

Carb Heat

March 2018

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Next Meeting:

Thursday 15th March, 19:30, at the Bush Theatre,
Ottawa Aviation and Space Museum



Carp Airport Development



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Google Group!

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Editor's Comments



By now, I had hoped to walking around all 'cocky' wearing a "Real Pilots Fly Taildraggers" T-shirt but that will have to wait so, until then, I'm going to refuse to accept that tailwheel pilots are any better than the rest of us.



I was all set to start flying the RV-8 and the weather was reasonable and our bold instructor was available. I wheeled her out, got strapped in, physced myself up, turned the key and nothing! Well, one blade moved and that was it. The battery had finally given up and had to be replaced.

A few days later Tom was due to go flying but before he went I wanted to get some taxi practise so I started it up (new battery) and drove around the airfield with an RV grin for 20 minutes. Tom then jumped in, got strapped in, physced himself up, turned the key and (you've guessed it), nothing. I had forgotten to turn the ALT to ON and flattened our new battery!

Despite the setbacks Tom was able to fly a few days later and has now completed his check-out.

Another jam packed edition and you send me so much material I just don't know what to do with it all! Chapter stalwart Curtis Hillier is the profile this month, Phil provides some positive advice about battery charging and Alfio gets shot down by F-16s.

Colin



President's Message



I usually start this message with a comment about the weather (*That's exactly what you've done this*



month as well, Ed) but since I am down in sunny California at the time of writing all I can say is that it's sunny and warm. The skies are clear, and I don't miss the snow one bit. I have been following the weather back in Ottawa, as my daughter has had to brave the elements along with the rest of you.



Mark Briggs has managed to fly off his twenty-five hours, so he is a free man albeit far from completing his test programme.

I'm sorry to have to keep harping on this, but many of our members are not in good standing and we will be changing the combinations on the door locks at the beginning of April so if you want access, and if you want the newsletter please contact Ritz Bartoli and ensure your membership is current.

We will be running a Young Eagles programme again this year and mark Briggs, as YE coordinator, will be running the show although Mark will be flying some of the kids on the day, so we do require some of our members to step up to the plate and help with the administration, marshaling and watching the kids and parents for a successful day.

Since I've been away for a few weeks now I'm not sure how the Zenith is progressing but I'm sure there has been some progress. If you know of someone who want to contribute to the build, please invite them to the chapter building in particular on Sunday mornings for some hands on experience.

Since I've been in California I have been advised, by Mark Braithwaite, that some of our membership have been driving through the Helicopter Transport facility and that there was a near miss! I need to remind everyone that the Helicopter Transport facility is private property and using their facility to access the airport is trespass. Please refrain from this behaviour as the airport has advised me these people may be banished from the airport if this practice continues.



Those bouts of warm weather do bring the need to protect our grass against ruts made from motor vehicles, so please be vigilant in staying off the grass under those conditions.



I'm open to change so if you have some suggestions please advise me/us accordingly. Maybe we could rotate the venue.

Regards to all

Phil

This month's meeting is "The development at Carp Airport" by Mark Braithwaite which should be an interesting topic for everyone.

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. I will not be coming to the March meeting so someone else will be calling for numbers at Perkins restaurant I've made this request a couple of times now and have still had no response so, for now, we will continue with Perkins Restaurant.

"We have been using Perkins Restaurant for a few years now and although it's turned out to be reasonably successful I have had feedback requesting a different venue. Previously we had used Swiss Chalet.





Meetings and Events Schedule

EAA Chapter Meeting –15th March 2018 @19:30

Presentation: **Carp Airport Development Update**

Presented by: Mark Braithwaite

Where: Aviation and Space Museum

EAA Chapter Meeting –19th April 2018 @19:30

Presentation: **The Lockheed Martin F-35**

Presented by: Mike Ayling

Where: Aviation and Space Museum

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

Presentation: **TBD**

Presented by: TBD

Where: Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



What: Transport Canada Approved Safety Seminar

Where: Carp FBO

When: Saturday, March 10th at 10:00

This event is \$5.00 or a charitable food donation to the West Carleton Emergency Food Aid Center.

Oxygen Supply



Keeping Current

Charging ODYSSEY or AGM Batteries

During the very long build cycle of my Cozy MKIV, I purchased a Concord RG-35AXC battery at great expense. The battery was necessary to cycle my hydraulic pump used on the landing gear. In order to ensure it was always available I attached a 1-amp smart charger manufactured by “Battery Tender”. Over a period of two years the charger was always running, and I was able to cycle the landing gear at a moment’s notice, and the voltage was always sitting pretty much at 12.5 volts. I later added my avionics and I would work/play with the avionics during the installation, but I noticed that my 35AH battery was discharging very rapidly when running just a few pieces of electronics.



I gave it some tests and noticed it had a capacity of well below 10AH. At this point I decided the battery was simply just old and I needed a replacement, so I purchased an ODYSSEY ER30 (now designated PC950) battery. The PC950 was 5lbs lighter but had the same capacity of 35AH so I was at least happy to save 5 lbs albeit with a price tag of over \$200US. Just like the Concord I faithfully kept the charge topped up using my trusty 1-Amp Battery Tender and just like the Concord after a couple of years the capacity dwindled. On testing the battery survives 35 minutes on a 15 to 18-amp load with the voltage dropping to 8V after the 35 minutes. The ODYSSEY data suggested the battery should have lasted a couple of hours at this load. Armed with this information I sent an email to ODYSSEY asking them to comment. The following is the response I received:

The usable energy of the ODYSSEY battery is from 11.2V (0% state of charge) OCV to 12.84V OCV (Open Circuit Voltage should be checked after a minimum of 6-8 hours rest period with no loads) or higher. When the battery goes below 10.0V OCV, you are getting into the chemical part of the battery and can cause permanent damage. At less than 8.0V the ODYSSEY limited warranty deems the battery over-discharged due to abuse or neglect. The ODYSSEY charger/maintainer can maintain the battery indefinitely in or out of the application. If the battery becomes over-discharged (below 11.0V) then the sooner the battery can be fully charged the better and if the battery remains connected to the application during storage or extended periods of non-use, the 6A ODYSSEY charger is excellent for maintaining any ODYSSEY battery indefinitely without harming the battery and to counteract any parasitic loads preventing and reversing sulfation. There is also a link to a list of ODYSSEY approved 12V chargers located on the ODYSSEY website Product Support page for your reference.



