

Carb Heat

May 2018

EAA 245 NEWSLETTER Vol. 48 No. 5

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Next Meeting:

Thursday 17th May, 19:30, at the
Ottawa Aviation and Space Museum

LE FAUCON GRIS

BY KEN POTTER



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Don't forget to sign up for the EAA Chapter 245 Google Group!

[Join here!](#)



Editor's Comments



I'm delighted to report that there were a few days during the last month when zero wind combined with Mike Lamb's availability and I was able to continue my journey towards being a real pilot. However, if the wind is blowing more than the velocity of a mouse sneeze I'm wheeling it back into the hangar.

Over the course of a couple of lessons the dramatic weaving reduced and my take-offs, for the most part, are in the general direction of the end of the runway. As for landings, it still feels that setting up for a 3 pointer is like setting up for a crash.

However, I must be doing something right as we have moved on to 'wheeler's. Having spent the last 30+ years pulling the stick back on landing, now I get told to push it forward! As I've said before, I'm an old dog and this is a new trick. It also goes against everything I've been taught and that's a lot of muscle memory to re-train. I'm not sure whether it was to make the initial landings less dramatic or just simply because Mike thought it would be fun, but he requested that my initial attempts be done flapless. Just trying to get the RV slowed below 90 knots is hard, let alone flying it at 6 inches above the asphalt. The difficulty then is to get

the wheels to touch as the slightest back pressure, my normal reaction, had us back at 3 feet in the air. Judicious use of the last bit of throttle was key but the immediate forward check on the stick had me screaming like a baby. Apparently this is called progress.

If any of you subscribe to **Bit's and Pieces**, the EAA Canada newsletter, and are wondering why you haven't been getting it lately, Mark Briggs reveals the reason.

Heads-Up to Bits and Pieces Subscribers



By mid-winter I was wondering why I had not seen a recent issue of Bits and Pieces and, after reaching out to the Editor, it became clear the newsletter was still being published on a monthly basis. Over the span of a few weeks of investigation we discovered that EAA Headquarters had conducted a systematic review and clean-up of its email subscriber databases. Something went awry in that clean-up process and many Bits and Pieces subscribers were inadvertently deleted from the newsletter's distribution list. Yup, mine was one of those that suddenly vanished.

If you have previously been a subscriber to Bits and Pieces and wonder why your copy hasn't been arriving in your email in-box, you might be one of those whose email address was "auto-magically" removed from the mailing list. If you haven't been a subscriber, why not sign up for this email newsletter with content specifically developed for and by Canadian EAA members?

For those wishing to subscribe, please visit the Bits and Pieces web page noted below and click on the "Subscribe" button. Subscription is fast and easy.

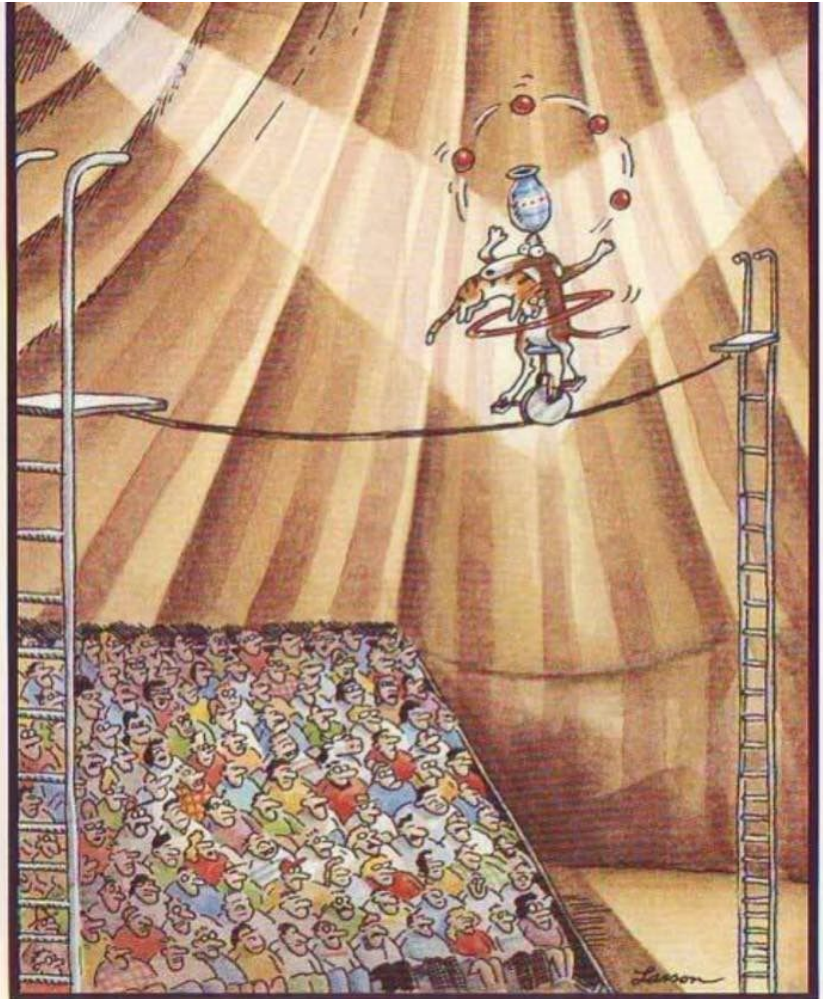
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In this month's jam packed edition, the president goes to Southern California, the row hangar gets paved and Irving Sloan is the fascinating pilot profile.

Colin



High above the hushed crowd, Rex tried to remain focused. Still, he couldn't shake one nagging thought: He was an old dog and this was a new trick.

