



Carb Heat

June 2014

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There is no meeting as such in June.

Saturday June 21 is the time to set up for the
June 22 Fly-in Breakfast and Open House

Next Meeting: Saturday July 19 at 10:00 AM
Place to be Determined

Editor's Comments



This month Phillip Johnson gives us the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Alfio Ferrara returns with a new Gadget Corner article.

You may remember Jeff Whaley's series of articles published in 2012 called "My Plane". Jeff returns with a progress report following his crash landing.

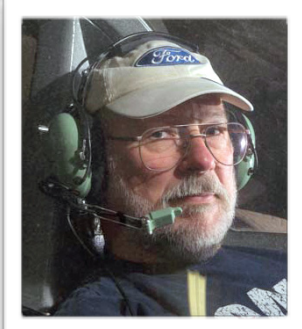
The flying season is here and many fly-in opportunities are listed.

The For Sale section is quite long, includes 4 airplanes and many other items.

We need more stories and information to pass on to our readers. If you have flying adventures, take notes, pictures and write a short article so others find out what they missed.

Yvon Mayo

President's Message by Phillip Johnson



Another month has passed and I have been away on travels to Southern California for pretty much most of it. I took the Mustang, not a P51, and did a round trip of 10,500 km taking four days each way. So why am I telling a bunch of aviation nuts about my driving trip to California? Well I did visit a number of airfields but in particular I went to F70, or French Valley Airport where I had arranged to meet with Steve Williamson the president of chapter 1279. The purpose of this meeting was to see how different chapters made things work. Interestingly our two chapters have about the same number of members. Chapter 1279 is located on the Airfield using one of the airport T-Hangars which is rented to them for a token amount as the Chapter is a not for profit organisation just like ours. Since they have almost no rent, taxes or other expenses the annual membership fees are low at \$20 p.a. The facilities are somewhat limited as a Pietenpol similar to the one built by our Irving Slone occupies the club hangar. The aircraft was built by the members with people throwing in a few dollars here and there and it took about three years to build. Membership were interested in the building process and not the flying as once the aircraft was built it was

sold to two club members. One of the purchasers of the Pietenpol had also rented a half-T hangar and allowed the club to use this as a workshop for building a Jodel. It seems their goals were to get hands on experience through the club but not on their own aircraft.

This last weekend was the cleanup weekend before the Young Eagles Event on the 14th June. The turnout was not great but we were also very late in announcing the need for support so many members were pre-booked. I will endeavour to get more notice out in future.



By comparison our fees are much higher but we do own our facility and our workshop is infinitely better equipped plus we are able to offer tiedowns at a good rate. Hangar rental was around \$375 per month, which is similar to that at Carp except each hangar had a bifold door, and no snow to contend with.

Moving on to our own chapter we have had no interest in winter rental opportunities for the Chapter hangar and I'm not sure it's simply because the summer has yet to start and it's difficult to think about the next winter or if it is simple not desirable. Please let me know your feelings regarding this opportunity.

The club house has new and improved furniture, well not exactly new but definitely improved, so hopefully it will be more comfortable for the members. We are looking at providing WIFI if at all possible.

The management at CARP airport has now changed and Jim McDermott has moved on with his replacement being Mark Braithwaite. Mark came over to see us during our work day and expressed his intention to make CYRP a general aviation friendly airport, as such there will be a general meeting for all interested parties at the FBO on June 16th at 18:30. Everyone is welcome.

Fuel for Young Eagles and on our Flyin breakfast will be discounted \$0.10/litre. Please advise all pilots accordingly.

We have been looking at revenue generation over the past few months and we notice there are still some members who benefit the Chapter offering but have not yet paid their dues. Please can these people come forwards and make payment, avoidance only hurts the rest of the membership.

Because this month's meeting falls on the same weekend as the Chapter Flyin (22nd June) there will be no meeting per se'. We will however be having an August meeting which has never occurred in the past because our Flyin has historically occurred in August. As usual there we look to members to support the Chapter during the setup day (21st June) and during the fly-in where possible.

Regards to All

Phillip Johnson

Meetings and Events Schedule

21 June 2014	Set-up for the Fly-in Breakfast and Open House
22 June 2014	EAA Chapter 245 Fly-in Breakfast and Open House
19 July 2014	BBQ, place to be determined - Suggestions are Welcome

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

EAA 245 Fly-in Breakfast and open house 2014

Since our event is just around the corner we wanted to give one last shout out to remind everyone that our event is Sunday June 22, 2014.