The list of approved 12V chargers is provided due to the many chargers that are programmed for the vast majority of batteries on the market that prefer low amp charging and lower float voltages that do not fully charge or maintain the ODYSSEY battery properly. The recommended charging current for an ODYSSEY battery is 40% of the 10-hour amp hour rating of the battery (about 45A for a PC2250) for cyclic applications, a constant float voltage of 13.5-13.8V and no constant voltages exceeding 15.0V in any kind of de-sulfation/reconditioning/equalize mode. At greater than 15.0V the

battery can overcharge, overheat, and/or go into thermal runaway. Maintaining the battery at less than 13.5V will bring the battery down and maintain it in an undercharged condition causing sulfation and premature failure.

For seasonal applications (non-daily use applications that set unused for 7-14 days in a row consistently) the use of an approved maintainer that meets the charge voltage requirements noted in the last paragraph is highly recommended during the season. The preferred storage method is to fully charge the battery before storing and disconnect the battery from the application (shelf storage mode). Stored in or out of the application with no loads, the battery would not require charging for up to 2 years at 77°F or until it reaches 12.0V, whichever comes first. The self-discharge rate increases significantly for temperatures above 25°C (77°F) and for every 10°C (18°F) temperature increase the storage time to recharge is decreased by half. Charge maintenance is critical to maximizing the life and performance of the battery. Freezing will not harm the battery and self-discharge rates reduce significantly at colder temperatures.

It is recommended that the ODYSSEY battery be charged if it is less than 12.65V when put into use per the ODYSSEY Owner's Manual (link provided on website Literature page for your reference). Most standard alternators/stators are not meant to be deep discharge recovery chargers and can damage the alternator/stator as well as not fully charging the battery with limited use. The Cyclic Charge Voltage range printed on the top label of the battery is the recommended voltage at the battery from the applications charging system (alternator or stator). At less than 14.1V the battery may not be getting fully charged for infrequently used applications. You can verify the battery voltage by checking the voltage at the battery at least 8 hours after application use (or off charge) and if the battery voltage is not at least 12.84V then the battery is not considered fully charged. Voltage readings taken right off charge or after use (alternator/stator charging) will be inflated and inaccurate so for a true OCV reading, you should wait at least 8 hours before checking the voltage (OCV) with 24 hours being preferred.

Consistent undercharging or maintaining the battery in an undercharged condition is one of the primary non-warranty causes of premature failure for the ODYSSEY battery. Proper charge maintenance is critical to maximizing the life and performance of the ODYSSEY battery. With proper charge maintenance, this battery should have a service life 2-3 times longer than the conventional battery based on the same usage. There are performance charts in the Technical Manual linked on the ODYSSEY website Literature page for your reference. The ER40 battery has a RCM rating with a 25-amp load of 87 minutes down to 10.5V.

If the battery is sulphated from consistent undercharging, a manual reconditioning cycle can be performed to de-sulphate the battery. Discharge down to 10.0V with a light load of 8.2A or less. Then using a 15A or higher charging current and not exceeding a constant voltage greater than 15.0V, recharge the battery. Discontinue charging if the battery begins to hiss, vent, or becomes so hot you cannot maintain physical contact with it. The reconditioning cycle can be performed up to 5 times to maximize the results. If you time each discharge from a full state of charge down to 10.0V improvement and recovery would be indicated by longer discharge times. At less than 80% capacity, it would be recommended that the battery be replaced. So, for example, discharging the battery at the 5-hour discharge rate of 8.2A it should take 5 hours to reach 10.0V. If it takes less than 4 hours, then that would be less than 80% capacity.

I hope this helps. Please contact me if you have any questions, concerns, or need further assistance.

Sincerely,

*Kathy Mitchell
ODYSSEY Sales/Support Representative
Email: kathy.mitchell@enersys.com*



ODYSSEY Approved 12V Charger Listing

Supplier	Model	Amps	Battery Size	Telephone	Website
	TMAX-6A-1B	6	7-16 Ah	DISCONTINUED	
	OMAX-12A-1B	12	7-27 Ah		
	TMAX-12A-1B	12	7-27 Ah		
	OMAX-25A-1B	25	7-65 Ah		
	OMAX-40AS-3B	40	7-92 Ah		
	OMAX-50A-1B	50	7-114 Ah		
	new OBC-6A	6	8-16 Ah	ODYSSEY Dealer Locator www.odysseybattery.com/dealer_search.aspx	www.odysseybattery.com/chargers.aspx
new OBC-12A	12	8-28 Ah			
new OBC-20A	20	8-55 Ah			

ODYSSEY Approved 12V *Trickle* Charger Listing (NOT for deep discharge cyclic applications)

Supplier	Model	Amps	Battery Size	Telephone	Website
ACI	1206CC 60CC-Rev C	3	7-16 Ah	905-565-0360	www.acichargers.com
Battery Minder	Model 2012-AGM Rev A	2	7-16 Ah	800-379-5579 x 208	www.batteryminders.com
DPI	1-12B990H10-Rev 14	0.9	7-27 Ah	800-334-5091	www.dnipro.com

ODYSSEY Approved 12V Charger Listing

Supplier	Model	Amps	Battery Size	Telephone	Website
Schauer	*SW 121060 Rev 00	6	7-16 Ah	513-791-3030 x 13	www.battery-chargers.com
	*SW 121160 Rev 00	16	7-40 Ah		
BatteryMinder	128CEC1 series (12v)	2/4/8	7-27 Ah	800-379-5579 x 208	www.batteryminders.com
	244CEC1 series (24v)	2/4/8	7-27 Ah		
	12248-AA-S3 Rev A	8	7-27 Ah		
CTEK Snowflake	MUS 7002 - with Alligator and eyelet connectors	7	7-16 Ah	North America 963-0981	330- www.ctek.com
	MUS 25000	25	27-65Ah		
Enerwatt- Use 8 Amp Setting	EWC12-248 Rev A	2 4 8	7-27 Ah	450-348-2370	www.batteriesexpert.com
Pro Charging Systems Dual Pro	Eagle Series I1225	25	27-65Ah	866-755-8399	www.prochargingystems.com
Interacter Needs Odyssey Chip	PS 1205 ODY	5	7 Ah	203-949-0199	www.interacter.com
	PS 1210 ODY	10	7-27 Ah		
	I/C/S 1225 ODY	25	7-65 Ah		

