

CARB HEAT

Newsletter of the Experimental Aircraft Association Chapter 245
Ottawa (Carp CYRP), Ontario, Canada
Volume 52 No. 3 September 30, 2022

Our Next Meeting

SPEAKER TOPIC: No Speaker – Elections to be run by Martin Poettker
PRESENTER(s): Aviation Quiz run by Colin McGeachy

WHEN: October 20th, 2022

WHERE: EAA 245 Hangar

Check your email in-box for a meeting invitation to be sent by our Chapter President.

(it's not hard at all to join a Zoom meeting – try it, if you're having trouble, contact one of the execs who will help you out)

Important Chapter News

Unfortunately, COVID-19 is still with us and remains a cause for concern. However, our Chapter hangar remains open, and meetings may be held in the hangar. Please stay tuned for updated guidance from our President and Operations Manager as the situation evolves.



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EXECUTIVE ROUNDUP

Editor's Comments

Peter Whittaker – EAA Chapter 245 Newsletter Editor



Hello EAA 245,

This edition of the newsletter has some great coverage on the Chapter's very successful Young Eagles Day on Saturday, September 10th. There are also the usual updates from the Executive team in addition to a description and history of the Stanley Airport in Nova Scotia by our President. In addition to the report from our Membership Chairman and Webmaster, Phillip has added an account of the Canadian Chapters campsite at Oshkosh this year which he organized and will do again next year. Phillip also covers his engine trouble at the first Young Eagles Day of 2022.

For the second Young Eagles Day of 2022, held on Saturday, September 10th I managed to get photos of Young Eagles as they were about to set off on their discovery flights. A few representative photos of smiling faces from the full collection are in the Young Eagles section. Phillip has included a gallery of almost every Young Eagle that flew that day on the website.

The "Member Articles" section has several accounts of activities from this past quarter. When you see everything in print it adds up to a busy time when you consider all of the planning effort and volunteer time.

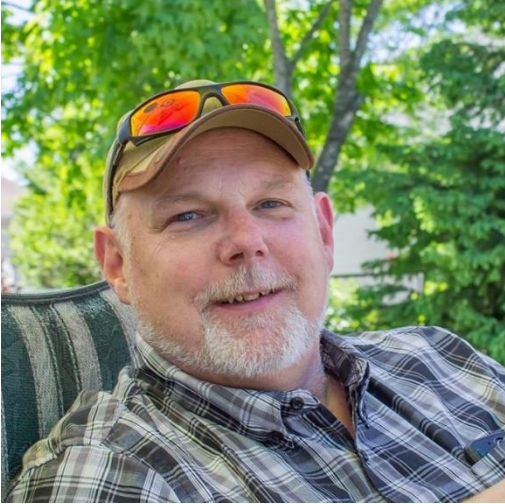
There is also abundant space available for listing items for sale!

Keep on Building and Flying,

Peter W

President's Message

Mark Richardson – EAA Chapter 245 President



Hey Everyone,

Well, here we are at the end of summer and what I hope was a great flying season for all of you. It was pretty good for me as I got more than my usual number of evening flights in as well as a weeklong trip to Nova Scotia. I remember the first time my wife Linda and I did that trip in my RV-8 more than 16 years ago. I was terribly nervous as it was the longest cross-country I had ever planned and had never really had a lot to do with ATC terminal and centre before.

Well, it turned out it was a big nothing burger, as the kids say. File the flight plan with Nav Canada, get in the air, call them up, set the transponder code, and just go from frequency to frequency when they tell you to. Dead simple. And in the RV, it was 3:10 from Carp to Halifax International on one tank of fuel.

This time, being the cheap b@strd that I am, I didn't want to fly into Halifax, pay the exorbitant fuel and tie down fees, and then not have really easy access to my airplane to go for local flights whenever I wanted to. It doesn't help that the Maule has essentially half the fuel economy of the RV (big tanks, big engine, big tires, big everything) so we were going to be spending a LOT on 100LL already.