We have food services confirmed, several display area support people, someone to monitor the unicom frequency, but are still looking for aircraft traffic, foot traffic and car parking attendants to help out during the day.

Since this is an all day event, we would like to have several volunteers for each area so if you can spare even a few hours that will give another volunteer some relax time.

If you want to help out please email Curtis Hillier (email is in the newsletter) with your name and desired help position.

See you all on the 22nd!

Curtis Hillier

613-323-5019

echillier@yahoo.ca

EXHAUST – from the Carb Heat Archives



30 YEARS AGO June 1984

The EAA Chapter 245 meeting on June 15, 1984 was held at the Carp hangar/clubhouse. Guest speaker was Murray Morgan who was a test pilot with the National Aeronautical Establishment for seven years. His presentation was on the test flying of the sleek new homebuilt amphibian, the Seawind.

Tony Taylor, who bought Carp's flying operation previously owned by Gary Field, was also at the meeting and had on display his ultralight Falcon. Tony acquired the dealership for the Falcon and had four new ones on display. Tony's primary interest, however, was in reactivating the flying school and he was in the process of completing renovations of the building and surroundings. Tony's new operation was called "Mylight Aircraft Inc."



- 30 YEARS AGO – DID YOU ATTEND THE FIRST ANNUAL FLY-IN BREAKFAST AT CARP AIRPORT?

20 YEARS AGO, June 1994

On June 11th, 1994, the first annual international Young Eagles Day at Carp Airport was a great success, with over 45 young eagles receiving flights on a one on one basis. Thanks were given to all the dedicated volunteers, both on the ground and in the air, and especially to Lars Eif for a top notch professional show.

On Sunday, June 25th, 1994, chapter president Gary Palmer was a static display participant at the Trenton Airshow with his Lancair. Gary's journey that day started out marginal VFR with low ceilings and he was greeted with a robust 20 knot gusts to 30 knot winds on landing on runway 24 at Trenton. "Thankfully" he said, "the wind was from 230 and it simply allowed me to practice three landings in one approach".

In the Classifieds "Chapter Crests: sew-on, \$6.50 each."

Also: "The Canadian Amateur Built Aircraft Registry is now available from CASTC. A registered version of shareware will soon be available for \$30.00. Ted Slack"

(CASTC – Canadian Aerosport Technical Committee)

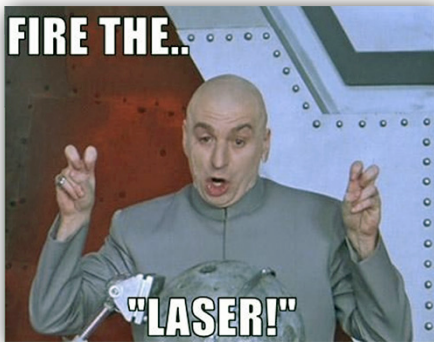
wayner@igs.net

Wayne Griese

Gadget Corner by Alfio Ferrara



This month I have two items that I want to discuss with you. The first one is this new gadget that I just need to get my hands on it... but better still, found out I can make my own with items from around the house. The second item is about a temperature measuring laser (somehow Dr. Evil comes to mind as I am typing this).



DIY Silicon Putty

Sugru is a fairly new product that is sold in small hermetically sealed pouches. It is a silicon-based putty that can be handled like Play-Doh and will harden to a silicone solid in about a half hour. It is moldable and can be used to make new parts, or utilized for making repairs.

The following company link offers suggestions for its use as well as how to purchase it. You can also

purchase it online on EBay and Amazon among other places, though I have not identified any brick and mortar retail stores that carry it.

<http://sugru.com/>

What can it do?

You can let your imagination run wild with this one. Your laptop's little rubber feet are falling off and you lost them? Easy, just make a replacement with Sugru. Power cord for charging your USB devices is cracking near the power adapter? Just mold a new strain relief.



<http://sugru.com/blog/14-apple-life-hacks>

You can also make some custom ear molds for your ear buds, giving you greater noise attenuation and comfort. Maybe you might even use these as a noise-blocking in-ear headset for flying. All you need is to cobble together a microphone and you're all set, or not bother with the microphone portion and now you have very quiet passengers in your airplane.



<http://sugru.com/guides/how-to-make-a-neat-and-easy-custom-fit-earbud-in-ear-monitors>

What else can you use it for? How about that little disintegrating rubber on the knob of the ICOM A200 transceiver? You can now make a quick temporary replacement with Oogoo. You can even try new funky colors.

ICOM A-200 radio with cracking rubber knobs.



