

Carb Heat

July 2015

EAA 245 NEWSLETTER Vol. 45 No. 7

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EAA Chapter 245 (Ottawa)
1500 B Thomas Argue Rd
Carp, Ontario
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Next Meeting:

Thursday 19th November at the Bush Theatre,
Ottawa Aviation and Space Museum



Getting the Cozy ready to fly

by Phillip Johnson



"It says it's a quickbuild Phil. So how long do you reckon?"

In this month's edition

Editor's Comments..... 1

President's Message 2

Meetings and Events Schedule 3

In the Dark She Awaits 3

Fly Out Possibilities 4

Pilot Profile #1: John Weir 5

Ski Gull 7

Exhaust – From the Archives of Carb Heat 8

Photo of the Month 9

Classifieds..... 10

Who we are..... 12

Membership Application and Renewal Form 12

Festive Fun 13

Editor's Comments



Finally, Yvon's cries into the wilderness coincided with the excess of guilt I had been feeling from not previously stepping up to the task of Newsletter Editor.

So, as the new Editor of Carb Heat I'd firstly like to thank Yvon for his sterling work over the last few years and, secondly, I'd like to repeat the message and remind everyone that if you don't want this newsletter to resemble *Kijiji* then you need to submit articles for publication.

For those of you that consider yourself more of a fighter (pilot) than a writer, don't worry. I'm happy to help massage any submission of content. Please send me whatever you can to newsletter@eaa245.org

In this month's edition we are debuting the first in a series of **Pilot Profiles** so you can learn a little more about your fellow EAA chapter members. John Weir was kind enough to volunteer to be #1. Don't be shy if you'd like to be #2.

We also have a thoughtful observation from Mark Briggs on his Davis and Sportsman as well as some information on Burt Rutan's new Ski Gull.

I know there are some very good photographers out there so I'm eliciting photos and, assuming I get more than one, I'll be selecting a **Photo of the Month**.

The prize will be nothing more than the envy of your fellow EAA Chapter members.

And don't miss our upcoming November meeting when Phil Johnson will be giving a talk on **"Preparing the Cozy for Flight"**. Phil will also discuss how the weight and balance issues were resolved by replacing the original stone tablet check-lists with a paper one.

Colin McGeachy



President's Message



Well I'm back from California and its cold and wet which brings me to the annual reminder to beware of soft grass at the chapter hangar. Making ruts in the grass will put you at the bottom of my friend list.



Bruce Marshal, with considerable support, managed to get his shelter completed so he is in great shape for the winter. Thanks to all who came out at short notice to help him.

Last month brought about a change in the executive. *Martin* has stood down from the position of secretary as a result of some health issues and *Mark Cianfaglione* has stepped up to the plate. As we all know, Yvon Mayo has been doing a great job doing the newsletter for the past four years. *Colin McGeachy* has agreed to take over from Yvon. It's going to be a tough act to follow so please can everyone be supportive of Colin's needs in particular for these first few newsletters while he finds his feet. *Ameet Nidmarty* has agreed to continue with his position as Vice President for the next two years and lastly we have a new Technical Information Officer in *Luc Thibodeau*. Luc is the youngest EAA 245 executive on record and joined us after having a Young Eagles flight this summer. Please join me in a hearty welcome to the executive for our new members.

The Zenith project is gaining momentum as we have placed the order for the Super Cruiser airframe kit. *Michael Heintz* has offered, and we have accepted, to send his brother *Matt Heintz* down to CYRP for a weekend of leading the introductory two-day "Orientation Workdays". He has just come back from Vancouver where he has done a similar thing for RAA Chapter 85. Remember this is your aeroplane so if you want to join in and have some fun please don't hesitate in contacting me or any of the executive.

In complete contrast with the Zenith Cruiser project I will be presenting my status with my Cozy Project. As many of you know it's been a long haul with over twenty years invested. Final inspection went very smoothly and by the time this newsletter is published I may have the C of A in my hand.

This next meeting at the museum will be last meeting before the end of 2015 as we do not have a December meeting and it is the season for *Gord Haynes* to be reminding you to renew your membership. There are no

increases in membership dues this year so I hope everyone will be quick to respond and remain their membership in good standing. We rely heavily on our membership dues to enable us to provide the services at the chapter hangar and indeed this new and exciting Zenith Project. If you know of any past members who you may feel are considering re-joining, please give them a gentle nudge to re-instate their membership. Everyone benefits from a strong membership.



As usual I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at about 18:00 on Thursday 15th prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt.

