

Carb Heat

November 2018

EAA 245 NEWSLETTER Vol. 48 No. 9

Published by:

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



Next Meeting:

Thursday 15th November at the Aviation
and Space Museum



TRANSPORTATION SAFETY BOARD AIR ACCIDENT INVESTIGATION PRESENTATION

TSB investigation process



EXAMINATION
AND ANALYSIS

In this month's edition

Editor's Comments.....	3
President's Message.....	4
Meeting and Events.....	6
Going Places.....	7
Maule haul.....	8
Pilot Profile: Chris Hepburn	11
John Wier's Photo of the Month	16
ISLAND OF ADVENTURE	17
Classifieds	21
Who we are	26
Membership Application and Renewal Form	27

Don't forget to sign up for the EAA Chapter 245 Google Group!

[Join here!](#)



Editor's Comments



In the meantime I've been very fortunate to be entrusted with the keys to John and Vlad's RV-7A so I can keep my hand in. What it doesn't let me do is keep my feet 'in' which is the skill I just spent some 10 hours trying to master. After training in the RV-8 and having spent 5 years flying the Nanchang I also find it quite weird flying off the centre line. I am of course opening myself up for jibes from those I fly with regularly that I never get anywhere near the centreline so why am I complaining!

As you may have noticed, at least I hope you noticed, Carb Heat has moved to a bi-monthly format and it's not because I'm struggling under the shear weight of articles and contributions. I'll be glad to get a little time back but I'm sad that there's not enough interest to even publish a few pages each month.

However, it does mean that, for this month at least, we have more than enough and we even have multiple two-part articles that are so good you'll be hankering for the next nail biting edition. Chris Hepburn kindly agreed to be this month's pilot profile.

Colin

The King is dead, long live the King!

Although Phil is reading this from warmer climes, listening to the sound of waves lapping on the shore and sipping on a margarita, I'd just like to say '*I hope you choke on the lime*'. Snowbirds, eh! I'm not jealous of course and what I really meant to say was '*thanks again*' for spearheading the Chapter for the last 6 years.

With Phil passing along the crown we have a new President and a new President's Message and, I've been promised, not a word about the weather.

And while we are on the subject of weather, my late summer flying was unfortunately curtailed not long after I got my real pilot taildragger t-shirt as the aircraft went unserviceable! She's now sitting on wooden blocks in John Chapman's Arnprior hangar but, hopefully, we'll have her back in the not too distant future.

President's Message



In the intervening years I had already started scratch building another aircraft (a 4 place Bearhawk), but I am a loooooong way from finishing it, so to keep flying in the meantime, I bought a Maule M5-235C from a guy in Lethbridge last winter and brought it home. I now keep it and fly it out of my home grass strip outside of Pakenham.



Hi everyone.

Since I have seized the reins of power from our (now) ex-president Phil Johnson, I figured I should introduce myself. Many of you may know me from general meetings as I have been the Vice-President for the last couple of years, but that doesn't tell you much.

I have been an aviation nut since I was a boy, and did all of the same things I expect nearly all of you did; plastic model airplanes, control-line models, radio control models, wasting time and paper drawing airplanes in school, etc.

My formal flight training started with a glider pilot licence in the Air Cadets (1980), and then I joined the Army to pay for my private pilot licence (1981). Life kept my flying hours to a minimum over the next few years, but I decided to build my own airplane and joined EAA in 1990.

I didn't really get started building my RV-8 until 1999, but I finished and flew it in 2004. I flew that airplane for 13 years and over 500 hours and finally sold it to our own (grumpy) editor Colin McGeachy, Tom Weichert, and Patrick Valade last December.

Now, what are my priorities/intentions as President of the chapter? Nothing drastic I can assure you. To begin with, I would really like to figure out a way to get more people out to the meetings and, more importantly in my mind, out to the chapter hangar. Why do I think getting more people out to the hangar is important? Because the hangar (and the airport) engender aviation enthusiasm and "gets the juices flowing".

A few hardcore chapter members tend to congregate at the hangar regularly, especially on Sunday mornings, but that is not nearly enough of us. Even if you don't have an airplane tied down or hangered at the chapter, there are other compelling reasons for coming out:

- We have the Zenith 750 kit that is under construction that could really use some extra hands in the build process. If you have never built an airplane before, or have some experience that you could pass on, come on out for a session or two.
- A bunch of the guys who hang out at the chapter hangar on the weekends have

airplanes... which have passenger seats... which need to be filled. They normally are looking for an excuse to go flying. Ergo...

