



Carb Heat

April 2012

Hot Air and Flying Rumours
EAA 245 NEWSLETTER Vol 42 No. 4
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Next Meeting: Thursday April 19 at 7:30 PM
 Bush Theatre
 Canadian Aviation and Space Museum

Presentation:

***Homebuilt Aircraft - Owner/Builder
 Benefits, Priviledges and Responsibilitites***

by Maurice Simoneau, Transport Canada

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

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President's Message



Flying

Wow, what a beautiful early spring. Folks have been out and about taking advantage of the early release.

It is a little unfortunate for Maple syrup, but we'll live.

Sun'n'fun

It looks like Bill and Martin gave Mother Nature the slip by telling her they would be in Texas this year, bad for Texas but it sounds like they have passed the drowned rat title to someone else this year. Unfortunately, I've heard attendance is quite down this year. Hopefully they have lots of pics and stories for a Sun'n'fun review special.

The Carp EAA grass taxiways has fried up amazingly in the last few weeks – there are still a few spongy spots in some of the low lying areas to be wary of.

Bearhawk Patrol

Steve Busby at aeroliteflight.ca

A very nice half factory/half scratch built project with Steve building a lot of the custom parts for the factory kits. It sounds like they have the right guy on the job to

help make the Bearhawk Patrol kit successful. Steve showed a huge collection of detailed photos highlighting the attention to detail and workmanship – and Steve was worried he didn't have a lot of material. I hear Alfio will be getting a bill for the time in the presentation.

I look forward to seeing the shop, the plane and perhaps a Bearhawk Patrol Part 2 in the future.

Check out some of Steve's other nice projects on his newly revamped web site:
<http://www.aeroliteflight.ca>

Thanks Again Steve. Drop by anytime.

Aluminum Recycling

The Pop Can Project lives on! Thanks to André Beauchamp who has volunteered to carry the torch and pick up the cans around town on behalf of the chapter. A hearty thanks André for stepping up.

Irving's pop can project has been a huge success in raising revenue for the chapter. [*\$3,157 over 5.5 years*] Irving wants me to remind everyone to continue bringing in their pop and beer cans to the hangar or monthly meetings. Another huge thanks Irving for spearheading this project for years.

In a similar vein, I also want to thank all the members that gathered to finally crush and deliver the massive stockpile of pop cans that was fast filling up the hangar. I didn't make it but I suspect Irving, John, Phil, Russ, André, Bill and others were involved.

Thanks everyone, forgive me if I missed anyone.

Steve's Cockpit toy of the month

It is a lightweight, adjustable electronic breaker panel. It can be seen at the following web sites:

<http://www.ztronlabs.com/products.php> ZL-BP8

<http://www.ztronlabs.com/products/bp8/info.html>

Saving Brokerage Fees for Imports: Ogdensburg Parcel Service

Tired of getting ripped with all of those brokerage and bond fees? Here are a few places that can hold your packages for cross border pick-up.

The **Ogdensburg UPS Store** has made a huge business of accepting US deliveries on behalf of Canadian cross border customers for years:
<http://www.theupsstorelocal.com/2946/>

The **Corporate Center** also in Ogdensburg is another Alfio-approved place that accept pallets and vehicles:
<http://www.corp-ctr.com/>

Give them a call first with your name and phone number to open an account.

First Flight Plaques

If you had a first flight during 2011 or know a member who did, please let one of the executive know before the end of April.

Around the Patch

Alfio and Shirley’s baby is down for some work; the panel competition is heating up, look out Dwayne.

Perry’s 172 seems to have disappeared down South somewhere.

I occasionally hear and see Chris’s yellow wings RV punching holes in the sky, it gets small real fast.

Mike’s Canuck is out on the flight line again – it’s good to see a few more planes, the tie-downs were starting to look a little lonely during the last few years.

Ken has been organizing the shop wall tools for quick ID between Canuck runs, thanks.

I think I heard Colin might be sporting a Nanchang shortly.

Mark’s new Sportsman is taking shape quickly and getting all dolled up – it really does look better as a low wing Mark, really, its only a minor change. While you at it, add a little doped fabric to the mix and it can have every type of material in that plane designed by committee.

We also hope to see André Beauchamp's 701 being assembled in the hangar later this year, hopefully it doesn’t look like welded pop and beer cans. Blue light?

Phil’s Cozy should be making an appearance shortly, it will be good to see the hangar used a bit more this year, after all this is what we are all about.

