

Carb Heat

June 2016

EAA 245 NEWSLETTER Vol. 46 No. 6

Published by:

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



Next Meeting:

Sunday 19th June from 07:30 at the
EAA Chapter Hanger



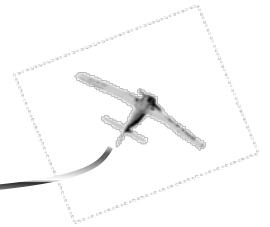
Chapter Breakfast



In this month's edition

Editor's Comments.....	1
President's Message.....	2
Meetings and Events Schedule.....	4
Grant Este.....	5
Fly Out Possibilities.....	6
Pilot Profile #7: Phil Johnson.....	11
Sun N Fun, Fun, Fun, Fun and Fun.....	15
Photo of the Month.....	17
EastEnders.....	18
Classifieds.....	20
Who we are.....	23
Membership Application and Renewal Form.....	24





Editor's Comments



Once again I'd like to thank those chapter stalwarts who have come through, in the nick of time, with material for this month's edition. If you've sent me something, and it hasn't yet been printed, please bear with me. I need to have some articles I can post at any time and I like to try and get the more time sensitive material in as soon as possible. Also, please include photo's where possible as they make for a much better article and make my job a lot easier.

I was reminded how difficult it can be to get help when chatting to Irving Sloane about the pop can recycling programme that he ran for the Chapter. Not too many of us provided cans and I was one of the guilty ones!

In this month's edition there are a few travel stories that may whet your appetite for travelling outside of the local area. I had the good fortune to fly with the RV posse to Nashville to catch a Stanley Cup playoff game. Both the flight and the game were spectacular.

However, if you think RV's are great for long distance touring then you'll be amazed by Andre's Durocher's Venture which really is in a league of its own. You can read how Andre travelled down to Florida and flew into Sun N Fun, not once, but 5 times!

This month's Pilot Profile will be a familiar face to all of you as it's our own "el presidente", Phil Johnson.

In addition, Gwen Martel provides us with an update on our "EastEnders" and Curtis Hillier has kindly written a piece on the late Grant Este.

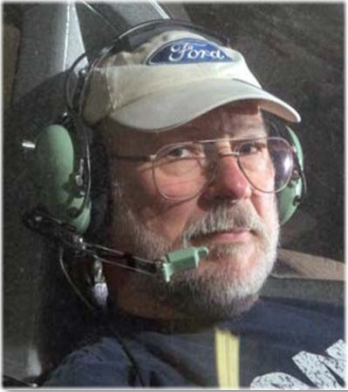
And remember, we need someone to take over the role of coffee barista. It doesn't have to be a single person. How about a few members stepping up to share the responsibility?

Colin McGeachy





President's Message



Welcome to summer. The days are getting hotter and the convection is giving rise to some lumpy flying.

I've been flying a 172 out of CYSH to regain my skills for the upcoming flight with me at the controls of the Cozy. Progress is slow (*familiar territory then, Ed*) there but I have been moving forwards. My endeavours with the Cozy down at Smiths Falls has distracted me from working with the Zenith team so please forgive me if there is a small hiatus, twenty five years of building has finally come to fruition.

The team at CYRP have been moving forwards on the Cruzer project thanks to Ken, Martin and John for leading the pack and there are some strong supporters from our membership who have been diligently working on the flying surfaces. A big thank you to Ritz for being there and providing an ongoing inspection. This is a luxury most builders cannot expect.

Smiths Falls had there fly-in breakfast on Sunday 5th June and it was an utter washout with heavy rain. There were no "fly-in's" and with so much rain even taxi-in aircraft did not make it to the show area. Our fly-in is on 19th June (Father's day) and I hope we are not in for a repeat of last year's weather. With one weather system behind us hopefully we will have the sunshine by the 19th. Our fly-in provides us with a good source of revenue and it is also important to put us on the map with respect to the local residents and pilots, many of which just don't know we exist. With this in mind I would like to ask that our members support us in preparing for the event and in the clean-up afterwards. If you have a flying aeroplane please bring it to the event as a lot of aeroplanes is always an attraction for the general public.

