



## NEWSLETTER

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

# Carb Heat

Hot Air and Flying Rumours

## MAY 1993

**NEXT MEETING: THURSDAY 20th MAY 1930 HRS**

### NATIONAL AVIATION MUSEUM BUSH THEATRE

**PROGRAM:**

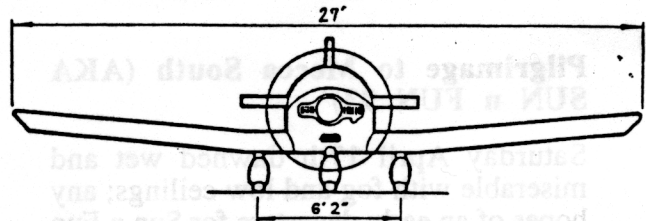
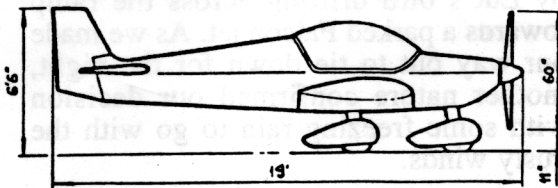
- BUSINESS
- ANNOUNCEMENTS

**FEATURE TOPIC:**

**-Introduction to FORMATION FLYING  
proceedures and safety  
by Major Marty Tate CAF**

**FEATURE ARTICLE:**

**Pilgrimage to Mecca South (AKA Sun n Fun)  
By Gary Palmer EAA 245 OTTAWA**



**ZENAIR CH601**

**President:** Gary Palmer 596-2172  
**Vice Pres:** R. Emmerson 682-2058  
**Secretary:** Luc Martin 744-5347  
**Treasurer:** George Elliot 592-8327  
**Editor:** Andy Douma 591-7622

**Aircraft Ops:** Dick Moore 836-5554  
**Membership:** Manfred Ficker 839-2292  
**Tool Crib:** Tim Robinson 824-5044  
**Classifieds:** Andy Douma 591-7622  
**Publishing:** Dick Moore 836-5554

## President's Corner

I'll keep things short for this month's business section so you can read my article on SUN n FUN.

Gord Standing and his sidekick Ken Cavers are taking a well earned rest after several years of running one of the best fly-in breakfasts in the area. Consequently, we are looking not only for volunteers to staff our August 22nd event this year, but most importantly an event coordinator to fill Gord's shoes. Gord ensures me he has everything reduced to a straightforward checklist, with supply sources, and quantities all worked out, so don't be shy about stepping forward.

Our June meeting will be held at the NRC structures lab on Montreal road; Rod Emmerson has arranged a tour of their facility and discussion of the testing to failure of a Tutor jet.

On the Saturday May 22nd following our May 20th meeting, we will be holding our annual spring cleaning, so be sure to show up at 10:00 AM at the clubhouse with some old clothes, paint brushes, and any spare paint you have lying around.

See you there



Gary

### Pilgrimage to Mecca South (AKA SUN n FUN 93)

Saturday April 17th dawned wet and miserable with fog and low ceilings; any hopes of an early departure for Sun n Fun in Lakeland Florida were immediately dashed. Luc DeSadeleer in his RV-6, and I in my trusty Lancair 235 were raring to go on this latest airborne adventure. Flight plans were complete, maps were marked, Loran's programmed, and camping gear packed; if only we could

get out of Carp and sneak off westbound to get behind all the weather that made an eastern route a no-go. Luc had further motivation for the western route, as he planned to pick up his good friend, Ray Hutt at Brampton, I was going solo.

By 10:30 AM the ceilings had lifted enough to allow us to reconnoiter, and we spent the next hour at 1300 ft, slowed down to 120 Knots to save our wood props, picking our way through various rain showers until west of Peterborough; then it was clear sailing to Brampton, but still under 2500 ft. ceilings.

