

# CARB HEAT

Newsletter of the Experimental Aircraft Association Chapter 245  
Ottawa (Carp CYRP), Ontario, Canada  
Volume 53 No. 1 March 31, 2023

## Next Meetings

Saturday April 15<sup>th</sup> 2023; 10am

### **WHERE: A Hangar Somewhere – Stay Tuned for Details from our President**

*Check your email in-box for a possible ZOOM meeting invitation to be sent by our Chapter President.*  
(it's not hard at all to join a Zoom meeting – try it, if you're having trouble, contact one of the execs who will help you out).

## Important Chapter News

COVID-19 is still with us and remains a cause for concern. However, our Chapter hangar remains open, and meetings may be held in the hangar or upstairs in the club house. Please stay tuned for updated guidance from our President.



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# EXECUTIVE ROUNDUP

## Editor's Comments

Peter Whittaker – EAA Chapter 245 Newsletter Editor



Hello EAA Chapter 245,

Welcome to the first quarterly edition of Carb Heat for 2023. It has been a relatively dark, dingey and grey winter with more than enough snow so, hopefully this edition of Carb Heat can be taken as a harbinger of Spring and better flying weather to come.

This edition has coverage of the first new regular membership meeting held on a Saturday morning as opposed to the historic Thursday evening meetings and was a well-attended event complete with coffee and Timbits! Also, the first EAA VMC club meeting for Chapter 245 was held on the same Saturday following the membership meeting and Mark Briggs has provided an article about that event.

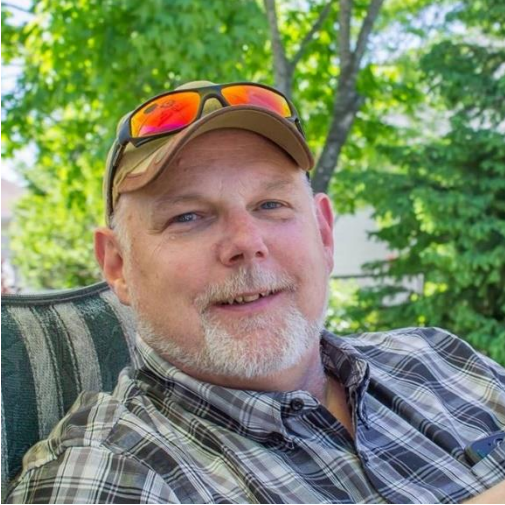
David Leiting, Eagles Program Manager at EAA – Oshkosh has provided material about the Learn to Fly program which will have its inaugural “week” from May 15<sup>th</sup> to the 20<sup>th</sup>. There are also numerous items listed in the Classified section so make sure you read on to the end!

Keep on Building and Flying,

Peter W

# President's Message

Mark Richardson – EAA Chapter 245 President



Hey Everyone,

Well, as I write this spring has sprung, astronomically if not in temperature. It is still very white around here and I can't get the Maule out of the hangar for a few weeks yet. However, my annual is due next month anyway so at least I will begin the flying season with a fresh annual, new oil and filter, and pent up aviationitis....

We just had our March meeting out at Mark Brigg's hangar in Arnprior and it was well attended with 25 or so attendees. Mark's presentation was excellent and very informative. There were several things he brought up during his talk on aircraft inspection woes that I promptly went home and looked at on my Bearhawk to make sure I wasn't duplicating those mistakes. Thankfully I wasn't, although I am sure there are others in there lurking. The move to Saturdays at 1000 seems to be popular and personally I really enjoyed it. It also allowed us to have our inaugural VMC club meeting for which 10 or so of us hung around. Full disclosure: I was unsure how helpful/interesting this meeting would be. I mean, I've been a VFR pilot for 42 years; what could be so interesting that we could have a meeting about it. I was wrong; we had an excellent discussion regarding Special VFR. I am really looking forward to the next one.

I hope all you pilot types out there who, like me, haven't flown all winter are itching to get back into the air. When you do, please be safe. If you are a little iffy on your currency (or lack thereof), swallow your pride and ask a (flying current) pilot buddy or an instructor to go with you on that first flight. Just having another knowledgeable pilot there as a backup will be a big help.