More than 30 years ago I was a member of EAA 305, a now defunct chapter that had its clubhouse at the Stanley Airport (CCW4). Stanley was a WWII BCATP training base where, coincidentally, my Uncle Wendell did his primary flight training before heading overseas to fly Vickers Wellingtons. The airport for years was owned by the Nova Scotia Department of Natural Resources. When the government wanted to get rid of it, EAA 305 wanted to take ownership it.



Unfortunately, this is not possible given insurance and liability issues within the EAA corporate insurance setup. As such, EAA 305 disbanded itself and the members formed Stanley Sport Aviation, a group of pilots and enthusiasts who now own and maintain the airport and do a stellar job at it. I suspect that the majority of them are still EAA members.

Why the story? Well, a couple of reasons. First, to show that you should just get out there and fly where you want to go. Sure, it can seem intimidating, but with a little bit of planning it really isn't a big deal. I have since been down east four or five times, Oshkosh a couple of times, and even flew my newly purchased Maule home from Lethbridge, AB (that was yet another Zzzzz story I wrote in these pages).

The second reason is to brag up the Stanley airport. It is an awesome little place, albeit in the middle of nowhere, that has a lot of history and a lot of aviation passion. From May through September a bunch of the members move to the airport in their trailers (caravans for you UK expats) so there is always someone around. The big bonus for me (other than it was dead easy to nip out and take my nephew for his first small airplane flight) was that they now have fuel and, even at the non-member price, it was \$0.30 less a liter than I paid at Sherbrooke on our trip down. And every year they have a 3-day fly-in over the labour day weekend. You should check it out if you ever get a chance.

Mark

Vice-President

Mark Briggs – EAA Chapter 245 Vice-President



Hi All,

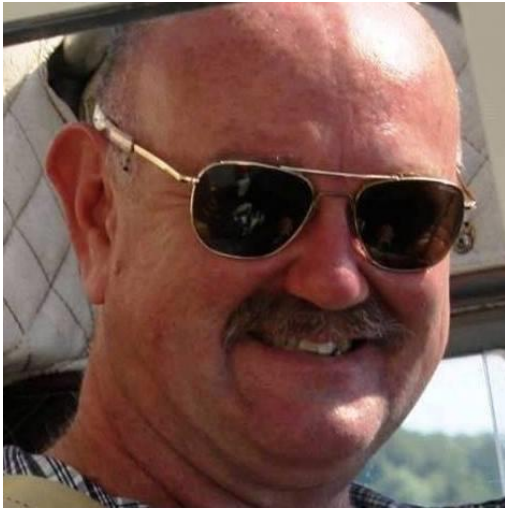
Nothing new to report here.

Blue Skies

Mark

Treasurer and Marketing Manager

Ken Potter – EAA Chapter 245 Treasurer & Marketing Manager



Hello Everyone,

After a three year break due to covid it was decided that it was safe to proceed with our annual fly-in breakfast.

We planned the event to be a week earlier in September than previous years, hoping for better weather and less interference from the Carp Fair. In the week leading up to the event the weather was looking downright crappy but as we got closer, I began to be a little more optimistic. In any event, we had advertised “rain or shine” and in the end got a bit of both. The front that was to bring rain and thunderstorms slowed down a bit and, on the morning of the fly-in, the weather held off and we actually got some sunshine. Alas, knowing what was coming many pilots chose not to fly. We did however have 6 planes fly / taxi in. Other pilots and folks from the local Carp community drove and, in the end, we served a total of 96 guests and 16 volunteers. While the final expenses haven't been calculated yet it looks like we probably broke even financially.

I'd like to thank all of the volunteers that came out to help make it a success despite the weather. The message to the local flying community was loud and clear; EAA 245's annual fly-in breakfast is back!

Our President, Mark Richardson, gives a more detailed report on the fly-in breakfast in a later section.

Cheers,
Ken

Secretary

Mark Cianfaglione – EAA Chapter 245 Secretary



Hello Everyone,

No real news this time.