Another aircraft related tip might be to make ergonomically soft handles for those nasty cleco pliers. When we built our RV, it used about 15,000 rivets to complete. That is a lot of cleco insertions.

The MSDS for Sugru indicates the first main ingredient to be silicone (surprise!), and second one is talc from 25% to 50%.

Someone did some kitchen R&D and came up with a similar performing home made product, which they named Oogoo. They use pure silicone caulk mixed with cornstarch. Some other combinations to experiment with might be to replace the starch with Cabosil or pure talc.

<http://www.instructables.com/id/How-To-Make-Your-Own-Sugru-Substitute/?ALLSTEPS>

Here is a quick review and application videos from Zdnet; <http://www.zdnet.com/blog/security/sugru-the-hackers-material/10519>

Now go to the garage and look for that silicone tube and steal some cornstarch from the kitchen. That and duct tape should get your plane back in flying order in no time :-)

I LOVE LASERS

What are they good for? “Radar” traps (lately I had a first hand experience on that one, enough said), having the cats chase a dot of light across the room (it’s great fun). Not a new use, however lasers can also be used to measure temperature at a distance.

Every once in a while you will find me roaming the Costco tool aisles, and this time a laser temperature measuring gun caught my eye. I broke down and bought one for around \$20 (even comes with its own 9V alkaline battery). I later noticed that a similar product is also sold by Canadian Tire for a similar price when on sale.

It has a gun-like shape and made of surprisingly solid feeling plastic material. It contains a nice backlit LCD display for providing the instantaneous surface temperature (either degrees C or F) with a HOLD feature, as well as also displaying the maximum measurement. Measurement is completed within about a second.

That’s it for this month.

See you guys again next month.

Tailwinds.

Alfio



The photo below is of the display of a similar unit.



Some uses can range from measuring the temperature of your BBQ grill (measures to about 600 degrees F), measure milk’s pasteurizing temperature, or temperature when preparing pudding. I’m sure you can find a way to justify its purchase. ☺

It can also be used for detecting heat losses in a hose (near windows and doors for instance). Then again, you can also use the back of your hand to detect the drafts. My cats just love chasing the laser beam dot.

My Plane - Rebuilding, Progress Report

(This is follow up to a series of 10 articles published in every Edition of 2012)

Foreword:

After a forced landing and nose-over in a corn field June 2012, MY PLANE needed some serious repairs. The rudder, wings, one set of lift struts and the shock cord covers were bent. The windshield was broken, the radiator, spinner and propeller were destroyed and the cowlings needed repairs. The engine had to be torn apart for inspection/rebuild and last but not least, the fuel system needed serious attention.

Weather Controls Scheduling:

The damaged occurred in June, so there was good weather to start on the wing repair and fabric recovering. The left wing had the most damage so it was opened first for inspection. Photos 1 & 2 are of the left wing:

All the leading edge metal of the left wing had to be removed to facilitate repairs and to enable removal of the damaged ribs. Two sections of metal were ordered and received from Custom Flight but in the end weren't used. Most of the leading edge metal simply popped back into shape once it was detached from the ribs; however, there were some dents that required local repairs. These dents were removed using an old table spoon (that my wife won't miss) and repeatedly pressing the material into a plywood and cloth backing.

At first, the bent ribs looked hopelessly damaged so I considered



Photo 1: Visible Exterior Damage

replacing them with new ones; however, a call to Custom Flight revealed they had none in stock but

the spar slot; detached from the trailing edge metal and with the drag wires removed, "simply" slid down around the spars and out of the wing bottom. After a few hours of squeezing, bending, light hammering and with some stiffeners applied they were serviceable. I discovered the leading edge skins when re-installed in their original location, though still a tight fit were subject to oil-canning or flexing between the ribs. A couple strips of aluminum angle riveted parallel to the spars and between the offending ribs, remedied the situation.



Photo 2: Interior Rib Damage

I got some useful tips on how to remove them. The damaged ribs were cut at the top surface above

Previous experience with Poly Tone paint-matching steered me to avoid reworking the wing tips which are Poly Tone #177 blue.

This required a lap-joint in the fabric on both wings. Every second rivet was removed along the joining rib; the new fabric was glued over the original and after ironing the removed rivets were popped back into place squeezing both layers of cloth. As hard as I tried, old man winter won the battle; the wings were recovered, ironed tight, fabric rivets inserted and finishing tapes applied but only the first brush-coating got done by mid-October, so the wing rebuild ground to a halt. It would be many months before any more work got done on the wings.