Checking the weather at Brampton confirmed our fears that a cold front was moving in faster than predicted; our original customs destination of Sandusky Ohio, was in the midst of snow flurries, so we flight planned to Buffalo, and called customs before launching. The ceiling got progressively lower as we approached Buffalo, and on arrival we were greeted with 1300 ft ceilings, and gusty 36 knot winds, fortunately more or less aligned with the active runway. Luc almost had to make his passenger get out and wing walk the RV-6 on the long cross-wind taxi to customs. Fifteen minutes and \$25 later we were legally free to fly in the U.S. I added 15 gallons of fuel and we started checking weather to see if we could beat the cold front south and get at least part way to Knoxville Tennessee on our first day. While the desire was strong, we eventually admitted the futility of proceeding, a point that was accentuated by Luc's bird drifting across the ramp towards a parked Falcon jet. As we made our way out to tie down for the night, mother nature confirmed our decision with some freezing rain to go with the gusty winds.

A nearby Holiday Inn and Denneys meant we could get an early start the next morning, and we were at the airport by 6:30 AM, preparing for the next leg in crisp, clear conditions. It was at this point that we discovered that in addition to the \$5 landing fee, there was a \$17 overnight

parking fee, despite the fuel-up. Now I know why everybody recommended Sandusky.

Tower handled us as a flight and we took off in a loose trail formation, bound for Charleston West Virginia. Since Luc had the luxury of a full time navigator, I let him take the lead, and enjoyed the luxurious rolling hills of Pennsylvania. Flight through the Pittsburgh TCA was uneventful, and we were soon clear and able to chat on 122.75.

After 2 hours in the air at 155 Knots TAS cruise, indicating a ground speed of 140 on the Loran, we were on approach to Charleston which is nestled in the mountains of West Virginia; it sort of looks like they simply cut the top off of one, and put an airport there. We touched down amidst all the heavy iron rubber on an uphill slope, and this managed to excite a good nose wheel shimmy from my Lancair which kept my attention for more than a few seconds. As we taxied into the local FBO, and got out into the warm sunshine, we finally knew we were really on our way to Sun n Fun!

More fuel, and flight planning, this time to Waycross Georgia occupied us as we prepared for our longest leg. A long taxi found us at the button of 23 ready for a significant uphill takeoff, boy do I wish I had more power in my Lancair, Luc was off quickly with his 170 HP, while I had to wait until I crested the hill before my over-propped 108 HP coaxed me into the air. There was a fair amount of turbulence as we climbed at 1500 fpm to 8500 ft to find smooth air. The scenery was absolutely spectacular as we carried on across the mountains, gradually climbing to 10,500 for the crossing north of Greenville NC. I managed to get a number of photos, including a couple of Luc's bird as we flew on. After clearing the Greenville TCA we descended to 8500 feet while skirting a MOA hoping to reduce our headwind component. It was at this point that we went back to our enroute frequency. As Luc asked me if I was on frequency, and I replied

affirmative, a voice suddenly boomed out, "Is that Gary Palmer?"; a surprised second or two later I replied "Sure as hell is Barry Keal!". A couple of old friends, Barry and Sylvia Keal, had left Brampton two days earlier in their Cherokee 140 hoping to make it down via the Eastern route and had been held up, now they were just a couple of hundred miles ahead of us heading for Zephyr Hills just short of Lakeland, talk about a small world.

After 3 hours and 10 minutes in the air, we landed at Waycross Georgia around 3 PM, to discover we were in the middle of a parachute drop as one jumper landed fifty feet from the Gas pumps. In typical southern hospitality, we were handed the keys to the courtesy car and given a map to restaurant row so we could fuel up the human engines before embarking on our last leg. A check with flight service to get the Lakeland arrival Notam was an exercise in near futility, we did get a couple of frequencies and a comment about Lake Polk. It was at this time that we wished they published the arrival procedures in Sport Aviation, as they do for Oshkosh, but decided the ATIS should give us the necessary info as we approached Lakeland.

