



# Carb Heat

## September 2015

EAA 245 NEWSLETTER Vol 45 No. 8

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### Next Meeting:

Thursday September 17 at 07:30 PM  
Bush Theatre  
Canadian Aviation and Space Museum

### Presentation:

## *Oshkosh Review*

*Several members will present,  
Colin McGeachy to coordinate*

## Editor's Comments



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

As a follow up in the series "My Plane", Jeff Whaley tells us about returning to flight.

Hans Sanders provides an unexpected way to resurrect a dead battery.

Ken Potter talks about the Give-Flight Project.

Martin Poettker gives us an update on the Responsible Aerodrome Development NPA.

Ameet Nidmarty continues his Pilot Quiz series.

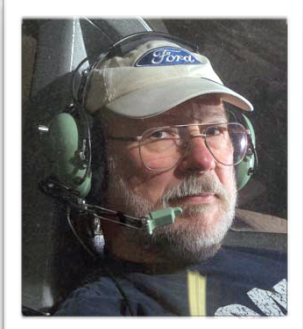
There are just a few flyout possibilities remaining.

The For Sale section is still long, we list hangars, airplanes, instruments and many other items.

Please take a few moments to write an article and tell our readers about your building or flying experiences.

*Yvon Mayo*

## President's Message by Phillip Johnson



Summer is beginning to come to a close. The days are hot and there is a lot of convective activity, the leaves are changing colour and I hear on the radio we are in for a warm winter. Even the word tropical was used. Well we'll see how good the forecasting is.

Over this past year we have seen changes at Carp airport (CYRP) and those are good changes. Finally the airport is addressing general aviation's needs. I see new hangars going up and most of them are spoken for. A grass runway went in just before our breakfast fly-in and the airport has hosted two events one for pilots and one for the local community. EAA has supported both events with the latter event offering Young Eagles flights. As always thanks to all concerned regarding the Young Eagles flights. I believe Carp airport is going to be one of the places to be at or going to. Well done CYRP.

Our last meeting was held down at Smiths Falls airport (CYSH) with an inspection of my Cozy followed by a fish fry and then one of Transport Canada's safety seminars. With about twenty people checking out my Cozy the list of squawks numbered about twenty five. Well I guess it's the

last time I'm going to do that ☺. Actually it was very helpful and most were just fine detail, which I fixed the next day. There were a couple of issues that had bugged me for a number of months but thanks to suggestions from Mark Briggs and Greg Holbrook, I was able to fix the problems in short order. I am now very comfortable about getting that final inspection behind me.

We are about to start our new season at the museum so make sure your calendars are up to date. This month Colin McGeachy is hosting the Oshkosh review. Unfortunately I could not attend Oshkosh this year so I have little to contribute but Colin always puts on a good presentation so I'm sure it will be entertaining as well as informative.



Our new adventure with the Zenith 750 Cruiser has now begun and we have a pair of wings in the Chapter hangar. I would like to thank Bill Reed for all his coordination work with EAA in Oshkosh and the team who organised the transportation from Oshkosh to CYRP.

We are expecting to move forward with the purchase of the remaining airframe kit. Zenith has graciously given us a special price in return for good press when the project is complete. I am asking that you step forward and let members of the executive be aware of your interest in participating in the project. We are anticipating dividing the project into two or three segments so members can join in without having to travel to the Chapter hangar to have involvement. Don't be bashful in coming forward if you are interested.

Once we get the airframe kit to Ottawa we will start the project but in the meantime we will be making some changes in the workshop so we can work through the winter.

**Bill Reed supervising the build of the Zenair CH750 Cruiser destined to EAA Chapter 245**  
**Photo by Yvon Mayo**

Continued on the next page...

On Sunday mornings instead of sitting down to drink coffee and tell aeroplane lies we can do something useful. Construction will not be limited to Sunday mornings but I anticipate that day will be a major build day. We do need someone to take the leadership role in the construction process so if you are interested please let one of the executive know. I can't even spell aluminium so I can't do it ☺ .

Once the project is complete we hope to create a flying club offering members an opportunity to use the aircraft at a good rate.

Unfortunately EAA cannot operate an aircraft so we must find a way to create a flying club which is tenuously connected with EAA, thereby attracting new members, but not be so connected that we break the rules. Again I look forward to your suggestions, remember this is your club and your money we are spending.