* Indicated can also be used as a "trickle" charger. Also has dual ring and alligator quick disconnect cables

ODYSSEY Approved 12V Marine Chargers

Supplier	Model	Amps	Battery Size	Telephone	Website
Powermania	Turbo M Series	6 - 30	7-114 Ah	888-581-8168	www.powermaniausa.com
Pro Charging Systems/Dual Pro - Professional Series DeltaVolt & Sportsman Series DeltaVolt chargers	PS 1 Delta Volt	15 - 1B	7-114 Ah	Sales Support 866-755-8399	www.prochargingystems.com
	PS 2 Delta Volt	15 - 2B	7-114 Ah		
	PS 3 Delta Volt	15 - 3B	7-114 Ah		
	PS 4 Delta Volt	15 - 4B	7-114 Ah		
	SS 1 Delta Volt	10 - 1B	7-114 Ah	Tech Support 800-742-2740	
	SS 2 Delta Volt	10 - 2B	7-114 Ah		
	SS 3 Delta Volt	10 - 3B	7-114 Ah		
	SS 4 Delta Volt	10 - 4B	7-114 Ah		
Promariner - Set to AGM Profile 1	ProNautic 3 Bank Rev. D 1215P-1220P-1230P-1240P 1250P & 1260P	15, 20, 30, 40, 50, 60	7-114 Ah	603-433-4440	www.promariner.com
Xantrex - Only for light cycling applications < 40% DOD	804-1220	20	7-114 Ah	574-522-9670	www.xantrex.com
Minnkota - Only available with eyelet connectors. Larger batteries will take more time to recharge	MK106PC - 1831060 (1 Bank x 6 Amp)	6	7-114 Ah	1-800-227-6433	www.minnkotamotors.com
	MK212PC - 1832120 (2 Bank x 6 Amp)	6	7-114 Ah		
	MK318PC - 1833180 (3 Bank x 6 Amp)	6	7-114 Ah		
	MK110PC - 1831100 (1 Bank x 10 Amp)	10	7-114 Ah		
	MK220PC - 1832200 (2 Bank x 10 Amp)	10	7-114 Ah		
	MK330PC - 1833300 (3 Bank x 10 Amp)	10	7-114 Ah		
	MK440PC - 1834400 (4 Bank x 10 Amp)	10	7-114 Ah		

Battery Cycling (Definition) - In situations where one is not quite sure whether the application is cyclic or standby (float), the following criteria may be used to determine the application category: If the average time on charge between two successive discharges is thirty (30) days, the application may be considered to be of a standby (float) nature. The minimum time between two successive discharges must not be less than fourteen (14) days. If either of these two criteria is not satisfied, the application should be considered cyclic.

EnerSys approval of chargers on this list is based on an evaluation of conformance with minimum general requirements at the time of testing. Charger requirements for specific applications vary based on factors such as frequency of discharge, depth of discharge, temperature and the time of recharge. The chargers listed are provided by 3rd parties and outside of EnerSys' control. EnerSys is not responsible for the reliability of the chargers or for any changes made by charger manufacturers which may make them inappropriate for use. EnerSys provides a series of chargers specifically designed for ODYSSEY products and encourages their use for maximum life, performance and reliability.

So, for my PC950 ODYSSEY battery the required charging current is 12A. I have now purchased an ODYSSEY battery charger providing that capacity. For many of the chapter members the PC 680 is the battery of choice and this battery requires a charger with at least 6-amps.

Since receiving this email from ODYSSEY batteries a few years back there charger brochure suggests even higher charging currents, see http://www.odysseybattery.com/documents/ody_chargers_sheet.pdf

Phil



Pilot Profile: Curtis Hillier



One of the EAA stalwarts Curtis has been a member of the chapter since the early 1990s and I seem to bump into him on a regular basis at the Independent Grocer in Stittsville! Over the years Curtis has 'done his bit' for the Chapter serving as both secretary and treasurer. He also ran the breakfasts for several years, and got his family involved with the breakfast planning and production for several more years. You may well know him as the owner of the diminutive Davis that lives in the covered shelter next to the Chapter hangar.

Where were you born?

Six nautical miles from where Leamington airport used to be located in South Western Ontario. I was raised on a farm just 0.5 nautical miles from a grass airstrip where numerous experimental and certified aircraft were tied down and flew into and out of on a regular basis. The owner had a Stitts

Flutt-r-bug with a rumble seat and a Harvard restoration project which looked more and more like an airplane as I grew up. I was either in a field working our land, at school or visiting my neighbour (his kids) working on some aircraft related project.

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

Where do you live now?

In Stittsville, just 16 nautical miles south east from Carp airport (CYRP).

What's your occupation?

Project Management although I have tried to retire three times. I get bored quickly, have a hard time taking a "vacation" and constantly look for others engaged in projects where I can lend a hand. I have had a diverse work experience and I have worked in almost every industry except oil and gas (may be a few others if you categorize differently than I do). Aviation has always been a part of my job, hobby or spare time interests. Every time our family took a pilgrimage to Florida I factored in a side trip to the Velocity factory for an hour of instruction - that and a visit to the NASA flight museum made my "vacation".

I saw the role of a project manager as a way to feed my insatiable thirst for knowledge and keep my boredom at bay. Life has so much to offer, what better profession than to find a way to help others do what they (anyone) want to do. My base education was in the field of Electronic Engineering so as my career took off I focused on companies who could support that interest. I have had a lot of formal and on the job training in optical system and mechanical design. My most exciting projects have included nuclear fuel, 3D spatial measurements, turbine engine part measurement, semiconductor memory testing, inspection and surveillance cameras (CISCO Telepresence system - the camera part of it), near and deep space imaging, human imaging (Ultrasound, X-Ray, Flouroscopy (Civic Heart Institute Ablation lab)), CT, MRI systems (project to develop mobile systems in Ontario), scientific imaging (SEMs, TEMs, EDS).