The summer of 2013 was terrible for attempting spray painting. The early decent conditions of April – May were occupied with yard work; for June and July it was rain and rain and when it wasn't raining the heat and humidity were so high you couldn't do anything. It was early August before I got acquainted with Ken Potter's HVLP paint system (thanks Ken) and well into September before the wings were finally painted.

Another Engine Rebuild:

Procrastination and again unheated facilities delayed the engine overhaul until Late April 2013. Fortunately I was able to take the engine home to my garage and in that controlled environment work progressed on the engine when conditions weren't conducive elsewhere. Internal inspection revealed some serious damage: both rotors and 2:3 castings had to be replaced. Fortunately I had some good castings on-hand and Cary's parts bin was able to supply another set of S5 rotors.

The previous install had no means of adjusting air flow and there is no thermostat. The new radiator install will include an exit duct, incorporating an adjustable damper to control airflow, thus temperature. The oil system had ample cooling but also no temperature control, so one Fluidyne cooler was replaced with the original Mazda oil cooler which has a thermal valve. Below 160F, oil will bypass this cooler but flow through the next one in series; temperature should maintain 160F on cold days.

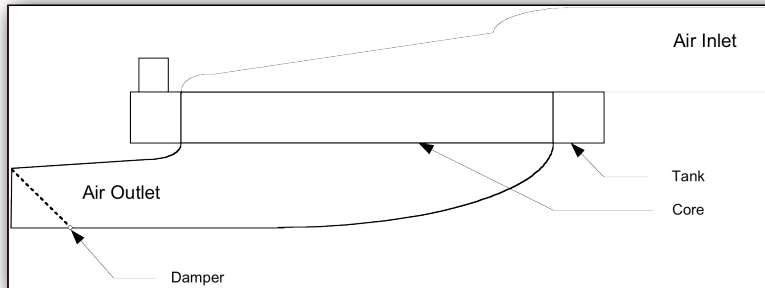


Figure 1: Radiator and Ducting:

The top cowling was repaired to its original state, keeping the same air inlets for the oil coolers; however, a new plenum was required for the Mazda cooler. The bottom cowling required severe modifications for the new radiator. Instead of

Cooling Changes:

With my custom Ron Davis Racing radiator destroyed in the accident, now was a good time to replace it with a larger one, as the original was providing only marginal cooling. I selected an off-the-shelf

Griffin radiator from Summit Racing that several other Mazda fliers were using. The profile for this radiator is completely different from the previous version and with it mounted in the same location was going to need some careful ducting.

a streamlined duct and direct airflow through the radiator, this install will use a "pinched duct" and require the air to flow in an "S" pattern. This new duct as sketched below has a similar inlet opening as before but the air is pinched in an attempt to equalize pressure across the core. Photo 3 shows a similar install on a 20B – if this radiator and ducting will cool 3 rotors, it should handle my 2.



Photo 3: Functional Radiator Install:

Fuel System Rework:

The fuel system modifications prior to the last flight were an indirect cause to the engine failure. Please refer to Figure 2; Config A is how the fuel pumps were aligned previously and Config B was installed prior to the last flight. The sketch though not to scale, demonstrates that in both setups there is gravity-fed fuel going to both pumps. The problem with Config B is both pumps will work only if enabled simultaneously. If one pump is enabled prior to the other, its suction aided by gravity will drain the other vertical line; the second pump will have no prime when switched on. If the pump pick-ups had been on the bottom side of the fuel collector block, it might have worked; a subtle difference but as said before “the devil is in the details”. Config A has been reinstated.