Finally, as I related at the meeting on Saturday, that EAA Canada Chapter Camping thing at Oshkosh is RAPIDLY filling up. If you would like a guaranteed primo camping spot with other Canadian EAA members (and a lot of 245 guys), get hold of Phil ASAP ([webmaster@eaa245.org](mailto:webmaster@eaa245.org)) and get the details. There WERE 70 spots available and there are now less than 20.

Check Six,

Mark

## Vice-President

Mark Briggs – EAA Chapter 245 Vice-President



Hi All,

It wasn't too many days ago that EAA Chapter 245's monthly meeting was hosted at my new hangar located at the Arnprior Airport. It was a real pleasure to see so many in attendance at our March meeting and an even greater pleasure to welcome attendees to our hangar. I hope all enjoyed the visit (photo below).

For those in attendance we also had an opportunity to try something new, EAA Chapter 245's inaugural VMC Club meeting. I'll add some more details about our VMC club in a separate article but, suffice it to say a stirring and informative discussion was had and, I hope, enjoyed by all in attendance.

Spring is almost kinda maybe sort of in the air, despite the fresh snow that has fallen as I sit at the keyboard. I hope I'm not the only one for whom the returning warmth has meant a return to the skies on a more frequent basis. Both of my airplanes are running well and seem ready to take on new adventures. I'm hoping to see many of you at our local airports and beyond. Let's shrug off winter and get flying!

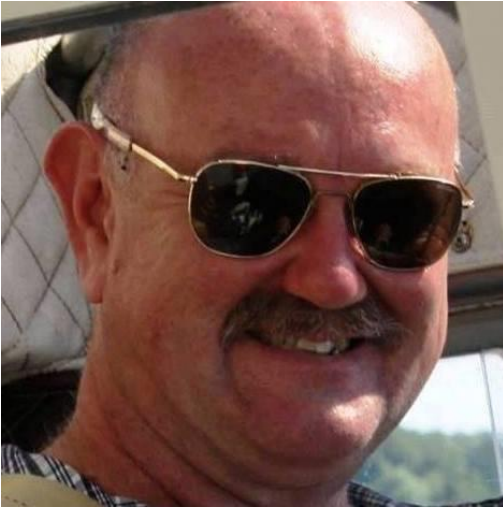


Wishing you blue skies and tailwinds,

Mark

# Treasurer and Marketing Manager

Ken Potter – EAA Chapter 245 Treasurer & Marketing Manager



Hello Everyone,

The Chapter's financial position continues to be healthy with adequate reserves to see us through the year. We recently made a major purchase in the form of a tractor with snow blower and mower from member Lars Eif for \$ 6500. The funds will be made from the sale of the Zenith Cruiser in the near future. As well, mark the date for our annual fly-in breakfast which is scheduled for Sunday September 17<sup>th</sup>. In addition to aircraft, we will also be having the Ottawa Model A Ford club come out to display their cars. More to come as we get closer to the date.

Cheers,  
Ken

# Secretary

Mark Cianfaglione – EAA Chapter 245 Secretary



Hello Everyone,

Spring is upon us! Time to rise from our hibernations and commence our projects again. As usual I have too many projects and too little time. I keep thinking of retiring to keep up with my plans, but my bosses keep giving me more money to do my job, so I'll stay on for another year.

Over the winter I've been busy stockpiling things to add on to my airplane. As well I've been 3D printing up a storm of things for inside the cockpit like grips and PTT buttons etc.

First up is a vacation to Italy though. I haven't seen my cousins for a few years due to COVID and I'm going back to my Italian "hometown" to celebrate Easter there. If you ever get a chance, it's probably the most Italian thing you'll ever experience (Other than an Italian wedding).

See you in late April!

***Mark C.***

# Operations

## Chris Hepburn – EAA Chapter 245 Operations



Hi All,

As most of you know, the main challenge over the winter (which I hope is rapidly coming to an end) was snow clearing. I'm happy to say that we as a chapter have many folks who just step up and do stuff without asking.

Thanks to all who walked behind the snowblower this year! And as we all know a special shoutout to Lars for selling us his Kubota for the chores around the chapter grounds, both in winter and summer.