On a final note: we are losing our newsletter editor as he has done two terms and we need to replace him. Please can someone come forward and take over this position it is very important to the Chapter.

As most of you know, many of the group meet for dinner at Perkins Restaurant on the corner of Ogilvie and St. Laurent at, or after, 5:30PM and then move down to the museum as a group around 7:00PM. Everyone is welcome.

Remember, the meeting starts at 19:30 hrs prompt.

Regards to All.

*Phillip Johnson*

**Meetings and Events Schedule**

17 September 2015 07:30 PM CASM	We are back at the Canada Space and Aviation Museum Oshkosh Review - Colin McGeachy to coordinate
15 October 2015 07:30 PM CASM	Elections ans EAA Chapter Videos
19 November 2015 07:30 PM CASM	Tentative - First Flight of the Cozy, with Phillip Johnson

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](mailto:president@eaa245.org)



Thanks to Bill Reed who flew CF-DPZ to display in Oshkosh. This Fleet Model 80 Canuck is a Canadian icon  
Photo by Yvon Mayo



## Dead Battery

Article and Photo by Hans Sanders

I had not flown my Cherokee for a bit over one month and on a nice day decided to go to Gatineau and exercise the propeller in a few circuits.

After untying and a pre-flight walk-around, I hopped in, only to hear the click, click of the solenoid because of a dead 3-year-old Gill 35 battery. My previous Gill had lasted for 10 years without a problem.

I researched battery maintenance and found a web page that advocated adding a saturated solution of Epsom salt to the cells. A large bottle of Epsom salt was \$6.99 and I topped off the battery with this solution. The web page suggested to discharge the battery several times in order to reverse the effects of sulfation.

Apparently over time the sulfuric acid precipitates into sulfur, which prevents the flow of electrons and diminishes the capacity of the battery to hold a charge. After charging the battery it showed 13.5 Volts but lowered to 12.75 Volts about 30 minutes after, which is the norm. It held this charge for several days and started my Cherokee with enthusiasm.



I also bought a 2.5 Watt solar battery maintainer at Canadian Tire for \$29.95. It measures about 12" X 4" and comes with a cigarette lighter plug and battery clips. On a cloudy day it still produced 18 Volts at a very low amperage that should keep my battery charged and ready for a while longer.

So if you are having battery problems, you might try my procedure as a cheap solution. It seemed to work for me.

*Hans Sanders*

## EXHAUST – from the Carb Heat Archives



### 30 YEARS AGO September 1985

Minutes of Meeting September 20, 1985.

The meeting got underway at 8:03 with a welcome to some new and potentially new members, namely Mike Eiwczor, Lars Eif, Bob Algie, Ernest Rex and Colin Phipps.

Mike is formerly of Sudbury and is building a King Fisher in a pusher configuration. He needs some help with stress analysis to turn the engine around.

Lars is formerly of Chap. 41 and is building a Skybolt. I'll bet he gets to know Gary Fancy real well.

Bob and Ernest are very interested in the Kit Fox.

Colin, if you will remember, is not new to Chapter 3.45 but we haven't seen him for a while. Stick around Colin, we're pleased to have you.

In all, 22 people were present. Not to bad considering it was the first meeting of the new season and many people didn't get their newsletters. Maybe a week isn't enough to get a letter across town?

A brief review of the technical symposium and corn roast was given and it was resolved to continue these annually.

Two members have purchased Starlites, namely Alex Fulton and Dave Hurry.

Henry Beaudoin is now in charge of the tool crib, which now contains a coil, tube bender, bungee stretches, soldering iron, bending pliers, rivet cutter, fluter and a nicopress.

Gord Standing gave a brief review of our finances that now stand at \$3,168.94.

It was decided at the executive meeting and announced at the general meeting that the hangar door would be postponed.

### 20 YEARS AGO, September 1995

The Royal Canadian Mint introduced an Aviation Coin Series in 1990 commemorating Canada's first 50 years of powered flight. A second series was launched on September 16th 1995 (with two coins to be produced annually for the next 5 years), commemorating flight in Canada after WWII.