Mark C.

Operations

John Montgomery – EAA Chapter 245 Operations



Hi All,

No news from Operations other than keep the hangar and facilities as clean as you can. If you use tools, put them away and if you make a mess, please clean up.

See you at the hangar!

John M.

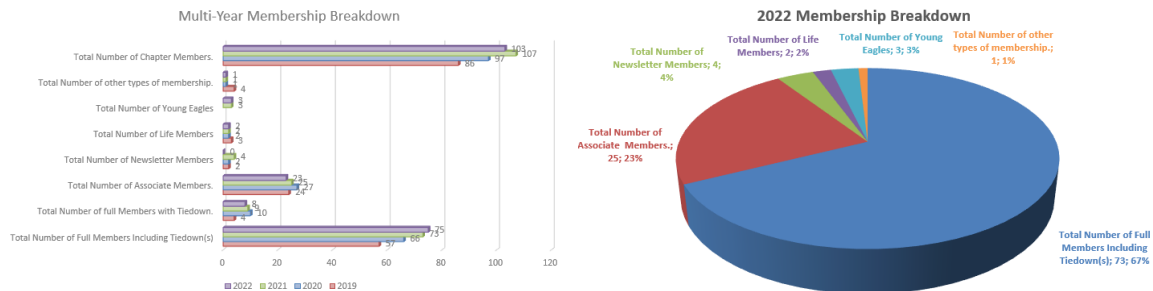
Membership and Webmaster Reports

Phillip Johnson – EAA Chapter 245 Membership Coordinator & Webmaster



Hello Everyone,

Well, here we are, and autumn is just around the corner, and we've had a great summer and it looks like COVID is under control albeit still an issue that will be with use for a while yet. As usual I like to show where we are from the membership standpoint and as usual the graphics below show the membership at the end of the last four years with the following breakdown:



We have a number of new members over the course of the summer, and we will soon be showing a marked increase in membership resulting from the new Young Eagles who automatically become members until they reach 19 years of age, and at which point we hope they will become regular members. This is in line with the policies of our parent in Wisconsin.

Remember, you are required to be a member of our parent organization to be eligible for chapter membership. Our insurance is impacted if our members allow their parent membership to lapse.

OK, enough of the membership stuff and onto the flying. This year has been a bit mixed, and I did quite a bit of flying but not much landing away from home as I didn't want to spend time face to face with the pandemic still happening. I did a number of two-hour flights but as I landed back at my departing airport, they did not constitute cross country flights 😞.

Young Eagles in June was a bitter-sweet day. I got to fly three young Eagles but as I was entering the circuit with my third YE, I felt some vibration that had not been there previously. After a successful landing and discharge of the YE, I did a fresh runup, the vibration persisted, and the ammeter showed discharge. Subsequent review of my cockpit video showed the ammeter discharge happening on downwind.

I took the Cozy over to the chapter hangar and removed the cowling only to find the undamaged alternator belt loose in the cowling. I wasn't sure if the vibration was due to a flailing alternator belt or something else more sinister. After sleeping on it I was positive something had happened to the harmonic balancer. The next day I went back to the hangar and managed to get my fingers into the tiny gap between the engine and the firewall only to find the bolt that holds the harmonic balancer to the crankshaft had come loose and the only way to get it back in place was to remove the engine. So back down to Smiths Falls to get all my tools and engine stand then set too to remove the engine in the EAA hangar. Thanks to Ken Potter and John Montgomery, we had the engine off by the second day. The harmonic balancer came off very easily and was severely damaged in its bore. Luckily there was no damage to the crankshaft end, woodruff key, or the securing bolt. Next was to locate a new harmonic balancer for a Subaru engine that has long been out of production. Eventually I found one in Columbia, MO so I had it shipped to Ogdensburg for pickup at the UPS store. Luckily the border had just opened to non-commercial traffic, and I was able to get the part very quickly.

