

Carb Heat

October 2016

EAA 245 NEWSLETTER Vol. 46 No. 9

Published by:

EAA Chapter 245 (Ottawa)
1500 B Thomas Argue Rd
Carp, Ontario
K0A 1L0



Next Meeting:

Thursday 20th October at the Bush Theatre,
Ottawa Aviation and Space Museum



AGM and Elections



"Loved your bit on the role of President, Phil - Perfect blend of plausibility and outright deception"

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Editor's Comments



In this month's exciting issue of Carb Heat we have articles on the building of Pete Zutrauen's CYRP hanger as well as an epic journey, by Ritz, to collect a part built Cozy in Texas and move it across the USA to Florida. Our pilot profile this month is Dave Matheson who, although relatively new to general aviation, is going at it with the throttle well and truly wide open.

After my last plea for articles a few of you were kind enough to submitted some ideas, words and photos. Everything is appreciated so please don't be shy as my "articles folder" for next month is still woefully empty. Thanks again to those of you who took the time and trouble to send me stuff. Just ½ a page of text and some photos can make for a really interesting article.

Bill Reed passed on some information for those of you that inhabit the Ottawa practise area. John Montgomery recently received a call, from Transport Canada, about a report of a low flying aircraft that was East of the Dunrobin Road and West of the Ottawa River. Bill was airborne in the Canuck, around the same time, although not in the specific area and not below 2'000 feet.



Bill called Transport and they told him that he had done nothing wrong but it appears that someone (or a group of people) in the area has been repeatedly calling Transport to complain about aircraft noise. So, to reduce the noise in the practice area the following informal agreement has been made amongst the local flying clubs and Transport Canada.

In order to reduce the impact of low level training exercises in the Dunrobin area, the local flight schools (in CYOW, CYRP and CYRO) have agreed to limit training flights East of Carp Road and West of the Ottawa river to be flown no lower than 1500' ASL, keeping the aircraft at least 1000' above the residences below."

Colin



President's Message



Well, we are now entering the fall season and I hope everyone has suitably stuffed themselves with Thanksgiving Turkey. With the colder weather the air is denser giving us more power and lift under our wings. As the air cools still further it becomes very easy to be taking off at a density altitude below MSL and with that comes the possibility of exceeding the rated power of our engines. With these changing conditions please consult your POH's and confirm the limitations on your engines and

airframes.



The only good turkey is a dead turkey - Ed

We've been pretty lucky so far, with minimal rainfall, so the grounds around the hangar are still very solid but soon that will change so be mindful of making ruts with your cars when visiting the chapter hangar. I'm sorry to sound like a broken record but it is important.

Last month's meeting at the museum brought many pictures from Oshkosh so thank you Brent, Dalton, Russ et al for your memories of a great Airventure. This month is a little less exciting with it being election time. We are looking to vote in the following:

- President,
- Vice President,
- Webmaster,
- Treasurer, and;
- Young Eagles.



I had previously said the role of membership secretary was up for election but Gord Hanes reminded me we did that last year so those of you clamoring to do the membership role will be sadly disappointed.

Ameet Nidmarty has resigned his position as Vice President for personal and work reasons so I would like to publically thank him for his service to the Chapter. Ameet was the one who instigated the Zenith programme. Unfortunately, this does mean we need to fill this roll in particular since I have a limited future with the Chapter. It would be good to have some new blood on the executive.

In addition to the elections we will be having the first flight award(s) and some chapter videos provide by EAA in Wisconsin.

Last month there was no coffee at the museum as we have yet to find someone willing to help out. Unfortunately, this drought will have to continue until someone, or a group of members, can come forward on this one.



The Zenith project is having somewhat of a hiatus and I believe that may have come about as a result of my absence from the Sunday sessions. I think that I will soon be back in full swing as my Cozy will be plain sailing from now onward. In a couple of weeks I expect to be back in the saddle with the Zenith project.



As usual, during the period in which we use the museum for our meeting nights many of us meet up at Perkins restaurant, on St Laurent and Coventry Road, for dinner prior to the big event. Everyone is welcome and we typically start arriving at around 5:30pm. This month it is Thursday 20th October. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there. I'll be putting out a reminder just before so that I can get a head count to pass on to Perkins Restaurant.