I have also done software development in the field of Artificial Intelligence (AI), using LISP and Prolog and some rule based apps like "first class" (which back in the late 1980's was used to replace a call centre full of subject matter experts with the AI – yeah, the employees were not too happy with that project) - OK I am dating myself. I continue to dabble in the area of app configurations for client relationship management and case management solutions. I am currently watching the emergence of Object Oriented Management which looks like it will do for managing things what Object oriented SW Dev did for SW development.



Stitts Flut-r-Bug

How did you get interested in aviation?

My parents did not encourage an expensive interest like flying but, growing up just a 1/2 mile from a private air strip, owned by an aircraft experimenter who had tumbler pigeons (*I had to look this up so I saved you the trouble and here's a link, Ed*) [Tumbling Pigeons](#)

I was constantly thinking about flight. I was one of the kids who found out it was far easier to design a spacecraft which had to deal with a 15psi differential pressure than a submarine that had to deal with thousands of psi differential - space it was for me. Unfortunately, during my childhood I was typically stuck on a tractor or out standing in a

field waiting to load up the planter. I had a lot of time between stops to let my mind wander about flying and space possibilities, and consider how to be involved in so many different things.

My father's "hobby" beyond farming was as a machine repairman with the Chrysler Corporation where he either sat and did nothing (which meant production was running well) or he was under incredible pressure to fix something that had just popped a gasket or broke a bolt. His hard work (read two incomes) helped to demonstrate commitment and feed my desire/commitment to start my formal flight training as soon as I was old enough. Although my father dissuaded me from flying at every opportunity, once I was licensed, he and my mother were the first people I took up for a ride.

Living so close to an aircraft experimenter was probably the catalyst that fed my aviation interests but there is no doubt in my mind that my parents secretly encouraged all their kid's interests. My father was one of the first firing supervisors in the Canadian Rocketry Association. Why, because his kid was experimenting with rocket engines at age 8 and he probably figure the safety training which was more elaborate as his dynamite (blasting) training (first aid was paramount) would come in handy; Alas my brother and I never had an incident in all our endeavours, probably partly due to our parents "*are you insane?*" style of parenting (my mother kept the news paper article of my brother and I and our four engine rocket for all the years she lived. She even kept one of my first farm equipment overhaul project plans I did as a child



(read: really bored childhood during the winter months).

When did you learn to fly?

I had my first ride around the 5-7 years old time frame when I finally got up the nerve to ask a random pilot for a ride. Our neighbour liked my parents so he never offered to take me up as he knew they would say "no". Stitts Flutt-r-bug = experimental, homemade etc. I learned quickly how to convince pilots to take me up - I developed a keen vocabulary, knowledge of aircraft of all types, radio lingo, flight controls and flight characteristic differences between aircraft of varying aerodynamic configurations - pilots could not avoid my cuteness factor (that is how I remember it anyway, others will say I was a relentless pest who wore pilots down until they finally agreed to take me for a ride).

I flew every time I could convince someone to take me up (at least until my parents found out - as I remember, my mother drove over to the neighbours to get me home and my neighbour told her I was out on a short flight) that put a hiatus on my flying endeavours for a while, and was the point in my life when I realized it was far better to ask for forgiveness than ask for permission.

Although I had held the control stick on a number of aircraft at that point in my young life, I began formal PPL training when I was 15. I soloed at 16, was licensed at 17, and made my father puke at age 17. I learned how to hand control over to a CFI after I trimmed the C150 for best range, at age 15 to deal with a blown oil line. As it became more and more clear that the oil leak was far worse than the oil on the windscreen, & we may not make the field, the instructor took control and landed us safely right on the runway - I had some amazing instructors.

What do you fly now?

Davis Da-2B and Cessna 172, but really, anything that won't likely kill me. "*Can I get a ride*" is still one of my favorite phases, unfortunately the cuteness factor is something I struggle with now.

What else have you flown?

Based on my formal PPL log book: C150 & C172, Zenith 601, Velocity, Fleet Canuck, Davis Da-2B, Grumman Cheetah, Bill gave me a ride in his RV8, and I swung a ride in an RV6; Unfortunately, once I got my licence I was not as enthusiastic in keeping my log book updated so some of my experiences did not get captured. Unofficially, if you consider all of the flights I held the control stick for some time: Aeronca Champ (pretty sure the owner had his hands on the control but it sure felt like I was flying), some stick time in a Flutt-r-bug. Actually my hand was on the chemical crop dusting lever - I am pretty sure the rear rumble seat belt was the only thing holding the bucket in place. I had a ride in Jerry Billings Spitfire - unbelievable ride/noise was my first aviation related experience with a "loss of hearing" ride like at a rock concert. Is a wing walk/jump on a Harvard trainer (when the engine fires) considered flight time? (This spitfire is now in the Seattle Museum of Flight, Ed)



What's your favourite piece of music?

No one specific score comes to mind, but Knights in White Satin was the first music I soloed (cross country) to. I have favorites in almost every genre, I ran a car stereo installation business a long time

ago so demos for clients would often consider their tastes so I saw a lot of diversity. I partnered with my daughter in a DJ and music production company - my youngest daughter caught the Hillier genes for music and was able to tell you the name of a song just after a few notes/bars - she could suggest a song no matter what the flying conditions and whether it is a car trip or flight she is the one with the iPod ready to feed our headsets. My mother was a conservatory trained pianist and taught piano to kids over most of her life. I have written lyrics and composed music around many different events in my life. Everyone in my immediate family has worked with me to score at least one song. My son was involved in animation at an incredible young age so I was the sound accompaniment as has characters acted out his script. I guess as a pilot though, the sweetest "sound" I can think of is PREPS on a cross country; as I fly over some god forbidden, no place to land, rip off your wings territory, knowing you are not alone is a comforting thing.

What's your favourite book?