That being said, there is a checkout required for any chapter member who wishes to assist in Kubota chores.

**This is a prerequisite for using the tractor.**

It's an expensive piece of equipment that we would like to use for years to come. Contact me to get a checkout if you desire one (One for winter, and one for summer operations).

I'd like to reiterate that the time is fast approaching where we should NOT drive on the grass up to the hangar. The springtime marker cones will soon be put up !!

The appearance of the cones also means the "spring cleanup bonanza" day is fast approaching. I'm hoping to recycle (or just dump) the giant pile of metal we seem to be accumulating behind the chapter hangar. I will probably set it for a late April - early May Saturday. Keep an eye out.

Yay Spring!

Chris

# Membership and Webmaster Reports

Phillip Johnson – EAA Chapter 245 Membership Coordinator & Webmaster



Hello All,

Well here we are, spring 2023 and the snow is still on my front yard, well in Ottawa. I've been spending my winter just north of San Diego and the only snow I see is on the mountains behind me, 😊.



Actually, the weather down here has not been as good as in the past years and we've had a lot of rain and rather cool for the area. In a couple of weeks, I'll be heading North to join up with you guys, do my annual inspection and fix a couple of issues I had on the Cozy in the fall before heading South. I guess that will all take a couple of weeks at my hangar at CYSH Smiths Falls Russ Beach Airport. In the meantime I'm a member of EAA chapter 1279 French Valley and spend most weekends down at F70 French Valley Airport where there are a couple of canard guys, one who has just started flying his newly built Long Eze, and the second who is building a Berkut, Figure 1, with an IO-540 power plant. That latter machine is really going to move once it is finished.



Figure 1 Berkut with IO-540



Doug Kanczuzewski made one of his first flights just as I arrived in California. He came in too hot and landed on the nose gear first resulting in a nose wheel failure (Figure 2). It took a few weeks to get that fixed and to discuss the cause of the hot landing.

Figure 2 Doug loses nosewheel on landing.



While I've been down south, I did take the opportunity to go to EAA boot Camp and Riverside's Flabob Airport. EAA arrange these boot camps around the country, and it just so happens that my time down south coincides with the Flabob calendar. Figure 3.

I did get to do a small amount of flying. Manny, took me up in his Tucano. It was a really cool aeroplane powered by a Rotax 915 IS 140HP engine. That aircraft was so smooth, and startup was just like a car. Such fun.



Figure 3 EAA Boot Camp. Notice the only one wearing shorts was the Canadian.



Figure 4. Manny's Tucano.

OK, now to the chapter stuff. Figure 5 and Figure 6 show how we are doing as a chapter, but we are still shy of 24 members from 2022 who have yet to renew their membership. If all of those members renew, we will have 108 members in total. It is important that we do not lose these members as we are now, largely, through COVID and we can now look to being more active as a chapter. Remember, this is your chapter and many EAA members, across Canada, would kill to have a chapter near them. Please make an effort to renew your membership. Remember, you are required to me a member of our parent organisation, to be eligible for chapter membership. Our insurance is impacted if our members allow parent membership to lapse, and I do keep a record of your membership with our parent in Wisconsin.