Regards to All

Phil Johnson

CELEBRATION *of Life*

Grant Este

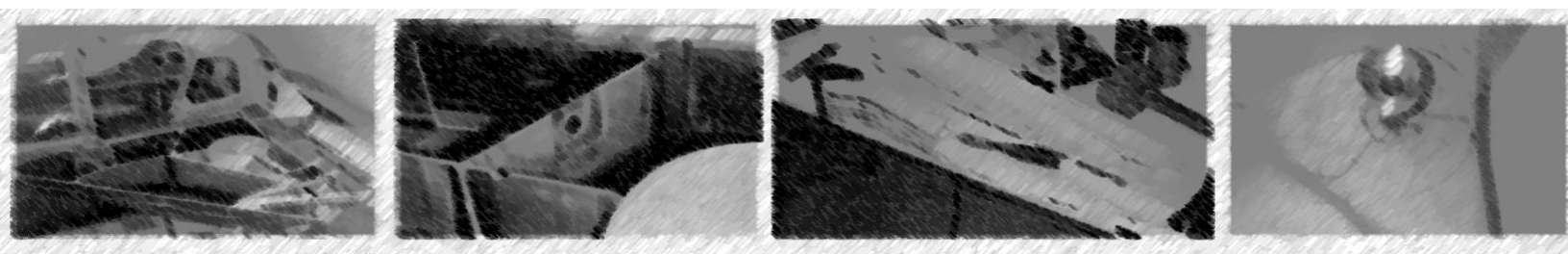
The celebration of Grant's life has been set for the 5th November at the Renfrew branch of the RCAF Association No. 433 (Champlain) Wing, 164 Argyle St. S, Renfrew ON K7V1T5. Tel (613) 432-4485 or 432-9155.

The doors will be open at 2pm for a buffet style late lunch/early dinner with a cash bar.

It was Grants wish for all of his friends and family to get together at the Wing one last time to (drink coffee) tell stories and lies about him and just have a nice time as a group as we say goodbye.

Please let Brent know as soon as possible if you are attending, by email preferably, and the number of people in your party so he can plan appropriately.

dhc6_300@hotmail.com





Meetings and Events Schedule

EAA Chapter Meeting –20th October 2016 @19:30

Presentation: AGM & Elections

Presented by:

Where: Aviation and Space Museum

EAA Chapter Meeting –17th November 2016 @19:30

Presentation: ADSB

Presented by: Mike Stott

Where: Aviation and Space Museum

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

Presentation: Flight Testing the Cozy

Presented by: Phil Johnson

Where: Aviation and Space Museum

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

Going Places



Lindsay Fly-out, Sunday October 16th

Local pilot Paul Marcil has arranged a local area fly-out to Lindsay. The tentative fly-out itinerary would be to arrive at CNF4 - 10-10:30 AM where breakfast and lunch will be available.



Raising the Roof

After much anticipation the act of raising the support pillars and central main beam for Peter's hangar finally arrived. The concrete base has been in place for a while now. When raising the Davis's shelter, we strived for a quick and easy process to set up or take down the various cover, tubes and footings - not so with Peter's hangar. Peter's Hangar structure is based on a width wise central support beam and his rear second story shop space is supported by a rear running beam, the front door is supported by two corner pillars - very simple design, but to assemble? - not so much.



Looking at the main beam laying on the concrete floor, left me wondering how a central steel pillar was going to generate an entire hangar. Even after it was up (and swaying in the wind) one might wonder how it was going to survive a slight breeze. I looked over the plans again to see what his design engineer had in mind.



With some help from Ken and Ritz the crane and all of the strategically placed boards, tools, ropes, ladders and levels, the central beam was easily raised and in concert with Peters meticulous concrete embedded bolts and measuring (ten times?) it slipped in place in a very short time. The

central beam pillars each sits on a precision (height) set center button and each clamps down with four bolts per pillar - all easily and quickly put in place. Small tapered slip bars were used to provide precision leveling of each pillar until the bottom plates could be under filled with concrete.



The next step was to raise and bolt in the center rear beam and it's support pillar, once again aside from some readjustment of the lifting strap for balance, the assembly was lifted and positioned and literally dropped onto the bolts and got clamped down with four bolts in the concrete pad and four more into

the central beam; with Peter on one side of the dual stepped ladder and I on the other side the central beam bolts slipped through their holes and voila it as assembled in a very short time frame - just like an RV kit.