Technical journals in any field. I never learned to read, (or had patience), for anything else. OK, being forced by unnatural influences if I had t take a book to a desert island and thus had time to read it I would chose "The Millennial Project". This is a book about exploring the vastness of the oceans, earning to live and survive under water in habitats. The last time I ran out of time to read it I was on page 51. I swear I have read the first 25 pages at least ten times. Sadly, the book would make better fire starter as if I was marooned on a desert island, I am confident I would have lost my reading glasses and the book would be a terrible tease to have with me.

What's your favourite movie?

More of a genre than a specific movie, I like lots of action and exploration sort of movies or documentaries. The most recent movie I enjoyed a lot was "Passengers", a modern-day story about human exploration. Since it is sci-fi and covers a lot of ground so to speak and it's what I would watch over and over and over again.

What's your idea of perfect happiness?

Having too much time and enough money to fly. I have always loved sharing flight time with my family and friends. I claimed the first eagle ride for the son of a friend. He is a paraplegic and was concerned about the flight from a safety point of view, with some coaxing and reassurances and a promise that I would push him out in case of an emergency (yea that made him real comfortable). The flight was a surprise from his parents and I think in the end he enjoyed that more than the skiing trip he thought he was going on. One check for his bucket list.

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

Colors in the fall, formation flying C-GYLS with C-GJOY, the spitfire, a mail run in a Piper Seneca from Windsor to Toronto (until I found out the flight was so quick that the stick time was minimal and all they took me along for was to slug mail bags). First ride in a Davis with Jim Bradley where I turned his Davis into an amusement ride until Jim took control again. A flight with Stan Acres in his Fleet brought back many, many memories from my youth.



If money was no object, what would you fly?

Flights are like women no one can satisfy every mission but I have been fortunate in finding a partner that tolerates my occasional (squirrel) interest in aviation and space travel. If money was no object and it flowed like fuel I would definitely invest in an old Piper Seneca which I could renew.



That was one of the most memorable flights at a young age (16). Let's just say that I find every aircraft I fly a memorable experience and with each new aircraft I am lucky enough to get a ride in, I get an experience not to be forgotten. Back when Burt Rutan got all "hey let's do this" along the lines of getting EAA to stand for Experimental Aerospace Association, I was already working with my brother is developing a liquid fuel rocket engine (he designed it and test ran it) for a spacecraft. Testing

it was a spectacular experience in blasting a deeper auger hole in our father's old grain bin foundation without using dynamite. With everyone in bunkers we lit it up and watched his unique design produce some amazing thrust; I was already designing it into a pressurized vehicle to get me out of the earth's protection (go where no sane person has gone right?) This is where my wife reminds me to make sure the insurance policy is handy. Today my brother has solar cells on the international space station and I am saving up some cash to go there for a visit, well maybe after I pay for the next new car... and the next aircraft project and the next vacation and... money's no object right - those were the conditions? I guess I would want a multipurpose vehicle capable of taking me where ever my whims would point.

What trait do you most deplore in yourself?

I tend to believe people will do what they say they will and trust that they have put as much thought into their decisions as I have. This has caused me most of my frustration and regrets. I hate people who will tell me something that is not founded in published facts or empirical data but I still do listen

to everyone and make my own decisions based on the often wide diversity of opinion, I am far more interested in facts.

What trait do you most deplore in other people?

Saying things that they have no proof of, but I like to hear what people have to say but if I cannot "bank on it" I would rather have avoided that conversation.

What's your motto?

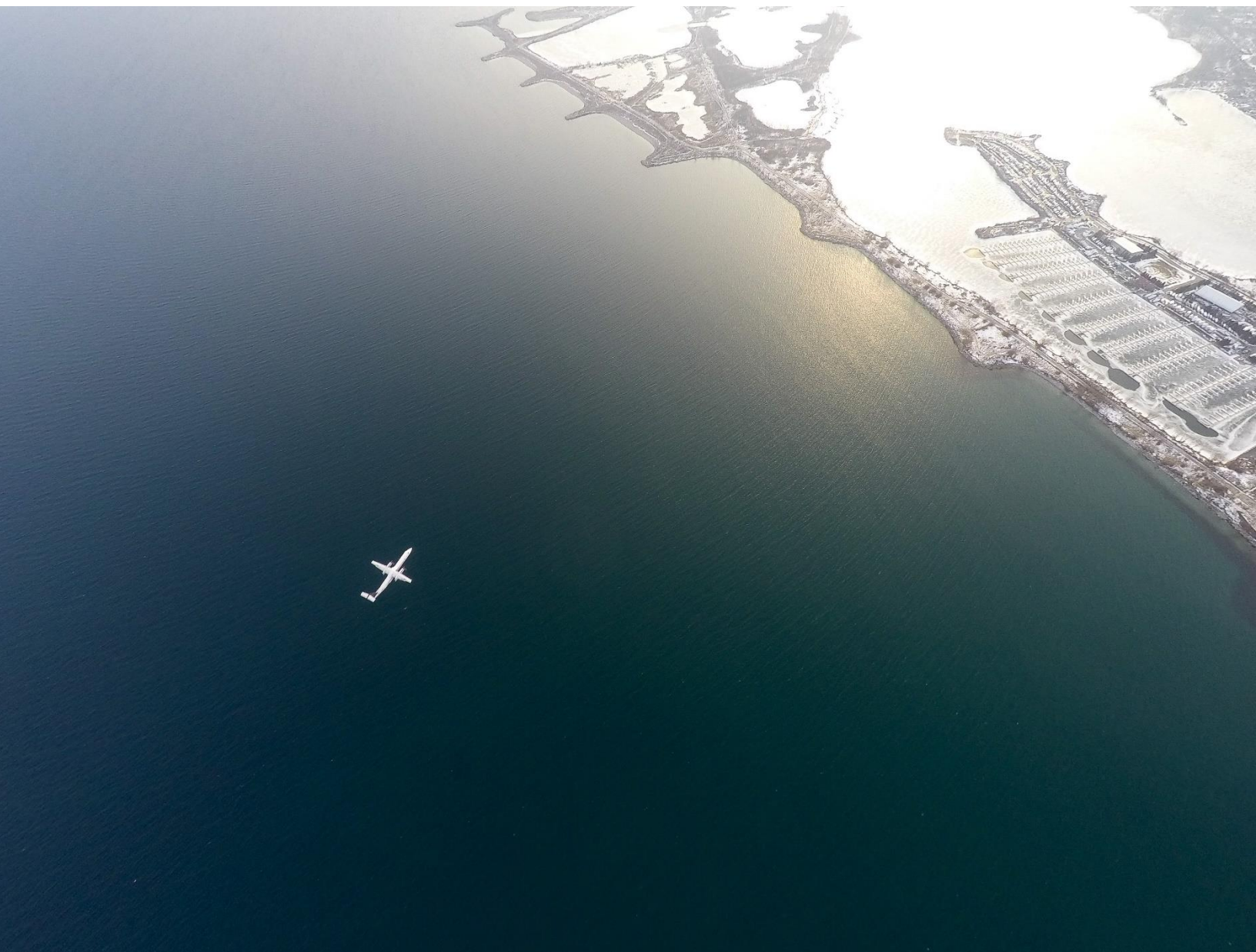
Talk to everyone about everything, make my own decisions and make everyday count.