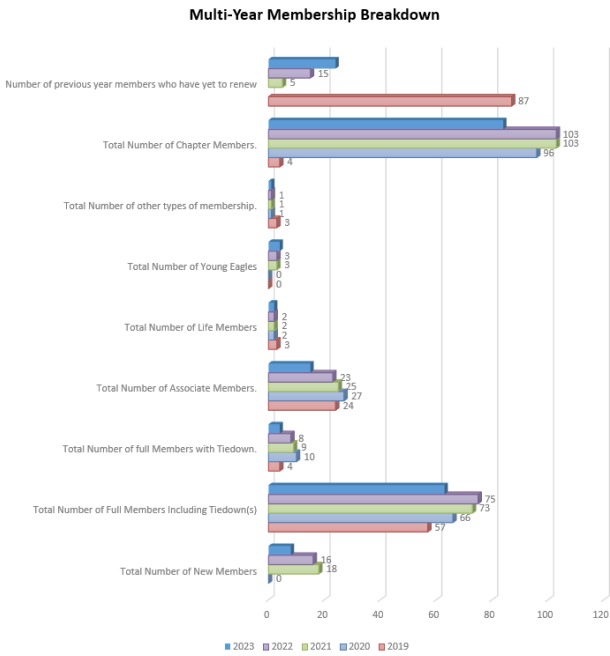


Figure 6 Multi-Year Membership Breakdown

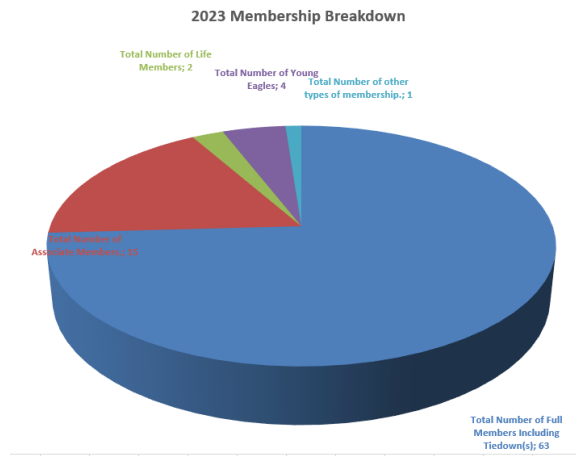


Figure 5 2023 Membership Breakdown

On the Oshkosh front, 2022 had a great year and we joined up with Chapter 63, Lyncrest, and Chapter 65, Hamilton at our usual post off Doolittle Rd. Members of the Canadian Council joined us too. With this coming together with other chapters we worked with EAA National to make our spot permanent, larger, and for all Canadian EAA members. The Canadian Council has been reaching out to all chapter and non-chapter members to offer them the opportunity to camp at our location for Airventure 2023. EAA has agreed to pre-mark out, fifty 20' x 30' campsites to Canadian EAA members, on a first come, first served basis. To date we have forty-two EAA members registered leaving only eight sites and I suspect they will be gone soon. If you want to camp at the Camp Scholler site with the rest of us, please contact me at [chapters.eaacc@gmail.com](mailto:chapters.eaacc@gmail.com) that is my Canadian council email address.

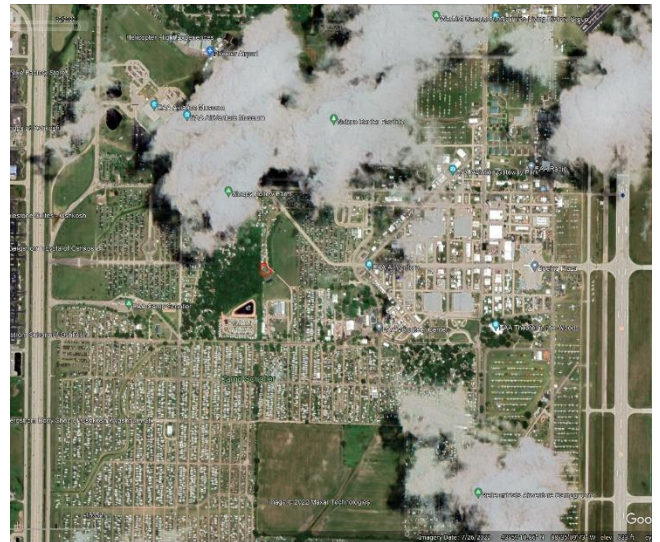


Figure 7 Airventure 2022 campsite EAA 245, 63, 65 et. al.

## Webmaster Report (Chapter 245 (eaa.org))

On the web front, I've been keeping it up to date so please use it to see what's happening in the area. Also, if you would like to see additional stuff, please just let me know and I'll accommodate you. Some people have mentioned a classified's page, but until I have someone wanting to sell something that is not going to happen. Remember, Every Carb Heat newsletter ever written is available on our webpage which makes for some interesting reading back in the 1970's. If you know of a fly-in breakfast or BBQ, let me know and I'll include a link on our home page.

*Phillip Johnson*

# Young Eagles

Andrew Henry – EAA Chapter 245 Young Eagles Coordinator



Hello Members,

Our next Young Eagles Rally is planned for May 27th so anyone who would like to participate then please let us know as soon as you are able. We need pilots, ground crew for handling aircraft movements, and other staff to assist with the participants and activities.