President's Message



Finally we had a day of spring and there are a few more in the forecast. Hopefully we will be in for a great summer but don't hold your breath. To repeat last month's message: *"we will need to observe the no driving on the soft grass"* rule at the chapter hangar although the ground is very uneven as a result of the work done last year on the new row hangar taxiway. I guess the row hangar group will be restoring the EAA lands to their original status this spring.

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

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

Our membership in good standing is still running at about 75%. Which means we have either lost 25% of our members or they are delinquent. If you are a member in good standing you should be receiving this newsletter and should have the door combinations for the hangar/tool crib, the latter only if you are a full member. If you know you have paid your subscription and are not receiving this newsletter then you need to speak with Ken Potter or Ritz Bartoli. You will of course only know you are not receiving this newsletter when you ask your friend if he has had his/hers.

As mentioned last month we are running a Young Eagles programme again this year and Mark Briggs, as YE coordinator, is running the show on 26th May 09:30 and onwards with Sunday 27th May being the rain date. To be involved with the programme you do need to go through the "EAA's Youth Protection Program" as many of you will be connecting with minors. Please contact Mark Briggs for more information in this matter. We are presently looking for an engine cowling and engine mount for the Zenith project. We believe we have found one South of the border and we are looking at the financial impact of having the parts shipped across the US. The alternative is to manufacture the mount ourselves.

Airventure is just three months away and as usual we will be organising chapter camping. Chapter camping is offered by EAA to allow chapter members to camp on one large collective site which is pre-arranged. Our site is usually just north of the fly-in theatre and is a much-coveted spot as it is close to all amenities and the show main entrance. The details for this programme may be found at <https://www.eaa.org/en/eea/eea-chapters/eea-chapters-at-eea-airventure-oshkosh/chapter-camping-at-airventure> or just google "Airventure Chapter Camping".

If you are interested in being part of chapter camping please can you contact me so I can maximise the benefit and find a scheme to minimise cost for all concerned.

It may be a little early to be thinking about this but most of you know I am planning to move down to California for my retirement and with that I must step down as President at the elections this year. I'm letting you all know this as the Chapter needs to have a president to continue. Please can you all think about who the best person is to follow in my footsteps. I will continue to be a chapter member and will remain in contact and support the chapter as necessary. Many of my Canadian friends are chapter members.

This month's meeting is on the 17th May and this will be the last meeting at the museum until October, (September is the chapter fly-in breakfast). Summer meetings will be held at the chapter hangar on the third Saturday of the month. Remember we do not have a July meeting as the third Saturday would fall on July 21st and many members will be travelling to Oshkosh on that weekend.

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. Regards to all

Phil





Meetings and Events Schedule

EAA Chapter Meeting –Thursday 17th May 2018 @19:30

Presentation: **Le Faucon Gris**

Presented by: Ken Potter

Where: Aviation and Space Museum

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

Presentation: **BBQ**

Presented by: EAA 245

Where: EAA 245, Carp

EAA Chapter Meeting –Saturday 18th Aug 2018 @19:30

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

Presented by: EAA245

Where: EAA 245, CYRP

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: EAA245 Young Eagles

Where: CYRP

When: Saturday, May 26th

What: Smiths Falls Fly-in Breakfast

Where: CYSH

When: Sunday, 3rd June

What: Maniwaki Fly-in Breakfast

Where: CJS7

When: Sunday, 10th June

The Carman Flyers Group (CFG) is again hosting its annual Airport Day. Special attractions this year include displays of several types of aircraft- Tiger Moth, Harvard, Cornell, a glider and Ag Spraying aircraft. Displays of model aircraft, a working flight simulator, and kids activities round out the day. Admission is free with brunch being sold from 9:00 am - 1:00 pm

As mentioned in last month's **Going Places**, The Roy Brown Society had an open invitation to join them on April 21st to commemorate the 100th anniversary of the air battle between Carleton Place's own A. Roy Brown and Baron Manfred von Richthofen, "The Red Baron". Our own Russ Robinson is a director of The Roy Brown Society.



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Tiffany Lepack/Metroland

Russell Holmes, a director with Carleton Place's Roy Brown Society, shows off replica planes of Capt. A. Roy Brown and 'The Red Baron' (Baron Manfred von Richthofen). He constructed the planes from kits and was able to change the markings to match their planes. Both have electric motors which can be flown. The planes were on display at the Carleton Place Town Hall auditorium April 21 as the society marked the 100th anniversary of the day Brown shot down 'The Red Baron' on April 21, 1918.

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Events Calendar

1	14	17	25
JANUARY	FEBRUARY	MARCH	APRIL
13	24	4	15
MAY	JUNE	JULY	AUGUST
4	31	11	25
SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER

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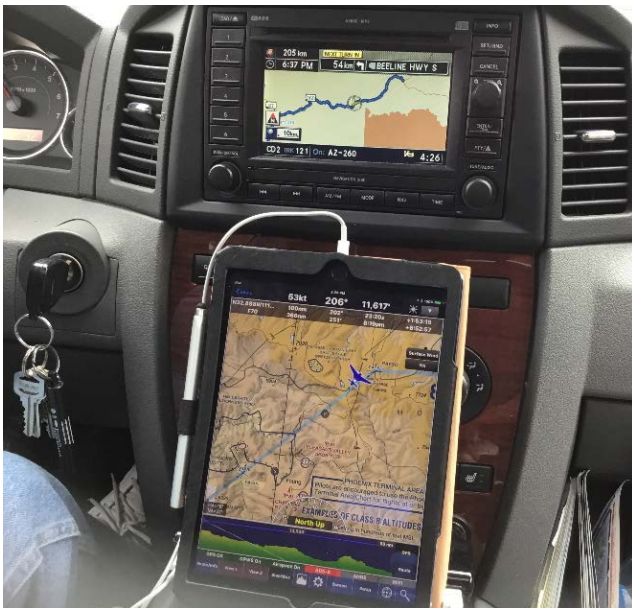
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THE PRESIDENT GOES TO SoCAL

As many of you are aware I took a vacation down to Southern California partly to seek out my new home and partly to get out of the weather in Ottawa. Lois and I took the Grand Cherokee and drove for six days through Wadsworth (OH), St Louis (MO), Oklahoma (OK), Albuquerque (NM), Phoenix (AZ), and onto our final destination in Sun City (CA). The drive down was uneventful but very scenic.