How would you like to be remembered?

Eager to help others achieve their dreams and goals and someone who shared the experience of flight with whomever I could. (I still get hate mail from parents of the teen age girls I took flying in high school).



John Weir's Photo of the Month



One of John's better shots. I doubt that has anything to do with the fact that it's from an underwing mounted Go-pro, set before take-off, and capturing photos automatically. However, I'm nothing if not reasonable so credit where credit's due.

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

Zoning Out

How We Flew to Washington DC Without Attracting F-16s



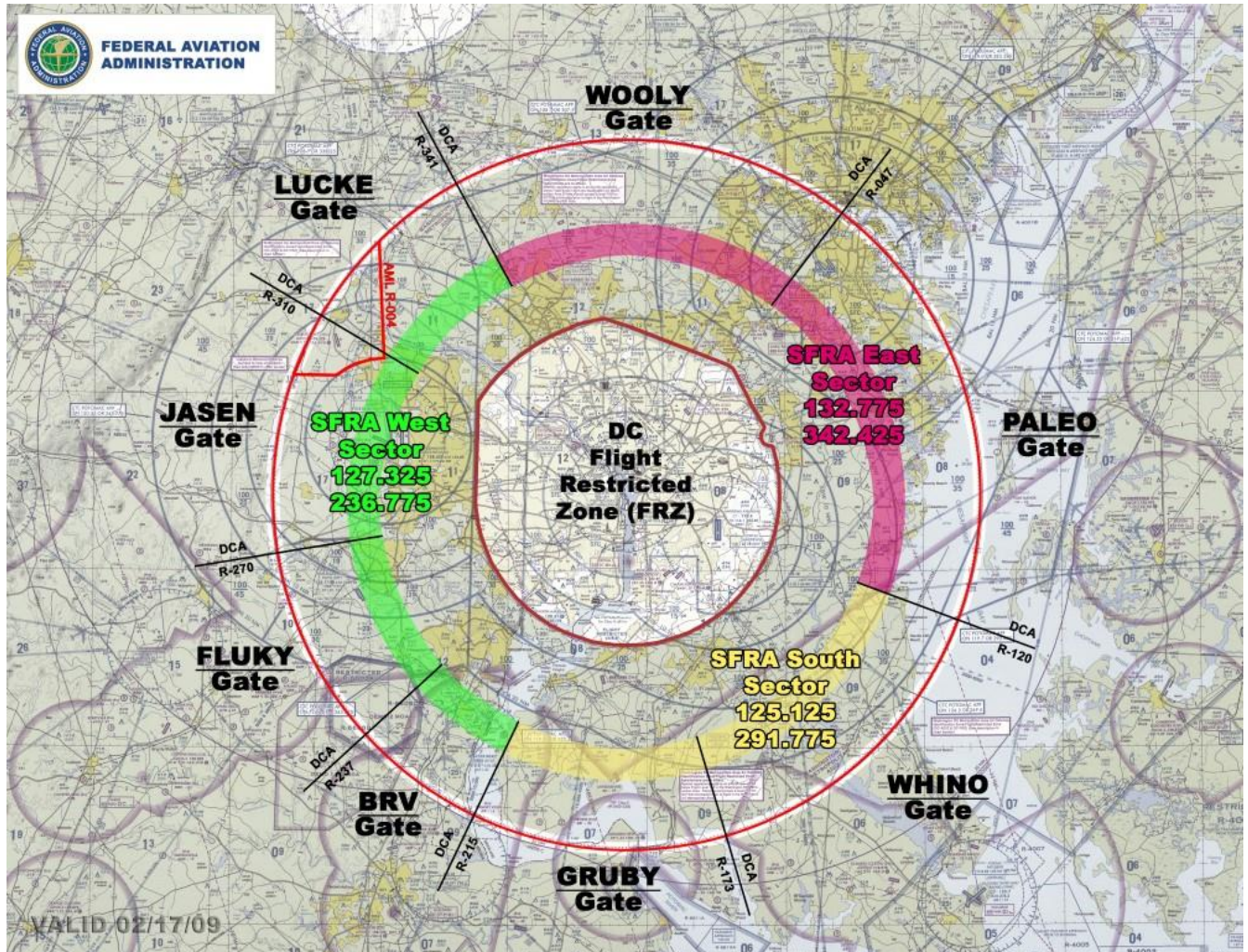
Have you ever dreamed of flying into Washington, DC, parking your plane at the local airport and then within a half hour be transported to the DC Mall and all its museums and exhibitions (strolling to and riding the local subway included). You can find our trip report in August 2017 edition of Carb Heat.

In order to fly in to the Washington DC Flight Restricted Zone (FRZ), you need to have a unique PIN code that positively identifies you to the Potomac TRACON when you file a special flight plan (for both IN or OUT, as well as VFR or IFR).

In the last year or so, obtaining a PIN code has become somewhat less arduous as you no longer need to be

physically present in Washington or have to physically circumnavigate the different government agencies and airports. You can, also, be interviewed remotely (FaceTime or Skype) and with additional locations the fingerprinting now seems to be a breeze.