We seem to be getting a lot more flying club traffic lately, making backtracks more difficult, sounds like its time to reconnect the bloody triangle.

EAA 245 Club Stuff

Sunday morning get togethers continue @10am at the Carp EAA hanger. See you there.

As usual, many chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM, Everyone is welcome.

See you at the meeting!

Cary

Meeting Schedule

19 Apr 2012	Homebuilt Aircraft - Owner/Builder Benefits, Privileges and Responsibilities Maurice Simoneau, Transport Canada
17 May 2012	Installation of an Dynon EFIS and Autopilot system in an RV6A or “an IFR panel in a week” – Dwayne Price, Charlie Martel, Henri Monnin, Greg Holbrook
16 June 2012 Carp EAA chapter	TBD - new 406MHz ELT from Pointer Avionics - Bruce McPherson LOCATION CHANGE
21 July 2012 Carp EAA chapter	TBD – Oshkosh bound?
18 Aug 2012 Carp EAA chapter	SplOshkosh review

March East End News

4th of March

It's kind of quiet on Sunday mornings now with Tom Smith passing away. I've been flying Sunday mornings with Tom for nearly 25 years. The drill was just get airborne around 8:15AM or so and radio on 123.2 "anybody going for breakfast this morning, C-GMTL". It was always a loosely coordinated affair, but you could bet he would be there if he did not have some other activity prearranged. The weather had to be pretty nasty to interfere with this activity. Anyway, I managed to find one willing soul to fly somewhere. Martin Gauthier (Piper TriPacer) met us at St Lazare. Kind of a funny morning, Gwen noticed; although sunny, the weather West of us was looking rather bleak. The iPad Foreflight had shown some light precipitation coming in from the West. Five minutes later the sun was gone and the visibility went down. It actually got better on the way back. It turned out to be a good flight. In the afternoon Greg Holbrook and I (RV-9A) flew to Pembroke (CYTA) to visit with Bruce Wheaton. The weather was a mixed bag of low visibility, sun, and snow flurries but all and all it was another good flight.

5th of March

Today Rollie Acorn, Henri Monnin and I moved the Embrun Aero Club tool crib from Tom's shop at Bearbrook to Indian Creek. Rummaging through Tom's shop did not make for an upbeat

atmosphere, but it had to be done. Henri had kept the Rebel heated up in case we had time for a flight. With the weather forecasting warm temperatures in the next few days we knew we were getting at the end of winter flying. The main runway is completely bare and is available only if frozen, but the winter runway is in good shape with a good deep base of ice and snow. We noticed Ron McNamara's BushCaddie was out as we pulled the Rebel out with the truck. Five minutes later we were airborne and heading North for the Ottawa river.



Posing with friends in Willis Gliderport

Today's destination is sightseeing to Montbello and dropping in at Denis Charbonneau's. Beautiful sunny day but with lot's of mechanical turbulence. Just throttle back and roll with the bumps, makes for great flying, although sunny, the NW wind was strong and cold. The ice had broken in several large areas and refrozen with the low temps, gave me the shivers just thinking of the prospect of a ditching. On the way back I commented "Henri, I spotted

a shadow following us on my side, I bet you this is Ron". A few minutes later, the radio blared "what are you guys up to today" I recognized Ron's voice. We flew in loose formation along the river back to Cumberland and reluctantly headed home to Indian Creek.

7th of March

Today the boys are going to lunch in Fawcett located along the North side of the Ottawa river just East of Montbello. There we land on the river and walk up to the restaurant. I hitched a ride with Henri (Rebel) and met with Bernie L'Ecuyer (Piper PA-12) and Georges Landry. On the way back the OAT reached 9°C, this may well be the end of our ski flying days. When we got back we found Ron McNamara working on his BushCaddie installing VGs. His BushCaddie is already quite the performer, so it will be interesting to see what VGs can add to this performance.

10th of March

Time to leave the nest. I moved C-GGXY (RV-9A) to Rockliffe from Indian Creek. The weather for the next week is above freezing including nights. Indian Creek is now officially closed. Pat Gilligan (RV-8 on skis) took the opportunity to fly to Embrun, where he is working on his RV-7A. Lindsay Lefavre (Canadian BushMaster) also took the opportunity to give rides. Unfortunately, in the afternoon the runway got soft. The last flights in

left their mark.

17th of March

The Martels left for the South today. They cleared customs at Ogdensburg (KOGD). Pushed on to Leesburg (KJYO), Virginia inside the Washington Special Flight Rules Area (SFRA). We stayed there for three wonderful days and visited the Smithsonian and the Dulles air museum. We could not have planned it better; the trees were in full bloom and temperatures in the high 70's.

