which included time at Carleton University in Ottawa. I attended Carleton for a couple of years then got a job as a stagehand at the National Arts Centre. I was there for a little over 23 years.

What's your occupation?

In 1997, I founded Sam Bat and started manufacturing sugar maple baseball bats for Major League baseball hitters. We have the all-time home run record that we share with Barry Bonds and which he set in 2001.

Sam Bat grew out of a simple challenge. During an evening at Ottawa's Mayflower Pub, a professional league scout and friend of mine said, "We're just breaking too many (ash) bats. Do you think you could come up with an answer to that?" After researching tree species, reading hundreds of patents, and studying the physics and rules of baseball, I figured maple was the answer as it's harder and denser and doesn't flake from use.



Sam with Barry Bonds

I can advise anyone that, if you do buy maple, try to get wood that has been vacuumed dried. One time we bought logs and had Vacutherm kilns to dry our wood. Maple loves to be controlled during its drying process. So, instead of following a dream of building my Defiant,

I ended up building four factories to manufacture baseball bats.



How did you get interested in aviation?

Growing up there was a local farmer who owned a Cessna 172 and he flew out of small grass field north of town. I believe that was my first ride in an aeroplane. That, of course, led me to the Ben Franklin 5 and Dime store to buy a balsa wood J3 piper. Mr. Winter's store ran out of yellow paint so it became rescue orange and it did fly a few times on the supplied rubber band.



I took up flying lessons in Aberdeen, South Dakota in the ubiquitous Cessna 152 which I soloed but did not achieve my pilot's license.

While working at the NAC I read an article on Burt Rutan's Defiant, and, in about 1985, I purchased the plans. I liked the idea of the inline twin engine and the four placed configuration. This also led me to join EAA 245 where I have become a couch potato builder. Time really does fly by.

In those early days I recall that Charlie Martel had finished his first plane and going out to Phil's to see his Cozy. I thought it seemed close to being done then but, as we know, it has taken a bit more time (*I didn't put him up to that, Ed*). I think many projects are started

and not completed so there is something to be said about buying a project. I have offered my Defiant plans free, to anyone in the area who would like to take a very safe aeroplane on. I am willing to help with the work but must remind anyone interested that I am 72 these days.

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

My most memorable flight is as a passenger and surviving a very hard landing in Philadelphia a couple of years ago. I also remember, while learning to fly, watching Bob Schnuerle practising aerobatics in his Pitts Special over the skies of Aberdeen during the early 1970's. It was always a joy to watch him fly his acrobatic routines 2 or 3 times a day. The Bob Schnuerle Trophy is named after him that is awarded by the IAC.



What’s your favourite piece of music?

My years at the National Arts Centre instilled a great appreciation of all forms of live performance and being part of it. It was a way of life, which I am glad I did in my youth, as it is a young man's endeavour. While waiting for stage ques I would carve models of cars and planes like the Schneider cup racers. I also have a defiant on floats as we had a cottage on the Upper

Rideau Lake and was always thinking door to door flying would be fun.

As you are pushing me for some songs, the choral singing in Tchaikovsky’s opera, ‘Eugene Onegin’, is still in my head as exquisitely beautiful and the choral singing of the women's chorus has to be heard to be believed.

During ‘Eugene Onegin’, Holger Strober and I would lift Lois Marshal, the great Canadian soprano, up to the top of the raked stage as the chorus sang. Lois was held by two chorus boys, who held her up while she sang her Aria as they walked downstage. She had polio as a child and her mobility was very limited as she got older so it was a great moment for her and the audience. It was 1983 and the last year of summer Opera produced by the Arts Centre.

What’s your favourite book?

I am quite boring when it comes to books as my reading has been mostly technical, and legal. I hold two patents for our baseball bats.

I do enjoy Anton Chekov, the Greek plays and Samuel Clemens humour to name a few authors and recommend the “History of the Atomic Bomb” for those of us living in the present!

What’s your favourite movie?

We recently went to see “Django”, a French movie about the composer Django Reinhardt which was excellent. We often go to see films at the Bytown. This year has been one of medical tourism and I have had surgery which reminds me that health is quite important to carry on what one would like to do in life.

If money were no object, what would you fly?