Now that the rear center support was tightened, and the four bolts tied the rear beam to the center beam, the assembly began to look like a very structurally solid T hangar. Wait did I say T Hangar....

It is not a T-Hangar... It is truly an interesting rectangular Hangar design and once completed I predict it will be a "pillar of pride" at the South east end of CYRP - yes I wrote that).

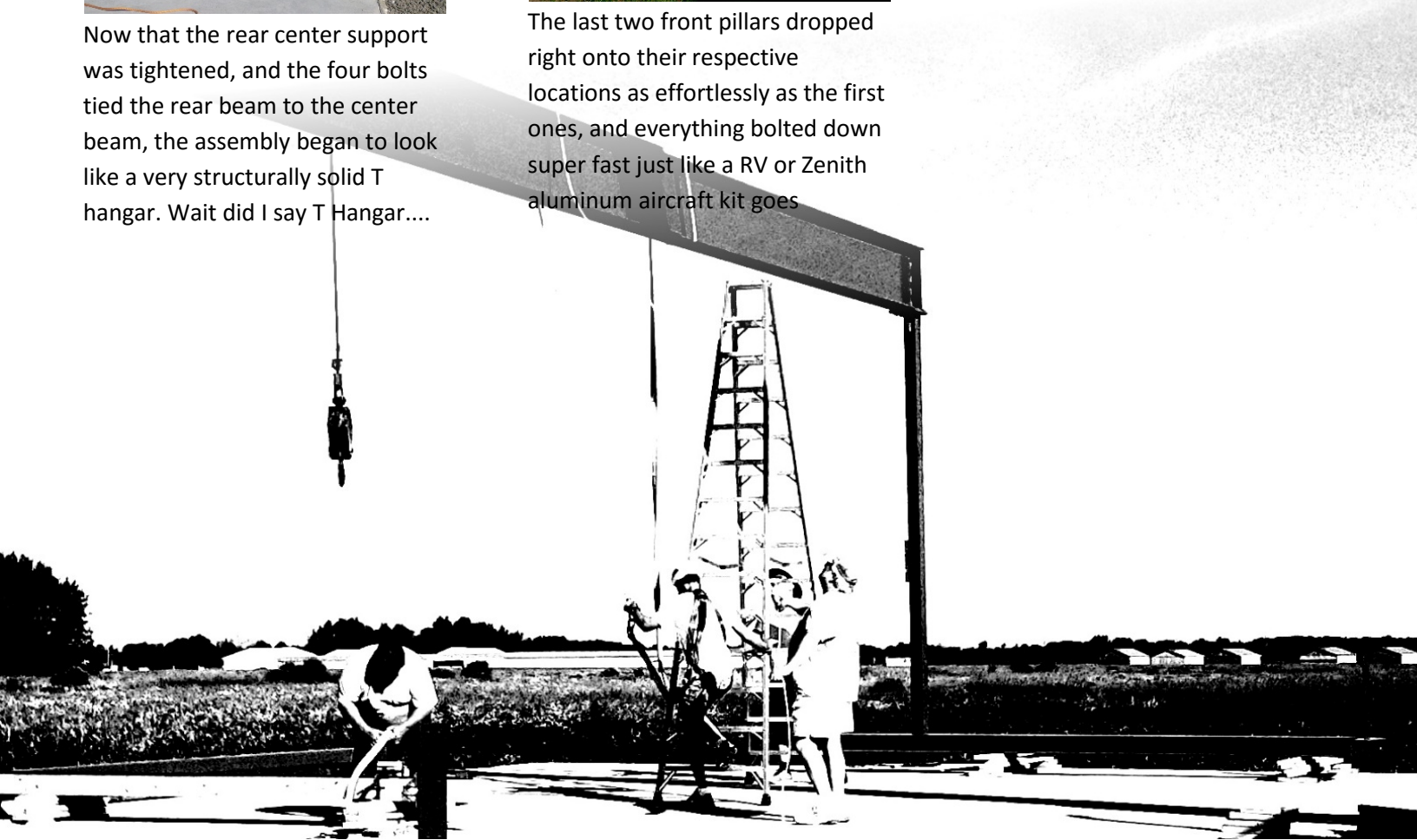


The last two front pillars dropped right onto their respective locations as effortlessly as the first ones, and everything bolted down super fast just like a RV or Zenith aluminum aircraft kit goes

together. I admire how well an RV or Zenith set of parts just magically Cleco together even in complex shapes curves and surfaces, now I have seen the same assembly ease with something on a much more massive scale. After that, we all stood around and pretty much just watched Peter and the crane make the final small tweaks to the vertical plumbing of the front posts. Kudos to Peter for generating parts with holes in metal that mated up with bolts in cement that went together so precisely.