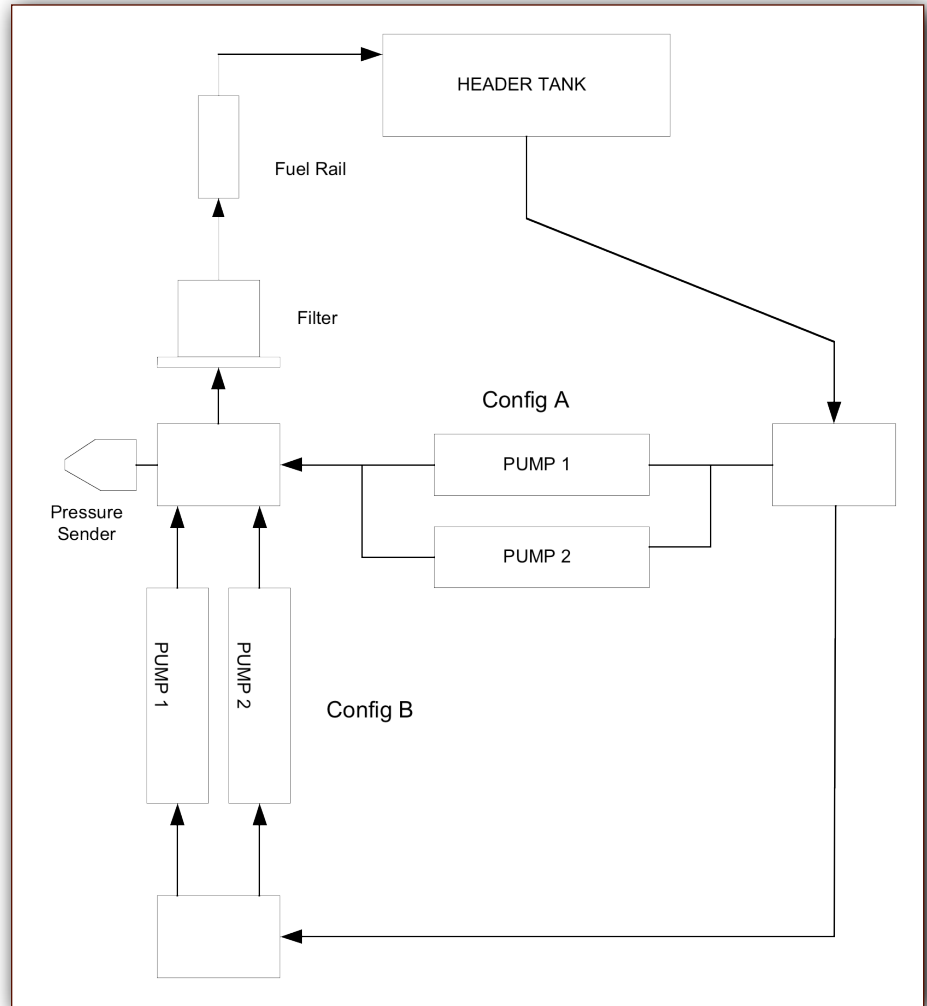


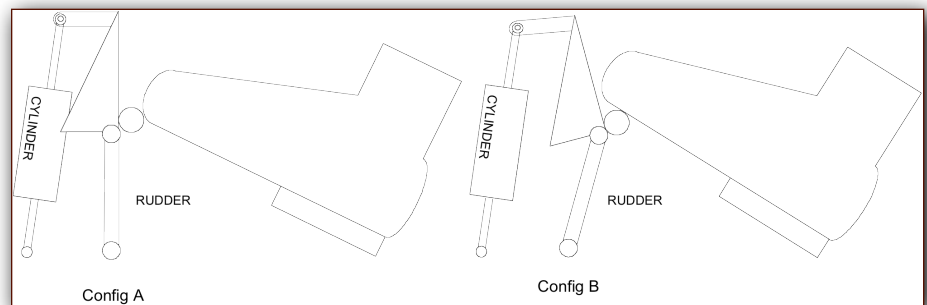
Figure 2: Fuel Pump Configurations:

Adjusting the Rudder Pedal/ Brake Set:

The original installation had the rudders and brakes set to a flat profile when in the neutral position. This alignment made it easier to apply the brakes than rudders. My feet had to be literally slid backwards and instead of a comfortable 60-70 degree angle to the pedals required an awkward 30-40 degree angle and tip-toe operation on the rudders. Wag-Aero shows how to make the parts but not how to set them up. Personally, I think the parts are all too small. I had previously welded a 1” cross tube onto the rudder pedals in an attempt to make them more prominent.

I recall my dad asking me when we set them up (with no adjustment) if I was sure - I said “yep”. Thinking about that and my previous experiences deduced the concept of shortening the rudder cables (with adjustment) to force the rudder tops back towards the pilot when in neutral.

This makes the rudders more prominent and forces the brakes to tip forward, and therefore more difficult to activate.



Rudder Pedals and Brake Set

Replacing the Left Wing Lift Struts:

Both were damaged; what to do? Wag-Aero's lift-strut kit has skyrocketed in price from \$750 in 2006 to \$2200 in 2014, so buying that kit was out of the question. I guess with Dillsburg closing shop, 4130 streamlined tubing has become a rare-earth metal. There were some used PA-12 struts available but upon inspection and knowing some or all parts were from 1947 steered me away from that choice. Aircraft Spruce offers life-struts at \$540 each but as their streamlined tubing profile doesn't match mine, I'd have to buy 2.

Charlie Martel offered a set off his old 2+2 and though one was slightly bent this was a very appealing option. Right profile, right price, thanks again Charlie. I am happy to report that with a couple blocks of wood matching the profile shape and with my 200+ pounds "gently" bouncing on the strut it was easily straightened on both axes.