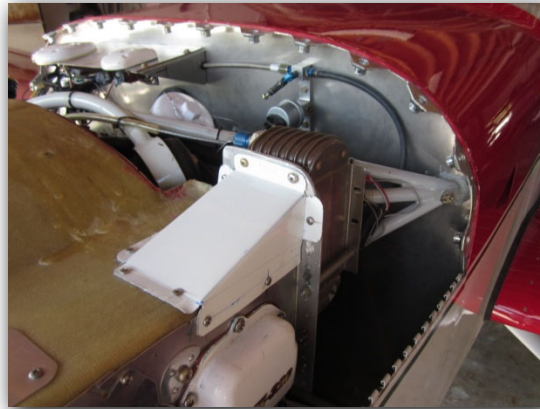
20th of March

We departed for Willis Gliderport (FA44) in Florida and visited with some friends (Johnny and Claire Guertin) for a few days. C-GGXY has not been tested in warm temperatures and I suspected the oil cooler was not adequate for high temps. That's exactly what happened. I had to manage this problem; fortunately the temps at altitude were at 48°F, which allowed me to get there. The next two days were spent working on a mod to improve airflow.

23rd of March

After a few test flights to

Okeechobee Regional airport, C-GGXY was declared fit for travel to Stella Maris, Bahamas. Here is a picture of the final modification. It resulted in an additional 20 degrees of cooling. Just about that time Gwen got sick and found herself in a hospital for several days. When she got out, we decided the



Oil Cooler Modifications

Bahamas could wait for another year and we would head home instead.

27th of March

First stop was North to Plant City, Florida and stopped for an overnight and spent one day at Sun & Fun. There we met Bruce Wheaton and Jeremiah. They graciously provided ground

transportation.

29th of March

Homebound via Barnwell, SC for lunch, Greater Cumberland Regiona,l WV for supper and then on to Rockliffe (CYRO). We landed at 10:20PM to a freezing 28°F and a strong North wind.

Stark difference to the 80°F we experienced the same morning in Plant City, Florida.

Sorry if Florida dominated most of this month news report but March in the East End did not offer much from the flying perspective in the last half of the month.

Charles Martel

2012 EAA 245 Chapter Members Directory

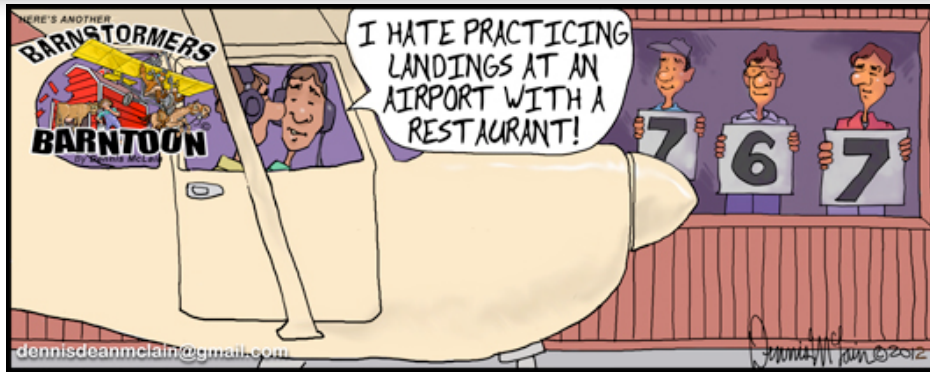
Chapter 245 used to annually compile a chapter member directory and send it out to the chapter members. This directory is very helpful as a reference for chapter members to find and contact other members with similar interests or projects. We are planning to produce a new member directory this year and expect to distribute it to the members in May.

Some details to be included in the directory are name, contact details (address/phone/email), project, and current aircraft. The directory will be distributed as a pdf document to members with email, and paper copies will be available to the remainder.

If you do NOT wish to be listed in the directory, or wish to specify what information is published please contact me before May 5. (email: membership@eaa245.org, tel: 613-784-6497)

John Montgomery

Bartoon



Barnstormers issue 211

Aviation Humour - AVWebFlash - 26 March 2012

Departing IFR out of KTOA; handed off to Socal Departure after take-off.

Cardinal:
"Good morning, Socal Departure. Cardinal 177VA is climbing through 700 for 3,000."