Oshkosh is looming up pretty quickly too. Many of our members like to travel in groups so please spread the word that you are going, by air, by car, by bicycle etc. and see if you can share your costs and your trip with someone who otherwise may not be able to make it. I missed last year's show due to work and there is a faint risk that may be repeated but in the event I am successful in going this year I will arrange our usual site on Doolittle Road North of the fly-in theatre. Everyone is welcome to drop in for a coffee, beer, wine, whisky etc.

As a second reminder Smiths Falls CYSH has started it gliding season. When gliding ops are effective there is no overhead join as the gliders are using a right hand circuit while you are using a left hand circuit. Remember gliders have the right of way as power gives way to no-power. Joining the circuit is from the extended downwind but you should check the NOTAMS prior to visiting Smiths Falls.

Last month we had a presentation by Lance Carr who has become the dealer for the MWfly aircraft engines from Italy. MWfly

have four engine variants of differing powers and weights to meet the needs of most homebuilders. Thanks Lance.



As we have now reached summer status the meetings at the museum have ceased until September 15th.

Our monthly meetings now fall on the third Saturday starting at 10:00. As the third Saturday is the day before the fly-in our meeting topic is, yes you've guessed, preparing for the fly-in.

I must make yet another reminder for annual dues. If you haven't paid your dues for 2016 you can expect to have Gord Haynes chasing you. Remember a large part of our survival depends on the membership revenue so if you can secure new members it benefits our finances as well as our diversity.

We are also looking to grow our membership as that benefits everyone. If you know of any aviation enthusiast who may benefit from our organisation have a chat with them and invite them to our monthly meeting or to the Chapter Hangar in particular on a Sunday when the Zenith construction is underway.

Regards to All

Phil Johnson



Meetings and Events Schedule

EAA Chapter Meeting –19th June 2016 @07:30am!

Presentation: Father's Day Breakfast

Presented by: EAA Chapter 245

Where: EAA Chapter Hangar (CYRP)

EAA Chapter Meeting –16th July 2016 @12:00

Presentation: None (Ad Hoc EAA Oshkosh attendees meeting)

Presented by: N/A

Where: EAA Chapter Hangar (CYRP)

EAA Chapter Meeting –20th August 2016 @12:00

Presentation: BBQ

Presented by:

Where: EAA Chapter Hangar (CYRP)

JUNE 19 Experimental Aircraft Association
Chapter 245, Carp.

Driving Directions
Highway 417 to Carp Rd. North Left on Russ
Bradley Road. ([https://goo.gl/maps/
KvMJdk3vGwD2](https://goo.gl/maps/KvMJdk3vGwD2))

Flying
Airport Id : CYRP Unicom: 122.8
Rwy: 10/28 Taxiway Bravo
GPS: N45.32 W76.10

Fly in Breakfast and Open Day
Enjoy a fun filled Father's Day Sunday and come out and enjoy with fun activities, yummy food and many Home Built and Production Aircraft.

Highlights:
Free Admission and Parking
Young Eagles Rides*
Check out the new Zenith 750 Cruiser
Come and experience the fun of Aircraft building and Flying.
Watch other aircraft arrive and depart and see them UP close.

Breakfast \$8 only. (0730 to 10:30)
Children's Breakfast \$5.
Eggs
Sausages, Ham, Rolls, Beans
Coffee/Tea
Water and Soda available for \$1 each.
Email: info@eaa245.org for more information.

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

Grant Este

Grant Este was a friend both personally ,through his work at Nortel and through his interest in aircraft. We heard that Grant had passed away on Monday May 24th, 2016 and his health has been an issue for the past few years. He was found when his local group of friends stopped by to pick him up for lunch.

Grant was a colleague of my brother at Nortel, figuring out how to actually manufacture the strange parts needed for semiconductor fabrication that my brother would design. I got to know him through my brother as a highly knowledgeable materials resource and machining expert, and as an aviator through his ultralight aircraft interests. He provided continuous assistance with the EAA breakfasts and was a member of the EAA executive for a number of years.

Fond memories come back of meeting at Grant's Ottawa River residence for spaghetti before the EAA exec meeting. He had a standing reservation at a restaurant in Kanata on Sundays for aviation types to gather for breakfast. A few restaurants were frequented to keep things fresh and he always made sure we knew where to meet.