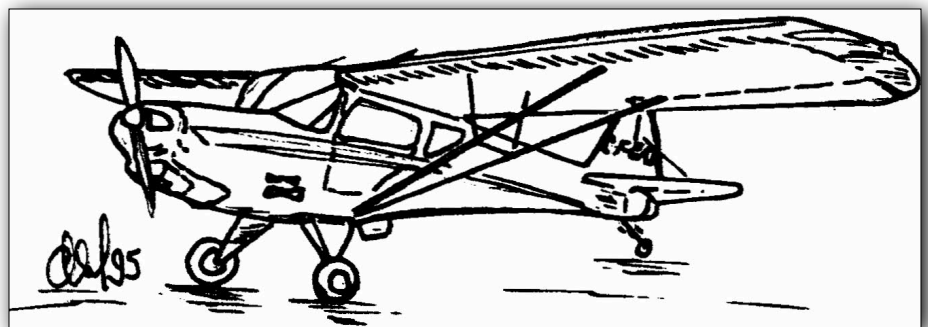
The first aircraft to be featured are the Fleet Canuck and the deHavilland Chipmunk. Robert Bradford, an internationally recognized aviation artist and former Director of the National Aviation Museum was commissioned to create the designs for these two coins.

The Canuck featured is CF-EAI belonging to Chapter member Stan Acres, and is depicted in flight over the National Aviation Museum at Rockcliffé. The Chipmunk is shown in aerobatic attitude over Centralia Air Base. The Mint has very successfully pioneered the technique of setting 24 karat gold covered cameos into the sterling silver coins, and the Canuck coin portrays a likeness of Bob Noury.

Fleet Aircraft of Fort Erie Ontario purchased the prototype and rights in 1945 and 225 were built. The side-by-side seating proved ideal for flight training, and they also served a number of transport roles in northern Canada. Some 80 of these durable aircraft are still on the Canadian Civil Registry.

[wayner@igs.net](mailto:wayner@igs.net)

*Wayne Griese*



CF-EAI



## My Plane - Return to Flight

Article and Photos by Jeff Whaley



### Foreword

Having just re-read my last article “Rebuilding Progress” from summer of 2014, I realize that it emphasizes my need for learn-it-the-hard-way. Following a blog of builders with the same engine but different airframes leads one to lofty visions of streamlined cowlings and low-drag, liquid cooled installations. Just a minute, their climbing speed is about the same as my cruising speed – what works for Johnny’s speed demon is going to work for Jeff’s chubby cubby?

The previous article discussed in detail most of the changes and repairs required. In this article, I’ll touch briefly on some of the subjects to update their status.

### Radiator Installation

Is it cubic inches or square inches that should be considered for liquid cooling? The answer is both as radiators have a finite thickness but for most applications (<200 mph) thinner is better. My previous installation with a 5 inch thick radiator (600 cubic inches) gave marginal performance, close but not good enough.

Having experienced that, I chose a thin 3 inch radiator, 700 cubic inches. Expecting to cool easily, an over/under airflow and plenum orientation was selected as shown in Photo 1, with top plenum removed. This choice was influenced mainly by the desire for temperature control, especially for winter operations.

### Adjusting the Rudder Pedal/Brake Set

The original installation had the rudders and brakes set to a flat profile when in the neutral position. This alignment made it easier to apply the brakes than rudders.



Photo 1: Radiator Install, Flat Profile

### Oil Coolers

The oil system was altered by inserting the original Mazda oil cooler (internal, 160°F, thermal valve) in series with a second Fluidyne cooler. Below 160°F, oil would bypass the Mazda cooler yet flow through the next one in series; temperature would maintain 160°F on cooler days. The Mazda oil cooler and plenum can also be seen in Photo 1.

I previously welded a cross tube onto the rudder pedals in an attempt to make them more prominent and intended to shorten the rudder cables (with adjustment) to force the rudder tops back towards the pilot when in neutral. Instead the cylinder plunger arms were shortened to create a similar effect yet less dramatic change and I simply replaced the cross tubes with an even larger set.

Editor's Note: This is part of a series previous articles appeared in all 10 Editions in 2012 and a progress report was published in June 2014

## Replacing the Left Wing Lift Struts

This turned out to be very interesting. Wag-Aero's lift-strut, kit-pricing soared from \$750 in 2006 to \$2200 in 2014, so that choice was rejected. Charlie Martel offered a set off his old 2+2 and though slightly bent this was a very appealing option. With a couple blocks of wood matching the profile shape and my 200+ pounds "gently" bouncing on the struts they were easily straightened.