Liftoff from Waycross was at 4:45 PM, timed to put us at Lakeland shortly after the 6 PM opening of the field. We climbed to 6500 ft as we crossed the Okefenokee swamp, listening to every sound from the trusty Lycomings, and noting a solitary airstrip in the middle of the swamp. At this stage, less than an hour from Lakeland, we started overhauling processions of slower craft, and 122.75 became busier as pilots discussed options. As we approached within 50 miles of our destination, I started tuning in ATIS and Tower frequencies and discovered that Lakeland was closed tighter than a drum until 8 PM; absolutely nothing was being allowed in, not even homebuilts. The best alternative seemed to be Zephyr hills, and apparently a lot of other pilots agreed as a swarm of aircraft joined the circuit and we landed after 1 hour 20 minutes in the

air. Amongst the waiting crowd were a couple of Lancair 235s from Pennsylvania, a Glasair III that had been built for Johnny Carson, and Barry Keal's Cherokee 140. After a strategy session with Luc, we decided to rent a car and head to the Motel he had booked; no point in arriving at Lakeland at dusk with no idea where to pitch a tent, etc. I was also able to get a peek at the official Lakeland arrival Notam from Jeff Harden, one of the Lancair pilots, so we had the straight goods for the short run in next morning.

At dinner that evening, we met a charming couple from Texas that just had to know about unique Canadian meals to help their grand daughter out in a school project. This proved to be quite a challenge, but at least we came up with Beaver Tails, and told them about the Rideau Canal skating rink. It seemed that most of the crowd were aviation types, and we settled down to a pleasant evening of conversation, despite the unusually slow service.

Five thirty soon came around and we were getting ready to head out to the airport to get ready for the last short leg. I had programmed the coordinates of the arrival power plant at Lake Parker into the Loran, so Luke followed me and we were off at 7:30 AM. Twenty minutes later we were on final to runway 09, following a Pitts Special. Touchdown was uneventful and another ten minutes of taxiing found me at Row 7, home for Lancairs, and Luc in row 11, RV town.. We had arrived after 10.8 hours flight time (approximately 9.3 hours air time). We had no sooner completed tie-down than we ran into Ed Dodson and Cecil Boyd; Cecil was the Pitts owner that had taken Luc and I for our first introduction to "Some Serious Aerobatics" in his S2S last Summer at Carp. The rest of the morning was taken up in registration and setting up camp. Next on the agenda was registration for both the Lancair banquet on Monday, and the RV banquet on Tuesday. Now we could get down to some serious relaxation, aviation style!

The Lancair banquet was quite a feast, I think Luc managed three trips to the dessert tray. As usual, there was another Lancair IV record to report, this time 6 hours and two minutes LAX direct to Lakeland; it would have been faster, if Dave Morss hadn't insisted on staying over dry land rather than crossing the Gulf of Mexico. I met a couple building a 320 from the London area that I had met the RAA breakfast fly-in last October in Barrie, and we managed to close the place down. Fortunately they provided transport in their 1939 Ford street rod back to the campsite, talk about travelling in style.

The RV banquet the next evening had better door prizes, but more mundane food. Allan Toll couldn't resist his usual "compost airplanes" wisecrack, just jealousy I guess. Our group had grown by one, as I acquired a co-pilot for the return trip. Derik Dods' wife Debbie had approached me earlier in the day looking for a lift home after she was stranded by Sue Beggs, who had to make an emergency return home by commercial airline. The key item of interest for me was to hear that an RV-6 builder was ready for initial flight test using a six cylinder, 230 HP Subaru SVX engine. There are several people in our area, including Nigel Field, and Phil Johnson who will want to closely follow his progress.

Wednesday's airshow brought the U.S. Air Force Thunderbirds who put on an excellent show, the first time I had ever seen them. The evening saw another first, a pyrotechnics filled night aerobatic routine with a Super Chipmunk, and Harvard, not to mention Gene and Cheryl Littlefield's wing walking routine, in spot lights!

Thursday was decision day for the return trip; Luc wanted to leave to take the western route and drop Ray off at London. While checking weather at the FSS station, Debbie noticed a space shuttle launch was scheduled for Saturday, at 10:52 AM.; this seemed to

be too good an opportunity to pass up, and the forecast seemed to indicate we could squeak in between two weather systems if we took the eastern route home. Along with Barry and Sylvia Keal, we decided to go for it.