Back to the hangar and install the balancer, torqued it to 110 ft Lbs and added some blue Loctite for good measure. Thanks again to Ken and John for their support in getting the engine back in the Cozy.

So why did this happen? Well twenty-five, or more, years ago I took the harmonic balancer off so that I could remove the heavy plastic covers that covered the timing belt. I didn't have a torque wrench that went to the spec level of 110 ft lbs, so I just did it up tight. I probably thought I would correct that at a later date. After over two hundred hours of time on the engine the bolt loosened 😞.

A week after everything was fixed, I had an appointment at Saint-Jean-sur-Richelieu airport just south of Montreal. The appointment was an aviation event being hosted by COPA, and Mark Richardson (245 President), Jeff Seaborn (Canadian Council Chair), and myself had a stand at the convention. Weather had prevented both Mark and I from flying there so we both drove with Mark being there for three days and me being only there for the day. Well surprise surprise, a few days later we found we all caught COVID. Luckily it was the Omicron strain and was not too bad, but it did give me a couple of scares where I could not breathe. And of course, Lois caught it from me, so she was not a happy camper. Anyway, this did leave me protected for Airventure. Having been vaccinated and having had COVID I would be safe for Airventure. As usual I arranged chapter Camping in our usual spot and had Canadian Council, Lyncrest (Winnipeg) chapter 63, and Hamilton chapter 65, joining us along in one of the biggest sites possible. The picture below, courtesy John Weir, shows our site late in the week after a number of campers had already gone home.



Many of the campers are shown below, and many you should recognize. Next year I plan to repeat the chapter camping encouraging more Canadian chapters to join us. It seems we now have an "IN" with EAA to work with us to make little Canada happen again for 2023 so as the time gets closer to July 2023, I'll be sending out emails inviting you all to join us.

Webmaster Report (Chapter 245 (eaa.org))

Remember, this is your website so if anyone has additional requests on what is needed from a chapter website, please contact me at Membership@eaa245.org.

Phillip Johnson

Young Eagles

Andrew Henry – EAA Chapter 245 Young Eagles Coordinator



Hello members – From Peter Whittaker on behalf of Andrew Henry Mark Richardson has given a good summary of the statistics and effort from volunteers in a later section. The day itself was hot and humid reaching 30C and a humidex of 36C. Winds were light in the morning but, became more turbulent into the afternoon based on pilot reports. A good outcome was that no one apparently required air sickness bags!

A few photos are included below to give a feel for the day and to show some of the excited Young Eagles.



Briefings for pilots began before 8am on a clear and calm morning. Andrew (left photo) checked pilots in and handed out clipboards with key flight and route information.

By 8:30am, Young Eagles were arriving and going through the registration process (above photo). After sign-up and being assigned a pilot, they were escorted to the ramp and their aircraft for their respective flights.

It was very clear how the excitement and anticipation built-up as Young Eagles were strapped in and given headsets as the following photos illustrate!



These are only a few of the 58 Young Eagles flown that day, the enthusiasm from all of them was infectious!

Thanks,

Andrew Henry
Young Eagles Co-Ordinator
EAA 24

MEMBER ARTICLES

Membership Meeting and BBQ August 27th, 2022 – Peter Whittaker

The August general membership meeting was held on a Saturday rather than the regular third Thursday evening of the month. This facilitated the annual member BBQ lunch which was accompanied by a minimal amount of business! The main focus of the meeting was a review of planning for the upcoming Young Eagles day on September 10th, with a rain day on September 11th.



Andrew Henry reviewed Young Eagles Day preparations (left photo) and Ken Potter created lots of smoke at the BBQ for the lunch crowd (right photo).

Young Eagles Day September 10th, 2022 – Mark Richardson

We had our second Young Eagles Day on Saturday (10 Sept 2022) and it was a resounding success. In fact, it was a new record for our chapter!