What's Next:

The goal is to have this bird airborne before year's-end. Late fall is a good time to test out a liquid-cooled engine; the cold air makes systems less critical. There is still much work to do, including installing the wings, rigging, welding a new exhaust system, fitting cooling ducts, installing the new propeller and tuning/testing the engine ... it's not impossible ... stay tuned.



Jeff Whaley
EAA 313043



**Experimental Aircraft Association
Chapter 245**

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: _____

Make cheque payable to:
EAA Chapter 245 (Ottawa)
P.O. Box 24149
300 Eagleson Road
Kanata, Ontario,
Canada, K2M 2C3

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.

Fly-Out Possibilities

Most Items Taken from the COPA Website

June 21, Peterborough, ON (CYPQ): The COPA 2014 Annual General Meeting is just around the corner. It is taking place at the Peterborough Airport. Join us for a fly-in breakfast, seminars, the Annual General Meeting and the Awards presentation. To pre-register please email copa2014agm@nexicom.net or call 1-866-840-2830.

June 22, Carp (CYRP): EAA 245 Annual Fly-in Breakfast and Open House. Breakfast is back at EAA 245!! A hardy breakfast will be served between 07:30 and 11:00. Food available the rest of the day. Aircraft displays, home building demos, Young Eagles flights. The public is welcome. Rain or shine. **We are looking for volunteers for this event.** For more information, please contact Ken Potter at 613-791-6267 or kenpotter@veritasmarine.ca.

June 28, Mascouche, QC (CSK3): COPA Flight 71. For the first time in almost 20 years, the Mascouche airport will host a fly-in. Don't miss the opportunity to visit this important general aviation airport in the Montreal area. More than 100 parking spots will be set up for the day. Hot-dogs and refreshments will be served. Ground frequency for the day : 123.35. For more information, contact the president of the APPAM, Pierre Boudreault, at 514-247-5175 or pierre.boudreault@appam.ca.

June 28 - 29, Sherbrooke, QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37 is

proud to invite all COPA members and the aviation community to its 20th annual fly-in. No air show and no aerobatics! Menu: A lot of aircraft 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. A lot of fun! For more information, please contact Real Paquette 819-878-3998 or lesfaucheurs@hotmail.com or visit our website at www.lesfaucheurs.com.

July 1, Ottawa, ON (CYRO): The Rockcliffe Flying Club will host its Annual Fly-In Breakfast from 7:30 a.m. to 11:00 a.m. \$6.00/ per person. Sightseeing Flights in a Cessna 172 will be available from 9:30 a.m. to 4:30 p.m. \$30/per person based at the Canadian Museum of Aviation. For more details, please contact Brenda Reid at 613-746-4425 or email brenda@rfc.ca.

July 5-6, Haliburton / Stanhope, ON (CND4): Algonquin Highlands, Ultralight, Homebuilt Fly-In. Antique cars on Sunday. For more information, please contact Airport manager Jim Livingston at 705-754-2611.

July 6, Bancroft, ON (CNW3): COPA Flight 119, Annual Fly-in Pancake Breakfast from 08:00 until noon. Held in conjunction with the Town of Bancroft's annual Water, Wheels and Wings weekend.

Festivities in town all weekend. Static Displays, Vintage Cars. Jet A and 100LL available by credit card. No landing or tie down fees. Camping allowed on the airport. For more information, please contact Gary Gaudreau at info@bancroftflyingclub.ca.

July 12, Saint-André-Avellin, QC (CAA2): The pilots of Saint-André-Avellin invite you to their 2nd Annual Summer Fly-In with a rain date of July 13. Breakfast will be served inside the aerodrome's main hangar from 800hr to 1200hr. Come, visit our beautiful area, make new friends and talk aviation in a friendly, homey atmosphere. There is a grass airstrip with plenty of parking and also helicopter parking. Welcome also to under-the-wing campers. For more information: 819-983-8454, paulm@live.ca or CFS-CAA2 Information.

July 12, Gatineau, QC: Vintage Wings Fly-In Breakfast, very hearty breakfast of eggs, sausage, bacon, bean, croissant, hash-browns, fruit salad, tea & coffee. Knowledgeable volunteers on hand to discuss the many interesting aircraft in the VWoC collection from 8:00 a.m. to 11:00 a.m. Rain date July 19. Anyone interested is welcome to attend. So we can plan accordingly we thank you for [registering in advance](#). Cost per person \$10. Vintage Wings of Canada hangar located at the Executive Gatineau-Ottawa Airport.

