



Carb Heat

March 2012

Hot Air and Flying Rumours
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Next Meeting:
 Thursday March 15 at 7:30 PM
 Bush Theatre
 Canadian Aviation and Space Museum

Presentation:
Bearhawk Patrol
 by Steve Busby

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

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President's Message



Ski Fly-ins

For two weekends in a row, both Moe's and Kars fly-ins were limited by poor weather. Each was followed by a nice flying day, the next day, as an insult.

Is there any sugar shack fly-in?

Hangar Access

As a reminder, please keep cars off the Carp grass taxiways when the ground is soft; we already have ruts with the recent spring-like weather. When in doubt, please park by the Delawri hanger ramp entrance until we get a new access road. We hope to discuss the new access road with WCD shortly.

Portable Devices in an RV-9A - Alfio Ferrera

Alfio gave us a rundown on some of the latest electronic toys for the cockpit. A great update on helpful tools for planning, cockpit workload reduction, real-time updates and tracking. There was a lot of interest and many questions. We look forward to a future report on the shiny, new IFR bits. Thanks Alfio.

Alfio's Toy of the month

<http://www.vansairforce.com/community/showthread.php?t=27010&highlight=annunciator>
<https://www.mpja.com/products.asp?dept=485>

Up For Grabs

Grab the last free estate sale bits along the south wall table in the hanger before they go to the dump!

Pontiac Airpark is expanding!
www.PontiacAirpark.com/News.htm

1st Flight Plaques

If you had a first flight during 2011 or know a member who did, please let one of the executive know before the end of April.

Around the Web

Detlef & Lilian world trip: (Promo code "EAA" for a 10% discount on the DVD)
www.flight-around-the-world.org

Around the Patch

It appears Dwayne Price is not to be outdone by Alfio & Shirley's toys; he enlisted the East ends for a heroic 1 week IFR panel install. We look forward to the presentation.

For some summer meeting we should get all the electronic panel guys to do a live comparison.

EAA 245 Club Stuff

Sunday morning get together continue @10am at the Carp EAA hanger. See you there.

As usual, many chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM, Everyone is welcome.

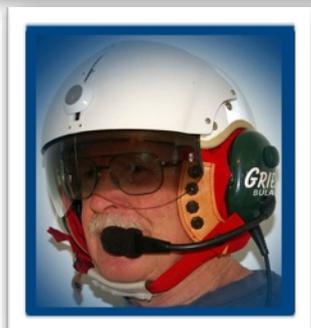
See you at the meeting!

Cary

Meeting Schedule

| | |
|-------------|--|
| 15 Mar 2012 | Bearhawk Patrol at aeroliteflight.ca – Steve Busby |
| 19 Apr 2012 | Homebuilt Aircraft - Owner/Builder Benefits, Privileges and Responsibilities Maurice Simoneau, Transport Canada |
| 17 May 2012 | The briefing has not yet been finalized for the May meeting. |

EXHAUST – from the Carb Heat Archives



The following was taken from Carb Heat.

30 YEARS AGO March 1982

Attendance at the March 1982 EAA Chapter 245 meeting was about 30 – at least 6 members were at Sun and Fun. The evening speaker was Mike Harrington, air traffic controller at Uplands. Mike gave a very good picture of the flying activity in the Ottawa area and noted that Uplands was the only large airport in Canada permitting ab-initio training and that it was not unusual to find 25 to

30 aircraft at a time in the control zone on a sunny weekend. He also pointed out that DC8s and DC9aare often at 2000 feet on their final descent near Russell so – “keep your eyes open and keep at or below 2000 feet near Ottawa” he said. “Radar at Ottawa only indicates position – not altitude”. Also at the March meeting vice president Ray Perkins talked about the proposed bus trip to the Smithsonian Air and Space Museum (Washington) scheduled for May 22 to 24, 1982.

20 YEARS AGO March 1992

Andy Douma was in charge of the tool crib in 1992 and he provided an extensive report along with recommendations on the type and size of lawnmower required to handle the grass growing on the nearly two acres of variable and somewhat rough grass area maintained by EAA Chapter 245 at Carp. The topic was to be revisited

at the next meeting. There were 19 tools listed in the Chapter’s tool crib as of March that year.