For any pilots who are interested, please note that a 'Youth Protection Program' (YPP) certificate is required. This is a short but free online course and a screening through the EAA. As the screening sign off takes a couple of weeks, please do this as soon as possible. Details on how to access this can be provided by yours truly.

I will send out an invitation from the Young Eagles website for those pilots and other volunteers who may be interested to participate again. Please watch for this and let me know your availability.

Ken Potter recently posted a 'save the date' to the local Facebook page. This has resulted in several emails requesting slots so clearly there is lots of interest again. We will be opening the website for registrations 2 weeks before the event.

The rain date is May 28th.

Finally, as a reminder, although we hold 2 YE Rally days per year there is always the opportunity to take interested kids up flying on other days. Contact me for details. Aside from the obvious requirement for serviceable aircraft, license, insurance, medical, and self-analysis (imsafe), a YPP certificate is required.

If you have any questions, please contact me.

Thanks, and Happy Flying!

Andrew Henry

Young Eagles Coordinator

EAA245

[Young.eagles@eaa245.org](mailto:Young.eagles@eaa245.org)

# MEMBER ARTICLES & PROJECTS

## Inspection of Zenair CH601 HDS Stabilizer Attachment Brackets Peter Whittaker (EAA 1350577)

In January of 2017, Zenair published a Mandatory Action notice that applies to all CH series of aircraft including the Zodiac and STOL models. It also applies to Canadian Advanced Ultralight CH series of aircraft. The notice arises from an incident where the horizontal stabilizer (HS) separated from a 601 in flight near Guelph, Ontario in September of 2016 (Transportation Safety Board Aviation Safety Advisory A16O0137-D1-A1).

Exposed parts of mounting brackets for the HS can be readily examined however, parts of the forward mounting brackets are enclosed by the leading edge of the HS skin. To get at these brackets would require removal of the HS and cutting inspection holes on the underside of the skin to view the brackets and associated rivets for cracks or worn or missing rivets. The brackets in question (Fig.1) are shown protruding from the inverted HS and covered by the bottom skin. When mounted on the aircraft (Fig.2 – arrow), inspection of these parts would require removal of the HS.

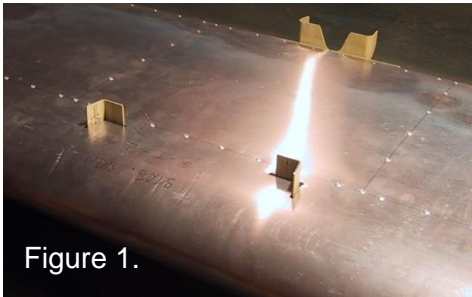


Figure 1.

Inverted HS with forward and rear mounting brackets protruding from the bottom skin (prior to bolting to the fuselage). Portions of the forward brackets, riveted in place, are concealed by the bottom skin.



Figure 2.

HS mounted on the 601 HDS and forward mounting brackets indicated by the arrow are underneath the blue fairing which is removable.

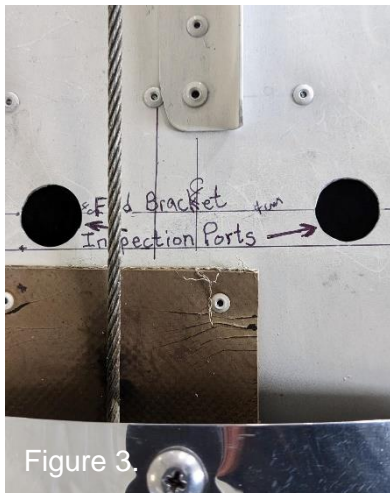


Figure 3.

Rather than remove the HS, the blue fairing was removed, two inspection holes, about 1 cm in diameter, were drilled in the top skin at the leading edge and offset from the brackets (Fig.3). The control cable goes to the upper elevator horn.

To inspect the internal brackets and rivets, a digital inspection camera with a 1-meter-long cable was used. The cable is flexible enough to bend and gives good views with built in LED illumination at the camera tip. (Canadian Tire on sale for about \$90!).