Departure:
"Cardinal 177VA, Socal. Please

ident, and be advised the tower said your gear was still down."

Cardinal:
"That's a good thing. This is a fixed-gear Cardinal!"

Michael Landgraf
via e-mail

Editor's Comments

Our regular contributors, did their usual this month. Cary presents his President's Message. Wayne Griese brings us a historical look at Carb Heat. And Charles Martel recounts the flying adventures of the pilots of the East End.

In this issue Jeff Whaley is continuing for a fourth issue his series on the build of "My Plane".

John Montgomery has a special announcement regarding the plan to print an update to the Members Directory

While no one has yet started to report on flying activities in the same fashion as Charles Martel, there is indeed some flying going on in the Carp area. Ken Potter provided a collection of pictures that will serve as "West End News" for now.

Flying season is upon us and there are a lot of airports to go to for a fly-in breakfast.

You are encouraged to write about your flying or building experience and send me a note or an article.

Yvon Mayo

My Plane - Wing Assembly

(This is part of a series; see previous articles in the January, February and March Editions)

Choosing Wings

Similar to selecting which airframe to build I wasn't sure what set of wings to use though I had two pre-determined criteria. Since MY PLANE was destined to be on floats, the wings had to have flaps plus aluminum spars and ribs. Unfortunately this ruled-out both kits that Wag-Aero had available; they offered an all-metal kit and a wood kit (I hate sanding) but neither came with flaps. One interesting quote about building an airplane from plans is "you can save the money to buy all the parts faster than you can put them together". This was certainly true in the case of my fuselage and held true for my wings as well but for different reasons.

Along with the decision to build an airplane I joined the now-defunct Rideau Lakes RAA chapter that shared meeting locations in Kingston, Brockville and Smiths Falls. Through those connections I met our friend Charlie Martel who suggested that I consider building a set of North Star wings supplied by Custom Flight Components; they had big flaps and some great low-speed handling characteristics. I called Custom Flight soon after; they weren't quite ready to supply kits, but if I paid a deposit of \$1500.00 it would get me into the lineup as soon as they were ready. Sounded fair to me; I didn't need the wings yet anyways, as the fuselage was nowhere near completion.

Delivery

I sent off a cheque to Custom Flight and went about the business at

hand. Six months later I started wondering where my wings were, so made my first follow-up call to Custom Flight. I was assured that though they were way behind schedule, everything was okay and my wings would indeed arrive some day. Another six months went by and still no wings; I made the second follow-up call; more excuses but I needed not to worry, the wings would arrive pretty soon. Finally, after 1.5 years the first pieces of the wing kit were delivered. It would actually be another 1.5 years before all the pieces arrived and I owed them an additional \$1500.00; as it turned out it was well worth the wait and the money. The parts were high quality and the last time I checked that same kit was selling for \$15k USD, five times what I paid. Thanks Charlie and Morgan. At this point in the project I was

pretty much on my own; dad had provided much need assistance with the fuselage; the rest was up to me. The first course of action in constructing the wings was to profile the outward section of the main spars to fit the wing tips. With that accomplished, I zinc-chromated the spars, took all the wing parts to home and stopped travelling back and forth to CYSH.

Wing Kit

This was truly a "wing kit"; all the parts were supplied except for hardware and without match-drilling at attach points. My task

was to align, assemble, match-drill all the components, de-burr, purchase the hardware and bolt everything in place. To get my feet wet with the wings the control surfaces were built first. Each control surface contained one spar with leading edge and trailing edge ribs. The outer surfaces would be covered with corrugated aluminum, which was great except they couldn't be finished without a pre-cover inspection. One very nice feature is the trailing edges have a small rounded extrusion that protrudes past the corrugated aluminum. If you have ever walked into a Cessna 172 aileron or flap you'll know what I mean.



Control Surfaces

Building the control surfaces was fun and easily accomplished in the basement. Neither could be said about building the wings. They were difficult to align and assemble and certainly could have been built in the basement but would never have come out in one piece. The wings would have to be assembled in the single-car garage, which my new wife insisted was still going to hold her car. The things you do for love. I installed a set of pulleys, ropes and hooks that would enable me to lift the wings up six feet into



the air, allowing the car to be driven underneath. When I wanted to work on the wings the car got kicked out for the day, the wings lowered onto saw-horses and vice-versa when the day was over.