He was a very active experimenter and added a ferry tank system to his aircraft to give him the range he needed to get to a breakfast and to a hamburger lunch in the same day. I can still remember the day he fired up his two cylinder engine with his homemade exhaust and getting noise complaints. He was very encouraging with many projects and helped with the testing of my own CO2 based ferry tank system in my Davis.

Grant moved off the Ottawa River and resettled in Cobden where he continued to help with their annual breakfast, always making sure to get to Carp for the EAA breakfast.

The family has had a private cremation and at a time to be arranged, a public celebration of his life will be held.

Curtis Hillier

Going Places



Fly Out Possibilities

June 19th EAA Chapter 245 Breakfast Fly-in

EAA 245's annual Fly-In Breakfast and Open House Sunday June 19th. This year it falls on Father's Day so bring Dad out to check out homebuilt and certified aircraft including our Chapter project, a Zenair 750 Cruiser . A breakfast of eggs, sausage, ham, beans, rolls, tea/coffee/juice will be served from 07:30 until 10:30. Price is \$ 8.00 for adults, \$5.00 for kids 10 and under. Young Eagle and Eagle Flights will be available as WX and pilots/aircraft availability permits... Contact Ken Potter 613 791 6267 or treasurer@eaa245.org for more info.

July 2nd , Ottawa Valley Jets - CARP

A new event for both Turbine and EDF jets model jets. The airport will close from 0900-1200 and from 1300-1700 for the event. *(Not so much as a fly-in, more of a stand and watch, but this looks fascinating, Ed) .*

July 16th , Seventh Bernie's fly-in

Patry island on the Gatineau River

6 miles south of the Maniwaki airport or 1.75 mile south of Bouchette. N 46 10.411, W 75 57.302.

For seaplanes (including ultralights) and helicopters only. Frequency: 123.2

It Can't Be Nashville Every Night

I'd have to agree with the Tragically Hip who said "It Can't Be Nashville Every Night" as, after just one night, I was completely exhausted. This all started many months before when Dave Matheson had suggested, to Matt Pearson, that it might be fun to fly Matt's RV-7a (C-GIME) from Ottawa, Carp (CYRP) down to Nashville for a hockey game. When this was mentioned I, somewhat under the influence of alcohol, suggested that perhaps John Weir (who I blame for influencing me with the alcohol) and I should tag along, in John's RV-7a (C-GWUL), and make it a formation (loose) exercise.



Plans were hatched and lines drawn on virtual maps but the November weather failed to cooperate and the trip looked like it would be consigned to the 'potentially great trip' bucket as winter was fast approaching.

However, the Nashville Predators were clearly not being as negative as we were and, just as the snow started to melt, they got through to the Stanley Cup playoffs. Perhaps there was still time to grow our playoff beards.

Nashville continued their winning run, beating Anaheim in the first round and the weather was improving all the time. For round 2 they faced the San Jose Sharks and, as the first two games would be in San Jose, we decided to target game 4 with a potential bad weather alternative as game 6. Of course there would be no guarantee they'd make it as far as game 6 so daily weather watching became our hobby in the days leading up to game 4. The game was scheduled for the Thursday and, as Matt Pearson wasn't able to make it, Matt Mountain stepped up as the 2nd GIME pilot and Jedi master of all things EAPIS and flight planning.

The weather wasn't playing nice and the forecast was anything but accurate in the days leading up to our planned departure. We had a joint call the evening before and it still wasn't clear if we'd be able to make it routing either south of Lake Ontario or to the



north and crossing the border near Detroit. We agreed that we'd need to make a go/no call the next morning and at 5.45 am, rather sleepily, we decided that we'd go for it and route south and clear the border at Watertown (KART).

We were all at Carp by 7 and ready before our planned departure time of 7.45. We'd told customs that our arrival time would be 8.15 but EAPIS allows a 15 min deviation either side. Once airborne we called Ottawa Terminal but they soon lost us and were quite prepared to let us scoot across the border unannounced. We questioned this and they suggested we try Montreal but, contrary to my understanding, it wasn't strictly necessary to be in contact with anyone when transiting the border. Under a grey but lightening sky we crossed the St. Lawrence and switched over to Wheeler Sack.