If money was no object, I would be attracted to a pressurised turboprop. I have always had more projects to do than I could ever complete yet when I need to I manage time very well for others and sell my self-short, my flaw.

What trait do you most deplore in other people?

I never dwell on faults of others as it seems a waste of time and I am not one to be able to change people that much.

What trait do you most deplore in yourself?

As to my own faults, I may dream too much.

What's your motto?

My DIY motto is if I fail the first time I can afford to do it correctly the second time. Given I will not win the lottery and, if I get my health under control, I may start on my Eracer which I also have plans for. It's not as big as the Defiant and it's a little faster. Time will tell but I must admit, as I enter the early winter of my life, my dreams may be oversized as usual.

What's your idea of perfect happiness?

Happiness is having all the employees, suppliers and bills paid.

How would you like to be remembered?

As to how I will be remembered, well that will lie in Baseball, a game I have changed.



Photo of the Month



C-GIME (flown by Matt Mountain) taken from C-GDBZ (flown by Matt Pearson), somewhere between Toronto and Carp.

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

TESTING TIMES



My Cozy is a MKIV with the addition of retractable undercarriage, a Subaru auto conversion, and a forward hinging canopy.

I've spent almost twenty-five years building with almost every component being made by me bar the canopy and the electronics. The Cozy took to the air in May of 2015 and, as many of you know, I've had a test pilot do the first few flight hours and then transition me into the left seat. My test pilot is Canada's national test pilot, Rob Erdos, so who could ask for a better tester/instructor. Rob is a great guy but he is in so much demand with his Job, flying air shows, test flying restorations etc., that getting time with him has been difficult. My insurance with C-PLAN was predicated on a letter of competency from Rob before I could fly and complete the test phase of the Cozy MKIV RG. A couple of weeks ago Rob wrote the letter to C-PLAN and C-PLAN responded stating they were satisfied and the solo restriction was lifted. This all

happened a couple of weeks ago and finally I have been set free.

It has been a long haul as Rob's availability has been limited but since my release I've managed about six and a half hours solo. Flying these hours in a matter of just a few days has really improved my proficiency. It all goes to prove that it like riding a bike but you do need to get back in that saddle before you do the test flights and not wait, like I did.

Before Rob first flew my Cozy C-GPLE I had contacted a friend in Muskoka who also has a Cozy, C-FHIL, but unlike mine, his Cozy was built in full accordance with the plans i.e. fixed gear and Lycoming engine etc. I had Colin McGeachy fly Rob over to Muskoka, in his Nanchang, for a familiarisation flight with Larry Hill in C-FHIL before he took C-GPLE to the air. Larry gave him the full instruction albeit for a slippery stock Cozy. C-GPLE with the RG hanging down is far from slippery.

Armed with all the details for flying the Cozy Rob conducted the first flight in C-GPLE. On left downwind for 06 at CYSH the EFIS warned Rob of an overheating gearbox so Rob made a precautionary landing using the same techniques as he had been shown by Larry. In doing so Rob extended the landing brake at the correct point in the pattern for a conventional Cozy but found with the additional drag of the RG in the down position he needed a lot of power to make it to the runway. The landing brake obscures the air to the engine cooling so the engine became hot but just under boiling point for the coolant. Both Rob and my new toy arrived safely to terra firma after the first flight.

After a lot of searching the internet, I discovered the gearbox temperature was just fine and I later found the sensor calibration to have been erroneous. What we did learn from this was, check your instrument calibrations, not to use the landing brake unless you really needed it, and you don't use power and brakes at the same time. Oh, and did I say it, check your instrument calibrations.

Since the first flight and armed with the knowledge that you don't use the landing brake when you have engine power applied, engine cooling has never been an issue. The stock Subaru engine uses a thermostat set to 180F at the input to the engine. This is a little unusual because the output of the engine will typically be much hotter, say 200F. I do not have a thermostat but I have electrical control of the cooling input to regulate the engine temperature. My temperature sensors are on the engine output so I expect to see about 200F when



normal. Only in a hard climb and on a hot day do I see 200F on my instrumentation and once I level out I have to close up my air intake in order to prevent running the engine too cold. I have four square feet of radiator configured at two radiators about 1.25" thick in a VEE arrangement. The air enters at the open end of the VEE and exits both up and down. This large area with a thin section minimises cooling drag.