Ribs

The ribs came pre-drilled at the spar attach points plus on the top and bottom surfaces for fabric attachment with special fathead rivets. The initial assembly entailed selecting the rib set for each wing and sliding them onto the spars in the correct order; the ribs would later be attached with eight sheet metal screws, four per spar. The nose ribs were not pre-drilled and neither was the leading edge material. I received a set of drawings with the wing kit but the main source of information was a video. The technique for attaching the leading edge material to the ribs required a set of three, modified ratchet straps that pulled the material tightly into place. The pieces were then match-drilled and clecoed together, taken apart for de-burring and put back together before moving on to the next one. There was a lot of put it together and take it apart. The most difficult parts of assembling the

wings were aligning the hinges and installing all the spacers, shims, flying wire tabs and the compression struts at one location.



Fuel Tanks

At some point near mid-completion of the wings and with renewed confidence in the supplier, I ordered a set of welded aluminum gas tanks; to my surprise they would cost me \$2000.00 but I didn't argue. The gas tanks had to be installed before the wings could be squared by tensioning the flying wires. The tanks are made with two tubes welded in, forming an "X" that two flying wires pass through. For installation and future maintenance, one hole in each the

leading and trailing edge metal had to be made and elongated; these are later covered with fabric. An unexpected feature is there are no gas tank access panels; the entire wing is covered with fabric. I guess gas tanks aren't supposed to leak but as I write this my right tank is doing just that. I will have no choice but to cut the top fabric off that gas tank for removal and repair. I may install an aluminum access panel though I don't like the 5 lbs versus 1 lb for fabric.

Flaps

The wings came standard with flaps but my fuselage did not, so the fuselage had to be modified for a flap handle and associated cable/pulley sets. The North Star runs the aileron control cables up the back of the lift struts, while Wag-Aero runs them in front of the main spar, so the wings had to be modified with a pulley on the main spar and a hole drilled through for routing the cable. Another modification was to install landing and taxi lights in the left wing. I sweated over drilling holes through the spars and even the simple addition of lights slowed down the project.

Rigging

Finally when the wings and fuselage are ready for rigging you just bolt them on and do the job, well not quite. With a 20 foot fuselage and a 36 foot wing span this wasn't going to take place in either a single car garage or the shop at CYSH. The only logically answer was to build a hangar with a folding door and lock it up to stop worrying about someone walking off with all those beautiful pieces. With our move to Carp in 1997 I soon-after joined EAA 245 and



Of note, the North Star was declared to be an outstanding home built kit at the '95 Oshkosh Air Show and the FAA Safety Program Manager disclosed, "We wish all kit manufacturers would put out kits of this quality". For more information go to: <http://www.customflightltd.com>

Jeff Whaley
EAA 313043



built a hangar on the north taxiway at CYRP. Some people wonder why it takes so long to build an airplane.

Design Concept

The design concept of these wings simply stated is they are built for slow flight. To achieve this goal they are made very strong to carry the stress of the massive flaps, the compression struts are huge, as are all hinge points, the ailerons are moved as far outboard as possible and the leading edge metal extends over the ribs four inches beyond the front spars. The end result is a good solid wing but at a weight penalty estimate of 50 - 60% more (with fuel tanks) than a super cub wing.



EXHAUST – from the Carb Heat Archives



The following was taken from Carb Heat.

30 YEARS AGO March 1982

Bill Laundry, an aerodynamicist with NRC, was the evening's speaker at the EAA Chapter 245 April meeting in 1982, focusing on the "canard" design. Bill described the "canard" as simply "a

conventional airplane of unusual proportions" and convinced most people that they could identify the wings and tail of a Vari-Eze or Quickie.

In the President's Corner of the newsletter Keith Gillespie pointed out that work on the hangar lounge would be starting up very shortly. Barney deSchneider, Treasurer, provided a financial statement in Carb Heat. For period November 1981 to April 1982 the club showed a Revenue of \$2524.17 and Expenses of \$1769.46 with a closing balance of \$1562.30.

20 YEARS AGO March 1992

In the Classifieds you could purchase a Home-built Super CUBy: completed 1988; 100 TTAF; Lycoming O-320, 100 hrs

SMOH; full gyro panel; 2-20 gallon wing tanks; in excellent condition from Henri Beaudoin. James Olif reported he sold his Baby Great Lakes project and Jim Robinson had sold his Zenith CH250 tri-gear. However, if you still wanted a CH250 one was for sale for \$11,500. It just required final assembly, inspection, paint and a prop. Russ Robinson was selling plans for a Davis D2A and George Reid had plans and workbook for a single place midget Mustang for only \$10.00. Gary Fancy was looking for two fuel caps, large Piper type. Many other good deals were available in the Carb Heat Classifieds of April 1992.

wayner@igs.net. Thanks.