My general impressions of SUN n FUN seem to agree with all the comments I heard earlier. It is most definitely more relaxed, and comfortably smaller. I found the variety and quality of food available on the field to be better than Oshkosh, although I missed the International visitor's party. The flight line is closed for the airshow, which was a mixed blessing; on one hand I didn't have to worry about lawn chair toting bozos damaging my plane, on the other hand I couldn't get to my plane for any incidentals for four hours. That explains why I was wearing sunglasses to the Lancair banquet, and seen stumbling to my tent at midnight. All in all, I think I prefer it to Oshkosh and certainly plan to return next year; perhaps with a side trip to the Bahamas thrown in.

The standard of aircraft seen at SUN n FUN matches any I have seen at OSHKOSH; I was particularly impressed by three immaculate, gleaming Globe Swifts that arrived on Friday just before our departure. They were better turned out than any I have seen previously. The centre one was a combination of Ferrari red and polished aluminum, with the owner's priorities in life carefully printed on the gear doors for the truly observant to discover:

- I Faster Airplanes
- II Younger Women
- III Older Whisky
- IV More Money

A Friday departure before the start of the airshow saw us enroute to Titusville SpacePort Exec, a short 45 minute hop from Lakeland. Clarence Grubbs, a Lancair 235 pilot based there had given us the lowdown on the best spot to catch

the launch, which turns out to be the Holiday Inn, just a few miles from the airport. While the girl at Gateway Aviation made room reservations for us, the manager showed us his B-25 which was stored in the next hanger, and had flown in the airshow at Lakeland. Just another typical quiet airport!

Saturday 6:30 saw us at breakfast, then a couple of hours flight planning for the return trip so we could get going as soon as the Launch was over. By 10:30 we were out back, cameras at the ready to note only three groups of people watching; unknown to us, they had scrubbed the launch at 6:30 in the AM and announced it on all TV channels except the weather channel we had been watching. A quick trip to the airport saw us airborne by 11:30 AM north bound to our first stop in Florence South Carolina.

Florence was reached after 2.3 hours in the air, and for the first time I had the luxury of a copilot to cross check our position, and chase frequencies. All that and pleasant conversation to boot! Debbie got to fly for a half hour or so on this leg, and proved that she had the gentle touch needed to keep the Lancair on course and altitude. We had enjoyed healthy tail winds and were seeing ground speeds of 180 knots much of the time. After cruising at 7500 feet for much of the flight we were greeted by enthusiastic turbulence and gusty cross-winds for the landing at Florence so I had to settle for an arrival rather than a greaser, why are they so rare when you have a passenger? As we taxied towards the FBOs we were greeted by two competing flagmen, each encouraging us to "choose me". We chose Carolina Air Services, fueled up, checked weather, and flight planned to Lancaster PA. Lunch was a couple of leftover cookies as we still held out hope of reaching Ottawa, despite our late departure.

Departure from Florence resulted in a cocked nose gear which wouldn't stow cleanly, necessitating a return landing and another takeoff before the gear was

snugly tucked away. We climbed to 7500 feet again and settled in for the long flight to Lancaster. Ground speeds steadily climbed as we continued North, almost reaching 200 knots at one point. As we approached the Washington Baltimore TCA and were handed off from Patuxent approach we suddenly crossed the cold front with an almost instantaneous 5C drop in outside air temp. That coupled with the heavy overcast sent Debbie searching for sweaters to keep us warm and a towel to stem one of the air leaks I have been meaning to fix. The ceilings lowered and got grayer as we descended on approach to Lancaster, landing at 5:45 PM local after 2.3 hours in the air. As we taxied to the terminal, we were told we had 15 minutes to get fuel before the airport closed. A quick fuel up was completed, and a call made to flight service to check the weather. Conditions at Ottawa were acceptable, but they were reporting level 3 and 4 rain in the Binghampton and Syracuse areas. Our earliest departure time would have been 7:00 PM, and I was reluctant to tackle heavy rain with dusk fast approaching, so we decided to see what Lancaster had to offer in the way of motels. By this time the terminal building was closed, but we got out by a side gate, and placed a call to a motel that provided free pick up and had been recommended by the line boy.

One last phone call home to let our spouses know all was well, and that hopefully we would be home by noon Sunday followed by a leisurely meal at the motel, reliving the highlights of SUN n FUN and mentally preparing ourselves for the impending return to reality. I spent some time trying to find an NHL playoff game on the TV, but to no avail, so it was early to sleep to prepare for the final leg.