Personally I am looking forward to watching the build move forward as the real estate at the south east end takes on a whole new look.

Curtis



Pilot Profile #10: Dave Matheson



As someone relatively new to aviation, Dave Matheson has well and truly jumped in with both feet. However, once you get to know Dave you'll realise that's not a surprise as he's got fingers in quite a few pies and clearly doesn't do anything by halves.

Where were you born?

I was born and raised in Ottawa. I grew up in Barrhaven and lived there for 20 years before moving to Kanata about 15 years ago. I'm fortunate to have traveled a lot in my life but I believe that Ottawa is one of the greatest cities in the world to live and have no desire to leave.

What's your occupation?

This one is complicated. My daytime job is Manager of IT at the Ottawa Courthouse, where I've been for 15 years now. My team supports all IT operations in all Eastern Ontario courthouses (about 25 of them). We do everything from software to networking to evidence in the courtrooms.

My "side" job is owner of a petroleum construction company. I tell people that we build gas stations but that's not entirely true, as we build fuel terminals (the big one's on Merivale Road and others elsewhere). Depending on the day and the project, we have 5-15 guys working and we're growing quickly. We weld piping/tanks, dig holes and try not blow anything up. We've been lucky enough to secure the business from the big oil companies in the area. Unfortunately, payment in 100LL for our work is not yet possible but I'm working on it.

My other "side" job is that I'm part owner of Central Bierhaus. It's a Bavarian-style bierhaus in the Kanata Centrum. We've only been open for 2.5 years but we've been fortunate to be having great success with it. I don't do a lot there, other than eat free meals, drink free bier and pick up my pay cheque. Best job ever!



How did you get interested in aviation?

My dad has always been interested in aviation and I guess it rubbed off on me a bit. My aviation obsession started almost exactly 5 years ago when my wife, who has a colleague who is a part-time instructor at OAS, booked an intro flight for my birthday. I'm sure that she regrets that decision, as I was immediately hooked and started throwing as much money as possible at anything with wings.

When did you learn to fly?

Following my introductory flight (literally the same day) five years ago, I looked for a west-end flight school and found one at CYRP. I started ground school two days later at the International Pilot School and I completed my PPL within about 9 months.

What do you fly now?

I'm extremely fortunate that Matt Pearson is letting me fly his RV-7A until my new plane is ready. Ameet and I have an RV-10 which is being built for us right now, in Perth, by Dale Lamport. Dale has built a bunch of local RV's and we're hoping to have the -10 in the air in April

2017. It's going to be amazing (*that sounds very Donald Trump, Ed*).

What else have you flown?

I did my training on a 172 and then did about 100 hours on the school's Grob 115D. I've had the chance to fly in a few other planes including a Nanchang, a Mooney and a Beaver.



What's your favourite piece of music?

I listen to just about everything but prefer country music and pretty much anything from the 90's. I'm a huge Coldplay fan and, if I'm pushed (*you were, Ed*), my favourite song would be "*The Scientist*."

What's your favourite book?

Other than the newspaper, I'm not a big reader. I always tell people that I read emails for a living at work, so I have no interest in reading for fun.

What's your favourite movie?

Top Gun. Is this even a real question for a pilot?

What's your idea of perfect happiness?

Perfect happiness would be a hangar full of planes and the time to fly them.

What's been your most memorable flying experience so far?

Tough question, as there's been a bunch, especially recently. It would be a toss-up between flying to Oshkosh this year or flying to Nashville last April in a 2-plane group for a Preds playoff hockey game. Both were great experiences that I'd love to repeat again soon. I also really enjoy flying Pilots n Paws missions. I've done quite a few of them over the past year.



If money was no object, what would you fly?