Wayne Griese.

Fly-Out Possibilities

All Items Taken from the COPA Website

May 26, Westport, ON (CRL2): Rideau Lakes Flying Club/COPA Flight 56 Breakfast Fly/Splash-In. Breakfast of ham, eggs and baked beans from 8:00 a.m. until 1:00 p.m. Transport from the Aerodrome/Waterfront downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication. For more information, please call 613-273-5282.

May 27, Hamilton, ON: In celebration of the 40th Anniversary of the Canadian Warplane Heritage Museum, the Museum will be hosting four 2012 fly-in dates (May 27, July 8, August 19 and September 23). Fly-in visitors will have their landing fees waived and all occupants in their aircraft receive free admission to the Museum. The Museum is open 9 am to 5 pm and breakfast and lunch are available for purchase in the

café. For further information, visit www.warplane.com.

May 27, Brampton, ON (CNC3): Rebel Builders meeting in RAA-TR Hangar starting at 1:15 p.m., north end of airport. Join fellow "Rebellers" to share experiences and swap ideas. Light refreshments. For more information, please contact Bob and Anna Patterson at bobp@prosumers.ca or 905-457-5238.

June 3, Smiths Falls, ON

(CYSH): COPA Flight 100. The Smiths Falls Annual Fly-In Breakfast will be held this year on June 3rd, 2012! Fly in, drive in, rain or shine. For more information, please contact Andrew Boyd at acboyd@gmail.com or 613-283-1148.

June 9, Ottawa, ON: Capital Classic Wings & Wheels (formerly Classic Air Rallye) held at the Canada Aviation and Space Museum grounds at the Rockcliffe Airport featuring warbirds, classic aircraft and vintage cars and flying displays. For further information, please contact Michel Cote at 819-684-9160 (aircraft) or Ben Loiselle at 613-829-2203. Check out our website at Flightworks.ca

JUNE 9 MOVED FROM JUNE 23, Lindsay, ON (CNF4): COPA Flight 101 Spring Summer Fly-In. If you are an owner or friend of an individual with a WWII or older vintage aircraft, we would like to hear from you, and hopefully attend our event. Rain date June 10. If interested in participating, please contact APM Derrick Nauss at airportmanager@klma.ca or 705-341-5195 for more info and details. The drive-in will consist of a vintage and sports car show organized by local car clubs

June 10, St-Lazare, QC

(CST3): The St-Lazare Flying Club/Copa Flight 43, Annual Fly-In Breakfast from 7:00 a.m. to 11:30 a.m. Best breakfast in the Montreal area! Everyone welcome. New unicom frequency 123.5. For more

information, please contact Michel Moreau at mjmorea@videotron.ca or 514-694-2129. Visit our website at www.aeroclubstlazare.org.

10 juin, St-Lazare, QC (CST3):

L'aéroclub de St-Lazare RVA déjeuner de 7:00 à 11:30. Le meilleur dans la région de Montréal! Tous et toutes bienvenus. Nouvelle fréquence de l'aéroport 123.5. Pour plus d'information contactez svp Michel Moreau à mjmorea@videotron.ca ou à 514-694-2129. Visitez notre site Web chez www.aeroclubstlazare.org.

June 10, Cobden, ON: COPA Flight 124, Champlain Flying Club host their Annual Fly-In Breakfast from 07:00 until 11:00 hrs. CPF4 in the Supp. For more information, please contact Larry Buchanan at 613-638-2792 or lbuchan@nrtco.net.

June 16-17, Hamilton, ON: The 2012 Hamilton Airshow celebrates the 40th Anniversary of the Canadian Warplane Heritage Museum. Airshow staples like the RCAF Snowbirds and CF-18 Demo, Pete McLeod in his "Red Bull" Edge 540 and Matt Younkin in his aerobatic Beech 18 will amaze the crowd with their aerobatic routines. However, the stars of the show will be the warbirds. Over 40 warbirds are scheduled to fly in the show including the rare Boeing B-29 Superfortress, making its only Canadian appearance this year. Additional warbirds include a ten-plane Harvard formation, Lancaster, Sabre, Firefly, B-17,

Lysander, Hurricane, Spitfire, Skyraider, Avenger, Canso, Helldiver, Swordfish, Wildcat, Corsair and many more. For the latest updates, visit www.hamiltonairshow.com.