US Customs and Immigration were waiting for us on arrival at Watertown and the formalities were over quickly. We topped up with fuel and free coffee at the very pleasant FBO while we stared intently at the broken cloud to the south. With 650 nm left to go we wouldn't make it in one hop so we planned on stopping after 2 to 3 hours, depending on the weather.



With GIME in the lead we headed south and climbed to 8,500 above the broken cloud deck and the slight tail wind gave us a nice speed across the ground of about 180 kts. As the cloud thickened we were forced higher to ensure we could still see the odd patch of green below. We maneuvered around a few higher build ups and we topped out, for a short while, at 11,500. This was the highest I'd been before and the effects were definitely starting to become noticeable. I had to focus more on tasks, breathing was harder and John's jokes were becoming funny. Definitely time to descend.

After almost 400 nm we dropped down through a clearing and almost immediately landed at Ohio University (KUNI). I was just relieved it wasn't Portsmouth (Ohio) as, and with no offence to the good citizens of said town, I spent a weekend there with Phil Johnson when we got weathered in on our way to Rough River a few years back.

Within seconds of landing there was a mad rush for the restroom which was won in order of age and size of prostrate. Suitably relieved and topped off once again with fuel we looked again at the weather for our final 287 nm leg to John Tune (KJWN), just to the North West of Nashville.

With two fast aircraft it's important to not get too out of phase and we learnt a valuable lesson in just how easy it is to get separated. As GIME roared off down the runway we were still a way back on the taxiway and it was probably 2 minutes before we took off.



Once airborne we compared GPS readings and Dave & Matt were an astonishing 15 miles ahead of us. Above the broken cloud deck we strained our eyes for the next 90 minutes before we finally caught site of each other. Even with GIME only ½ a mile away it was still difficult to spot despite the white backdrop.

As we got within 30 miles or so of Nashville it was time to drop back down and we spiraled our way down through a hole and came out under a 3,000 grey overcast. It had been smooth sailing at 8,500' but down below it was dark and bumpy. Nashville Approach directed us north of their airfield and before long we had the large radio towers and KJWN in sight. The FBO was welcoming and we fueled up ready for tomorrow's departure and tied down the RV's next to rows of Learjets and Challengers. We paid our very reasonable \$10 overnight parking and, after some time, our Uber driver finally found the airfield and took us to our downtown hotel.

After a few margaritas and some excellent Tacos we spent an hour or two on the Nashville strip getting a taste of the bars and the music venues. As game time approached we walked to the stadium which is located right in the heart of the downtown. Playoff hockey is always special and this game didn't disappoint and became the longest game in Predators history when Mike Fisher scored the winning goal in the 3rd period of overtime. By the time we finally got back to the hotel it was 2.30 in the morning, 3.30 back in Ottawa, and we'd been awake for some 22 hours. It had been a long day and, for those of who had to listen to our fellow pilots snoring, it was about to get even longer.

Somewhat bleary eyed we made our way downstairs to the hotel restaurant to beat the rather early 9.00 breakfast curfew. The weather looked much more conducive to a relaxed flight back and our plan would be to route to the north east and cross the

border just south of Pelee Island and clear customs at Tilsonburg. We all have CANPASS AIR so it wasn't necessary for us to land at a field with permanent customs and immigration. We Uber'd back out to the airfield, loaded up and were soon heading north and climbing up to 9,500'. The cloud was nicely broken as we passed almost directly over the Corvette factory in Bowling Green, Kentucky. We were then detoured, quite severely, around Fort Knox before getting



back on track and routing directly over the top of Cincinnati and then Dayton's Wright Field and the enormous Wright-Patterson USAF base. After 275 nm we made our decent towards Grimes Urbana (I74) for fuel and to open our international flight plans and call Canadian Customs. After a struggle with the fuel pump payment system, which must have been amusing for any locals watching, we were once again airborne and heading towards the great white north. It

wasn't too long before Lake Erie was in sight and we went 'feet wet' passing Sandusky. We cautiously tiptoed over the Lake Erie islands and then towards the spit at Leamington. From there we followed the coast and kept our eyes on GIMES as, rather oddly, Tilsonburg wasn't showing up on GWUL's Garmin 496. Back on home



soil we relaxed a bit but then realised we still had a further 250 nm before reaching Carp. A quick refuel and a few chocolate bars and we departed Tilsonburg and called up Toronto centre. As we approached Toronto they allowed us to stay at 4,500 but we were quite the way out over the lake and it would have been a long swim had it all gone quiet. As we passed the Island we started to converge with the land and, despite the headwind, we were home in another hour.