Assuming that the F-22 Raptor is beyond my PPL skills, I'd have to go with a Spitfire MK-22, despite it being completely impractical for my aviation needs. I wouldn't even need to fly it - I could just sit on the ground and listen to the engine running to feel satisfied.

What trait do you most deplore in yourself?

My inability to say no. Maybe it's a fear of missing out, but I get involved in way too many things.

What trait do you most deplore in other people?

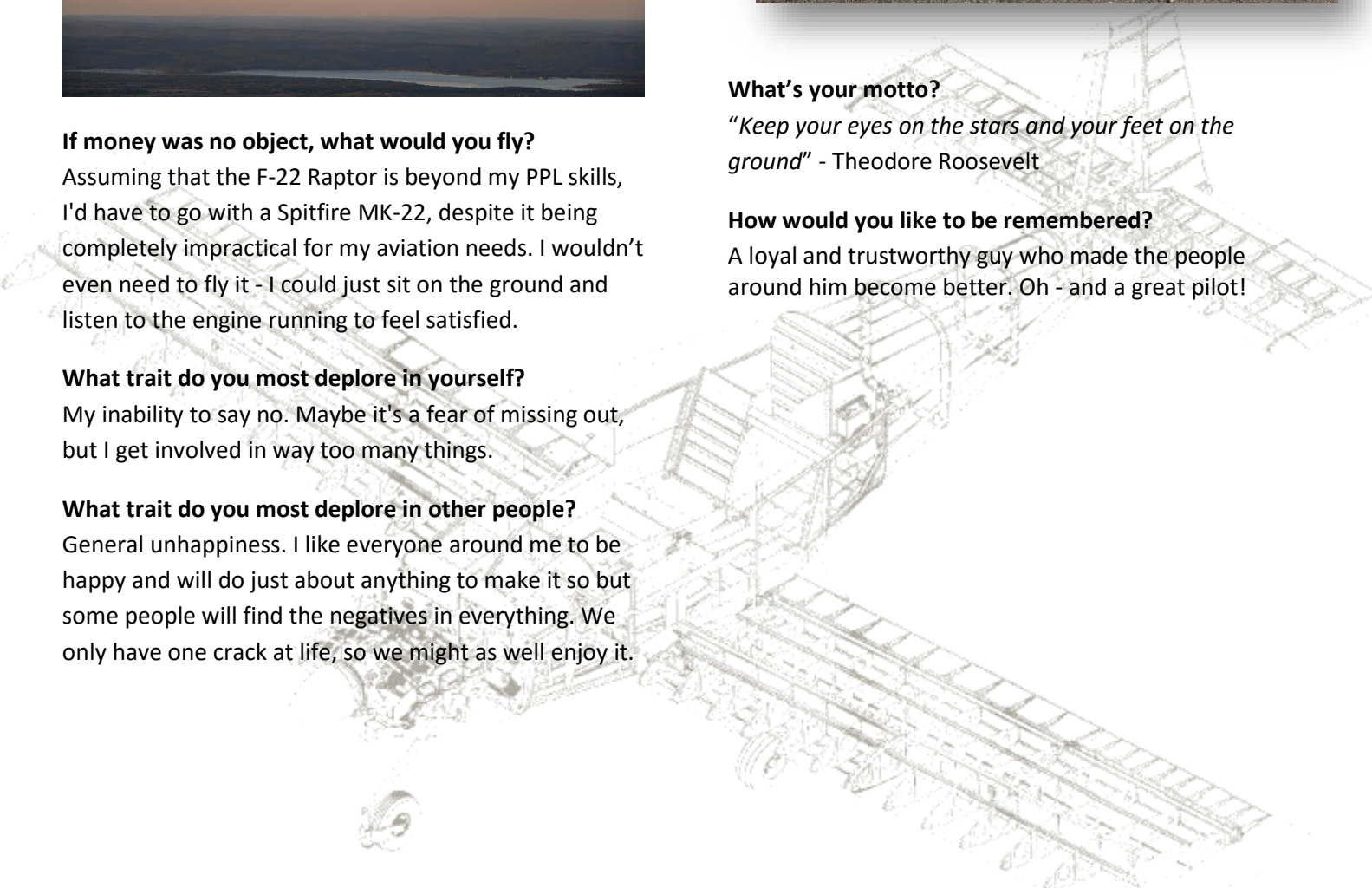
General unhappiness. I like everyone around me to be happy and will do just about anything to make it so but some people will find the negatives in everything. We only have one crack at life, so we might as well enjoy it.