Fast-forward several months to wing and strut installation time: my strut set and Charlie's were not the same length. My struts were setup such that about 9-10 threads were exposed on the attach forks; Charlie's had 0-2 threads exposed yet were still about 1.5 inches longer. Increasing mine by 1.5 inches meant that 23-24 threads would be exposed – not a good idea. Mine couldn't be lengthened, so the other's had to be cut.

The front left strut got modified first and after hack sawing and welding was virtually identical to the right side. Unfortunately the rear strut didn't go as well – I cut it too short and was back to exposing too many threads on the fork. I looked to my original banana-curved rear strut and figured "what the hell" if it will straighten that's my best option. Remarkably within a few minutes it was as straight and true as the day it was made.

## Ready to Fly Again

My prediction of flying before end of 2014 almost materialized. It was so close but a handful of little details needed attention. In the spring of 2015 the bird was set onto the EAA scales for a new weight and balance.

The new weight was about 13 lbs heavier mainly due to the new battery. The original lead-acid battery spent 24 hours upside down – what a mess and hassle to get it out while still in that attitude. The new battery is one of the larger Odyssey models: PC1200, chosen for its lack of acid and long reserve capacity of 78 minutes, very important for an electrically dependent installation such as mine.

## Return to Flight, 3 May 2015

Again I asked Andrew Boyd if he would do the test flight and he accepted. We met at my Carp hangar and I briefed him on the multitude of changes and part replacements needed for the rebuild. "Andrew, this is basically a new airplane scenario: the engine has been rebuilt, new radiator and plenum installation, wings repaired and recovered, all new attach hardware; the rigging is untested, new windshield, new prop and spinner. The right wing struts were undamaged but the front left had to be replaced and the rear left was badly bent so I straightened it". "That's fine; being steel it won't be an issue". "It's a bit ugly and the fiberglass rework is rough but it's staying that way until I know it works". "I don't care about that as long as all the big parts stay on". Some paperwork details had to be taken care of. Andrew performed the mandatory secondary check of the flight controls and throttle, signed off the log entries and we were ready to go.



It was a quiet day; the airport was left to ourselves as we taxied down to the run-up bay at Bravo. All good: water 180°F and oil temperature about 160°F as we lined up on the runway with OAT of 20°C. Again Andrew was the Pilot in Command and I was the Flight Engineer in the right seat to watch the engine gauges. Throttle opened and we were airborne in short order; the oil temperature never changed but the water temperature very slowly increased up to 210°F as we hit circuit altitude. Bitter sweet: sweet to be airborne after a long rebuild process; bitter to again be facing the problem of inadequate cooling. We did two low level circuits with a touch and go then parked it for the day. Andrew congratulated me on getting to this point and said the airplane flew well.

## Cooling Modifications

I'm not fond of flying at temperatures at or above 30°C, regardless that was the minimum acceptable operating point. Hitting redline on a 20°C day meant modifications-required. Reviewing the radiator setup I felt there were a couple of changes worth trying but if they didn't pan out immediately the radiator would have to be reoriented. The plenum profile wasn't exactly as planned due to restrictions from the oil pan and the inlet area was limited by the height separation between the spinner and radiator top surface. Perhaps a flow divider inside the plenum would better distribute the

incoming air over the radiator surface area, see Photo 2. I did that and increased the outlet area at the same time before arranging another test flight.



The second flight revealed the changes gave modest improvement, as the OAT was 24°C but the end result was the same. Contacts from the fly-rotary blog though offering encouragement also confessed that their installations didn't cool very well below 90 knots, despite having reduced power. Really, and I need to cool at 80 knots with wide open throttle. Obviously 50% more airspeed (which I couldn't have) plays a significant role. I felt the design choices I made had been implemented to the best of my abilities, so it was time to re-orient the radiator.

**Radiator Installation Revisited**

There simply wasn't enough air getting through the radiator and the best approach was tilting the radiator to better align the fins with the natural airstream. Of course everything affects everything – the hose connections would no longer align; the plenums were useless and the bottom cowling would need more surgery. Also, on feedback from the blog I decided to remove the Mazda oil cooler and reinstate the dual Fluidyne cooler arrangement from years ago. This would mean full time oil cooling and possibly assist with heat exchange of the water jacket.