Nine AM saw us at the airport, flight planning, packing the aircraft, and calling customs to expect us around noon. Filing the flight plan seemed to cause all sorts of problems since the FSS system doesn't seem to know how to abbreviate Lancair. Our attempt to open the plan after takeoff resulted in an air file that never did reach

Ottawa, good thing we called customs in advance. We lifted off around 10:00 AM local in bright sunshine that was soon replaced by a grey overcast as we moved north. We were able to get to 5500 ft but had to descend to 3500 just as we cleared the Syracuse TCA and encountered a bit of rain. The tail winds were holding up nicely as we crossed into Canadian airspace north of Watertown descending to 2500 ft as the ceilings lowered. Ottawa Tower was having trouble picking us up on Radar and asked us to report over Manotick then set up for a left downwind to 25. By now the light rain south of Manotick became a downpour. Tower then asked us to cross the button of 25 at 1500 feet to clear landing twin traffic, clearing us for a right circuit. The landing was made in the heaviest rain I have been in since a trip to Oshkosh some 6 years ago. As we taxied clear of 25 the controllers comment was "you sure are fast; we clocked you at 160 knots as you crossed the button of 25", and I admitted that she does move out OK. The long taxi to the North end was followed by a 15 minute wait in the plane for customs to arrive. I found out she is water tight as long as you keep the canopy securely closed, but it does tend to fog up a bit. After customs formalities it was time for Debbie to hug the kids while Deric and I tied the plane down to wait out the weather, which looked like it would be IFR for some time. After a bite to eat at the Ottawa flying club, and debriefing with some friends there it was time to head home, and hope that I could get the bird back home to Carp soon.

The weather cleared around 6 PM and my wife Anne drove me to YOW for the last leg. As I contacted Tower for takeoff clearance, they responded with "If able, could you fly by the tower?", how could I resist? As I rounded the tower to the waves of all inside, they radioed "She sure is a beautiful plane!", my thoughts exactly! It makes the 5 years and 2500 hours labour of love worth it, I really do have a comfortable, efficient traveling machine. One of Debbie's pleasant surprises was just how comfortable the

seats were, and I only have one inch of temperfoam; it must be the contouring that does it.

Ten minutes later and I was crossing the field at Carp to set up for landing. As I secured C-GPLM in her hanger, I was already looking forward to a flight out to BC to visit my daughter, and friends in Vancouver. Hopefully I can convince Anne that this is the only way to fly! Eat your heart out Air Canada!

For those interested in statistics, consider the following:

The southbound trip took 9.3 hrs to cover 1190 NM for an average ground speed of 128 knots. The return trip northbound took 7.7 hrs to cover 1120 NM for an average ground speed of 146 knots. The total fuel cost for 114 U.S.gallons of Mogas and 100 LL was approximately \$280 in Canadian funds. Fuel burn per hour in the air was approximately 6.7 gph, including fuel used for taxi. Pretty respectable numbers, I think. Proof positive that our homebuilt aircraft are anything but toys.



## **EAA VOLUNTEERS NEEDED!**

Saturday, July 10, 1993, will mark a big first for EAA Chapter 245. With the help of the National Aviation Museum, we will hold our first EAA Air Adventure Day and Young Eagles Fly-Day combined.

At the April meeting, 8 Chapter members signed up to help with the Air Adventure portion of the event and 5 pilots volunteered to give Young Eagle flights. This is an excellent start, but the job of looking after 30 young aviation enthusiasts for a day should not fall on just these few shoulders. To make it an enjoyable day for all, we need more Air Adventure helpers and more pilots with aircraft to give first flights.

Each volunteer will receive printed instructions well in advance of the day and you will be thoroughly briefed before the children arrive at the Museum, so don't worry if you have never built a balsa glider or a miniature wing rib before. (It's so easy, even a child can do it!)

If you haven't put your name on the volunteer list yet, please consider doing so at the May meeting. If you can't make it to the meeting, please call me any evening at 837-6680 and I will add your name to the list and ensure that you receive a set of instructions.