We had been driving on I40 but decided to drop down to I10 after Albuquerque thereby taking the scenic route between Holbrook and Phoenix. The route took us through the Tonto National Forest and over some pretty high ground. Since we were now off the main road and winding our way through the mountains, and being a pilot, I decided the satnav in the Jeep was inadequate so brought out the iPad with WingXPro active. Notice of course there is a blue canard symbol not one of those common conventional aircraft symbols.



WingX gave us height information and information as to what was likely ahead. More importantly, it allowed me to feel more like a pilot even though I was driving a two-ton lump of steel. We did make a little over 7000ft through this section of the journey.

On the final leg from Palm Desert to Sun City we passed by March Air Reserve Base which has an outside museum and every time I have passed that museum I told Lois *"I should really pay to go in and see the aircraft up close"*. So finally, I opened my rusty wallet and blew out all those cobwebs to reveal a clean \$10 bill which was the entry contract for the museum. As I stepped inside the only hangar for the museum I faced that one-time special aircraft, the SR-71. I've always found this to be one of the coolest aircraft out there second only to the English Electric Lightning.





My iPhone continued to snap some 45 pictures ranging from a suite of ascending generations of MIG's through several F4 Phantoms, a B-29A, B52, Helicopters, and of course a Canberra. There were just too many pictures to show in this article. The unfortunate side to this museum was the unrelenting California sun was hurting the paint and cockpit interior and one wonders what will happen as time passes by and the sun and wind take their toll.

A few days later I got wind of a small fly-out being organised by the EAA group down at Brown Field KSDM. Brown Field is very active EAA airport just north of the Mexican border. The guys down there had organised a small flyout to Flabob KRIR. Flabob is the home EAA Chapter One and as "Chapter one" suggests it was the first chapter ever to be formed after Ray Stits found EAA (Wisconsin) too far from California. We can thank Ray's good work as this ultimately allowed Chapter 245 to come into existence.

I decided to go to Flabob for a late breakfast at the same time as the group had agreed to meet up there. My COZY friend (Keith Spreuer) from Compton (KCPM), just south of KLAX, also attended and there were a couple of aircraft from Gillespie (KSEE) just east of San Diego where I had met my wife some thirty years previously.

Flabob, being the first EAA chapter had a strong chapter presence in the adjacent hangar's and although it was a relatively cold day by California standards (15C) there were a few locals braving the cold weather and show

me a beautiful Travel Air biplane. This was a spectacular restoration and had an equally spectacular paint job.



Not to be outdone by this beautiful machine, in an adjacent hangar was a replica Wright Flyer. With all kinds of early flight memorabilia.



Valley is just East of Sun City and away from the high traffic area close to KLAX. There is no need for a transponder and the 6000ft runway is not tower controlled. General aviation is strong there and there is also a good EAA chapter, Chapter 1279. I've met these guys before so when I went there it was good to see old faces and I guess to be new friends.

As it was still cold by Californian standards, what whimps, there were only a few faces at the chapter hangar, but I did get to meet with a guy building a Jodel. This brought back memories from the early nineteen seventies when I had a couple of friends who would take me up in a Jodel before I had my pilots licence. This was, of course in England as I had not moved to Canada at that time.

He was building the main spar for the Jodel in the chapter hangar.



We had a long discussion about Jodels and how the chapter hangar could be used for projects such as these, or for conducting maintenance on club members aircraft such as Cozy MKIV's.



Lois's brother is ex-military and so has certain benefits, one of which was rental of a cottage on the Pacific side of Coronado Island and in the Naval Air Station, North Island. We had the cottage for three days. We had the NAS runways behind us,



and the beach in front of us. It was so cool to sit with a beer in hand, hearing the sea in front and just watching the military aircraft doing their training. Mexico was directly ahead of us at that location.



So, my adventure did not finish there as there was yet another airport, Perris (L65) close to Sun City (3NM). Perris is the skydiving capital of the world and has a nice bar serving cheap beer with palm trees, pool, and patio tables looking out to the runway which is about as close as the Carp runway is to the EAA245 hangar. There is a constant steam of skydivers lining up for their flights.

We would just go there to have a beer and watch the fun.



Because of the constant good weather in that region people come from all over the world to learn, practice, or simply to have a skydiving vacation. Many of the skydivers are now donning wingsuits and these are rapidly gaining popularity.

The Canadian troops also come and do their practice primarily during the week as the Canadian winters are not conducive to this kind of training. Yes, those canopies do have the Canadian flag as their emblem.

After being away for four weeks we decided it was time to start our trek home. We had planned to do it in five days rather than the six days it took us to drive down to

Sun City but bad weather in Indianapolis put pay to that and we made an unscheduled stop there to wait out the snow storm.