During the first few flights, both Rob and I had been having difficulty with the approach to landing. The Cozy would tend to wallow left to right on final with the only solution being 95KIAS on final which was considered, by the Cozy community, as fast. Even with the excessive drag caused by the retractable gear, this resulted in eating up a lot of the 4000' runway at CYSH. I wasn't sure if the wallowing was related to the RG or what. Anyway, we lived with the problem until the winter months and I did the annual inspection.

During the inspection I noticed the ailerons were slightly reflexed but still in spec. I chose to droop the ailerons a small amount so that there was a natural upward bias caused by the airflow from the underside of the wing, in particular, at low speed. The impact of that change was dramatic so, in the spring of this year, the low speed flight qualities were totally different and the wallowing has gone away. Strangely enough, the effect was only noticeable on final and flying the same speeds at altitude did not give that same wallowing effect. I am guessing when I say that it seemed it may have

been induced by some near ground turbulence which was then being somehow amplified.

With both Rob and I in the aeroplane the Cozy was near the forward CofG limit. With Rob no longer in the aeroplane I can use lead ballast to set my CofG. I have conducted stall testing whilst gradually moving the CofG backwards. With Rob and me in the aeroplane close to the forward CofG limit I see a stall at 71KIAS. As I moved the CofG back to 101inches I see the stall at 63KIAS. Since I have the long canard I'm limiting all flights to 101" as the aft CofG limit. The spec aft CofG limit is 102" but that is with the shortened canard recommended by the designer, Nat Puffer. I had elected to stick with the original canard length because of my heavy frame, or should I say I'm just too fat at 250 lbs. The aft limit seems to coincide with the numbers Nat Puffer found in his flight testing before he shortened his canard so the numbers are all falling into place nicely.

Recently I took C-GPLE to 5,000ft and started increasing the speed. I had previously been seeing 160 KTAS to 170 KTAS at relatively low power levels and had wanted to see what happened as I opened her up to WOT at the same time being careful not to exceed VNE. I had previously flown at a maximum of 180 KTAS when in a decent but this time I did the best I could at keeping straight and level at WOT. With these conditions, and with the caveat that the TAS has yet to be calibrated so the EFIS is running with the factory settings, I'm seeing 196KTAS at a density Altitude of 5,300 ft and with the engine spinning at 5,173RPM at WOT. The Subaru is designed to operate with a red line at 5400 RPM and I have a gearbox with 1.85:1 reduction ratio so the propeller is turning slow by 122 RPM. Trimming the blade length will allow more RPM and therefore more power.

The prop was made by me a few years back and although I believe the "Bates" model that I had used to design the propeller had given accurate results, I did not make sufficient allowance, during the build process, for the fibreglass skin as a result the profile is much thicker than it should have been. It was my first prop I had built so I believe it

to be acceptable albeit not perfect. Anyway, the numbers are looking good and I anticipate a little more speed with a better made, or commercially made, propeller from Hertzler or Catto.

The Infinity Retracts are working well. They do give a lot of drag when extended which makes steep approaches a breeze. With the gear down and using the rudders as brakes it comes down like a C172 with flaps down in a side slip, so that now I have resolved that wallowing on final I have considerable control of the approach angle and all of the issues of being slightly high and/or fast have gone away.



The guys at the EAA chapter wanted to see a low pass down the runway at Carp with the gear up, so when I was heading home I did one circuit and kept the gear up. It was difficult to get the Cozy down and slow for the slow flypast requested when the gear was retracted and clean. The difference between gear up and gear down is enormous. On take-off, I rotate at around 70KIAS depending on W&B, establish a positive rate of climb and shoot for 80KIAS then pull the gear up. The gear takes about ten seconds to raise and when the main gear finally gets home in the wheel wells the nose pitches up and I shoot for about 100KIAS. I've yet to measure the Vx & Vy for the gear up and gear down conditions.

These are exciting times and I look forward to revealing a few more of my exploits in the machine of my dreams.

Phil



OSHKOSH OR BUST

In the late nineties, I planned a trip to Oshkosh in my Cherokee Six. There were three of us with three bicycles, a tent, two coolers of provisions, three suitcases, sleeping bags and other stuff and loaded with 87 gallons of fuel.