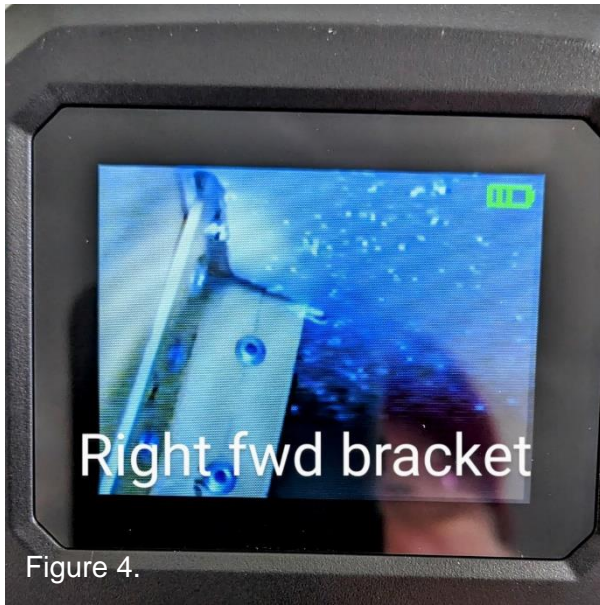


Figure 4 shows the image taken using the inspection camera of the covered portion the bracket. This allows for inspection of the condition of the rivets and cracks in the bracket should be visible if present.

More expensive inspection cameras are certainly available. Being inherently cheap I opted to try this camera and simply took a photo of the screen with my phone! In any case, this approach is less involved and disruptive compared to removing the HS to get at the underside and then cut holes.



For comparison, Mark Briggs has provided an example (Fig.5) of the image quality to be expected from a better-quality inspection camera. This photo shows an open valve inside a cylinder head and certainly shows higher resolution detail.

Figure 5

## EAA VMC Club – Mark Briggs



### EAA VMC Club

#### Question of the Month

EAA Chapter 245 kicked off our first VMC Club meeting immediately following our March monthly meeting. The photo below shows some of us gathered around in a "discussion circle" to talk about the Question of the Month. For March that question was, "What is a Special VFR (SVFR) clearance, and under what conditions can a pilot get one?" The discussion around this topic was lively and informative. Participants showed a broad range of experience and knowledge, and, importantly, were willing and open to share that knowledge. We talked about the underlying legislation, what constituted VFR conditions and Special VFR weather limits, and about experiences when we had obtained a Special VFR clearance and those times when perhaps we should have obtained one.

The VMC Club meeting format is quite simple. We start with a Question of the Month and let the discussion follow from there. There is a facilitator (yours truly) but not a leader per se. We don't have one person who has all the right answers or who is the teacher or instructor. Rather we are all in the position of being both teachers and students. It's an informal, open sharing of knowledge. If we get ourselves into a quandary, we have a Flight Instructor upon whom we can call for help in answering a more difficult question should that situation arise.



To quote the EAA mother ship:

"Non-instrument rated pilots who want to improve their proficiency have an excellent resource through EAA's Visual Meteorological Conditions (VMC) Clubs. The purpose of EAA VMC Clubs is to build proficiency when flying under visual flight rule conditions.

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it."

I hope that more folks will join us at our next VMC Club meeting which is tentatively planned to take place following our monthly Chapter meeting. To help folks get ready for the discussion I've included here the topic for April's meeting.

**This Month's Question:**

What information regarding a planned flight must a pilot determine for **any** flight (local or cross-country)?

I'm looking forward to seeing you at the VMC Club meeting and to your participation in the discussion,

Mark.

## Zenith 750 Cruiser Project Update – Peter Whittaker

Current work on the Cruiser has involved the instrument panel. Instruments from the donated panel (Thanks go to Mark Briggs for that) out of the crashed Zenair 601 are planned for the Cruiser to give it a basic VFR panel. The aim is to install as much as possible but, power and wiring will not be done until an engine is arranged. The panel is in three removable sections so that whoever purchases the Cruiser project can reconfigure it as desired. So far, most of the instruments have been installed (photo below) with a lot of work by Yves Marchand, switches plus circuit breakers remain to be done. A centre console will extend below the middle of the panel, and this is where circuit breakers and some switches will likely go. The blank space above the altimeter and air speed (8,9) is intended to allow for a bracket to hold a tablet. The current instruments are numbered with their labels below.