- Some of the flying stories you hear while hanging out around the hangar are quite good, but surely you can come up (make up?) a better one.
- While it sounds like a “honey-do” thing, we could use some help with minor maintenance tasks at the hangar, like mowing (there is a tractor you get to drive around on), interior building fixes, electrical (lighting) issues, blah, blah, blah (that’s me imitating John Montgomery).
- But most importantly, it is the camaraderie that you get hanging out with like-minded aviation people, at an airport, in a hangar, surrounded by airplanes and engine sounds.

As far as getting more people out to our meetings is concerned, I’m not just talking about current members; I want to increase our membership, and there are a couple of reasons for that. First, as we all know, the average age of EAA members and the piloting community is going up; there just aren’t as many young people getting exposed to and involved in aviation like when we were kids. I used to hang out at the flying club on the military airbase I grew up on (Greenwood, NS for those who care). I got to do the normal hangar-brat things like helping move airplanes around, helping wash airplanes, and standing around sad-eyed until someone took pity on me and took me flying. I really do not think those same opportunities exist today, and that is a little depressing.

The other reason is purely self-serving; we need members to keep the chapter alive, and we need MORE members to keep the coffers full, or at least fuller. We are not at all frivolous in our spending in the chapter, but owning our own building means we pay rent on the land, taxes on the EAA facility, run and maintain our equipment, pay hydro every month, and so on.

What can we do about it? Well, I certainly don’t have all of the answers, but here are a couple of ideas. To spark interest in coming to meetings, we need to ensure that we do/have something interesting every time. We’ve

had some really great presentations over the years, but we’ve also had meetings where we couldn’t find a presenter and showed EAA videos instead. The executive struggles every month to come up with ideas for presentations and presenters; how about you folks send us some ideas. Think outside the box for interesting things, the only criteria being that it is aviation related and would appeal to the pilots/builders in all of us. You personally don’t have to do the presentation. You can throw your buddy from the office under the bus and suggest him/her as a presenter on a cool topic. We will contact them and try to coerce them into doing it.

Another way to generate some enthusiasm for aviation in general and our EAA chapter in particular is to actually fly. Kind of obvious when you think about it. Whether you are young or old, if you have any kind of interest or passion for flying and don’t normally have the opportunity, going for a flight in a small aircraft is exciting and could spark something that will last a lifetime. How can you help with this? Well, if you have an airplane, offer to take someone flying who shows interest. Show them how much fun it is, how interesting and challenging it can be, how they could participate. Don’t have an airplane but know someone would love to try this out? There are a lot of us in the chapter with airplanes and would love to take someone for a flight. Just talk to one of the executive members (email, phone, in person) and we will do everything we can to pair up a target (uh, I mean a prospective member) and an airplane owning pilot.

That’s probably enough proselytizing for one newsletter. I’m new to this President thing so I have much to learn. I am hoping that not only you all will keep me on the straight and narrow, but also help me build up some enthusiasm and spirit in the chapter. I’m always open to any ideas any of you might have for the running of the chapter, whether it is meeting content, group activities (fly-ins, fly-outs, etc.), or what have you. Check six

Mark



Meetings and Events Schedule

EAA Chapter Meeting –Thursday 15th Nov 2018 @19:30

Presentation: **Transportation Safety Board Air Accident Investigation**

Presented by Daryl Collins (Senior Investigator, TSB)

Where: Canadian Aviation and Space Museum

EAA Chapter Meeting – Thursday 17th Jan 2019 @19:30

Presentation: **Arctic Patrol**

Presented by: Bill Armstrong

Where: Canadian Aviation and Space Museum

EAA Chapter Meeting – Thursday 21st Feb 2019 @19:30

Presentation: **Open Source EFIS**

Presented by: Mark Cianfaglione

Where: Canadian Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



There is no where to go until the spring!

CANCELLED

MAULE HAUL

Part One

As some of you may know, up until last December I had an RV-8 that I built and that my wife and I would use periodically to head to the Maritimes, or Toronto, or Lindsay (mmmmm.... butter tarts). Except for the cramped space, it was a great travelling machine as we could cruise at 165kts burning about 9 gallons an hour.



Some of you may also know that my wife and I built our dream home on 50 acres outside of Pakenham and put in a grass strip. Now, unfortunately, the strip is too short and the approaches bad enough that getting the RV-8 in and out was going to be marginal at best. So, I decided to scratch build a 4 seat Bearhawk and make it IFR capable. The Bearhawk will easily get in and out of our home strip and will carry a huge load of gear or people, and we won't get stranded or caught out by bad weather. I am now a bunch of years into the build with a bunch of years to go. Keep that thought in mind...



At one of our Bush Theatre EAA meetings last year I was absent minded chowing down on Tim Bits after the meeting chatting with some folks and (stupidly) said that if I could get a semi-reasonable price for my RV-8, I would sell it since I hadn't been flying a lot that year. Our sharp-eared newsletter editor heard me say this and homed in like a fly on...well...that's not important. I had been listening to him whinging all evening about how he and his partners had sold their 'Chang and were without an airplane.