It was a jam packed two days with just over 10 hours in the air, some interesting flying, excellent company and a hockey game we'll remember for a long time.

Colin McGeachy

Pilot Profile #7: Phil Johnson



A quintessential “Boffin”, Phil Johnson is another émigré to these shores having fled Blighty back in the early 90’s. Regular business trips to North America led Phil to getting both his pilot’s license and his “California Girl”. Fascinated by machinery from an early age, Phil was driving a car up and down the family driveway before most of us learn to ride a pushbike. If you need to know how to remove the spurgle bearings from your uni-lateral phase detractor, Phil’s not only “your man”, but he’s probably got the tool to do it.

Where were you born?

Dorking in Surrey. Just down the road from Dunsfold airfield which used to be operated by British Aerospace (*and now famous as the Top Gear location, Ed*) and was where the early Harriers (P.1127) did a lot of flying. We used to watch them as we came home from school.

Where do you live?

In Carlisle Circle which is between Stittsville and Carlton Place. Another little aviation haven with Matt Pearson and Ritz just around the corner. We moved here in 1990, from the UK, when I transferred from Plessey to Lee Instruments. Unfortunately they went bankrupt 11

weeks after I arrived! Scary time, especially as Lois was expecting Emma, but I got a job with MEL shortly after.

We've been in this house since shortly after we moved across. I started the Cozy build in the basement and, one time when we thought we might be moving house, we cut a hole in the family room floor and got the fuselage out. In the end we stayed here and built the 'hangar' on the side of the house.

What's your occupation?

Systems Engineering Manager for Raytheon. I've spent my career working with SONAR and it started at Kingston (UK) when I did a co-op with Plessey Ceramics making the piezoelectric ceramics which are the heart of a SONAR transducer. After that I joined Plessey full time in the transducer group. I've designed lots of SONARs of which some 25 have gone into the water. I spent 19 years with Lockheed and now I'm at Raytheon.

How did you get interested in flying?

I've always been interested in anything mechanical and, as a kid, I built model aircraft, all of which crashed. I remember my Dad buying me a Cox 0.49 powered Curtis Pusher. Crashed that as well.



I also love cars and I, my two brothers and my sister bought a Standard 8 when I was about 8 years old. We paid 3 pounds for it and named it Bertha. I still remember the license plate which was GL1312. We used to drive it up and down the driveway until it ran out of fuel and each Saturday we'd take our pocket money and a gallon can and cycle into the local village for more petrol. What we forgot was that it also needed oil!

I was also in Air Cadets and did the usual glider and Chipmunk air experience flights. I used to knock about with two brothers (twins) who both became commercial pilots. I visited them after they got flying scholarships at Rolls Royce, in Hucknell, and they'd take

me flying in a Jodel. I used to go to the Farnborough airshow every year and watch the Lightenings, Harriers and the Vulcan.

When did you learn to fly?

I was travelling to the US a lot when I worked at Plessey (UK) and I met a colleague, Abby, from General Electric who had a Mooney and took a couple of us flying at Canistota, near Syracuse. Turned out she was an instructor so I'd rent a C150 and she'd take me flying. She told me that flying was like heroin; once you start you can't stop and it's just as expensive! I was flying every time I came across to the US and I'd do my ground school on the phone from the UK!



Phil (right) and his siblings fire up the family's oscillating phase generator

I'd only just gone solo when I was scheduled for a cross country one evening in a C150. As I rotated the aircraft started to vibrate and I was barely climbing. Luckily I'd only just done some PFL practise! It staggered up to about 400' and I got it round the circuit and back on the

runway. Two of the valves had stuck! I got fairly drunk that evening.

I then started to fly back in the UK, at Compton Abbas, which is a wonderful grass strip perched on top of a hill overlooking Shaftsbury. I completed my license in the UK and was then able to convert it to a US license so I could fly when I travelled back over on business.