1 Compass, 2 ELT remote switch, 3 Dynon D10 EFIS (precursor to the D10A), 4 Elevator trim switch and LED position indicator, 5 Intercom, 6 Radio, 7 Transponder, 8 Airspeed, 9 Altimeter, 10 Tachometer, 11 Oil pressure, 12 Oil temperature, 13 Left fuel level, 14- & 15-Cylinder head temperatures, 16 Right fuel level.

Note: The Cruiser has dual Matco brakes with master cylinders on the pilot side and ¼" nylon tubing connecting the components (behind the brake pedals). The lines have not yet been filled with brake fluid.

### The Cruiser Future:

The Cruiser project was reviewed during the March 2022 general membership meeting by President Mark Richardson, he outlined the investment that Chapter 245 has in the project (\$28K) and this forms the basis for the asking price. The project is at a stage of where an interested group of members or an individual member could take the project to completion. The airframe is complete with the wings and empennage attached, control surfaces balanced and rigged and wing dihedral set. LED wingtip lights have also been installed and tested, these include position, nav and strobe lighting. The first-generation Jabiru 3300 engine would need to be rebuilt; the useable parts have been cleaned. Everything else forward of the firewall would still be required, included a cowling, prop, and spinner. The options at this stage for a buyer or a group would be to put together their own instrument panel or keep the basic VFR instrumentation on hand and select a different engine and firewall forward components. The chapter hangar would also be available to a group or individual for completion of the 750 Cruiser.

An inventory of remaining parts on hand was carried out in March and the list is copied below.

**Any interested individual or party can contact the President or other members of the Executive team.**



LED wingtip lighting



Jabilru 3300 split case

Current Inventory:

Cruzer Parts Remaining March 12, 2023

Throttle }  
 Carb Heat } control cables cut short to length  
 Choke } for Zenair 601 Firewall.  
 Cabin Heat }

L+R "eyeball" air vents, each w 16" of seat hose 2" diameter  
 Windshield rubber trim - bottom seal (cut to length)  
 $\approx 10'$  d. 1/4" ID nylon line for pitot line connections to instruments  
 75-SSO-1-3 Seat Angle Attachment (x2)  
 Seat rails - adjustable; 2 sets  
 Seat hardware; rubber washer, assorted bolts, nuts (incomplete)  
 Spare flap - aileron offset splice plates  
 Trans-Cal SSD120-XXA SN: 59784 Altitude Digitizer  
 A5 rivets 36 126 236 436  
 A4 " about 60  
 Fuel line 5/16" ID Parker Low Permeability  $\approx 3'$   
 Brass "T" fittings for pitot lines x3  
 ACS Ignition switch A-510-2 (Sept. 2005)  
 Circuit breaker assembly; 16 breakers (tested and still work)  
 Homemade intercom - 2 headset jacks  
 switches: ELT, Flap, Aileron + Elev. trim indicators (RAY ALLEN)  
 Wiring for Dynon D10 EFIS  
 2 rolls of cork sheets  
 Red crimp connection rings  
 Red knife disconnects  
 Blue knife disconnects.  
 A6 rivets  $\approx 40$   
 Window Rivets  $\approx 175$   
 4 Relays from crashed 601  
 Wire protector (black snap-on) 3/8" x 10'  
 Zip ties 8" and 7 1/2"  $\approx 100$  and 40 pieces respectively (2 bags)  
 Cotter pins assorted; 3/4" up to 3"  
 VSI Kammish Instruments

# Learn to Fly Week – David Leiting Jr.

*Eagles Program Manager - Oshkosh*

## **EAA Announces Inaugural Learn to Fly Week – May 15 to 20**

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the check ride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.



Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at [EAA.org/LTFWeek](https://EAA.org/LTFWeek).

# CLASSIFIEDS

Does anyone have anything aviation related to list? Drop me a line at [newsletter@eaa245.org](mailto:newsletter@eaa245.org) or [pwhittaker@bell.net](mailto:pwhittaker@bell.net) to let me know and I will add your treasure to the classifieds listings.