Canada Day 1992 was being planned and Ron McMillan was looking for help on a display at Rockcliffe. Garry Fancy, Gary Palmer and Andy Douma gave a talk on engine overhauls at the club meeting and it was reported that too much info was given to cram into half of a page so the reporter listed several helpful hints instead in Carb Heat, March 1992.

wayner@igs.net. Thanks.

Wayne GRIESE

February East End News

The ski-planes were very active this month because of the good weather. They used the winter runway 09L-27R at Indian Creek as the main runway was mostly ice and by the middle of the month it was showing a lot of grass and that means mud when it is gets to warm.

Saturday 4th of Feb

Pat Gilligan used his RV-8 with his new set of skis to fly to Montbello. The day was absolutely glorious. I would have loved to go but too risky with no skis.

Sunday 5th of Feb

Rob Walters (RV-9A), Charlie and Gwen (RV-9A), Denis Charbonneau (Glstar) and Martin Gauthier (Piper Tri-Pacer) converged on Bass Lake to Rob Walters cottage. We landed on the ice, the accumulation of snow was no more than ½" to 1". Rob had already verified the landing conditions. His wife Margaret greeted us and fed us with coffee and all the perks. All had a good time.

9th of Feb

Denis Charbonneau and Ron McNamara went fishing on Quinn lake. There they met with Bruce Wheaton. Not sure why they do this, I don't think they are catching any fish. I guess this is just a very pleasant activity on a nice sunny day.

11th of February

Dwayne Price's RV-6A flew into the Indian Creek Skunkworks for a panel refit. His RV-6A had a mostly non-functioning six-pack panel, so he elected to correct that and more. A Dynon D10 was added along with vertical and

roll servos and a heated pitot. The engine vacuum pump and associated plumbing were all removed. The switches were all replaced by a more modern panel. In two hours we had the aircraft stripped, panel gutted, wires hanging, panels removed. Dwayne and Linda looked a little overwhelmed by the whole thing.

12th of February

Flight to Mont-Laurier included myself and Rob Walters (RV-9A). Today we are getting together to



Pat Chatting up the US Border Guards

celebrate Tom Smith's life. Although very cold temperatures, we made it a point to go out anyway, that's what Tom would have done.

13th of February

Working on Dwayne's RV-6A. Were invited by Ron McNamara to go and have lunch in Fawcett, Quebec. It was pretty hard to resist on a beautiful sunny day. We have five people and only two planes, so Ron

called Denis Charbonneau to come and pick up one body. OK we're good to go landing on the Ottawa river and walking up the hill for wood oven baked pizza.

18th of February

As usual the skiplanes are active.

19th of February

Martin Gauthier (Tri-Pacer) and Alain Dagenais (PA-28) flew to St Lazare for the breakfast. Today is the fly-in to lake Menphremagog.

Only Pat Gilligan and Martin Lacasse (RV-8 on skis) made it to the fly-in. Several ski-planes had planned to go but elected to stay local instead. Pat and Martin arrived early and landed well on the Canadian side to ensure they were not on the wrong side of the line (US-Cdn border line).

There were a lot of planes from both from the US and Canada. It seems to be growing in popularity. This may be because this year the ice allowed for the operation of wheel planes. Pat was the only one there with a ski equipped RV, so it drew a lot of attention. One thing to note about the fly-in, there are no washroom facilities, food or coffee, this is strictly a meet and greet kind of get together, a great opportunity to meet with our neighbours to the South.

20th of February

As I write this, Paul Sicard (Murphy Rebel) Ron McNamara (Bush Caddie) and Lindsay Lefavre (Canadian BushMaster) are warming their engines. Later on I found out they went to Lake St Marie, as well as Lindsay's cottage near 31 Mile Lake, QC. Later in the day Henri Monnin



Moe's Fly-In

(Rebel) and Gwen and myself (RV-9A) went to St Lazare for lunch.