June 17, Picton, ON (CNT7):

COPA Flight 53, Annual Fathers Day Fly-In Breakfast from 0830-1130. Lots of interesting aircraft and friendly folks. unicom 123.2. For more information, please call 613-476-9083 or 613-922-9528.

June 17, Cornwall, ON

(CYCC): The Cornwall Flying Club/COPA Flight 59 will be holding its Annual Father's Day Fly-in Breakfast 08:30 a.m. until noon. Best breakfast in Eastern Ontario, static displays & old cars. For more information, please email Barry Franklin at barry.franklin@sympatico.ca. Visit our website at www.copaflight59cfc.ca

June 17, Brampton, ON

(CNC3): Father's Day Fly-in Breakfast from 8:00 a.m. until 11:00 a.m. Dad's "go-to-the-airport-free" day. Breakfast is served up in the form of pancakes, scrambled eggs, sausages, toast, orange juice, and coffee all for a modest price. RAA-TR Hangar, north end of airport. For more information, please contact President Fred Grootarz at fred@arcronav.com or 905-212-9333; V.P. Alain Ouellet at aouellet@icecanada.com or 416-709-2020.

June 21-24, Hanover, ON

(CYHS): Annual Fly-In and AGM. Fly to CYHS (Hanover, ON.) and not CPN4 (also Hanover, ON.) but any which way you set your GPS or draw a line on your chart you are going to end up at the COPA Cabana Plane Fun Fly-In/AGM. For those who register early, there are two exceptional prizes to be won. First is a 406 ELT from Kitchener's Pointer Avionics as well as an exquisite \$1,000 Swiss wrist watch from the Hamilton Watch Company. If you want a sneak peek go to www.copacabana2012.ca to see our list of generous sponsors or www.saugeenmunicipalairport.com for other information.

June 26, Midland/Huron, ON

(CYEE): Annual Summer Fly-In, sponsored by the local RAA chapter. A "Rust Remover" seminar will be presented by Martina Wassmer of T.C. Food and fuel will be available on site. Come and see the explosion of hangar construction at this airport. For more information, please contact President Ian Reed at 705-549-0572, Secretary Ray McNally at 705-533-4998 or raa.midland@gmail.com

June 30-July 1, Sherbrooke,

QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the Aviation community to its Annual Fly-in. No airshow and no aerobatics! Menu: A lot of aircrafts of all kinds, fly market, static displays, workshops (metal, composite, weight & balance),

exciting conferences/seminars, homebuilt/aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special super followed by a dancing party, restaurant on site for breakfast, lunch and dinner. Free camping on site. A lot of fun! For more information, please contact Réal Paquette 819-878-3998 or lesfaucheurs@hotmail.com. Visit our website at www.lesfaucheurs.com.

June 30-July 18, Brampton,

ON (CNC3): Three-week West Coast Rebel Ramble. Departing from Brampton CNC3 and wending a way to the west coast and back. Open to all. Many choose to fly segments as their own schedule permits. For more information, please contact Bob and Anna Patterson at bobp@prosumers.ca or 905-457-5238.

July 8, Hamilton, ON: In celebration of the 40th Anniversary of the Canadian Warplane Heritage Museum, the Museum will be hosting four 2012 fly-in dates (May 27, July 8, August 19 and September 23). Fly-in visitors will have their landing fees waived and all occupants in their aircraft receive free admission to the Museum. The Museum is open 9 am to 5 pm and breakfast and lunch are available for purchase in the café. For further information, visit www.warplane.com.

September 14-16, Gatineau,

QC: Vintage Wings of Canada in partnership with the City of Gatineau present the annual 'Wings Over Ottawa – Gatineau En Vol' Air Show and Fly-In featuring the highly acclaimed Canadian Forces Snowbirds. This year we pay tribute to Warbirds of the Med and will have a spectacular array of Vintage Warbirds on display both on the ground and in the air. Over 200 recreational aircraft are anticipated to visit the Executive Gatineau-Ottawa Airport over the course of the three-day event. It's all taking place at the Executive Gatineau-Ottawa Airport, 1699 Arthur Fecteau Rd. Gates open to the public at 10 a.m. Admission \$10/adult tax included, free for veterans and youth 12 and under. Workshops for aircraft owners throughout the weekend – stay tuned for details. Many food vendors and activities for families of all ages. A full weekend of aviation adventure right next to the nation's capital. Visit www.vintagewings.ca and sign up for the Vintage Wings blog for more up-to-date information or call 819-669-9603 or info@vintagewings.ca