What's your motto?

"Keep your eyes on the stars and your feet on the ground" - Theodore Roosevelt

How would you like to be remembered?

A loyal and trustworthy guy who made the people around him become better. Oh - and a great pilot!



$$v = \frac{d}{t}$$

Maximum Velocity

If you go a certain distance over a specific period of time you end up with a velocity and that's exactly what Ritz got after travelling some 2,800 miles over the course of just 3 days.

After closely watching Phil's Cozy build, Ritz decided that a Canard was in his future so he spent time searching the classifieds and eventually found a Velocity kit on Barnstormers. The downside was that it was located in Texas and he'd need to get it from there and close to the Velocity factory in San Sebastian, Florida. Ritz takes up the story.

Presto!



But that was only the start of solving the problem. Here we were.... 2 guys.... 1 trailer....and absolutely no idea how we would lift her up and get her roadworthy for a 1,300 mile journey to Florida.

So with strained backs and no idea how it would work we managed to get her onto the trailer.

So here she is.....Oops... Now we've got to get her right side up.....



Next step was to retract the landing gear.



Totally exhausted and middle of the night we finally headed to the hotel. The next step was to figure out how to angle her on the trailer to narrow the overall width. At this point I was almost ready to give up knowing I could not travel Auto routes with it like this.

We then were able to get the wings tucked under the fuselage.



With a "come along" and the roof beam this was the first moment where I thought I might be leaving Texas with a complete aircraft!

Finally we were able to mount the canard onto the top of the crib.

Finally, after 24 hours of working on the crib it was done. It wasn't pretty but but boy was it solid and ready for the road. Time for bed!

We were ready to roll at 6 am the next morning. Florida here I come!



Resting up at a much need rest stop on route.



Finally, we made it to Florida and here she sits..... waiting for me.....safe.... out of the elements.....and safe from the last hurricane.