With the radiator tilted up at the front and the hose connections down at the rear, I felt it prudent to provide an air bleed port from the highest point. Fortunately there were thread bosses welded on in this location; it was easy to drill through them into the top tank and re-thread the bosses for 1/8 pipe thread. I coupled this port into the bottom of the expansion tank with the other engine block air/steam ports. The revised heat exchanger installations can be seen in Photo 3.



**Photo 3: Radiator Install, Tilted Profile**

Ground operations gave very promising results for the new orientation: It took an extended time at significant power to reach elevated operating temperature. The first flight with this configuration, though best result to date, was not quite as good as hoped. Prior to the next flight, not 100% content and ever the experimenter, I enlarged the air inlet area by 15% and added a flow separator, dividing the top and bottom of radiator surface area in two. See Photo 4. The following flight test delivered the long-awaited result; finally we had adequate cooling. With OAT of 25°C the maximum temperature reached was 190°F, a 20°F (11°C) buffer from redline, while only 5°C below the desired operating limit.

**Getting the Stick**

To this point, I was more than happy to have someone else do the piloting as I regained confidence in the airframe and power plant. Now it was time to get recurrent training on MY PLANE. Three years absent from tail wheeling certainly affected my skill level. We flew tight, hectic circuits trying to stay within gliding distance: Power-on, lift off, wings level, RIGHT RUDDER, 300 feet – turn, 600 feet – turn, 1000 feet – level-off, power-back, base, final, touch and touch and go – repeat.

At this writing I've had three sessions with about 15 landings total and I am looking forward to the next one. I'm no ace but like building an airplane, gaining flight experience takes time – I'm still working on both.



*Jeff Whaley*  
EAA 313043

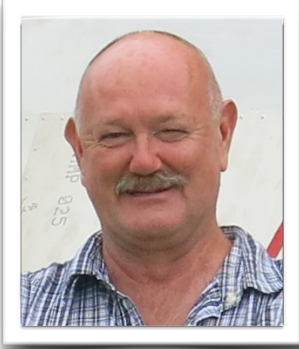


**Photo 4: Frontal View**



# Chapter 245 "Give Flight" Project

Article by Ken Potter



Following on the success of the "One Week Wonder" at Oshkosh in 2014 the EAA embarked on the "Give Flight" project with a goal to give completed wing sets to five different EAA Chapters to jump-start five building projects that would hopefully lead to the formation of five flying clubs. EAA's Charlie Becker, the project coordinator stated that:

*"by kicking this off at Oshkosh we will get to highlight two of EAA's core activities - homebuilding and chapters - to tens of thousands of people.....plus we will get to promote the concept that flying clubs are a way to reduce the cost of learning to fly as well as the barriers to participation in aviation."*

Early in the spring the Chapter 245 Executive became aware of the project when Vice President Ameet Nidmarty proposed that we apply for one of the sets of wings. (Thanks Ameet!) After some vigorous discussion we decided to go ahead. The members of the Chapter Executive had hoped to win a set so that we could educate other people on how to build aircraft and promote flying in their community, especially to young people.

Well, as it turns out we were one of the five Chapters across North America chosen to receive the free wings; in our case for a Zenith CH750 Cruiser. Yay!!!



**Bill Reed**  
photo by Yvon Mayo



**Gwen Martel**  
photo by Yvon Mayo

The other Chapters who received a set of wings were;

Chapter 461-Bolingbrook, Illinois; Zenith CH750 Cruiser

Chapter 84-Snohomish, Washington; Zenith CH650

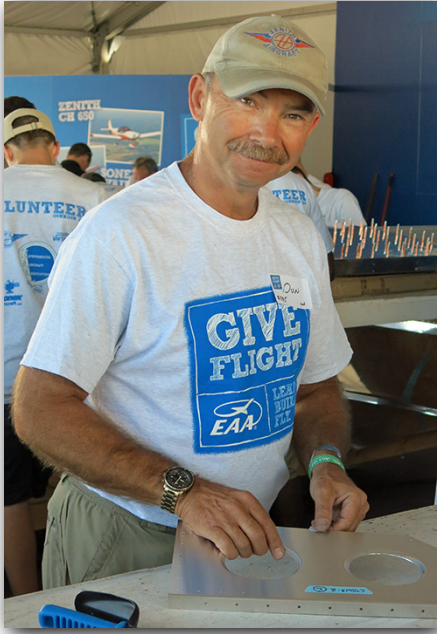
Chapter 27-Meriden, Connecticut; RV-12

Chapter 555-Las Cruces, New Mexico; Sonex Waix



**Dwayne Price**  
photo by Yvon Mayo





**Don Walker**  
photo by Yvon Mayo

Fast forward to Oshkosh. Volunteers, led by Chapter member Bill Reed worked on assembling the wings during Airventure, and anyone who walked by could participate by pulling a rivet.