July 13, Kars, ON (CPL3): RAA Chapter 4928 12th annual lunch served from 11:00-14:00.

Come out and meet other aviators. Comm 123.4 RWY 26/08 45 06'N 075 38'W. For more information, please contact Larry Rowan at 613-489-2332 or Lrowan@explornet.com.

July 13, Arnprior, ON: COPA Flight 33 Luncheon BBQ from 11:00 a.m. to 2:00 p.m. Main terminal apron near the Gazebo (Alternate Hangar 21 if weather poor), aircraft parking: grassed area between main apron and Rwy 28. Will be serving hamburgers, hot dogs, sausages (your choice) plus a cold drink (Cola or Sprite), \$6 per person (customer may have a second hot dog if requested).

July 20 Iroquois, ON (CNP7): The Iroquois Flying Club's 48th Annual Fly-In Breakfast beside the beautiful St. Lawrence 8:00 a.m. to 11:30 a.m. For more information, please phone 613-657-1646. On July 20th call 613-857-5630.

August 10, Saint-Jean-sur-Richelieu, QC (YJN): COPA Flight 160/APBQ affiliated member Fly-In St-Jean 2014, [International Balloon Festival](#). Your invited to join us on the 10th Aviation enthusiast get-together. Free hotdogs, corn on the cob, soft drinks and more. A complimentary pass will be given to all pilots and their passengers upon landing at the St-Jean Airport YJN Quebec TOWER 118.2 Gnd 121.7 Please note runway will be closed from 1800hr-1900hr while launching hot air balloons. In case of bad weather, it will be canceled. For further information, you can visit our [website](#) or contact Nicole Legault at legault.nr@videotron.ca. » [View flyer](#).

10 August, Hawkesbury, ON (CPG5): COPA Flight 131/ Hawkesbury Flying Club annual

BBQ and Corn Roast from 11:00 a.m. to 1:00 p.m., rain or shine! Hotdogs, corn on the cob, soft drinks and more. Fly-In or drive in, everyone welcome! We are located at a General Aviation and Ultralight friendly airport 3435 County Road 17, Hawkesbury, Ontario. For more information, please call Steve Farnworth at 613 632-3185, email HawkesburyFlyingClub@gmail.com or see our [web site](#).

August 15-17, Bainsville, ON (CLA6): Aeronca Bellanca Champion Fly-In, all types welcome! Friday night BBQ, seminars on Saturday, dinner in the evening, fly out breakfast on Sunday. Free camping & tie down. Co-ordinates N45 12 00 W74 2145. For more information, please Brian Russell at 613-347-7000 or abcflyin@gmail.com.

August 16 Patry Island, QC: Bernie's fly-in for seaplanes and helicopters located on the Gatineau River 1.75 miles south of Bouchette or six miles south of the Maniwaki airport. N 46 10.411, W 75 57.302. Frequency: 123.2. Held from 09:00hr to 16 :00hr. Free lunch for pilots and their passengers. For more information, please contact Bernie Gougeon at 819-465-2069, bernieavion2007@hotmail.com or André Durocher at 819-329-2830, info@PontiacAirpark.com.

August 16, Plattsville, ON (CLB2): Transport Canada Civil Aviation 2014 Ontario Region Safety Seminar from 10:00 to 12:00. Attendees will qualify for the 2-year recency requirement as per (CAR) 421.05(2)(b). Location, Ultralight Pilots Association of Canada Convention Plattsville (Lubitz Flying Field -). Local contact [Kathy Lubitz](#). Presenter, Brenda Frame Civil Aviation Safety

Inspector – Flight Operations. Topic, Transport Canada Summer Safety Seminar. For further information, please contact Will Boles, Civil Aviation Safety Inspector at 416-952-3858 or will.boles@tc.gc.ca.

August 16, Brampton, ON (CNC3): The Toronto chapter of RAA will be hosting an AIR NAVIGATION RALLY. All air regulations must be followed. Contestants will provide ground speed over the course. Prizes awarded or the most accurate flights, including all aspects of taxiing and circuits. Registration from 08:00 until 14:00. Course to be run from 09:00 until 15:00. The course will be less than 150nm and will start and end of airport. BBQ in the afternoon at the RAA-TR hangar, prizes awarded at 16:00. All participants receive a prize. Entry fee \$20. Multiple entries in the same aircraft allowed (Navigators). For more information, please contact Fred Grootarz at 905-212-9333 or Armando Facchini at 905-676-0508.