Ritz

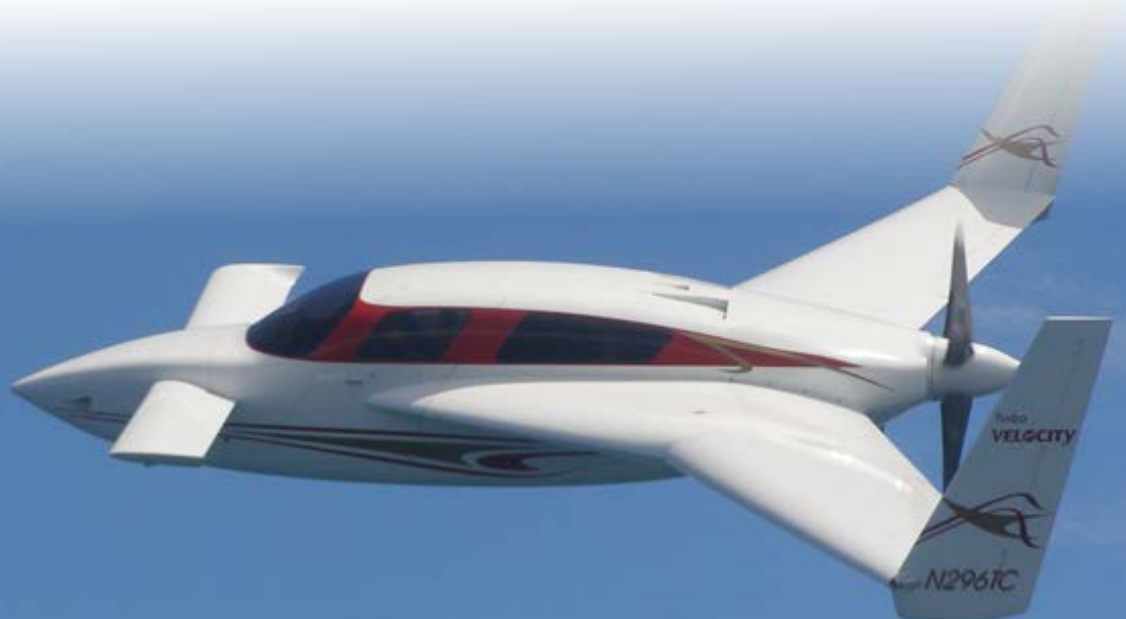
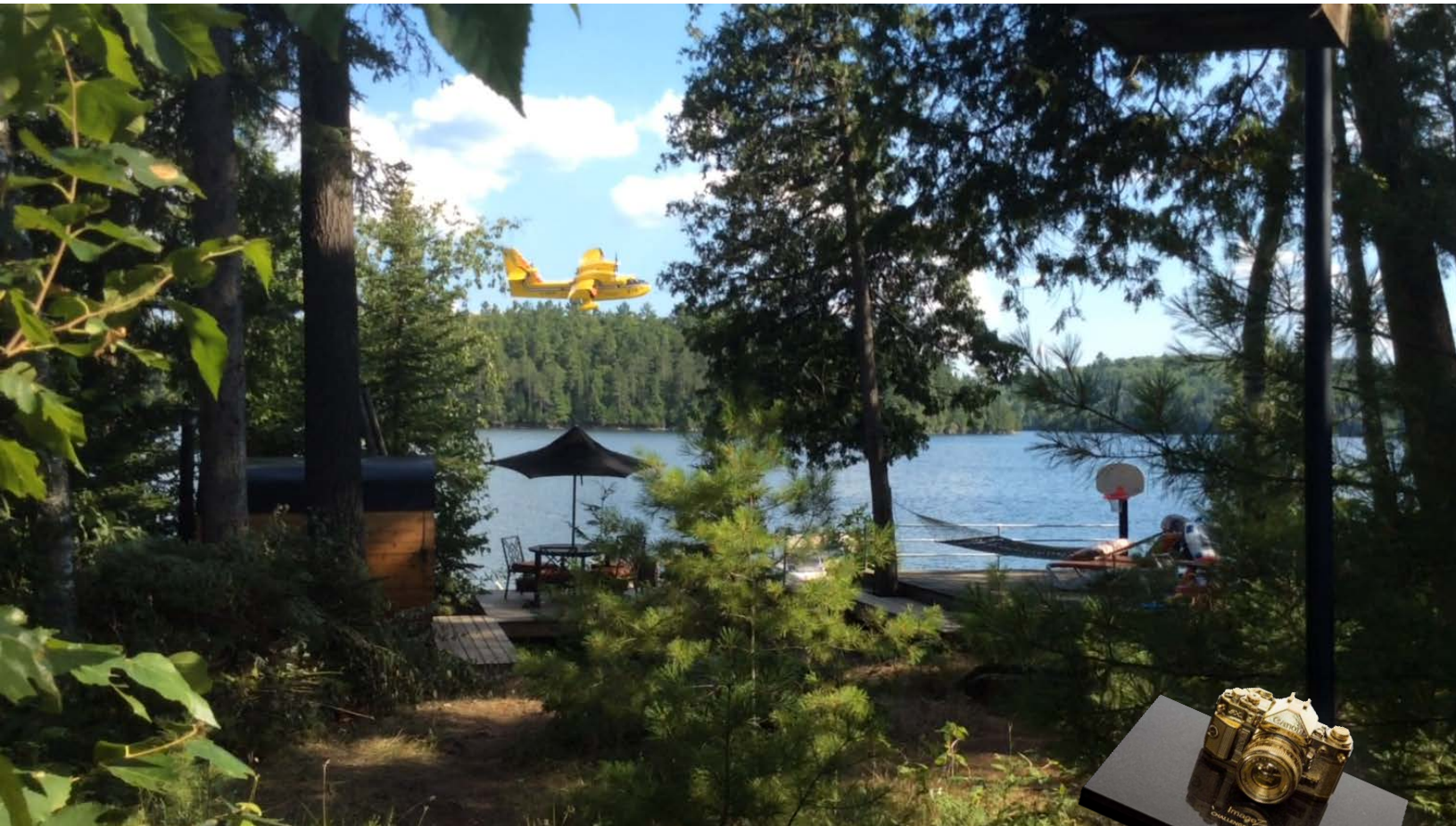


Photo of the Month



Due to the lack of member submitted photos we have extended this to friends and family and I'm happy to say we had a 100% increase in the number of photos submitted. Actually, that's not technically correct as going from zero to one isn't really 100 percent but I'm sure this photo would have won regardless. I'm pleased so announce that the winner of **Photo of the Month** is Nat, Andrew Depippo's better half. Andrew will be buying Nat a bunch of flowers as a prize.