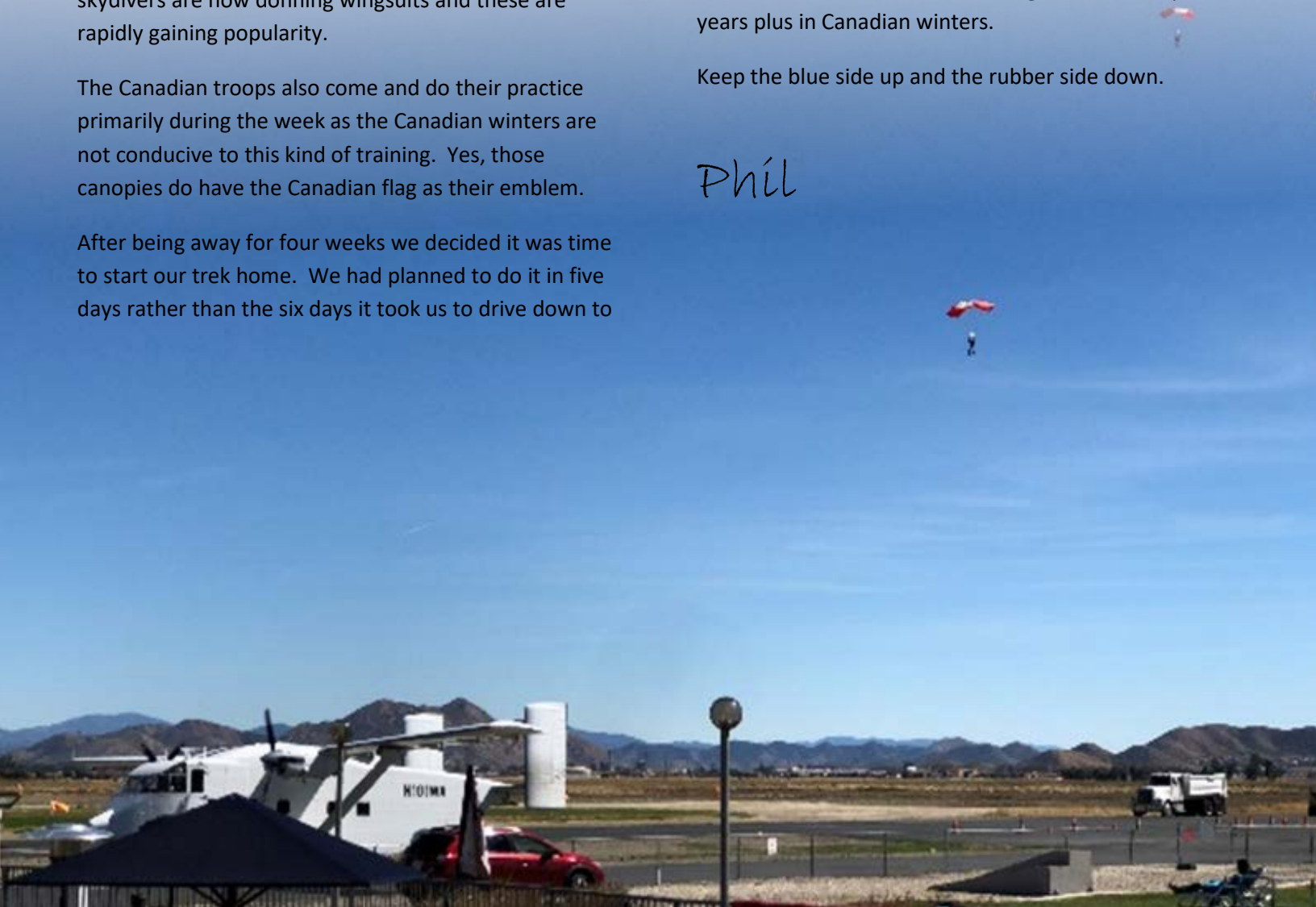
On Canadian roads I would have ventured through it as the storm belt was only forty miles thick but the standard of driving for those conditions in that area had much to be desired and we decided to call it a day as we did not want to be involved in one of these major freeway accidents seen on TV with such regularity.

When we arrived home, we had hoped we had seen the last of winter but oh how wrong we were. Having acclimatised to the warm weather and wearing flip-flops almost daily, the Canadian cold was completely unwelcome.

The trip took a little over five weeks and we are ready to go back again until this weather improves. I just don't know how I've been surviving for the twenty-five years plus in Canadian winters.

Keep the blue side up and the rubber side down.

Phil



Pilot Profile: Irving Sloane



Born just 2 months before Lindberg crossed the Atlantic, Irving has been flying since 1948 and a chapter member since the late 60's. Given that grey is the predominant hair colour in our Chapter you need to have been around quite while to be considered as one of the 'older' members! Although he hung up his flying helmet a few years back, Irving still rents a plane and an instructor once a year. From all accounts, he's still got the touch.

Where were you born?

In Ottawa, March 29th 1927, at the Grace Hospital which used to be located at the South East corner of Wellington Street and Parkdale Avenue. I never did find out why it was demolished, however, it might be that it was of no further use upon my arrival into this world.

Where do you live now?

I reside with my dear wife Harriet, in a bungalow on Sherbourne Road which is the corner of Saville Row, behind the Carlingwood Shopping Centre.

Upon completion of its construction we took possession in October 1955 (63 years). The shopping centre construction was also being completed at the same time as well as Saville Row which leads to the back of the shopping centre.

What's your occupation?

I have been with the Regional Group, formerly Regional Realty, since 1960 (58 years). First as an Ontario licensed Real Estate Agent then as a Property Manager.