23rd of February

Dwayne's RV-6A is finally buttoned up and the Dynon D10 configured. The runway was patchy with ice on grass and it made it difficult to



Manoir du lac Williams

position for calibration of the Dynon PFD. Dwayne and Greg Holbrook performed the task with difficulty. The question now is "will the runway be ready for the weekend, because it isn't now"

24th of February

Tonight we completely finished the RV-6A project including new wing walks, repairing the fiber-glass on the windshield frame etc. The aircraft systems are up and everything tested perfectly. The only thing left to calibrate is the in flight portion. This we will leave to Dwayne.

25th of February Pat Gilligan and Martin Lacasse took off to attend Moe's fly-in. This was the morning after a snow dump. Pat's takeoff from Indian Creek was a good test for the RV-8 on skis as the runway was not cleared of snow. The RV-8 huffed and puffed but managed to take off after a lengthy run. NOTE, the RV-8 has a cruise propeller which greatly handicaps it, in difficult snow conditions. Only three or four aircraft attended Moe's fly-in. The wind was especially high, stirring up the snow giving extremely low visibility on landing. But what can

be better than eating some of Moe's chilli, huddling with other brave souls behind the shed's North wall to stay out of the wind. I would have flown in with the old Sportsmen 2+2 C-GMTL but it was on wheels and I had to clear the snow, a 4 hour job at Indian Creek.

26th of February

Lake William fly-in (near Thetford Mines) Quebec is on today and the weather is at it's best. Three planes are committed to go. First Gwen and I met with the locals Rob Walters (RV-9A) and Martin Gauthier (Tri-Pacer) in Lachute for breakfast. From there we moved on to Lake William.

There we met up with the other aircraft Pat Gilligan and Martin Lacasse (RV-8) and Henri and Ginette Beaudry (Rebel). Because I got there a little late they got on my case because I had not informed them I was stopping in Lachute. They had seen me take off and were



RV-9A Tug

wondering where I had been. The Manoir has wonderful accommodations and a brunch to die for. What a wonderful day, good company, good location and great flying. While we were away Dwayne Price moved C-FWKS (RV-6A) from Indian Creek to Carp. That was his first experience with his newly autopilot equipped aircraft.

He was pleasantly surprised with the functionality it provided.

Last month I reported I was working on a tug for the RV-9A. Well it is now complete enough to start testing. It hauls the RV-9A around like it is a featherweight. Looks to be adequate for pavement use. It manages to pull the 9 on ice by itself except if it encounters major snow or ice bumps. We're looking into options like snow tires, chains or even installing studs



in the tires. The next step is to adapt it to other aircraft. All that is needed is to make a different wheel capture unit for different airplanes i.e. taildraggers. Why did I make a tug, you ask. Airplanes are getting heavier and we are getting older (weaker). SOooo I built a tug. Should I make a cover for it to hide the working parts? Should I add a trailer hitch to pull me on my wheelchair when I'm older? Questions, questions. Maybe next month I will have a video of it in action.

Warning

Large groups of wild turkeys (up to 40+) are seen almost daily crossing the runways at Indian Creek. It is a good idea to scan the area before takeoff.

Charles Martel

Bartoon



Barnstormers issue 205

Aviation Humour - AVWebFlash - 6 February 2012

January 16, 2012

About 40 years ago, when I was learning to fly at Christchurch International in New Zealand, I was holding for take-off on the grass when I heard this exchange from the tower with a visiting farmer who was heading back to the farm.

Tower:

"You're cleared for take-off — runway 29."

Farmer:

"Cleared for take-off; 29."

Tower (a little while later) :

"Bravo Charlie Alpha, nice take-off."

Farmer:

"Uh, thank you, tower."

Tower:

"Just one small thing: Next time, can you use the runway instead of the taxiway?"

*Barrie Smith
via e-mail*

Editor's Comments

Our regular contributors, did their usual this month. Cary presents his President's Message. Jeff Whaley brings us a historical look at Carb Heat. And Charles Martel recounts the flying adventures of the pilots of the East End.