Weather informed us that the Northern route, through Sault St. Marie, was IMC but the southern route was a vague possibility. We left Montreal at about 10 am and headed for Port Huron, our port of entry.

The ceiling got lower and lower as we approached Toronto until we finally decided to land in Kitchener because we followed the 401 at about 800 ft above the traffic.

We waited until around 2:30 pm things looked as if they were clearing up so we set course for Port Huron and arrived there about at 3:50 pm.

Upon landing we were advised to tie down immediately before clearing customs as a large storm was on its way. As we taxied to the assigned tie down

when over the radio came this "*Delta Romeo Yankee, did you clear customs yet?*" Our negative reply was followed by "*Delta Romeo Yankee get your ass over to customs pronto!*" Stopping in front of the customs office we were confronted by two 300 lbs customs guys with their hands on their guns. We were ordered into the office where we were given the third degree and paid our US \$ 25 customs decal plus a US \$ 25 overtime charge because Port Huron was one hour ahead of Canada and it was 5:05 pm in Port Huron.



I was slightly pissed off by now and told my passengers that we would fuel up and head for Oshkosh to get away from the storm and the "friendly" customs guys.

We dodged columns of torrential down pours and crossed Lake Michigan headed toward Green Bay. Green Bay advised that Oshkosh was closed because of weather and all traffic was diverted to Fond Du Lac.

We pitched tent and tried to stay dry. We took our bicycles to the nearest eatery and went to sleep in the tent. At about 6 am the loud speaker announced that Oshkosh was now open and would accept 20 aircraft. The roar of about 50 engines trying to taxi through the high grass and the prop wash that threatened to blow away our tent to which we held on with an iron grip had us wide awake and we got up to wash and head to town for breakfast.

A number of school busses took people from Fond Du Lac to Oshkosh, about a 1.5 hr drive and US \$10. We could not bring our bikes.

After three exhausting days we decided to leave for home. An early start saw us hitting low cloud as we made our way around the lake to clear customs at Sault St. Marie, Canada. I have not been back to Oshkosh but I do love to go to the 'Sun and Fun' in Florida.

Hans Sanders

Classifieds



FOR SALE: Citation HVLP System

Spray and respirator system,. Used once to paint an airplane. Bought in 2011 and not used since. Complete system include all pipes, face mask, manual and paint gun. Asking \$900

613-862-4961 or crmartel45@gmail.com

FOR SALE: Baby Great Lakes Biplane Project

Complete project ready for final assembly at the airport and inspection by MDRA

Single place 65 HP Continental (Information on Aircraft Spruce Website)

\$11,000 - Contact Russ Robinson for more information

 russ.robinson@sympatico.ca

FOR SALE: 1973 Piper PA28-140

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 \$35,000.

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



FOR SALE: MIG Welder

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**

 ricketts@teksavvy.com

FOR SALE: Canuck Share

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.

 **Ken Potter: 613 259-3242**


 kjpotter@sympatico.ca

FOR SALE: Mustang 2 and RV-4 Plans

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.

 **Michel: 819-685-2194**

 andre04@teksavvy.com

FOR SALE

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



johnfirth0@gmail.com

FOR SALE: Anderson Kingfisher

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

FOR SALE

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

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



bcrook@sympatico.ca

FOR RENT: Tie-Down

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

FOR SALE: Hangar(s)

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

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



bartcameron112@gmail.com

WANTED


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



FOR SALE: Aircamper

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 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


FOR SALE: Bearhawk Plans and Positech Oil Cooler

Positech P20004C 9 row, used 1 year, \$100.00

Complete Bearhawk 4 seater set of plans never used \$100.00

Contact Charles Martel

 crmartel45@gmail.com

 613-862-4961

Who we are


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

President:	Phillip Johnson 613-790-4929 president@eaa245.org
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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

We are considering starting a "Google Group" for the EAA Chapter. If you are not familiar with Google Groups, it's a service from Google that provides discussion groups for people sharing common interests. If you'd prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/>	Renewal: <input type="checkbox"/>
Street: _____	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)	
City/Town: _____	Newsletter Subscriber: \$50 Newsletter only	
Province: _____	Associate Member: \$50	
Post Code: _____	Full Member: \$100* Newsletter, hangar, workshop, tie-downs.	
Phone () _____	Note. Associate and full members must also be members of EAA's parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)