As witnessed by the scores of signatures on the wings, many did just that. By the last Saturday, a trailer had been located and the completed wings were then towed back to Canada and stored at the Plattsville (CLB2) airstrip belonging to Ed and Kathy Lubitz near Kitchener, Ontario. (A big thanks to Kathy and Ed for helping us out!!) In the middle of August, an epic 16 hour road trip was made by Yvon Mayo, Ken Potter, Gwen Martel and Charlie Martel to pick up the wings and return them to the Chapter hangar. There they reside for the moment as we contemplate and organize our next stage of the project.

One of the peculiarities of EAA is that Chapters are allowed to build and restore aircraft, but they are not allowed to operate them, so we know that the finished aircraft will have to be sold or transferred to another body such as a flying club. As EAA's Charlie Becker said " if a



**Charlie Martel**  
photo by Yvon Mayo

group of EAA members wants to get together and form a flying club, that's not a problem, it just can't be done under the banner of an EAA Chapter."



**L-to-R Bill Reed, Scott Clarke, Dwayne Price, Gwen Martel, Marc Rozon, Liam Rozon, Don Walker, Charlie Martel**  
Photo credit - Dwayne and Linda Price





L-to-R Yvon Mayo, Charles Martel, Ed Lubitz, Gwen Martel  
photo by Ken Potter



Charlie Martel Demonstrating the Proper Use of Duct Tape  
photo by Ken Potter



L-to-R Yvon Mayo, Gwen Martel, Ken Potter, Charles Martel  
photo by Yvon Mayo

So we are interested in hearing any suggestions and ideas our Chapter members may have on how we should proceed with the build, and the disposition of the plane once it is completed. And of course, we are going to need volunteers to oversee the construction and to come out and pull rivets.

So, please come on out to the Chapter hangar and check out the wings! As well, here are some Youtube links to videos from the "Give Flight" project at Oshkosh. If you look closely you'll see Bill Reed and some other Chapter members in the background.

<https://www.youtube.com/watch?v=xjKN-KqxY5s>

<https://www.youtube.com/watch?v=S3psHcJ2w-M>

Ken Potter

## Responsible Aerodrome Development NPA

Article by Martin Poettcker

This is an update to Transport Canada's Notice of Proposed Amendment for Responsible Aerodrome Development.

In Feb of 2015 Transport Canada released a Notice of Proposed Amendment (NPA): Responsible Aerodrome Development which proposed to introduce new rules for anyone wishing to start a new aerodrome or to upgrade or modify and existing aerodrome. This document essentially stated that if you want to put in a runway, be it certified, registered, or unregistered, you would have to go through an onerous and expensive consultation process unless:

- The aerodrome can be considered ad hoc (not dedicated to aircraft and used less than 30 days/yr) or
- the aerodrome is used only for agricultural purposes.

The NPA document was brought to the attention of aviation enthusiasts by COPA, UPAC and the EAA Canadian council, and EAA members were encouraged to write to their MP's as well as the Minister of Transport to comment on the restrictive nature of the proposed rules.

A good number of submissions were drafted and sent, and Transport Canada has amended the NPA. One of the changes made to the document was to modify the definition of an Ad Hoc airport to one that has take offs or landings on less than 90 days out of a calendar year. This is an improvement over the first definition for those of us who want to maintain their own private strips, but I personally feel that it is still more restrictive than it needs to be for non commercial aerodromes.

The changes to the NPA have been published in the Canada Gazette. Those interested can download the document from the following site.

<http://www.gazette.gc.ca/rp-pr/p1/2015/2015-07-11/html/reg14-eng.php>.

*Martin*

Editor's Note: Wayne Griese tells us about a great magazine dealing with home-built aircraft.