In addition this issue brings us two articles. Jeff Whaley is continuing for a third issue his series on the build of "My Plane". An finally,

Irving Slone contributed an article on a rare group construction project that was completely successful. He describes the construction, flying and retirement of Pietenpol GFCU.

You are encouraged to write about your flying or building experience and send me a note or an article.

Yvon Mayo

My Plane - Building The Fuselage

(This is part of a series; see previous articles in the January and February Editions)

Though Wag-Aero supplies a "Fuselage Kit" building a steel tube fuselage is a plans-built project. Building and leveling the construction table is critical to success. Each station and longeron position was marked onto the table surface dozens of wooden blocks were screwed to the table to hold the tubes in alignment. The early stages of construction to build the sections shown in the previous article went fairly quickly. We made good progress and I looked forward to those two week nights and my weekend set aside for the project. I was the pipe fitter and dad was the welder; my fish-mouthing method was a combination of snips and a die-grinder, every piece was fitted to within 1/16" tolerance.

When the main structure was finally tack-welded together it was time to finish all those cluster welds. Here is a case where welding with acetylene is

advantageous to TIG; while welding the clusters you are also providing the necessary annealing process. The clusters were finish-welded from front to rear, all the

welded fuselage into a banana with improper welding technique.

Putting things into perspective,



way around one station at a time, rolling the fuselage as necessary for access. When all finished it was straight and true, what a relief as it is possible to turn a nicely tack-

within fifteen months we had a basic fuselage with landing gear and wing root fittings, control sticks, rudder and empennage attach-points; something that you could sit in and make airplane noises. So far so good; the five year plan appeared to be on schedule.

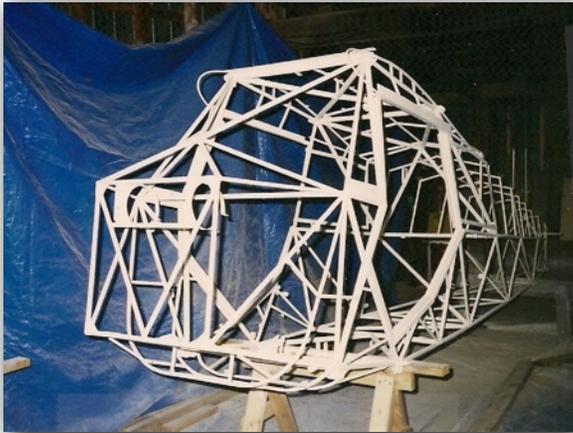


Then came all the other things that have to be attached the fuselage and this is where the project started to really slow down. Other attachments include rudder bar assemblies which had to be built from raw stock, tabs for the floorboards, the seat attach points, interior side panels, the instrument panel, door, windshield and window frames plus all the pulley brackets and fairlead guide tubes for the control system have to be welded in place. Anything forgotten or modified later creates ugly burn scars in the epoxy primer

– ask me how I know. It took another nine months to complete these attachments and build the landing gear. By this time it was apparent that the schedule was starting to slip.

The front attach-point of the horizontal stabilizers created the first modification to the plans. The plans called for a fixed attach-point and an elevator trim tab; dad advised me to go with the Piper Trim, a jackscrew system to move the leading edge of the front stabilizers. This modification didn't hold us up too much then but when it came time to rig the control system it sure gave me a headache, you have to make a continuous control cable, install a lot of little pulleys and springs to make the thing work. Of note is that the cross tube connecting my front stabilizers is the only piece of used hardware in the entire airplane.

Yes, the fuselage requires a lot of work; the previously-mentioned items are actually the easy parts.



Not mentioned above are the boot cowl wrappers, aft-cabin turtle-decking with stringer attach-points, upper cabin structure for the skylight and curved wing fairing brackets. By this time I had learned how to weld and was busy applying my new craft. For me the most difficult portion was making



the lower structure that the boot cowling attaches to. First you have to fabricate and install both the instrument panel and firewall, then decipher the drawings for what to do with the 3/8" Piper channel. Trying to bend U-Channel to create curved sides that blend into a perfectly flat, level and square form is not initially obvious. In addition to seeing the big picture is the difficult practicality of welding 0.015" U-Channel onto main structural tubing that is 0.065" in thickness – two significantly different heat requirements at one location.