Being a Canadian living in Ottawa, my process required some travel for the fingerprinting part, however, other than this, you should be able to follow the same procedures.



Here goes:

1. Check out the Maryland Three MD3 airports' web pages. Contact their airport managers. They are very willing to help out.

College Park Airport(CGS)

Mr. Lee Sommer, Airport Security Coordinator/Airport Manager
Telephone 301/864-5844; e-mail lee.sommer@pgparks.com

Potomac Airfield(VKX)

Mr. David Wartofsky, Airport Security Coordinator/Owner
Telephone 301/248-5720; e-mail bigcheese@potomac-airfield.com

Hyde Field(W32)

Mr. Stan Fetter, Airport Security Coordinator/Airport Manager
Telephone 301/297-7290; e-mail stan@hydefield.com

2. Take the FAA course: <https://www.faasafety.gov/gslac/ALC/...g.aspx?cID=405>

- This should take no more than 40 minutes.
- Save the certificate of completion, you will be sending this as part of your electronic document package.
- Good idea to save the knee-board info at this time as well.

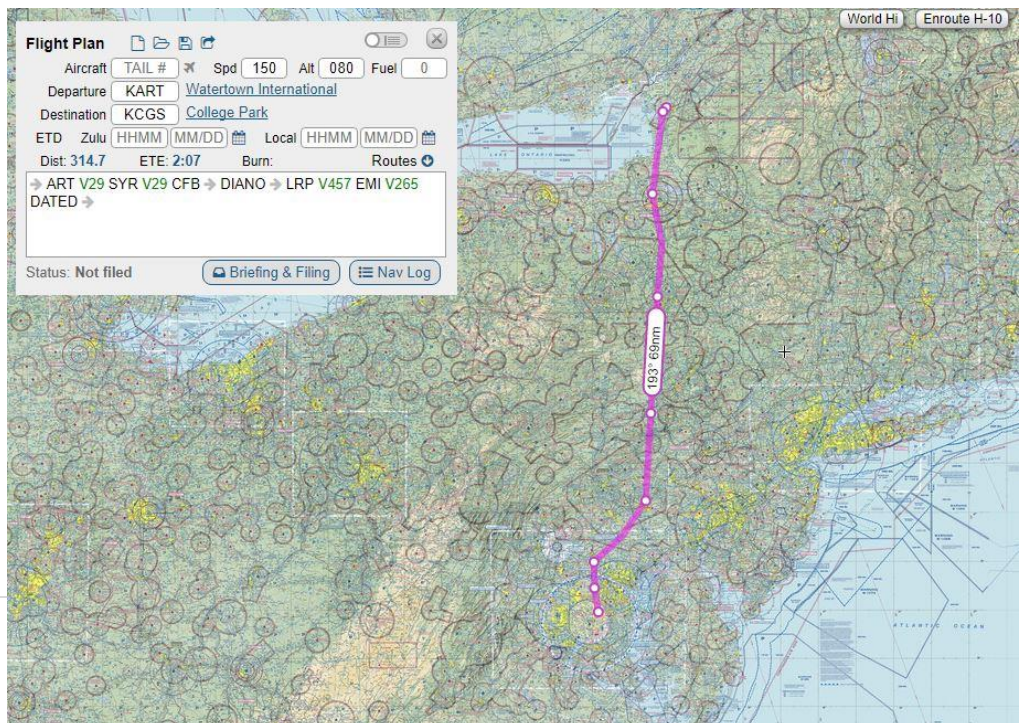
3. Scan a pdf copy of your:

- Pilot Certificate (both sides),
- medical, and
- government issued photo ID (I used my passport).

4. Fill out the PIN application TSA Form 418 (red boxes) available here:

<http://collegetparkairport.aero/MD-3&...pplication.pdf>

- The form will also require your signature and date where hi-lighted in yellow. I did not sign it before sending it out, which ended up causing some delays.
- Choose one of the three airport check boxes (section 1) and also select Transient. I chose College Park (KCGS) as I will likely be flying more often to/from that airport given my home location and wanting access to the Metro. You can choose any of the three airports since you will have access to all three airports once you receive approval.
- This form (418) is old, and has not been updated (2012 expiry) so things don't necessarily jive... stay with me here, keep plugging away.





**Transportation
Security
Administration**

MD-3 PIN Application

Applicant Phone:

Applicant E-mail:

INSTRUCTIONS: Complete all applicable fields. In Section 1, check the Maryland Three (MD-3) airport where you are based. If you own an aircraft, complete all of Section 3. If you do not own an aircraft, leave make/model and FAA Registration No. fields blank in Section 3. Take this form to the FAA Flight Standard District Office (FSDO) for an official to sign and to also to your selected airport for the Airport Security Coordinator to sign. Submit completed application via fax to (571) 227-2948.

Section 1: MD-3 Airports Access			
Check One:	<input type="checkbox"/> College Park	<input type="checkbox"/> Hyde Field	<input type="checkbox"/> Potomac Air Field
			<input type="checkbox"/> Transient
Section 2: Applicant Information			
Name:	<input type="text"/>	Date of Birth:	<input type="text"/>
		SSN:	<input type="text"/>
Home Address:	<input type="text"/>	City:	<input type="text"/>
		State:	<input type="text"/>
		Zip:	<input type="text"/>
Section 3: Airman/Aircraft Information			
Airman Certificate No.:	<input type="text"/>	<input type="checkbox"/> ATP	<input type="checkbox"/> Commercial
		<input type="checkbox"/> Private	<input type="checkbox"/> Student
Aircraft Make/Model (e.g., enter "C-172" if a Cessna 172):	<input type="text"/>	FAA Registration No.:	<input type="text"/>
Section 3: Approvals			
FAA FSDO OFFICIAL			
I have inspected the applicant's airman certificate, flight medical certificate, and all other appropriate information.			
Print Name	Signature	Date	Phone Number
FAA Inspector No. on 110A:			
DCA SECURITY COORDINATOR			
The applicant has been fingerprinted and completed the appropriate paperwork for a background check. Reference code SON = 644F / SOI = TD30.			
Print Name	Signature	Date	Phone Number
I have completed the TSA-approved security training module under the supervision of the airport security coordinator. I will comply with the procedures outlined in the security training. I have been provided an opportunity to ask questions of the airport manager or been directed by the airport manager to appropriate Federal Aviation Administration (FAA), Transportation Security Administration (TSA), or United States Secret Service (USSS) officials to resolve any questions. I have been apprised of my security responsibilities, as outlined in the airport security procedures, and am aware of my reporting and security responsibilities.			
I have completed the items required above and understand that I may be subject to questioning by FAA, TSA, or USSS officials as part of airport inspections or surveillance activities. I further understand that failure to comply with the airport security procedures may result in suspension of my privileges to operate an aircraft to or from the airport(s) indicated above.			
Applicant Signature Required:	<input type="text"/>	Date:	<input type="text"/>
AIRPORT SECURITY COORDINATOR or ALTERNATE			
I have reviewed and photocopied the applicant's airman certificate and a government-issued identification with photograph. I have included a copy			