*"I have been subscribed for many years to Contact! Magazine. This may be of interest to Chapter 245 Carb Heat readers."*

I looked at the web site and found a wealth of information. So here is the web site for you to check it out.

[www.contactmagazine.com](http://www.contactmagazine.com)



## Pilot Quiz

by Ameet Nidmarty

When was the last time you took a flight review? How much do you remember from your PPL Exam? Try and answer these questions from Transport Canada and find out for yourself. If you feel you need a review with an instructor please contact [info@eaa245.org](mailto:info@eaa245.org) and we can put you in touch with an instructor.

### Answers

Answer to questions from the July Edition of Carb Heat:

- (Question 1) Option 1  
(Question 2) Option 3

*Ameet Nidmarty*  
Vice President EAA245

### Question 1 - Air Law

Unless conducting a take-off, approach or landing, no person shall fly an aeroplane over a built-up area unless the aeroplane is operated at an altitude that is not lower than . . . . above the highest obstacle within a radius of . . . . from the aircraft.

- (1) 500 ft, 500 ft
- (2) 1,000 ft, 2,000 ft
- (3) 2,000 ft, 1,000 ft
- (4) 3,000 ft, 1 mile

### Question 2 Aeronautics – General Knowledge

If one magneto should fail on an engine equipped with dual ignition

- (1) a slight loss of power would result.
- (2) there would be no effect on the engine.
- (3) the engine would stop.
- (4) half of the cylinders would not fire.

### Question 3 - Meteorology

Advection fog forms when

- (1) moist air moves from a warm surface to a colder surface.
- (2) the cold ground cools the air in contact with it at night.
- (3) moist air is influenced by orographic effect.
- (4) moist cool air moves from a cold surface to a warm surface.

## Fly-Out Possibilities

Most Items Taken from the COPA Website

**September 13, Brockville, ON (CNL3):** Old Fashioned Fly-In Breakfast hosted by The Brockville Flying Club and COPA Flight 111 beginning from 0800 until the food runs out. Co-ordinates N44 38 22 W75 45 01 ELV404. For more information, please contact Michael Bowen 613-342-6803 or [mwb@ripnet.com](mailto:mwb@ripnet.com)

**September 26, Haliburton Stanhope (CDN4):** Haliburton Fall Colours Fly In/Drive In Lunch 10 am - 2 pm. Rain Date September 27th. Take in the famous and breathtaking Haliburton fall colours by air and stop in for a hot lunch hosted by Haliburton Stanhope Airport Committee. For more information contact Cam Loucks at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca).

**October 17, Westport ON (CRL2):** COPA Flight 56 Annual "Pigs and Pies" Fall Fly-In / Drive-In Event hosted by the Rideau Lakes Flying Club. Smokies and delicious pies served from 1000 until 1400hrs for a donation to the Club. Runway 07/25, 3118' Com. 123.2 Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great fall celebration near the fabulous town of Westport, Ontario. View the planes, celebrate the changing leaves, and enjoy the Westport throughout the day. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276, [drmikemiles@gmail.com](mailto:drmikemiles@gmail.com) or Russ Walker at 613-273-7349, ([russ@ksync.ca](mailto:russ@ksync.ca)).

**February 27, Ottawa River, ON:** Mo's 27th Fly-In 2016. COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Co-ordinates 45 26'57" N, 75 55'48", runway 3500 x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting, a runway will be ploughed, landing is at your own risk. For more information, please contact Maurice Prud-Homme at 819-682-5273. Download poster [here](#).



## For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to [newsletter@eaa245.org](mailto:newsletter@eaa245.org). The deadline is two weeks before the next meeting. Please let me know if any of the articles have been sold.