Prior to Regional I was employed with two other real estate companies from 1955 to 1960. When I started with the first small company I was 28 years of age and boy was I green! I didn't even know what the word "mortgage" was or meant.

How did you get interested in aviation?

Lindberg flew across the Atlantic Ocean, to Paris, the same year I was born and that event was a news story for years to follow. I saw photos of his aircraft, the *Spirit of St. Louis*, along with other aircraft in newspapers and magazines and it had an influence on me.

During those days it was unusual to see an aircraft flying overhead in the lower town area. So much so that when one did I would run to my friend's house to get him outside to view this magnificent event.

I recall that when I was about 3 or 4 years of age I found an old wooden tent peg which, when viewed from the side, resembled a fuselage of an aircraft. I stuck on cardboard wings and the tail stuff and it was my most cherished toy. As I got a bit older I got into scratch building rubber powered flying models.

That's how I learned how easy it was for these things to crash.



When did you learn to fly?

I learned to fly at now defunct Atlas Aviation. It was a one man, Hap Meriman owner, one mechanic and one female counter clerk operation. The counter clerk, who was there on a part time basis, was Lorna Bray and eventually Lorna de Blicquy. That was in 1948 (70 years ago). I was 21 and Lorna a couple years younger.

As you likely know, Lorna was inducted into the Canadian Aviation Hall Of Fame in May of 2014. Some years ago Lorna was at our Chapter and I took her for a ride in the front seat of the Pietenpol. She flew it like the professional that she was.

Hap took me up for my first lesson in a Cub which in those days ran about half an hour. It had to be terminated early because suddenly the sky grew quite dark from being a sunny day. Upon landing it was so windy that several persons from the school, including Lorna, ran out to hold the Cub down after the roll out. I thought what great fun!



Lorna de Blicquy

Learning to fly was quite different then.

I soloed after 4.9 hours which was not unusual and did the flight test at 14.5 hours. Ah yes, the flight test!

The Examiner sat in his car beside the landing path on grass beside the East / West paved runway at Ottawa Airport.

I was instructed to climb to 3,000 ft. and do a full spin to the right then one to the left.

The throttle was to be left closed except for clearing the engine half way down then land and stop within 50Ft. of his car.

I passed, presumably because I managed to avoid running into his car. The control tower was flashing a light, Green, Red and White.

The cost to rent the aircraft solo was \$10.00 per hour (wet) and \$8.50 if not on a weekend or holiday.

On June 16th 1951 the Ottawa Flying Club held its annual Family Fun Day which included a flour bombing contest. My wife to be, Harriet, was my bomb dropping crew. Flight Lieutenant Vrooman assisted by handing Harriet two small paper bags of baking flour as well as strapping her in the back seat of the Aeronca with a lap belt. Having never seen a lap belt she asked what it was for!

He replied something to the effect that it was connected to the engine so as to keep it from falling off.



Harriet and Irving

Later that afternoon Flight Lieutenant Vrooman took up a Harvard to demonstrate some "low level" aerobatics. One was a very low pass along the

runway for entry into a victory climb and roll. During the roll a wing contacted the runway and the Harvard ended up in a great black cloud of burning fuel.

A very sad day.

Harriet never forgot that to this day so never thought too much of flying. I could never convince her that I don't do that kind of stuff.

What do you fly now?

I let my licence lapse in Oct of 2008 which was the end of my flying. Guess I'd had enough of that.

90% effort for 10% joy.

To this day people ask if I miss flying.

To tell you how much I miss the "flying 10% part" is demonstrated that in the office washroom toilet stall there is a toilet plunger which I strategically place and do several imaginary circuits. Never once had a bad landing!

OK so I miss the flying but *blah* to all the rest.

On or about my birthdays I rent an instructor and Cessna 152 at the Ottawa Flying Club to see how much I forgot. In fact the very first of my birthday flights was with Mike Lamb.

What else have you flown?

Most of my time was in C-152 and occasionally C-172 as expense was a consideration.

Anyhow, I like the 152 because it seemed the 172 was like driving a truck as compared to a sports car.

I also have some time in C-140 tail wheel, PA Super Cruiser, Piper Clipper, Aeronca, Taylorcraft and, of course, C-GFCU Pietenpol which was the most fun of all.

My total time is 1,063 hours which includes 536 in GFCU.

The Pietenpol was donated to the Air Museum and sits in the storage hangar across from the Museum. They intend using it for educational purposes. Sort of like "how not to build an aeroplane".



What's your favourite piece of music?

I like all sorts of music except Acid Rock. If I have to pick one it would be the "The Blue Danube Waltz" as played in the movie 2001 – A Space Odyssey.

What's your favourite book?

The "Source" by James Michener 2002.

Goes back many thousands of years and archeological digs in the Middle East to the present time.

What's your favourite movie?

Don't go to many as I think the quality is dropping off. Perhaps it's being more selective with aging.

Having to pick one it would be "The Pawn Broker" from 1964 with Rod Steiger.

It's preserved in the USA National Film Registry by the Library of Congress. Can be viewed on YouTube (<https://www.youtube.com/watch?v=mj8AgfBzN1M>)

What's your idea if perfect happiness?

Being with Harriet and family and friends without being pressured to do "anything"

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

Aside from having an engine stop on take-off from runway 28 at Carp in the Pietenpol, the trip to Oshkosh 1999 in the Pietenpol was a real highlight.

Now back to the engine stoppage.

Well it actually didn't stop dead it suddenly went to idle at about 20' of altitude which is like dead.

I immediately lowered the nose and landed with very little roll out. It wasn't one of my better ones.

The engine continued to run at idle.