1. For Sale: Chapter 245 Zenith 750 Cruiser project, \$28,000. The airframe is assembled, an engine and firewall forward components are needed, the instrument panel is currently being built using instruments from the old Zenair 601. The assembled airframe is in the chapter hangar for viewing. A torn down Jabiru 3300 engine (Generation 1) is also included. Contact the chapter president if interested.

2. From Mark Richardson (president@eaa245.org):

Take of advantage of my impatience/short attention span on these items. I bought these for my Bearhawk build over the last 6-8 years. Some of the stuff I bought used from guys on the VAF forums and all were working when removed. Other stuff is new. In all cases I bought this with the intention of keeping the cost down with older equipment but then I got distracted by shiny new stuff. SQUIRREL!

Two Garmin GDU 370 EFIS units. Each comes with the mounting ring that is riveted to your panel. No config module or any of the other LRUs. Just the displays. Currently these are going for about \$1500 USD each. \$2,500 CDN for the pair, or \$1,500 CDN each.

One Garmin GTX-23ES remote transponder/ADS-B with mount tray and back plate and Garmin connector. Used. New at Aircraft Spruce \$3,380 CDN. Asking \$1,500 CDN.

One Garmin SL-40 Comm with mounting tray. Used. Currently going for around \$1,300 USD. Asking \$1,000 CDN.

One INS-429 nav radio from VAL Avionics. Used.

- VOR, Localizer, Glide Slope and Marker receivers.
- Active and standby frequency with flip-flop.
- Milled billet aluminum construction.
- Digital OBS with push-button auto-radial centering and 180-degree reciprocal.

Comes with a custom harness from the RV-6 it came out of. New at Aircraft Spruce it is \$2,900 CDN. You can have it for \$750 CDN.

One pair of Aero-Lites PAR36 landing/taxi lights. New, in box. From Aero-Lites they are about \$280 USD. Asking \$200 CDN.

One RAM AV-569 DME antenna (bought to go with the INS-429 above). New in box. Currently \$265 CDN at Aircraft Spruce. Asking \$175 CDN.

One 2.5" Saber prop extension kit with the AN7-82 bolt kit (6). New, unused, in box. Vans wants \$725 USD for this set. You can have this one for \$600 CDN.

*Pro-tip: don't buy your avionics (or any other expensive thingies) until the last possible moment. Now you know why.*

3. From Irving Slone: Garmin GPS 3 Pilot with antenna and power cables. Power cable plugs into a cigarette lighter socket. Any reasonable offer considered. Contact Irving Slone if interested and for further details at [islone@regionalgroup.com](mailto:islone@regionalgroup.com) .

- 4. From Andre Beauchamp (contact at [beauchamp701@gmail.com](mailto:beauchamp701@gmail.com) for prices):  
Adel clamps



Flush Mount Hartwell H-5000 Latches



# WHO WE ARE - Website: <https://chapters.eaa.org/EAA245>

**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 (CYRP & 122.8), just west of Ottawa.

President:	Mark Richardson- 613-983-7764 <a href="mailto:president@eaa245.org">president@eaa245.org</a>
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Past President:	Phillip Johnson – 613-790-4929 <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>

# Membership Application and Renewal Form



We have a “Google Group” for the EAA Chapter. If you are not familiar with Google Groups, it is a service from Google that provides discussion groups for people sharing common interests. If you would prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.

Application Date: \_\_\_\_\_

New:                       Renewal:

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City/Town: \_\_\_\_\_

Province: \_\_\_\_\_

Post Code: \_\_\_\_\_

Email Address: \_\_\_\_\_

Home Phone: (    ) \_\_\_\_\_

Mobile Phone: (    ) \_\_\_\_\_

EAA Number: \_\_\_\_\_

EAA Expiry Date: \_\_\_\_\_

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

Annual Dues: run from  
January 1st to December 31st.

**Associate Member:**                      \$50

**Full Member:**                              \$100\*

- Newsletter, hangar, workshop, tie-downs.

**Note 1:** Members must also be members of EAA’s parent body.

**Note 2:** On-Line E-Transfers to  
[Treasurer@eaa245.org](mailto:Treasurer@eaa245.org) are the preferred method of payment.

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