### FOR SALE

1973 Piper PA28-140  
5400TT, Lyc 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 - Pietenpol Air Camper

Total time since new (engine and airframe): 548:15;  
Fuel: 2 tanks, 10 gallons each, 4 gallons per hour;  
New icom radio with two head sets, intercom and  
push to talk;  
4-point harness, new tires, removable canopies, skis,  
custom tow bar;  
Year manufactured: 1972. Log books since new.  
Engine Model A65 - 8F;  
Last annual inspection Dec 9, 2013, last flown Aug.  
15, 2014.  
Cruise speed 80, stall speed 40 mph.  
Aircraft has always been hangared.  
Asking \$12,000.00 or best offer.  
For more information please call George Lockhart  
1-902-243-2164.(or Terry Peters – 613-491-8000)

### FOR SALE

The Canuck Group at EAA 245 in Carp has **shares  
in the 1946 Fleet Canuck CF-DPZ** for sale. The  
aircraft has 1250 hrs TTSN engine and airframe since  
being built in 1946 and has always been hangared.  
Price, \$ 6,800 per 1/5th share. Own a Canadian  
classic. Please call Ken Potter at 613 259-3242 or  
email at: [kjpotter@sympatico.ca](mailto:kjpotter@sympatico.ca)

### FOR SALE

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

### FOR SALE

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

### FOR SALE

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

### FOR SALE

Never used 2 cylinder Franklin Engine, possibly  
60 HP \$4200.  
Never used altimeter, airspeed and other gauges,  
tools, 100 clecos, all negotiable.  
Contact Michael Pronovost at (613) 748-7876

### 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 at [hssanders@yahoo.ca](mailto:hssanders@yahoo.ca)

**FOR SALE**

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 \$2600 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](mailto:andre04@teksavvy.com)

**FOR SALE**

Anderson Kingfisher Amphibian rebuild project. New fuselage, rebuilt Piper wings, Includes 2nd Kingfisher for parts, Valid CofA  
Call Ken Potter at 613 791 6267 or email [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

**FOR SALE**

Astrotech LC-2 Quartz clock and multifunction timer.  
G meter , Burton MA 2 +8 , -2G  
Facet 12v electric fuel pump low time. 50 l/hr.  
EGT weldolets pair, new.  
All prices negotiable.  
[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)

**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 one is interested, look them over and make an offer.
- 2x4 sheet of 3/16 Norwegian birch aircraft grade plywood.

Contact Bob Crook at 613 225 6653, or, [mbcrook@sympatico.ca](mailto:mbcrook@sympatico.ca)

**FOR SALE**

Cowling for RV9 - \$600.00  
Call Charlie Martel 613-862-4961

**FOR RENT**

Chapter 245 members can **rent a tiedown** near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. Send us an email: [info@eaa245.org](mailto:info@eaa245.org)

**FOR SALE**

T1 Hangar, #1 is located in the north end of the field. It's an end-unit with a larger footprint for additional storage and a cement floor. Asking \$37,000. Contact Matt Barr at 613-851-2300 or by email at: [matt@campscanada.com](mailto:matt@campscanada.com)

**FOR SALE**

Two hangars for sale at the Carp (CYRP) airport; one measures 41'7 x 31'9 and the other 50'x 31'9. For more information please call Mark Braithwaite at 613-839-5276.

**WANTED**

Continental C85 or C90 engine with low time SMOH for install to certified aircraft  
Contact: [bartcameron112@gmail.com](mailto:bartcameron112@gmail.com)

**WANTED**

Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers??? Phone 613 733-2198.

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

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Vice President:	Ameet Nidmarty	613-882-5486	<a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
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Hangar Group Liaison:	Bill Reed	613-858-7333	<a href="mailto:Bill@ncf.ca">Bill@ncf.ca</a>
Past President	Cary Beazley	613-226-4028	<a href="mailto:cbeazley@innovista.net">cbeazley@innovista.net</a>
EAA 245 Website:	<a href="http://eaa245.org/">http://eaa245.org/</a>	and	<a href="http://www.245.eaachapter.org/">http://www.245.eaachapter.org/</a>



### Experimental Aircraft Association Chapter 245

#### Membership Application

New: \_\_\_ Renewal: \_\_\_  
Date: \_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/Town: \_\_\_\_\_  
Prov: \_\_\_\_\_ PC: \_\_\_\_\_  
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Newsletter Distribution Preference:  
Email \_\_\_\_\_ or Canada Post \_\_\_\_\_  
Aircraft & Registration: \_\_\_\_\_

Aviation Affiliations:  
EAA Number \_\_\_\_\_ EXP Date: \_\_\_\_/\_\_\_\_/\_\_\_\_  
COPA: \_\_\_\_\_ RAA: \_\_\_\_\_ UPAC: \_\_\_\_\_  
OTHER: \_\_\_\_\_

*Make cheque payable to:*

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

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.