Regards to All

Phillip Johnson

Meetings and Events Schedule

EAA Chapter Meeting – 19th November 2015 @ 7.30

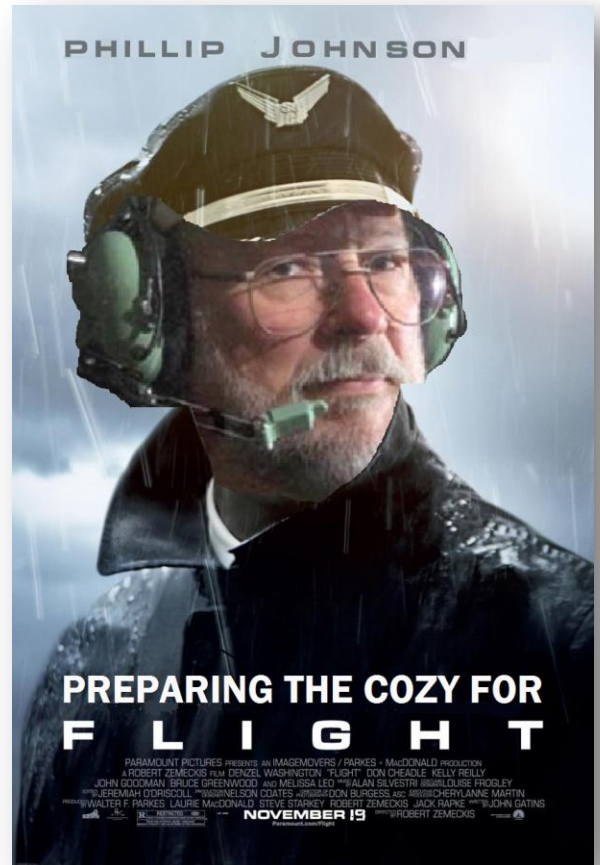
Where: Canadian Aviation & Space Museum

Presentation: *Getting the Cozy ready to fly*, by Phillip Johnson

EAA Chapter Meeting – 21st January 2016 @7.30

Where: Canadian Aviation & Space Museum

Presentation: *TBD*



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

In the Dark She Awaits

Last night I took our Davis DA2A up for a wonderful sunset flight. I marveled at how responsive that little airplane is, how delightfully light its controls are. I frequently found I was controlling the airplane through the butter-smooth night air by using just one finger placed atop the stick. Keeping the regulatory dogs at bay seemed a good enough reason to carry out five night landings, each of them rating at least an eight on the 10 point scale, and one of them being that dreamy perfection where



the airplane sighs onto the runway, leaving its human cargo wondering where the flying stopped and the ground roll began.

After tucking the Davis back in her hangar, wiping off the bugs and polishing the windows, I was still feeling that special glow that comes from a nearly flawless evening of flying. Not 80 feet away, our Sportsman project dozed in its unlit hangar; I could not resist the temptation to pay her a visit. I rubbed her fuselage, feeling the primer paint, now only days old. As I felt the caress of her plush leather seat and engaged the bank-vault latch of the pilot's door, I couldn't help but marvel how different the Sportsman is. She's big, comfortable, with lines that promise performance. Her controls feel solid and her instrument panel gives the pilot the sensation he has taken up residence in heavy iron, flying the line. In that instant I could have been in the cockpit of a Caravan or a DC-10, performing pre-flight checks before a midnight cargo run.

It was in these few quiet moments, with nothing to interrupt the two of us enjoying each others' company, that I came to understand that I have built a special bond with this airplane. By knowing every nut and bolt of her inner workings, I have been preparing, building up to that day when together we will make that first leap into the sky. And from there we will build many memories of flying adventures, of sunlit days and star-dappled nights, and landings good and bad. I hadn't realized until last night just how much I have been looking forward to the last fond caress of the flying day, wiping the bugs off the leading edge of her wing, listening to the tick-tick-tick of the cooling exhaust. I know, when that day comes, I will marvel how a machine crafted by these inexpert hands grants such a wonderful escape into the freedom of the sky above.

Mark Briggs



Fly Out Possibilities

With the onset of winter the fly out venues are somewhat limited.

February 27, Ottawa River, ON: Mo's 27th Fly-In 2016.

COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Coordinates 45 26'57" N, 75 55'48, runway 3500 x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting a runway will be ploughed and landing is at your own risk.

For more information, please contact Maurice Prud-Homme at 819-682-5273.