On one trip over I bought a Warrior on behalf of a group of us in the UK and a ferry pilot flew it to the UK via the Azores.

What do you fly now?

I have a Cozy in waiting!

When I thought about building I had narrowed it down to a Cozy or Skybolt! I met one of the original owners of Trio, many years ago near San Diego, and he took me flying in his Long Ez. Fantastic experience and that probably sowed the seeds for choosing the Cozy.

What else have you flown?

The usual "spamcans" of course. A Supercub on floats on Lake Como in Italy. The Warrior, a C172 on wheels and floats. I got my High Performance Rating, in a friend's Cozy, so I'd be ready to fly mine. I even got 20 minutes flying a 747 which was quite unbelievable. I was flying on business and went up to the flight deck and, after a while, got invited to sit in the Captain's seat. They actually took the autopilot off and let me fly it!

What's your favourite piece of music?

I'm an old rocker. Either Led Zeppelin's "Stairway to Heaven" or "Shine on you Crazy Diamond" by Pink Floyd. I saw them both at Shepton Mallett show ground in 1970. Me and 250,000 other people!



What's your favourite book?

A Brief History Time by Stephen Hawking.

What's your favourite movie?

Top Gun of course. I watched it again the day before yesterday. The movie was playing on the aircraft when I flew from Milan to San Diego and I first met Lois that very night. The next day we went to the Kansas City BBQ which is the bar in *Top Gun* where they played Great Balls of Fire.

What's your idea of perfect happiness?

I really don't know. Probably when I don't have to worry about anything again.

What's been your perfect flying experience or remember most?

There have been a few special flights including a magical day flying a Cub, on floats, off Lake Como in Italy. The instructor buzzed a local restaurant, which wasn't yet open for the season but they were having a family meal. We landed, tied up at a buoy and they came out to get us. We had a wonderful meal, I didn't understand a word of what was going on, and then we flew back. Other special flights included around Mount St. Helens and over the Grand Canyon before they raised the height limit. The aviation graveyard at Kingman in Arizona was also spectacular as was flying from Ft. Lauderdale to Key West.



What's your motto?

There actually is a real family motto but I can't recall what it is. Apparently it goes back to the Duke of Manchester.

How would you like to be remembered?

As someone who you could ask for help.

If money was no object, what would you fly?

Being a Brit it has to be a Spitfire.

What trait do you most deplore in yourself?

I've always got to be right.

What trait do you most deplore in other people?

When they're right! Honestly, it's when someone tells you they are going to do something and they don't.





Sun N Fun, Fun, Fun, Fun and Fun

This year, for Sun'n Fun, I decided to leave on the Monday, spend the night at St Augustine (Florida) and arrive at Lakeland on the Tuesday morning which is the first day of the show.

As the weather was cooperating I left Gatineau as planned and took off at 11h27. The weather looked good up to my destination with a few string of clouds in the Washington area oriented south-west/north-east. You know, like the ones in a cold front! I landed in Watertown, NY at 12h02 to meet the customs guy then checked the weather with the FSS. Surprise, I spent 45 minutes with the weather man checking my options as the front was growing. Clouds up to 22 000 feet with reported icing in the clouds!



After hanging up and very disappointed, my next idea was to go back home but I didn't like that choice. I then decided that I was going to fly south-west and see what it looks like. I took one week vacation to fly so I will fly. Where? I don't know yet!

At 13h42 I took off, pointed my Questair Venture's nose up, up and up south-west bound and climbed to 10'500 feet, my usual altitude. At this altitude my Oxymeter tells me that I don't need to use my oxygen. In front of me and to my right was blue sky so if the weather deteriorates I will fly northbound. I then realize that my destination, Lynchburg, Virginia was to the left of my "best guess" direction for good weather and that the sky was friendly so I happily turned left direct to KLYH.

Everything was smooth but I had to climb, climb and climb so I opened my O² bottle and got connected. Now I am following the cloud's top and I am at 18 000 feet. Above this altitude you need an IFR clearance. Even if I am IFR rated I don't fly IFR yet.