5. Email the following forms/copies to: MDthree@tsa.dhs.gov

- TSA Form 418 – Maryland Three PIN application* (signed)
- SFRA Training certificate
- TC Pilot License
TC Medical (copy of Medical section in the pilot license)
- One form of Government-issued picture identification; i.e., driver's license

APPLICANT <small>* See Privacy Act Notice on Back</small>		LEAVE BLANK			TYPE OR PRINT ALL INFORMATION IN BLACK			FBI		LEAVE BLANK		
D-258 (REV.12-10-07)		LAST NAME NAM			FIRST NAME			MIDDLE NAME				
SIGNATURE OF PERSON FINGERPRINTED		CITIZENSHIP CTZ			SEX	RACE	HGT.	WGT.	EYES	HAIR	DATE OF BIRTH DOB Month Day Year	
RESIDENCE OF PERSON FINGERPRINTED		YOUR NO. OCA			FBI NO. FBI			LEAVE BLANK				
DATE		SIGNATURE OF OFFICIAL TAKING FINGERPRINTS			SOCIAL SECURITY NO. SOC			REF.				
EMPLOYER AND ADDRESS		REASON FINGERPRINTED										

Also, send the above forms/copies by email to the MD-3 airport you have chosen. They will then get back to you to arrange an interview using Skype or FaceTime. I arranged mine for an early weekday morning, and it only took about 10 minutes.

Fingerprinting:

This should be started in parallel to the above steps. The fingerprint collection has been offloaded to a 3rd party (NATACS). They will also provide electronic scanning of your fingerprints for an additional fee <http://info.natacs.aero/maryland-three-program>

If you are not going with the NATACS scanned fingerprinting, see if you can obtain the FBI fingerprint cards (you need two). You can download it as a PDF, however it needs to be on the right type of heavy paper so the ink does not smudge. Here is where you can download the FD-258 if you are willing to risk not using the official fingerprint cards: <https://www.fbi.gov/file-repository/...m-fd-258-1.pdf>

I searched around and you can buy these FD-258 cards online but they usually sell a pack and it takes a few days at least to get them delivered. At one point, I was wondering if I could commit a petty crime across the border... that would get me fingerprints, but might work against me in the whole process.

I called a local fingerprint outfit in Ottawa to see if they had any FD-258 cards. The Commissionaires will fingerprint you and have those cards. Unfortunately, the Commissionaires are not a recognized source for fingerprinting. They were, however, willing to give me a couple of cards, so I just drove over and picked them up the same day. Give them a call and ask nicely... it goes a long way.

I called the Ogdensburg Police and asked if I could get fingerprinted for a background check, cost etc. They said they do it for free, but you need to bring your own FD-258. Got them! An early morning drive to Ogdensburg (60 minutes) and only 20 minutes at the police station (the police officer was very patient and did a great job). Seal them in an envelope and ship both cards out to NATACS in Nevada along with the fingerprint approval form. Note: you must sign the FD-258 in front of the police officer. By the way, the policewoman did a great job and took her time to ensure I had a great set of prints. Shout out to the Ogdensburg Police Department.

As noted, you can have NATACS take your fingerprints at approved locations around the world. There are three in Canada I believe. One of them is in Toronto, but the location did not work for me. You pay \$69 total, otherwise if you provide your own fingerprints (e.g. obtained from your local USA police station) it is something like \$29 processing fee. You need to sign up online and print out the fingerprint information/authorization form from them, only obtained when paying up one of the two fees mentioned. Bring those forms with you to the fingerprinting office, and ID (along with FD-258 if you will be going to a local police station).

That's it. Now wait. In my case it took about 5 business days to get a reply from Department of Homeland Security that they had completed the processing. My problem is that I had not signed the MD-3 application form. I, subsequently, signed it and resubmitted it the same day I emailed my package to them. Things get out of sync, so sometimes, you just have to wait.

I received the PIN about a week later. The PIN lists are updated every two to three weeks, on no particular schedule it seems. I got lucky in that I received it just 1 ½ days before our planned departure. All said and done,

it took maybe 3 weeks to obtain the PIN.

Hope the above helps. The whole thing is not that complicated, and I am grateful that DHS has streamlined the process so that more people can apply without physically going to DC.

Getting the PIN allowed us to do this awesome long-weekend getaway: <http://www.vansairforce.com/communit...d.php?t=150405>

Looking forward to more of the Ottawa guys getting their PINs and hearing back about your awesome travel write-ups in Carb Heat.

Alfio



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

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



Experimental Aircraft Association Chapter 245

Application Date: _____

New: Renewal:

Name: _____

Street: _____

City/Town: _____

Province: _____

Post Code: _____

Phone () _____

Aircraft Type: _____

Registration: _____

Aviation Affiliations

EAA # _____ Expiry Date: _____

COPA: RAA UPAC

Other _____

I do NOT wish to be part of the EAA Google Group

Annual Dues: January 1st to December 31st (pro-rated after March 31st for new members)

Newsletter Subscriber: \$50
Newsletter only

Associate Member: \$50

Full Member: \$100*
Newsletter, hangar, workshop, tie-downs.

Note. Associate and full members must also be members of EAA's parent body.

Note: Credit Card and PayPal payments are available.

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