Pilot Profile #1: John Weir



Smuggled out of a grey and rainy Scotland at the age of 10, John's first ever flight was when the family immigrated to Canada in the early 1970's. Not quite getting to grips with either the enormity of the situation or the distance, John still remembers the wonder of seeing the huge expanse of nothingness as the BOAC 707 made its way across the Atlantic. I can remember staring down at the Isle of Mull and the ship trails in the sea. After what seemed like an eternity we reached the Canadian coast and I thought we must be landing. I couldn't believe how many hours more it took before we finally touched down in Montreal. Enamoured with that first flight, John was determined to one day get his pilot's licence.

Where were you born?

I was born in Airdrie (Scotland), just outside Glasgow. It made Glasgow look pretty. We moved to Canada when I was 10 and, believe or not, I was a "player" back then (smiles). We landed in July and, after living in Scotland, it seemed like Hawaii. Of course that first winter was one of the worst in living memory.

Where do you live now?

I live in God's country. Stittsville, Ontario. Sunny and 70 degrees year round except for the 6 months of total darkness! Of all the places my parents had to immigrate too they choose here. What was wrong with Mexico? Our little corner of Stittsville is quite the aviation community with Andy DePippo just across the street, Alfio Ferrara round the corner and Colin only a short walk away.

What's your occupation?

Software development manager for Canada Post.

When did you learn to fly?

After the flight to Canada I swore I'd get my licences as soon as I was old enough. I looked into it at 12 or 13 but was disappointed when I found out you had to be 17. Of course cars and girlfriends got in the way and I finally got my licence when I was about 30. I stopped flying one or twice, for a couple of years, and I have a little over 500 hours total time. Right now I'm flying

more than ever and I've flown about 120 hours in the last 18 months.

What do fly now?

A VANS RV-7A. Might as well be an F-18! A great plane and I still can't believe you can get that kind of performance for that kind of money. My first RV ride was in a 6 and I was sold. I bought a 7A recently with a good friend of mine, Vlad. We met when we were working for companies that were doing business together and one day the subject got around to flying and I offered to take him for a flight. I was flying out of Rockcliffe at the time. He had a great time and the next thing I know his business partner was mad at me because he was spending all his time at the airport. Shortly after, Vlad moved to Ottawa and got back in touch. He joined the same group operating out of Rockcliffe and we flew the 172 for a few years. A little while back we decided to get something together and started looking at homebuilts.

So how did you get your 7?

I was looking on Barnstormers and had decided that it was going to be an RV. I found one that met most of our criteria (EFIS, quick-build kit, CS prop) but it was bright orange and something put me off. Colin suggested we take a 2nd look so we did and before long we'd signed the deal and arranged for it to be imported. We employed an AME to assist and he and I flew it back from Payson, Arizona.

What else have you flown?

Not too much. Cessna 150's, 172's and a Diamond DA20 (Rotax powered).

If money was no object, what aircraft would like to own?

A Cessna Caravan with wheels and floats. I could take my skis, my luggage, my family and friends and a few bottles of Crown Royal. I'm not all that interested in the jets and the high performance stuff. I'd want the Suburban of the skies.

What's your favourite piece of music?

Solsbury Hill by Peter Gabriel. It's a complicated piece (7/4 time) and it just sounds so three dimensional.

What's your favourite book?

In a Sunburned Country by Bill Bryson. It's hysterical.

What's your favourite film?

Pearl Harbour (*You have got to be joking! This lead to a discussion about the Editor's film choices which I can't print for fear of incriminating myself - Ed*).



What's your greatest fear?

Hold on. I'm still struggling with the film issue! Being alone I guess.

What's your idea of Perfect Happiness?

All the usual stuff. Family and friends.

What's your perfect flying experience?

Ottawa. A couple of weekends ago I took a buddy flying and we did the city tour and flew a touch and go at CYOW. It just amazes me that you can do this in the capital of Canada. It's a real privilege to fly in this country.

What's your motto?