I am still climbing... 18 300 ft. I am talking with ATC. I always talk with ATC as flight following is always nice to have. Now, I am about 70 miles west of the Washington area. You cannot fly inside the 60 miles restricted radius zone around Washington unless you received special authorization. Then, ATC called "*C-GOER descend NOW to 17 000 feet*". I look below and I can only see clouds

and I am imagining ice in them. No way am I going in there. Now, I can hear Sully (Miracle on the Hudson) talking to the New York ATC as they ask him to land at Teterboro with two engines flamed out and he replies "not able". So, immediately I reply "not able".

A few minutes went by and he calls again "C-GOER descend NOW to 17 000 feet". I looked below, saw the same picture and replied "not able". He then asked me to fly to EFG which I entered in my GPS and was surprised to see it was 450 nm away. I asked him for a vector and he said "SQUAWK EMERGENCY CODE!" Emergency code, emergency code...oh yes, it's 7700 and I entered it.

And...I am still climbing. The next ATC guy says "I now see you at 19 300 feet, confirm?" I replied "Yesss, I am". He then says "I have to give you an IFR clearance. Are you IFR rated and IFR equipped?" I anxiously replied "Yes, I am current but not proficient...". I was a little anxious to receive my first IFR clearance in 35 years so I took pen, paper and a deep breath. "C-GOER...ATC clears you....heading 265....maintain flight level 190". What a relief, I didn't even write it down! The rest of the flight was uneventfully and blue skies appeared 50 miles north of KLYH. When, I landed, 16h15, I realized that my O² was set to 10 000' which I forgot to turn up in my exciting moments! At KLYH I bought fuel and flew direct to St Augustine with no clouds in the way! I Landed at 19h23.



Tuesday morning, after a 45 minutes flight I landed at Sun'n Fun. I have flown a few times in to Lakeland and the NOTAM is almost always the same showing you how and when to arrive and leave from the show. Flagmen show me the way to the Amateur Built parking area. I am lucky, my parking is just beside asphalt and my neighbour is Tom, another Venture guy from Ft Myers, Florida.

I brought my camping gear but my plan was to use it...if I need it. After the show, I flew to St Pete (36 nm) on the west coast to my friend Carol's place. Spending times with friends is nice and sleeping in a bed is nice too! Wednesday morning I flew Carol to Sun'n Fun and flew back to St Pete Wednesday evening. Thursday morning I flew back to Sun'n Fun by myself.

On Thursday evening, I flew to Boca Raton (140 miles, 0h40 or 4 hours by car!) to my friend Jean's and slept there. Friday morning I flew to the show with Jean. Friday night I slept at Jean's place. Saturday I flew back to the show by myself. At that point I didn't need the NOTAM anymore. I knew it by heart! Saturday evening I flew to Merritt Island and Sunday morning to Spruce Creek Airpark (Daytona), Fl. I spent two days there and Tuesday, at 12h, took off and landed at Gatineau at 17h45 with 1h15 stop in Lynchburg. Oufff, I'm home. The Venture is a TIME MACHINE!

Andre Durocher

Photo of the Month



This month's Photo of the Month winner, from the many thousands of submissions, is Andy Depippo.



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

EastEnders

E A A

January, February and March saw very little activity out here in the East End. One of our crew had an incident at Gatineau. Henri Monnin's Rebel AKA Yellowbird hit a snow bank while taxiing, so there is a repair project underway at Indian Creek. Charlie Martel was PIC, and that's another story.

In April:

One of our long-time residents at Bearbrook, Rob Walters, moved to Smiths Falls with his RV-9A into a beautiful new hangar not too far from our Chapter President Phil Johnston.

Once again, a soft grass runway forced Charlie and Gwen Martel to Rockcliffe to wait it out.

Dwayne and Linda Price, and Charlie and Gwen Martel planned a trip to Washington but, on the day of departure, the Weather Gods didn't like that idea so we planned to divert to Berlin, NH. Rain and CBs interfered. We went anyway, but by road, and had a great weekend. Sometimes it's just so hard to get the airplane in the air.

In May:

Many of our group carried out their annual inspections. The fleet is now ready for action. We

did a couple of fly outs to Mont Laurier and Lachute. The excitement was also building for the 9th Annual Inter-provincial Air Tour (IPAT) which ran from May 26th to 29th. Following IPAT approximately 20 aircraft planned to continue to PEI for some Island hospitality.