I taxied back to the hangar and Ted Slack and I removed the carburettor, dismantled it and found nothing. It was clean as it could be. We also did a fuel flow test. We had the aircraft set at a fairly steep angle of climb, as it was parked on the incline behind the main hanger, and we ran it at full

throttle for a couple of minutes. This being more than enough time to simulate a take-off.

The end result was we couldn't find anything wrong but perhaps icing was the culprit.



Now to the highlight trip to Oshkosh being the 75th anniversary of Bernard Pietenpol's 1928 thumb engineered aircraft.

Unlike Peter Zutrauen, who likes to fly there alone, I wanted company so I teamed up with Don Taylor and Pat Floyd who were both employed with Nav Canada.

Pat flew his peeling paint Luscombe where, upon landing at most airports, he was offered a good deal for a badly needed paint job.

Pat and Don alternated with sitting in the front seat of the Pietenpol

Don never flew this type so we arranged to conduct a test flight one evening which turned out to be quite windy as well as gusty. I strongly suggested we wait for a more suitable evening however Don was gung ho. How embarrassing for me as he handled the sick and rudder far better than I which given the choice would have stayed on the ground.

We flew in loose formation most of the time.

We flew the northern route to Airventure and the southern route back to Carp. Bill and Kathleen Argue took our tents etc. in their van.

On the way to Oshkosh we made 11 stops to cover the 726 statute miles.

The Pietenpol could stay up for 3 hours with its 13.2 imperial gallon tank but I did not like to stay airborne for much more than 2 hours.

The longest leg was 97 miles and the shortest 47, not counting the really short 7 mile flight from Sault St Marie Canada to Sault St Marie USA where we cleared customs.

Returning by the southern route we made 9 stops to cover the 856 miles at an average speed of 65.8 mph

The longest leg was 116 miles and the shortest was 61 miles.

The problem is that airports are either too close or too far apart.

There were about 25 Pietenpol's in the line near the Homebuilders Shack.

You're really treated royally for being there especially when participating in the Air Show Fly By. When in the arrival pattern Don and I discussed as to who would handle the landing on the green dot on runway #27.

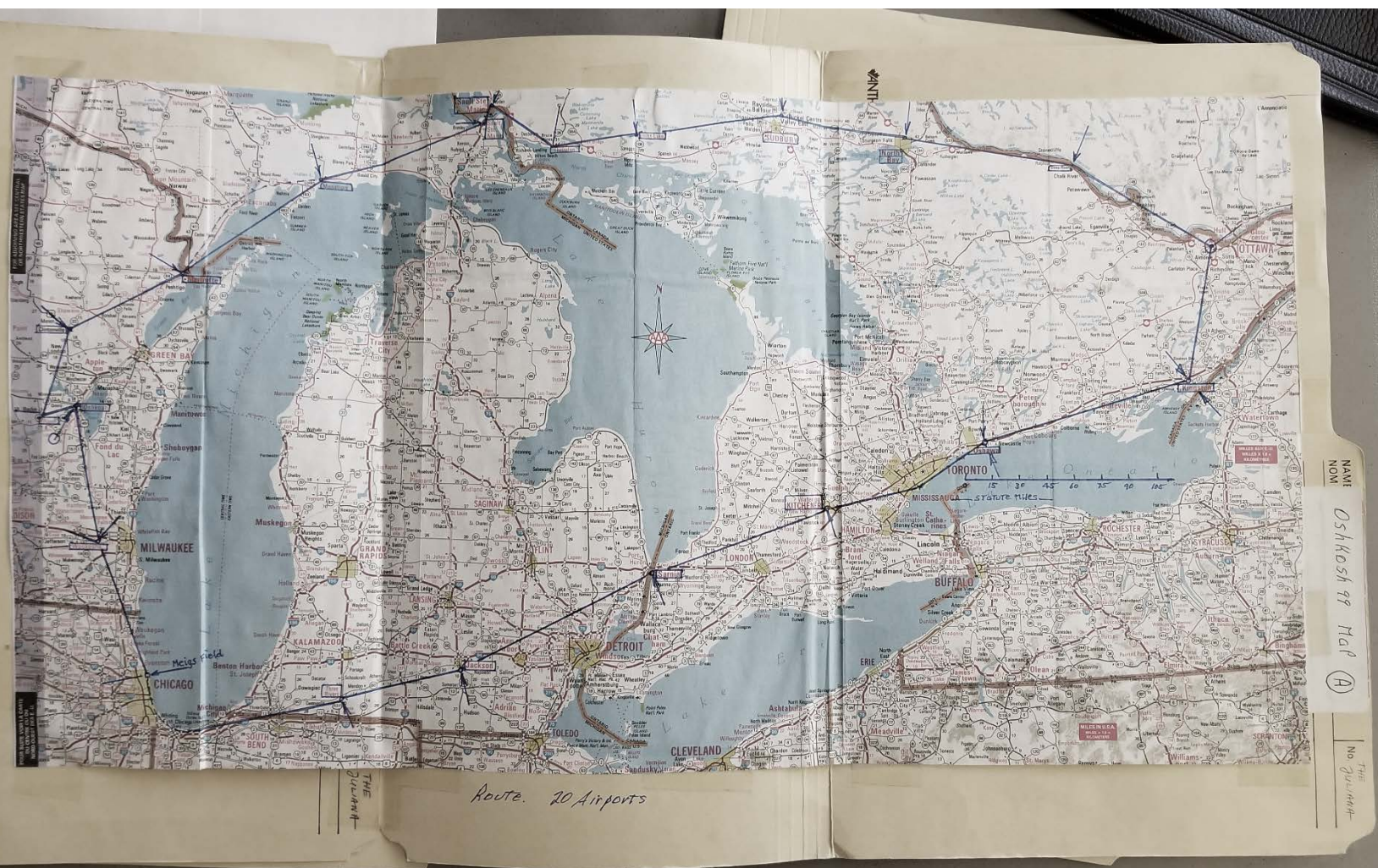
You bet I wouldn't miss that opportunity.