Lars Eif, EAA Air Adventure Day Coordinator

General Meeting Notes 10 April  
Activities

Air Adventure day NAM 10 July  
We need volunteers to host a group of 30 kids. This is part of the young Eagles program. some of the featured activities include building of ribs and airplane rides. Lars Eif is the man in charge of coordinating the event and he is seeking volunteers to help.

Gord Standing and Kenny Cavers have stepped down from chairing the flying breakfast for the past ten years thank you for a job well done, we are seeking people to replace Gord for this years event, so don't be shy. The chapter needs a large roller or similar to even out our taxiway .

We also need a computer for use on the newsletter and chapter administration.

The feature speakers for the evening were Wally Bielinsky on the Velocity  
and Stan Ironstone on his Glassair 3. Stan Ironstone has agreed to provide us with an article ,which will be featured in upcoming editions of the newsletter. I will summarize Wallys presentation on the Velocity.

All composite canard structure  
T.O. roll 600 ft. solo  
Land roll 1200 ft.  
1800 ft. min climb  
Cruise 200 mph. VNE. 240 mph.  
Stall 61 mph Useful load 1000 lbs. Range 1600 miles  
75 US. gallons of fuel.  
Wing loading 18.3 plus 12 G. minus 9 G.  
Cost of kit 26 K.

The much publicized deep stall problem of the Velocity, have apparently been solved by the

redesigning of the canard. Wally bought his kit partly completed and found that he had to redo some parts. This was due in part to the changes in the design. He is currently at the 50% point, and has found that the airframe is taking over parts of the house. Some tips from Wally include, wear protective clothing while working, always keep a vacuum cleaner close at hand to absorb dust and small debris. take precautions against the odours that come with fibreglass. (ie. seal off the area of work from where your wife is ) Always make sure to mix the epoxy in the right ratio to get a good bond. avoid any air bubbles between layers of glass.

Wally mentioned that he is looking for a DG and a radio if anyone want to part with either of these items you can contact Wally .

The flight characteristics of the Velocity are excellent and Visibility over the nose is excellent, the airplane has no bad habits.

The only quirk it has is a hesitation when it is at the bottom of a 30 deg. bank heading for another 30 deg bank in the other direction. There are now 125 kits flying. Builders are currently working on Subaru engines for use in the Velocity.

Hope to see you all out at the next meeting.

Luc.

**PLEASE NOTE:  
ADS DEADLINE IS THE 5TH OF THE  
MONTH**

**PLACE YOUR ADS BY PHONING ANDY AT  
591-7622  
Classifieds Editor**



# CLASSIFIEDS

05 May 1993

## AIRCRAFT FOR SALE:

>>>NEW!!!!<<<

Beautiful Baby Great Lakes, sliding canopy, skis, Ceconite, 85HP. \$11,000.00

**Mike Sacoutis (613)749-3774**

Zenith CH250TD taildragger, all aerobatic options, waiver applied for. 25 hours TT Lycoming O-320, 160hp. Quality built with solid rivets. \$30,000.

**Jim Robinson (613) 830-4317**  
**Tim Robinson (613) 824-5044.**

Piper PA-25 Pawnee - no engine.  
Piper PA-22 Colt 108hp.  
Cessna 172, 1956 straight tail.

**Mike Sacoutis (613) 729-3774.**

Homebuilt Super CUBy. Completed 1988. 100 TTAF. Lycoming O-320, 100 hrs SMOH; set up for auto fuel. Full gyro panel; 2-20 gallon wing tanks. Excellent condition.

**Henri Beaudoin (613) 749-9720.**

## PROJECTS FOR SALE:

!!! **NEWCOMERS** !!! Looking to start or finish a project? These partial to nearly completed projects **will save you years of building time and barrels of money.**

Champion Challenger project, right wing damaged, no engine.

**Bob Bullen 738-9152**

Cessna 140, 2500 TT, 85Hp Continental 1100SMOH, New paint Blue on white. Fabric wings need recovering.

**Mike Sacoutis (613) 729-3774**

## PLANS:

PLANS for Davis DA2A.  
**Russ Robinson 831-4317.**

## PARTS FOR SALE:

Bellanca Scout for parts.