August 22 -24, Kingston, ON (CCE6): COPA Flight 109 KUC's Annual Fly-In and Camp-In. Show up Friday night for a corn roast and stay the weekend. We'll have a canteen running most of Saturday along with a hot dinner at 4:00 p.m. in the afternoon. Sunday morning we'll host a toilet paper roll throwing contest. For more information, please contact Art Ottenhof at 613-386-1971.

August 24, Embrun, ON (CPR2): COPA Flight 132 Annual Fly-In/Drive-In Breakfast from 0800 to 1100 hours. Co-ordinates N45 14 28 W 75 17 55. For more information, please contact Henri Monnin at 613-764-0756 or hmonnin2000@yahoo.com.

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or eea245@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

RV9/9A project for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$5,500. email holbrog@gmail.com or phone Greg Holbrook at 613-867-8084.

FOR SALE

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 hangared. Price, \$ 6,800 per 1/5th share. Own a Canadian classic. Please call Ken Potter at 613 259-3242 or email at: kjpotter@sympatico.ca

Wanted

I will be starting to do fabric covering soon on Supper Pelican and Fisher 101, finally....mostly elevator and aileron parts.
If anyone has surpluses/leftovers fabric (Dacron or Stits in the 1.7 oz, 1,8 oz to 2.1 oz area for ultralights) I could be interested in buying. These parts are long but not wide and can be made in two pieces (top & bottom). So these parts are ideal for leftovers.
Elevator parts are about 95 inches long by 14 & 19 inches wide. Ailerons are about 110 inches long by 12 inches wide.
Thank you,
Michel Tondreau
Tel: 819-685-2194

FOR SALE

Bilmar 2003 **Amphib floats** 1850 kevlar, fiberglass composite with rigging, electric hydraulic, hatches, rigging, dual water rudders, emergency back up pump.
Must sell, Contact Paul Sicard
Tel: 613-487-2614

Cell: 613-884-9575
lise.sicard@xplornet.com

FOR SALE

1986 Rutan LONG EZ FOR SALE: Price Reduced \$34,000

470 Hrs airframe. Engine: Lycoming 0-235 L2C. Engine overhauled by Aero Atelier in September 2013. Other new parts: Impulse Mag, Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451
andrewr@magma.ca Aircraft will not be flown till Spring 2014 and fresh annual to be done. For specs see http://en.wikipedia.org/wiki/Rutan_Long-EZ

FOR SALE

Mc Caulley Prop
Klip-tip Met-1 prop
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.

Hangar for Rent

On the North Field, Hangar T1, No. 1 is available for rent immediately. October 2013 to May 2014, Additional months negotiable.
\$300/month (includes winter snow removal right to the hangar door)
Contact Matt by text or call cell phone at 613-851-2300

(Continued on the next page)

FOR SALE

G meter + 6 to -2 g
 Quartz clck with timer function
 Facet electric fuel pump 50l/hr 12v
 prices negotiable
 Glass cloth, medium weight, close weave about
 1.2 x 0.5 m FREE
 Contact John Firth johnfirth0@gmail.com

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good
 compression \$8,000.00 or best
 Sensenich 54x48 composite prop 20 hrs
 for a 2200 Sonex \$600.00
 Sonex tail dragger engine mount \$450.00
 Grand Rapids EIS 2000 with probes \$350.00
 2 1/4 Uma instruments Alt, AS, VS \$75.00 each
 ELT \$100.00
 Aeroflash strobes \$150.00
 Comant antennae model C1-121 \$75.00
 Contact Chris McNally at:
 Email: iammcnally@yahoo.com
 Phone: 1-613-291-1254

FOR SALE

1996 Murphy Rebel on 1800 Murphy floats,
 730 hrs airframe, 271 hrs Lycoming O-320-E2D,
 ICOM 200, Garmin 196 GPS, Head Sets, \$45,000.
 Denis Charbonneau 613-897-4070

FOR SALE

2010 Glastar, 80 hrs TT,
 Mattituck IO-360, Hartzel C/S Prop, Dynon D120-
 D100, HS34, Garmin 155XL GPS TSO, Garmin 496
 GPS, Garmin Transponder, ICOM 210, True Track
 A/P, Kannad 406-AF ELT +, \$95,000.
 Denis Charbonneau 613-897-4070

FOR SALE

1973 Piper PA28-140
 5400TT, Lyc 0-320 1495 TT, 40 hrs STO,
 KX170B, KI201C, KR86 ADF, AT150 trans ponder,
 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 \$39000.
 Hans Sanders, 613-446-7728

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. Send us
 an email: info@eaa245.org

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, just west of Ottawa.

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