As soon as we got off the runway and on to the grass the follow me vehicle directed us to the line up spot and directed Pat to the back 40.

Pat didn't think too much of that reception.

When seeing Airventure from altitude made me think back to the final 1969 EAA Fly in at Rockford Illinois just west of Chicago then to Whitman Airport at Oshkosh.

Rockford had only about 50 amateur built aircraft by my estimate and nothing else. It was pure Homebuilts. What a massive change since then.



One incident worth mentioning that on the return flight we stopped for fuel at Meigs Field Chicago. The attendant allowed me to top up the tank with 6.5 USA gallons. Meigs field was laden with corporate jets and an assortment of twin engine A/C. Upon completing the top up the attendant handed me a slip of paper which was to be presented to the man in the shack for payment.

"That will be \$140.40 sir" said the counter guy. What????????????

I suppose they are not accustomed to sell only 6.5 gallons.

If money was no object what would you fly?

Of course a new Piper Cub. (when I was flying)

What trait do you most deplore in yourself?

A bit of impatience. Self imposed having to do things NOW immediately.

What trait do you most deplore in other people?

You know-the blow hard type. None in EAA#245.

What is your motto?

Do it now so that it can be put away.

How would you like to be remembered?

As a happy go lucky helpful guy who appreciates the clubs comradery. The members seem always ready to lend a hand.

For instance I only drive at night when I must.

A call was put out for any member who lives nearby to pick me up for the Thursday meetings. Not a moment passed when I got a call from Mark Cianfaglione who does not live that close and who so graciously picks me up.



Irving and Paul Poberezny

John Weir's Photo of the Month



Nice shot this month, submitted by Ian Brown, of White Knight and Spaceship One landing at Oshkosh in 2005. John Weir did submit but, as usual, it was rather ho hum.

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

DRAINING THE SWAMP

For many years, the winter use of the Eastern Row Hangar adjacent to the EAA has been a challenge. Snow and ice on the uneven grass surface made aircraft operations difficult. In the spring, the ramp would turn to “mush” for several weeks. Because Carp airport is essentially built on a swamp, some of the row hangars would flood. Drainage improvements started 5 years ago with a drain tile being installed along the back of the hangar. While this helped, it did not solve the problem.



Paving of the row hangar ramp had been discussed for years but it was not until 2017 that Mark Briggs took the bull by the horns and kick started the project. BAM paving was contacted in the spring and a design drawn up that would see a 12’ wide ramp with 14’ wide lanes going to each hangar. So the stage was set. Before excavating and paving could commence though a couple of other projects had to be completed. Firstly, another drain had to be installed along the front of the hangar to eliminate the spring flooding. Secondly, a new buried hydro service from the EAA hangar had to be installed.

The project commenced in the first week of November with the excavation of the drainage trench along the hangar front. The airport kicked in with free use of their backhoe plus operator Neville. While this was attractive we had not

thought things through as the airport’s loader had a 24” bucket which made for a huge trench and double the amount of gravel needed to backfill. In any event, we commenced digging two days before paving was scheduled. With the first bucket of soil excavated in front of Mike Misener’s hangar we



struck artesian water. As Neville continued to dig along the front the trench quickly filled with water until he reached the ditch along taxiway Bravo allowing the water to drain. The airport then cleared the excavated soil in preparation for the next phase; installation of drain tile and backfilling. The following day the row hangar owners and other conscripted “volunteers” turned to and filled the trench with 2 tandem truck loaded of gravel. It was a long day but thanks to the availability of two tractors from Mark Briggs and several wheelbarrows we had the trench filled just after dark. Thanks guys for putting in such a herculean effort.

On the following day BAM paving showed up to start work. When I say “showed up” I mean they descended upon us with an incredible array of heavy equipment designed to get the job done. As it turned out this was their last contract of the year and their guys wanted to get it done. Excavation commenced immediately and the first layer, 8” of

unwashed crushed stone was laid down. Just before doing so they dug a trench for our new hydro wire and then backfilled over it.

The work was challenging for them as the level of the land changed along the row hangar. The challenge was to get the lanes to slope away from the hangars and then the ramp to slope to Bravo. Over the next two days the substrate was laid down and compacted. Now I'm not sure if you've ever seen an Italian paving crew at work but it is not done in silence. BAM is a family owned company with the owner being present managing the project and his brother working as lead hand and though I'm sure there was mutual respect between them the air was blue with shouted orders and reply's back and forth. In any event the job was completed although the final levels did not quite match the existing ground level of the EAA next door. There will be some landscaping work to do once the ground thaws in the coming weeks. As well we've noticed a few low areas that BAM will have to come back and fix. However, despite the rather crappy flying weather this winter, the new ramp allowed those of us flying to get out on those few days that the weather allowed.



Ken



Classifieds



Anybody want to sell something? If so, send an email to newsletter@eaa245.org



AIRCRAFT FOR SALE DHC-2 BEAVER C-GBUL

Model: de Havilland DHC-2 Mk I Beaver (Super Beaver)

Year: 1953. S/N: 588

Interior: 8/10. Year done: 1986 (6 seats done in 2007).

Colour: Brown and beige.

Exterior: 8 /10. Year done: 1986 Color: Dark brown, orange and beige.