- Total flights: 52
- Total Young Eagle flights: 58
 - 6 of these were 2nd flight for an individual same day (very eager, I must say)
- Girls: **30**
- Boys: 28
- Parent flights: 9
- Total passengers carried: 67

None of this would be possible without the incredibly hard work of our Young Eagles coordinator Andrew Henry, or the generosity of our volunteer pilots and ground crew. The ground crew kept the kids flowing smoothly from check-in to the aircraft and back and provided ground-based activities to entertain and inform. I can seriously say that we inspired more than a few to a career in some form of aviation profession.

As with the last time we did this, there was a parade of giant smiles coming from the aircraft after each flight. I'm sure the other pilots will agree that this more than compensates for the cost of the fuel burned during the event.

To all of the volunteer ground crew, thank you for giving your time and energy to make this a special day for all of these kids (and parents!). Whether you were marshalling aircraft, escorting kids across the taxiway, helping park cars, working the registration desk, getting lunch for the volunteers, running the metal working demo table, or any of the other activities I may have forgotten.

And finally, a big thank you to my fellow volunteer pilots who donated their time, fuel, and hourly maintenance to this super successful day:

- Mark Briggs
- Thom Van Eghen
- Matt Pearson
- Tom Weichert
- Ken Potter
- Chris Hepburn
- David Pettersson
- Johnny Constaninseco
- Daniel Dekoker

Fly-In Breakfast September 18th, 2022 – Mark Richardson

We had our annual (for the first time in 3 years :-)) Fly-in Breakfast on Sunday 18 Sep 2022. The weather conspired against us, and we only had six fly-in guests, but we did have quite a few drive-ins from the local community. I haven't gotten the final numbers from Ken yet, but it looks like we didn't quite break even on the costs. HOWEVER, I think it was an outstanding success as we had a lot of locals come in who didn't even know we existed, as well as Young Eagle parents and kids come back. In fact, we even had Young Eagle parents volunteer to help out!

As usual, the breakfast was really tasty, and there was a lot of it. We owe Ken and Judy Potter a huge thank you for taking on the task of planning, purchasing, and organizing the cooking of the food, including 200+ servings of homemade beans!

The other reason for considering this a huge success (besides the good food and local turnout) was that we had a LOT of chapter volunteers out to help. That really made me smile. It is often difficult to get folks to come out and help and it seems to be the same 10-15 people every time regardless of the event. This time there were more and different people. Please know that this is VERY much appreciated.

Our next meeting is Thursday 20 October **at the chapter hangar**. We don't know if we'll ever be able to get back into the Aviation Museum for our meetings (they have been radio silent for a while now) so we are planning on holding our meetings at the hangar for the foreseeable future. The temps should be OK to hold the October meeting in the hangar bay itself. We will play it by ear for the November meeting; that will probably be held in the lounge.

Annual Elections, 2022 – Mark Richardson

The October meeting is our annual election night, followed by an Aviation Quiz event put on by our own Colin McGeachy. This will be Thursday, October 20th.

Positions up for election this year are:

- President (currently me)
- Treasurer (currently Ken Potter)
- Webmaster (currently Phil Johnston)
- Operations (currently John Montgomery)
- Technical Information Officer (currently Phil Johnston)

Please, PLEASE, let us know if you are interested in joining the exec and standing for election. The last several (many?) elections have been by acclimation of people either remaining in the position, or someone volunteering out of the blue.

Our executive positions are 2-year terms, with half of the positions being elected each year.

Election night is also the night we start badgering you for membership dues. Dues are \$50 for associate and \$100 for full membership. Remember, full membership gives you hangar workshop and tool crib privileges and free use of the hangar itself for maintenance and annuals, etc. Pretty good deal. You can pay your dues by cheque or cash to Phil or Ken at a meeting or through mail, or electronically through E-Transfer directly from your bank to treasurer@eaa245.org (that's what I do since there are no fees for the chapter).