There were a few "gotchas" from Wag-Aero as well. 1) The fuselage jigs, shown in picture 1 that established the height between the top and bottom longeron sections were incorrect.

Fortunately the drawings provided correct reference, the jigs were modified and we moved on. 2) Some pieces that connect together are drawn in the plans with different sized mating holes; after finding the first one you pay attention.

Finally, after four full years the fuselage was cleaned up, all the new welds were sandblasted and the final coating of epoxy primer was applied as shown in the following photo.

At four years into a five year plan I was way behind schedule. The good news was that during those four years a lot more was happening than just building a fuselage. The firewall, instrument panel, control systems, landing gear, empennage, doors windows and seats were completed. All that remained was to build the wings, install the engine and instruments, finish the interior, cover and paint the airplane. The five year plan was out the window but with one year each for the wings, engine, instruments and interior, cover and paint, eight years was looking doable.

Jeff Whaley

EAA 313043



History of Pietenpol Aircamper GFCU

NOTE: For many years, a yellow Pietenpol Aircamper was a fixture at the EAA 245 hangar at the Carp Airport. Visiting pilots and public alike have always been drawn to the airplane like moths to a bright yellow flame. I believe that this is an amazing achievement by a group of EAA 245 members that should be recognized and documented. Towards that end I pestered Irving Slone and Ted Slack for some history, resulting in the below article. John Montgomery. (EAA245 Membership).

Group Project

Firstly, the most significant thing about the Pietenpol (GFCU) is that it was a group project. It was successfully completed under the leadership and direction of Ted Slack. As we all know, group projects have a high mortality rate and often end up disbanding with pieces being sold. There are many starts and few completions.

contributed approximately \$250 to purchase metal tubing for the fuselage, compression ribs, and landing gear as well as spruce for the wing spars, ribs and tail components.

Ted purchased plans for the Pietenpol Aircamper. He also purchased a surplus 65 HP Continental Engine from the

and ended up with a zero-time engine.

Start Building

Monday evenings were established as the building time and Ted was doing quality control. His standards were very high resulting in numerous rejected hand-made parts.



From the left: Jack Dodds, Parr Tate, Ken Cavers, Jim Bradley, Irving Slone, Eric Taada, Gerry McGrath

In 1967 Ted proposed the idea to form a number of interested EAA 245 chapter members to construct an aeroplane. A group of 23, including Ted and myself, each

National Research Council that had been used for a ground power unit. Ted arranged for an aero engine school in Calgary to rebuild the engine over the course of a semester. We only paid for parts

The steel tube fuselage was welded up by a welder from Flight Research where Ted was employed. Upon completion boiled linseed oil was inserted in the tubing and well distributed to prevent inside rusting.

The work was initially done in the garage at the back of the home of Andre Gervais in the west end. Members would take pieces home to prepare parts for the next Monday meeting. Enthusiasm was in high gear for the first couple of years. On any meeting night about 8 would show up however not all engaged in work.

Typically 3 would be hard at it while the others would socialize, drink coffee, or thumb through A/C magazines - a relaxed and good natured environment resulting in a good time by all.

New Sites

After a couple of years the project was relocated to the basement in the home of Randy Randall located in Hull, which was a warm place to work during winter. By the end of the third year the participants boiled down to Ted Slack, Eric Taadda and myself.

Others would show up when called to provide the extra hands when needed. After several years the project was moved to a double sized garage within an underground garage in an apartment building in the Alta Vista area. The Spray painting was done in a friends sign construction shop.

During the summer of 1981, all components were transported to group member Jim Bradley's farm hangar and assembled, including engine run up. The following summer the fully assembled A/C was loaded on Jim's hay wagon and deposited at the flight school tarmac at the northeast end of Carp airport. It had to be taxied along the runway to the EAA end. I am not certain as to how this task fell to me, but it was readily accepted. This was a memorable and thrilling moment.