- Pilot and co-pilot Recaro Automotive racing seats.
- Full dual controls.
- Kenmore seat belts and shoulder harnesses.
- Wipaire Skylight windows. 2 Rosen sunvisors.
- Kenmore domed windows in cabin doors.
- Kenmore enlarged (aft cabin) side windows.
- Enlarged baggage door.
- Extended baggage compartment. 56 inches deep.

Total time: 13 444.2 h. (Feb 10, 2018).

Engine: PZL-3S, 600 HP (piston), 579.4.1 SMOH, 1000 TBO,

7 cylinders. Brand new engine= \$10 000.

Propeller: Pezetel, US-132000A, 137.8 SOH, 2000 TBO. 4 blades. Brand new prop= \$4,000.

Flight instruments: - New and overhauled instruments were installed in 1986.

All wiring were replaced with Teflon coated aircraft wire.

New Cessna switches and breakers were installed in 1986.

AOA (Angle Of Attack) instrument by Alpha Systems. Feb. 2010.

Engine instruments: - standard.

EI Electronics fuel flow connected to GPS. (2006)

Communication radios: - 1 VHF King KY 96A

- 1 HF Codan 2000
- 1 transponder King KT76A mode C, new 2004.
- Intercom Flightcom 403
- 1 ELT Narco 10

Navigational aids:

- 1 GPS Garmin 150
- 1 ADF King KT96

Special equipment: - Wipaire electric driven flaps pump system.

Wipaire electric fuel and primer pumps with Wobble pump remaining operative.

Wipaire water-rudder retract handle.

Wing tip tanks.

External power receptacle and boost cable.

New battery April 8th, 2013.

Solar power plug in for the battery.

-pare parts.

Flush doors latches, Citabria type, with lock.

AD's: - all done up to date. Wing's struts due at 20 605 h.

Floats: - Straight Wipline 6100 new in 1996 with a big compartment in each float.

Kenmore seaplane finlets.

Ventral fin (part of PZL engine installation).

Wheels: 36 inches tundra tires and standard tires. Skis: none

Gross weight: 5370 LBS.

C. of A. due date: May 4, 2018.

Damage history: small bump in the right wing.

For pictures check: <http://www.dhc-2.com/id319.htm>

Asking: \$200, 000 USD on wheels. Tel.: 819-568-2359

The FASTEST Beaver in the world! The ONLY DHC-2 MK1 in the world with 600 HP piston engine.

ON FLOATS. 145 MPH cruise! Should see the look on the C-185 pilot when you pass him in the cruise!

Power settings, speed and GPH:

- 30%, 23.0 hg, 1700 RPM= 117 MPH, 18 GPH, 6.5 MPG

- 60%, 29.5 hg, 1700 RPM= 133 MPH, 26 GPH, 5.1 MPG
- 65%, 29.9 hg, 1800 RPM= 139 MPH, 29 GPH, 4.7 MPG
- 70%, 30.3 hg, 1900 RPM= 143 MPH, 36 GPH, 4.0 MPG
- 75%, 30.7 hg, 2000 RPM= 144 MPH, 40 GPH, 3.6 MPG

OPTIONS:

- 1- Increase the gross weight to 5600 lbs with \$40 000.
- 2- Increase the gross weight to 6000 lbs with \$55 000.
- 3- Convert back to the standard 450 HP.
- 4- Convert to turbine.

At 6,000 lbs will fit perfectly between a Beaver and an Otter but faster.

History:

Delivered November 12th,1953. Originally built for the US military command A-4 (number 1340) in 1953 then became an L-20 (number 341) designated 53-2797.

21/12/71 to 26/02/76: Davis Monthan airforce base.

Imported to Canada in 1976 as C-GFDJ. Flew for Silver Pine Air Services of Pine Falls, Manitoba.

The aircraft was modified with the 600 HP in 1985 at Airtech, Peterborough, Ontario, Canada.

04/86 to 04/88: Imported back to USA as N588FR. Flew commercially in Alaska where the panel and switches were redone.

07/06/88: Came back in Canada, Quebec and flew commercially for Air Saguenay as C-GBUL.

02/06/93: Club Cesar, Quebec. Commercial.

06/15/94: Demolition Outaouais, Quebec. Private.

06/16/03 : Andre Durocher, Quebec. Private.

Contact: André Durocher (Owner)

Address: 40, Principale street, Gatineau, Qc, Canada, J9H 3L1

Tel: 819-568-2359 Fax: 819-243-7934. Cell: 819-329-2830

info@pontiacairpark.com

AIRCRAFT FOR SALE: 1973 Piper Cherokee 140

TT 5480 hrs, Engine Lyc 0-320, 1540 TT, 60 hrs since top overhaul

VFR electronics, Toe brakes, New windshield and Battery, Mogas STC.

Current C of A. Asking \$35000.

Hans Sanders, at hnsanders@yahoo.ca , Tel: 613-446-7728



Who we are


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

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

Membership Application and Renewal Form

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

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	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)



Let your kids fly free!

The EAA's Young Eagles program provides kids the opportunity to take a flight in a light aircraft. EAA Chapter 245, located in Carp, is delighted to be able to extend this invitation to local families.

Where: EAA Chapter 245 Hangar, Russ Bradley Road, Carp Airport

When: Saturday, 26 May, from 09:30 (Rain Date: Sunday 27 May, 09:30)

Booking in advance would be appreciated and walk-ups will be accommodated where possible. We'll endeavour to fly every kid that wants to go but please accept our apologies if we can't accommodate you.

Contact: Mark Briggs (EAA Chapter 245 Young Eagles Coordinator)

613-725-4361

young.eagles@eaa245.org