**Engines:**  
Continental O-300C, 1365 hrs; O-300A, 1750hrs; O-300, 1200hrs.

**Engine Parts:** for Lycoming, Continental, Franklin. Starters, generators, vacuum pumps, oil cooler and cylinder for a 165hp Franklin.

**Crankshaft** for O-320, standard, tagged.

**Engine Mounts:**  
Piper PA-12, Mooney M-20, Champion 7AC 90hp, Cessna 175 O-300.

**Wheel Pants:**  
Cessna 172, Stinson 108, Aeronca Sedan.

**Mike Sacoutis (613) 729-3774.**

Vari Eze landing gear legs. New.  
**Peter Plaunt (613) 839-2283.**

## PROPELLERS:

**Sensenich** - M74DM-61; M74DM6-0-62 cut to 71"; M74DM6-0-48; M76A-M-2-52

**Harzell** - HC82VL-1D1.

**McCauley** - 1C172-7653; 1C172-EM7653; 1A175-FC8467, -DM7651, -DM7655; 1B90-CM7448

**Pusher Prop**, 76", suitable or a VJ-22

**Harzell constant speed** to fit O-320 plus governor and vernier control, zero timed. OFFERS.

**Mike Sacoutis (613) 729-3774.**

Propeller, three bladed, gound adjustable, wooden blades, metal hub with spinner. Fits VW hub \$250.00.  
**Tim Robinson (613) 824-5044** evenings.

**FLOATS N' STUFF:**

**EDO Float Rigging:**  
- 89-2000 (deck fittings)  
- C-172 (modern)  
- C-140  
Assorted struts.  
**Mike Sacoutis (613)729-3774**

**RADIOS:**

Narco 122A VOR G/slope, Narco 810 COM, Terra TX720, Genave Alpha 600 N/C, Bendix ADF-F-12C  
**Mike Sacoutis 729-3774**

Genave 100, \$250.00  
Phone **Andy Douma 591-7622**

**LORAN-C:**

Jefferson PL-99 portable/fixed with preamp cable  
New. \$395.00  
**Andy Douma 591-7622**

**INSTRUMENTS:**

Altimeter, VSI, Tachs, DG, Horizon, Compass, Accelerometer, Turn and Bank (electric), CHT-EGT, Airspeed, Manifold Pressure.  
**Call Mike Sacoutis (613)729-3774.**

Guages, Westach 2 1/2 " square manifold pressure/ turbo boost. Brand new in the box \$50.00.  
Autopilot, Federal, new, 2-axis, STC included for installation in C-172 A.B.C., \$250.00.  
**Tim Robinson (613)824-5044** evenings.

Fuel selector valves.  
Parking brake valve.  
Accelerometer (G-meter) 2 1/4 inch.  
Randolph butyrate dope in unopened gallon containers; 1 gallons clear; 1 gallon Juneau white; 1 gallon Piper Lockhaven yellow (Maule yellow); 1 gallon insignia blue.  
- 2 large oil coolers (~8x9")  
- 1 hydraulic pump  
- 1 vacuum pump  
- 1 Lycoming dual accessory case adapter for above pumps.  
- Spinner, pointed, 11" base.  
- piston rings for Continental E-185-3.  
**Cylinders**, four, Lycoming IO/HIO-360, wide deck, fresh chrome.  
Propeller, Hartzell HC82XL-2C constant speed plus governor for 320 - 360 Lycoming engines.  
**Garry Fancy (613) 836-2829**

Flight controls from Piper Tomahawk: hanging rudder pedals with brake cylinders, control wheel yoke assembly.  
**Garry Fancy (613) 836-2829**

**WANTED:**

Back issues of Sport Aviation for the National Aviation Museum's collection.  
1965 April V14/4            1983 March V32/3  
1987 Nov. V36/11        1989 Jan. V38/1  
1992 Feb. - Oct. V41/2-10  
**George Skinner 749-9582**

**OTHER:**

The "Canadian Amatuer Built Aircraft Registry" is now available from CASTC.  
A registered version of shareware will soon be available for \$30.00  
**Ted Slack at 226-8373.**

**CHAPTER CRESTS:**  
Sew-on, \$6.50 each. Luc 744-5347