First Flights

The first flight was conducted by Stan Kereliuk Oct 24 1982. Stan was a test pilot with Flight Research and a friend of Ted. Stan is quite tall at 6'2". The rear solo seat is small by any standards, so how Stan managed to fit remains a mystery.

There was no trim control and Stan reported that a stick back pressure of about 30 lbs was necessary. The horizontal Stabilizer angle was adjusted over a couple of flights until the A/C was trimmed with 13 gal. of fuel. As the tank was

Later, John Bradley installed hydraulic puck brakes. There was still no danger of nosing over, but the brakes were adequate to hold the A/C during engine run-ups.



Pilots

Of the 23 initial participants, the A/C was flown by Ted Slack, Eric Taadda, Ken Cavers and I. The A/C was donated to the Canadian Aviation and Space Museum on Nov 4/2011 for educational purposes. The total air time was 634.9 hrs. My time was 536.4 hrs. Ken Cavers had 2 short flights of .4 each, and the balance was by Ted and Eric.

slightly ahead of the C of G, it required slight forward pressure on the stick as fuel was consumed.

After a couple of flying years I added a cockpit adjustable trim tab at the rear edge of the Horizontal Stabilizer – a pleasant improvement. In very calm air the A/C would fly hands off for a short time but with a bit of unstable air it required constant stick and rudder input. I suppose not an uncommon thing.

Why there was little interest with the others to fly remains a mystery to me. Did they know something I didn't? In my opinion the A/C flew very well. A lot better than me!

Flights

Most of the flights were to Sunday morning breakfasts with chapter members Dick Moore, Rodney Stead, George Elliot, Gary Palmer

Brakes

The original Landing Gear had the rubber bladder braking system, so no danger of standing the A/C on its nose. It wasn't long before they started to leak.



and others. We usually went to Iroquois, Smiths Falls, Cobden, and Gatineau - any place within one hour of flight time.

Oshkosh

The longest flight was to Oshkosh July 1999 to partake in the celebration of the 75 years since Bernard Pietenpol designed the A/C. The A/C was parked with 25 or so other Pietenpols in front of the Homebuilders Hut.

I was asked to partake in a flyby of various types and attended an early morning briefing. This flyby took place just before the start of the daily air show and it was one of those humid 30 degree-plus afternoons. Pat Floyd jumped into the front seat. However, unknown to us, passengers were not allowed for flybys. In any case the flag man let us go rather than cause a hold up in the line. I am quite certain this restriction was not mentioned at the

briefing, nor was it in the written material.

summary on page 71 of the 2000 edition of the EAA Aero Crafter.



Final Flight

My final flight in GFCU was Oct 18 2008, however I was not the last person to fly it. I had let my license lapse so Don Taylor flew it on its final flight from Carp to Bill Argues Hangar. The Flight time was .9 hrs. He must have got lost for some time... The A/C remained in Bill's Hangar until the museum picked it up Nov 4 2011.

The extra weight really showed up under those heated conditions. It took an unusually long time to get to the 500 ft. assigned circuit followed by the 200 ft. pass.

Details of the Oshkosh journey appeared in an article in the Sept. 1999 newsletter. The photo I submitted to appear with this article was also featured along with a

This whole experience was very rewarding. Thank you to Bill Argue for storing it, and to EAA 245 for allowing me to be part of the club and enjoy all of its benefits and friendship.

Irving Stone
(Feb. 2012)

Fly-Out Possibilities

All Items Taken from the COPA Website

March 24, Brantford, ON

(CYFD): Rust Remover from 10:00 a.m. to 12:00 p.m. Featuring Transport Canada instructor Duncan Chambers. Civil aviation safety seminar qualifies for 2 year currency. Bring your own chair. For more information, please contact is Brian Mehlenbacher at bmehlenbacher7@sympatico.ca

March 27-April 1, Lakeland,

Florida: Sun 'n Fun International Fly-in and Expo. This year current COPA members receive discounts on daily and weekly admission. Daily admission will be \$30 instead of \$35 and weekly admission \$120 instead of \$150. All that is required is proof of membership at the gate. Visit www.sun-n-fun.org for more information.