Photographic Essay - by Ken Potter

Mark Briggs brings his new project into the chapter hangar for wing fitting (end of March 2012)



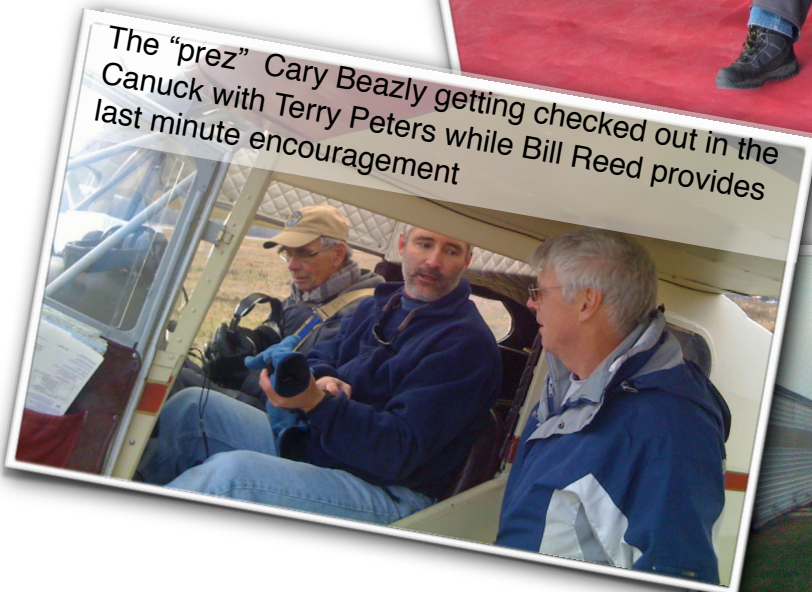
Canuck gang checking out their new purchase last November



Editor's Comment

Ken Potter provided these pictures. This could turn into a new column about what our members are doing in the West End of town.

The "prez" Cary Beazly getting checked out in the Canuck with Terry Peters while Bill Reed provides last minute encouragement



Ken Potter's Kitfox departing EAA 245 on the way to its new home in Sherbrooke, Quebec



For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or aaa245@gmail.com. The deadline is two weeks before the next meeting. The ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

FOR SALE

Wittman Tailwind W10, Continental -0-300B-145 h.p. \$20,000

McCauley Met-L-Prop, 76 x 54, 0 Time SOH - Hope Aero, 8 bolt hub - \$500

Small Portable oxy-acetyline welding set - new condition - \$200

Facet 12 volt fuel pump - new in box - \$20

Gravity fed low pressure paint gun and respirator mask - like new - \$40

John Richards
johnrichards1@rogers.com
Tel 613-726-9253

FOR SALE

Tom Smith's 1950 Piper pacer PA-20. TTSN 5110 hours. 0-320 975 Hrs SMOH, 406 ELT, two ICOM A200, Aero ski 2000 available. Price: \$42,000. Contact Rollie @ 613-830-5346 or Charlie @ 613-487-3036.

FOR RENT

Chapter 245 members can rent a tiedown near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. Call Curtis Hillier 613 831-6352

FOR SALE

Lotus 1260 amphibious Floats, \$3,000. In very good condition suitable for aircraft up to 1400 lbs. One additional bladder included.

WANTED

I'm looking for an original rudder for EDO 1070 floats. Other sizes may be usable as well. Contact Russell Holmes for both at 613 226-8273 or e-mail at billy dot bishop at sympatico dot ca.

EAA Chapter 245 Membership Application



New: ___ Renewal: ___

Date: ___/___/___

EAA Number _____

EXP Date: ___/___/___

Name: _____

Address: _____

City/ _____

Town: _____

Prov: _____ PC: _____

Phone: (___) ___ - ___ H(___) ___ - ___ W

Email: _____

Newsletter Distribution Preference:

Email ___ or Post ___

Aircraft & Registration: _____

Other Aviation Affiliations:

COPA: ___ RAA: ___ UPAC: _____

OTHER: _____

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

Newsletter subscriber: ___ \$35.00

Newsletter only

Associate Member: ___ \$35.00*

Newsletter plus Chapter facilities

Full Member: ___ \$70.00*

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

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

Make cheque payable to:

EAA Chapter 245 (Ottawa)
P.O. Box 24149
300 Eagleson Road
Kanata, Ontario,
Canada, K2M 1C0