Zenith 750 Cruiser Project Update – Peter Whittaker

Current work on the Cruiser has involved the instrument panel. Instruments from the donated panel (Thanks go to Mark Briggs for that) out of the crashed Zenair 601 are planned for the Cruiser to start with a basic VFR panel. The layout was described in the last newsletter and since then holes have been cut in metal and the Dynon D10, the radio, transponder and some smaller components have been installed. The aim is to install as much as possible, but power and wiring will not be done until an engine is arranged. The panel is in three removable sections so that whoever purchases the Cruiser project can reconfigure it as required.



The Cruiser Future:

The Cruiser project was discussed in the March general membership meeting by President Mark Richardson where he outlined the investment that Chapter 245 has in the project (\$28K). The project is at a stage of airframe completion where an interested group of members or an individual member could take the project to completion. The Jabiru 3300 engine would need to be rebuilt but, the useable parts have been cleaned and everything else forward of the firewall would still be required, included a cowling, prop, and spinner. The option at this stage is also for a group to put together their own instrument panel, select a different engine and firewall forward components. The chapter hangar would also be available to a group or individual for completion of the 750 Cruiser.

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

UPCOMING EVENTS

Chapter 245 Clean Up Day – Date to be announced

CLASSIFIEDS

Does anyone have anything aviation related to list? Drop me a line at newsletter@eaa245.org or pwhittaker@bell.net to let me know and I will add your treasure to the classifieds listing. For now, it is empty!

1. For Sale: Chapter 245 Zenith 750 Cruiser project, \$28,000. The airframe is assembled, an engine and firewall forward components are needed, the instrument panel is currently being built using instruments from the old Zenair 601. The assembled airframe is in the chapter hangar for viewing. A torn down Jabiru 3300 engine (Generation 1) is also included. Contact the chapter president if interested.
2. For Sale: Zenair CH601-HDS (C-GKWI), \$55,000. Powered by a Jabiru 3300 Generation 3 engine with 120 HP and 90 hours on the engine. Panel has a Dynon D180 FlightDek for EFIS and EMS with 6 cylinders reporting EGT and CHT. Garmin SL40 radio and Garmin Tx. Reason for selling – have started building a 750 Cruiser. Contact Peter Whittaker for further information at pwhittaker@bell.net .
3. For Sale: Garmin GPS 3 Pilot with antenna and power cables. Power cable plugs into a cigarette lighter socket. Any reasonable offer considered. Contact Irving Slone if interested and for further details at islone@regionalgroup.com .

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

Experimental Aircraft Association Chapter 245 Ottawa. We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located at the Carp Airport (CYRP & 122.8), just west of Ottawa.

President: Mark Richardson- 613-983-7764 president@eaa245.org

Vice President: Mark Briggs - vice.president@eaa245.org

Treasurer / Marketing Manager: Ken Potter - 613-259-3242 treasurer@eaa245.org

Secretary: Mark Cianfaglione - 613-600-4501 secretary@eaa245.org

Operations: John Montgomery - 613-286-8543 ops@eaa245.org

Membership Coordinator: Phillip Johnson - 613-790-4929 membership@eaa245.org

Webmaster: Phillip Johnson – webmaster@eaa245.org

Newsletter Editor: Peter Whittaker – 778-919-4661 newsletter@eaa245.org

Technical Information Officer: Phillip Johnson – membership@eaa245.org

Young Eagles Coordinator: Andrew Henry - young.eagles@eaa245.org

Hangar Group Liaison: Bill Reed - 613-858-7333 Bill@ncf.ca

Past President: Phillip Johnson – 613-790-4929 membership@eaa245.org

Membership Application and Renewal Form



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

Application Date: _____

New: Renewal:

Name: _____

Street: _____

City/Town: _____

Province: _____

Post Code: _____

Email Address: _____

Home Phone: () _____

Mobile Phone: () _____

EAA Number: _____

EAA Expiry Date: _____

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

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

Associate Member: \$50

Full Member: \$100*

- Newsletter, hangar, workshop, tie-downs.

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

Note 2: On-Line E-Transfers to
Treasurer@eaa245.org are the preferred method of payment.

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