April 14-April 28: Governor General's Cup Caribbean Air Challenge 2012 / Martinique

Air show. A group of Canadian planes will depart from Montreal, April 12. A full program including the activities organized within the Martinique Air Show will be posted on www.airrally.com soon. For more information: 450-969-2247 or ctobenas@airrally.com. Again, many pilots from Canada, USA, Europe and Australia will attend this 12th edition of the International Air Rally (event promoter).

May 5, Hawkesbury, ON

(PG5): COPA Flight 131, Safety Seminar / re-current training Transport Canada approved bi-annual training session. 9:30 a.m. to noon. Please bring your own chair. Although advanced registration is not required, for planning purposes please advise us by email if you plan to attend. For more information check our web site www.HawkesburyFlyingClub.ca

May 5-6, Hamilton, ON: Don't miss the 20th Annual Canadian Aviation Expo! Canada's Aviation Tradeshow held at the Canadian Warplane Heritage Museum Hamilton International Airport. Preparations are underway to make sure it will be the best Expo yet! Virtually every aspect of aviation is represented including ultra-lights, parasails, kit-planes, avionics, flight schools, warbirds, maintenance shops, certified aircraft, government agencies and flying clubs. Please visit our website regularly at <http://www.canadianaviationexpo.com> for updates.

May 5-6, Haliburton, ON

(CND4): Pancake Breakfast Fly-In 9 a.m. until 11 a.m. peameal on a bun 11:30 a.m. until 1:30 p.m. For more information, please contact Paul Robinson at lochlinboy@gmail.com.

May 5, Lachute, QC (CSE4):

Jeunes en Vol /Young Eagles, the day begins at 9 a.m. We also need volunteer pilots, as well as volunteer ground crews. Discounted avgas will be offered to volunteers. For more information, please contact Francois Vrana info@lachuteaviation.com or 450-562-1330).

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or eea245@gmail.com The deadline is two weeks before the next meeting. The ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

FOR SALE

Tom Smith's 1950 Piper pacer PA-20. TTSN 5110 hours. 0-320 975 Hrs SMOH, 406 ELT, two ICOM A200, Aero ski 2000 available. Price: \$42,000. Contact Rollie @ 613-830-5346 or Charlie @ 613-487-3036.

FOR RENT

Chapter 245 members can rent a tiedown near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. Call Curtis Hillier 613 831-6352

FOR SALE

Lotus 1260 amphibious Floats, \$3,000. In very good condition suitable for aircraft up to 1400 lbs. One additional bladder included.

WANTED

I'm looking for an original rudder for EDO 1070 floats. Other sizes may be usable as well. Contact Russell Holmes for both at 613 226-8273 or e-mail at billy dot bishop at sympatico dot ca.

For sale or Trade

Vari-Viggen project, 60%+ completed. Main spar inspected and signed. On its wheels (less front wheel). one piece bubble canopy, Almost all material to finish (less engine and prop). I have inherited the project, It Has to go, need the space and I am too old to finish it. It will be a shame to burn it. Located at Louiseville airport, near Trois-Rivières. Make an offer. Gaston Girard svquebec31@gmail.com 514-794-2154 (leave a message, I will call back in a jiffy.

EAA Chapter 245 Membership Application



New: ___ Renewal: ___

Date: ___/___/___

EAA Number _____

EXP Date: ___/___/___

Name: _____

Address: _____

City/ _____

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Prov: _____ PC: _____

Phone: (___) ___ - ___ H(___) ___ - ___ W

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Newsletter Distribution Preference:

Email ___ or Post ___

Aircraft & Registration: _____

Other Aviation Affiliations:

COPA: ___ RAA: ___ UPAC: ___

OTHER: _____

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

Newsletter subscriber: ___ \$35.00

Newsletter only

Associate Member: ___ \$35.00*

Newsletter plus Chapter facilities

Full Member: ___ \$70.00*

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

Make cheque payable to:

EAA Chapter 245 (Ottawa)
P.O. Box 24149
300 Eagleson Road
Kanata, Ontario,
Canada, K2M 1C0