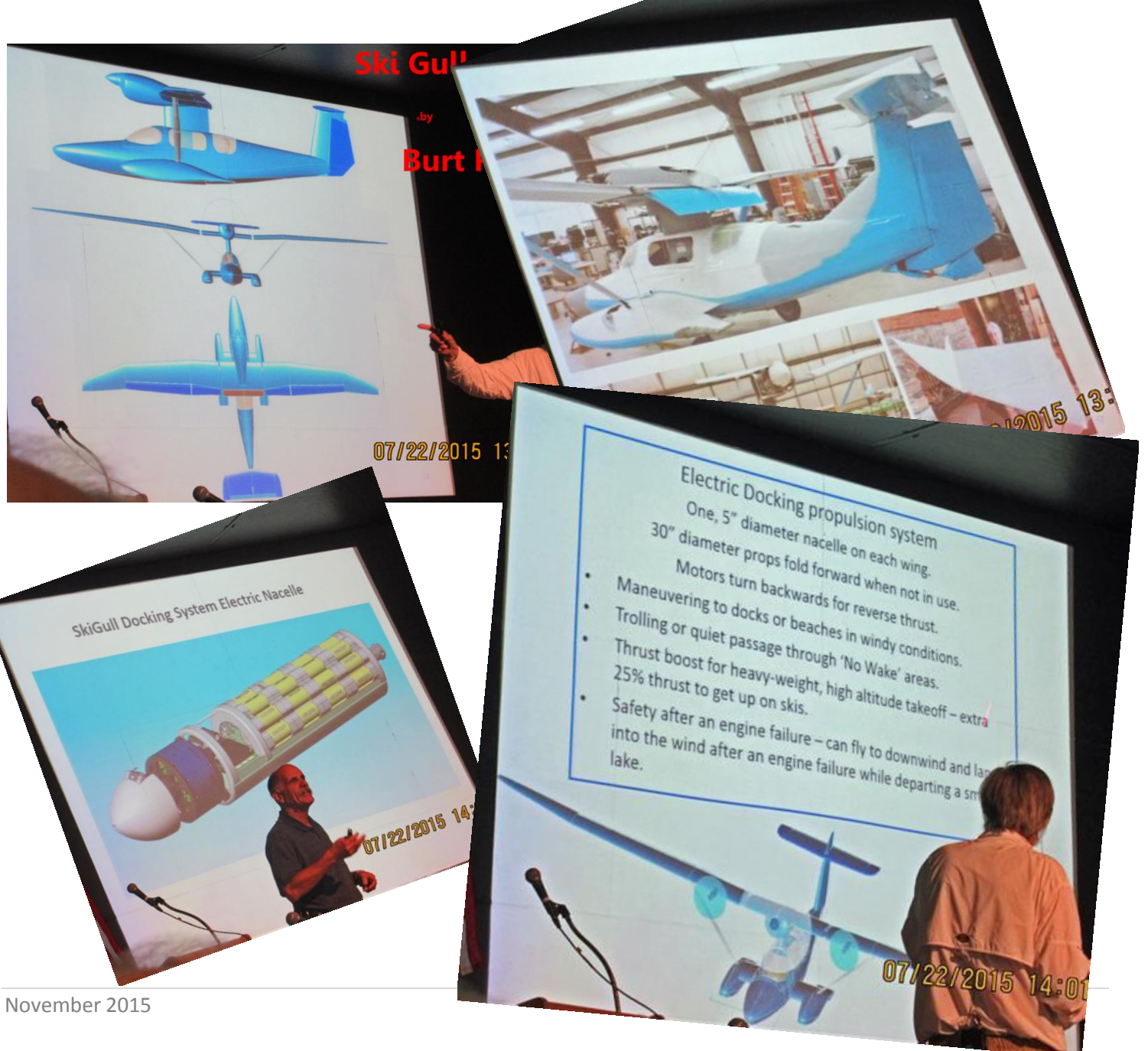
Don't sweat the small stuff. And I'm terrible at it.

How would you like to be remembered?

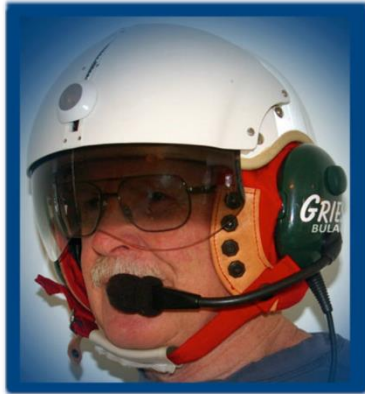
As someone who took as much enjoyment out of life as possible.

Ski Gull

André Girard took these photos during Burt Rutan's Oshkosh presentation about his new Ski Gull. The aircraft is a rugged two-seater with a retractable ski system that will allow the airplane to operate in water and on snow. One unusual aspect is the electric docking propulsion system that allows manoeuvring in windy conditions as well as a thrust boost for take-off.



Exhaust – From the Archives of Carb Heat



There is a new breed of aircraft out there. It looks like a regular light aircraft but is classified as an ultralight.

Recently I had the pleasure of trying out this new bird, and I must say I was quite impressed. The numbers for climb and cruise were accurate as far as I could tell. Control was responsive without being overly sensitive.