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

Classifieds




FOR SALE: Long Ez

Hangered at CARP. 480 hrs airframe. Engine Lycoming O-235-L2C. 10 hrs SMOH.

Engine Major Overhaul by Aero Atelier (Lycoming Service Center).

Annual inspection May 28 2016. Many new parts.

More information and pictures at:
<http://www.magma.ca/~andrewr>.

 **Andrew: 613-836-3968**
613-295-7451 (Cell)

 **andrewr@magma.ca**

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming 0-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$39,000.

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

FOR SALE: MIG Welder

I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V) for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 **andrewr@magma.ca**

FOR SALE: Canuck Share

The Canuck Group at EAA 245 in Carp has shares in the 1946 Fleet Canuck CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangered.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.

 **Ken Potter: 613 259-3242**

 **kjpotter@sympatico.ca**

FOR SALE: Mustang 2 and RV-4 Plans


Mustang 2 plans set (not used)

RV-4 plans set (not used)

RV-4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools.

Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper.

Asking \$2,600 for camper or best reasonable offer. Will consider partial trades for aluminium sheet materials and machining materials or tools.

 **Michel: 819-685-2194**

 **andre04@teksavvy.com**

FOR SALE: Lycoming Cylinder

Wide deck, chrome, with piston and valves, approximately 400 hrs, in good condition as removed from 0-320 D3G Lycoming. \$300 Telex ProAir 2000E headset, new in box \$125 Manifold pressure gauge, 3 1/8" dia from Cherokee Six \$125

8-day wind-up clock, fits 2 1/4" hole, Works intermittently, needs cleaning, \$75

Contact Hans Sanders

 hnsanders@yahoo.ca

FOR SALE

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

johnfirth0@gmail.com

SALE: Anderson Kingfisher

Anderson Kingfisher Amphibian rebuild project. New fuselage, rebuilt Piper wings, Includes 2nd Kingfisher for parts, Valid CofA

 **Ken Potter: 613 791 6267**

 kenpotter@veritasmarine.ca

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200 Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each
ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

 **iammcnally@yahoo.com**

 **Chris McNally: 613-291-1254**

FOR SALE

Rivet squeezer and the tube bender \$150.

Large assortment of rivets, various machine screws and lock nuts. I can send pictures of these by Email. If interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade plywood.

 **Bob Crook: 613 225 6653**

FOR RENT: Tie-Down

Chapter 245 members can rent a tie-down near the EAA 245 hangar at Carp Airport. You can rent the tie-downs by the month or for the full year.

 info@eaa245.org

FOR SALE: Hangar(s)

Two hangars for sale at the Carp (CYRP) airport; one measures 41'7 x 31'9 and the other 50'x 31'9. For more information please call.

 **Mark Braithwaite: 613-839-5276**

WANTED

WANTED

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

 bartcameron112@gmail.com

M bcrook@sympatico.ca

WANTED


Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper


Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)
613-797-5568 (C)

 harvey.rule@bell.net

WANTED

Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers???

 613 733-2198

Who we are

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

President:	Phillip Johnson 613-790-4929 president@eaa245.org
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Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

Membership Application and Renewal Form



Experimental Aircraft Association Chapter 245

Make cheque payable to:

EAA Chapter 245 (Ottawa)
1500 B Thomas Argue Rd
Carp, Ontario
K0A 1L0

Membership Application

New: ___ Renewal: ___

Date: _____

Name: _____

Address: _____

City/Town: _____

Prov: _____ PC: _____

Phone: (____) _____ - _____ H(____) _____ - _____ W

Email: _____

Newsletter Distribution Preference:

Email ___ or Canada Post ___

Aircraft & Registration: _____

Aviation Affiliations:

EAA Number _____ EXP Date: ___ / ___ / ___

COPA: _____ RAA: _____ UPAC: _____

OTHER: _____

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

Newsletter Subscriber: ___ \$40.00
Newsletter only

Associate Member: ___ \$40.00*
Newsletter plus Chapter facilities

Full Member: ___ \$90.00*
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

**Credit Card payment available, Contact Membership Coordinator for details.