This year the IPAT started in Ottawa with some 40 participants from as far away as Michigan, North Bay and Western Ontario. Local participants were Bill Reed with Gail Todd, Terry Peters, Charlie and Gwen Martel, Dwayne and Linda Price, Serge and Lise Boucher. Registration and lunch took place at the Aviation and Space Museum, always a great place to visit. On Friday morning we all departed for Mont Tremblant International with a nice Terminal for us and the international visitors. We took a shuttle bus (yellow), as we weren't part of

the Jet Set! Our overnight stay at Mont Tremblant Village offered a gondola ride to the summit with spectacular views and challenging hikes for the ambitious. In keeping with the aviation theme, we were joined by millions of mini aviators, who bite. Mid-air collisions were minimized with a strong breeze and "Bug Juice". Saturday morning we were off to Trois Riviere for a luncheon and then to Drummonville for the overnight and a banquet.

The town was very welcoming and shared the fact that they are working to lengthen the runway to encourage corporate business. Most aircraft fueled here, so it was a long wait but the weather was beautiful so lots of time for "Ramp Talk" and socializing.

On Sunday the weather was iffy so many who were travelling west departed very early. Those continuing on to PEI were greatly diminished in numbers. Only 7 IFR aircraft ended up making the journey which included Terry Peters with Bill Reed and Gail Todd, Dwayne and Linda Price, Charlie and Gwen Martel, Michel and Serge Boucher. Amusingly, Serge flew home to Embrun with Lise in the morning, picked up brother and IFR pilot Michel and then flew direct to Summerside - WOW



We had cool weather, lots of sight-seeing and a lobster supper in North Rustico. Accommodation

was right at Summerside Airport at Slemon Park. This was a big deal for the Airport. The group was interviewed by CBC and we are now, officially, celebrities!



On June 5th Martin Gauthier (PA22), Dwayne and Linda Price (RV-6A) and Charlie and Gwen Martel (RV-9) did an impromptu fly out to Rice Lake/Elmhirst Lodge, not for the expensive buffet, but for a regular menu breakfast. The weather was clear so a good flight for all.

Your peripatetic reporter

Gwen Martel

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

 **hnsanders@yahoo.ca**

FOR SALE

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

johnfirth0@gmail.com

 **SALE: Anderson Kingfisher**

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



Ken Potter: 613 791 6267



kenpotter@veritasmarine.ca

FOR SALE

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

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

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

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

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00



iammcnally@yahoo.com



Chris McNally: 613-291-1254

FOR SALE

Rivet squeezer and the tube bender \$150.

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

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



Bob Crook: 613 225 6653



bcrook@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: Hangar(s)

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



Mark Braithwaite: 613-839-5276



WANTED

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

WANTED


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

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper

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

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

 harvey.rule@bell.net

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
Vice President:	Ameet Nidmarty 613-882-5486 vice.president@eaa245.org
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 treasurer@eaa245.org
Secretary:	Mark Cianfaglione 613-600-4501 secretary@eaa245.org
Operations:	John Montgomery 613-599-1240 ops@eaa245.org
Membership Coordinator:	Gordon Hanes 613-565-0521 membership@eaa245.org
Webmaster:	Sam Holman 613-297-2151 webmaster@eaa245.org
Newsletter Editor:	Colin McGeachy 613-301-5123 newsletter@eaa245.org
Technical Information Officer:	Luc Thibodeau 613-834-2946 lthibod11@gmail.com
Young Eagles Coordinator:	Michel Tondreau 819-685-2194 young.eagles@eaa245.org
Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

Membership Application and Renewal Form



Experimental Aircraft Association Chapter 245

Make cheque payable to:

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

Membership Application

New: ___ Renewal: ___

Date: _____

Name: _____

Address: _____

City/Town: _____

Prov: _____ PC: _____

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

Email: _____

Newsletter Distribution Preference:

Email ___ or Canada Post ___

Aircraft & Registration: _____

Aviation Affiliations:

EAA Number _____ EXP Date: ___ / ___ / ___

COPA: _____ RAA: _____ UPAC: _____

OTHER: _____

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

Newsletter Subscriber: ___ \$40.00
Newsletter only

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

Full Member: ___ \$90.00*
Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)

*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

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