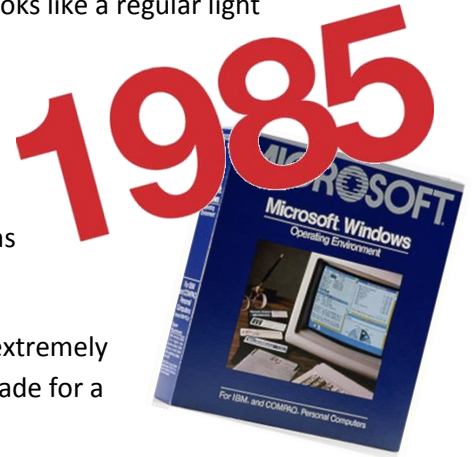
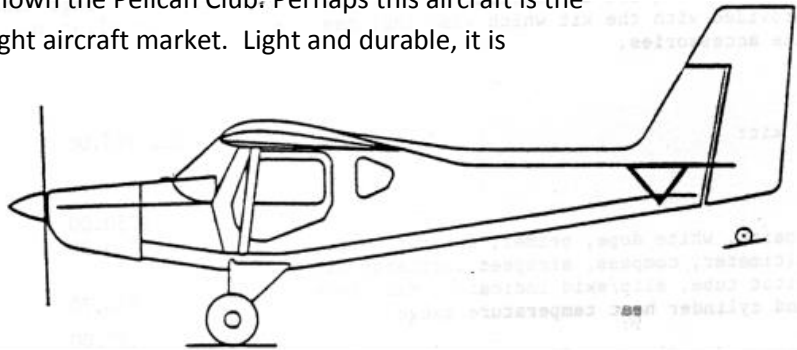
The day I was up it was a bit gusty and for an extremely light aircraft it was quite stable and actually made for a

pleasurable ride.

To date, Peter Plaunt and Ted Slack have also flown the Pelican Club. Perhaps this aircraft is the shape of things to come in the amateur built light aircraft market. Light and durable, it is economical at around 2 ½ gals per hour.

Versatile in its ability to be a tricycle or tail dragger and also don skis or floats.

Dick Moore



1995

Bill Peppler, general manager of COPA was our featured speaker at our November, 1995 meeting. Bill provided us with an interesting outline of the history of COPA, and his role since its inception. Bill also outlined many of the new changes coming to a Transport Canada office near you real soon. Of particular interest to many club members is the upcoming ability to re-register older certified aircraft such as C-150 into the

Homebuilt category such that you can perform your own maintenance, or perhaps install an automotive conversion engine, or whatever. While many details have to be ironed out, it seems certain that this one is coming. For further information stay tuned to the COPA newsletter. If you are not already a member, you really should be as COPA is the most effective voice representing out interests to Transport Canada.

Gary Palmer



Wayne Griese

Microsoft Window 1.0 released November 1985. Toy Story released November 22nd 1995.

Photo of the Month

This month's award winner (actually there is no award) is Mike Lamb who took this photo while on a training flight with a student while skirting around a storm cell in the Breckenridge area. The light is a reflection off the window from the flash.



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





Classifieds

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 hangared.

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

 **hnssanders@yahoo.ca**

FOR SALE

Astrotech LC-2 Quartz clock and multifunction timer. G meter, Burton MA 2 +8, -2G Facet 12v electric fuel pump low time. 50 l/hr. EGT weldolets pair, new. All prices negotiable.

 **johnfirth0@gmail.com**

FOR 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**

 **mbcrook@sympatico.ca**

FOR SALE

Cowling for RV9 - \$600.00

 **Charlie Martel: 613-862-4961**

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

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

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

 **bartcameron112@gmail.com**

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	<i>Make cheque payable to:</i> 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: _____	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)	
Aviation Affiliations: EAA Number _____ EXP Date: ____/____/____ COPA: _____ RAA: _____ UPAC: _____ OTHER: _____	*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.	

Festive Fun

As we have no Carb Heat and no meeting in December, I shall leave you with the following.



As Father Christmas is readying his sleigh for Christmas he realizes that his licence is about to expire and that he needs a bi-annual review.

Luckily, he is able to arrange this for the following day and the Transport Canada inspector duly arrives. They do the pre-flight walk-around and climb into the sleigh. Just as Father Christmas is pulling out the pre-take off check-list the examiner turns to him and says *“would you hold on for a minute, I need to get something from my car”*. Santa readies the reindeer and a few minutes later the examiner returns, carrying a shotgun. *“What’s the shotgun for?”* asks Santa, somewhat alarmed. *“Well, I probably shouldn’t tell you, but you’re going to get an engine failure on take-off”*.