So, to make a boring story short, I sold my RV-8 to Colin, Tom, and Patrick, and promptly realized I was YEARS away from finishing the Bearhawk. Something had to be done.

I spent the next couple of months perusing Barnstormers.com, Trade-A-Plane, COPA Classifieds, etc., looking for something to buy and fly. The only real criteria was that it had to be able to easily get it in and out of my home strip. I found lots of stuff out there, but most of it was too expensive/ too small/ too beat up/ too weird, but I then found a '79 Maule M5-235C, IFR equipped, and it was in Canada. After a bunch of emails back and forth, I flew out to Lethbridge in February to have a look and go for a test flight. That was an expensive day!



Weather and my day job kept me from picking up my new toy, uh..., serious travel machine, until late April.

The weather across the country finally looked like it would be possible to do the whole trip in a couple of days following a high pressure system all the way home.

So, armed with a freshly updated set of charts and CFS on my tablet, John Perrin and I flew Air Canada to Calgary early one Friday morning where the seller picked us up, drove us down to Lethbridge where he began our checkouts on the Maule.

This is where the story gets slightly embarrassing. Both John and I have 500+ hours of taildragger time in our RV-8's, so how hard could this be? Well, dry mouth, clenched butt cheeks, "what's that smell?" kind of bad. Now, in our defence, we had been up since 1am Calgary time, had flown across the country on Air Canada, and the winds were, no word of a lie, 9G27 about 30 degrees off



runway heading. The seller said that this was normal for Lethbridge, so not wanting to appear to be the wimps that we are, we agreed to the check rides.

END OF PART ONE

By the end of Friday, we were both battered and demoralized and headed for The Keg for steaks and beer. We had arranged to fly with an instructor the next morning with the hope of heading east before lunch. After much whining and sulking we decided that we just needed to get a good night's sleep and all would be unicorns and rainbows the next time we flew the Maule.

Well, as it turned out, we weren't far off. The winds the next morning, while still fairly stiff and across the runways (all of them!!!) it was steady and we had no problems getting signed off. What a relief, we could now pack and head out on what was the longest cross country flight either of us has ever done in a small aircraft.



Pilot Profile: Chris Hepburn



Every one of these profiles turns up facts you never knew about someone who you sit and chat with on a regular basis. Until recently, Chris hangered his RV-8 right next to our hangar but I didn't have a clue he's an experienced glider pilot and was on the Dash-8 design team.

Where were you born?

I was born in Hamilton Ontario wayyyy back in 1957. Mom was a fairly accomplished artist and Dad, by the time he retired, was the General Manager of the Electronics Division of Westinghouse. We had a nice suburban place in Ancaster where I could run around with my friends and get into general trouble.

They put up with me until I moved off to University in Toronto to study Engineering Science (Mechanical Aeronautical) in 1975.

Where do you live now?

I have lived in Bells Corners with my lovely spouse Karin for the past 12 years. Before that, Manotick for 5 years, south of Kars for 11 years, then North Gower etc. etc. I have five great kids, three of my own and two of Karin's.

All of them grown up and making their own way in the world. Last year we added a grandson into the mix. Somebody to spoil without consequences. (At least to us)

What's your occupation?

I am currently gainfully (more or less) employed by CAE. It's surprising how many people stare blankly at me when I say that. I know this newsletter's audience is more erudite. CAE produces full flight simulators for big iron, and also rear crew mission training simulators. That's what I have been working on with my pal Mark Richardson for the past 10 years (at least I think he's my pal). I have actually been working with Mark for about 24 years through the various incarnations of the company as it was sold to different owners. Prior to SKL/xwave/CAE, I was employed by a small software startup, Microstar Software for about 12 years. Prior to that I was at DeHavilland Aircraft of Canada, where I was lucky enough to be part of the Engineering team that designed the Dash 8 100. I could go on and on talking about all the money trains I missed, but I'm thinking you as the reader are probably already close to falling asleep.... So next question....

How did you get interested in aviation?

When I was 14 I spent my summer at my Grandfather's place on Salt Spring Island B.C. For some reason, I had a National Geographic magazine to read on the flight home, and there was an article on flying sailplanes... I specifically remember a picture of a Schweizer 1-26 soaring ... and I thought... hey, that's for me! Upon arrival home in late summer I announced to my parents that I wanted to learn how to fly gliders.... See this cool article!???

When did you learn to fly?

Well, gliding isn't free... but it was inexpensive, and a paper route covered the cost of membership, tows and rental. Luckily for me, I had two parents who were willing to drive me to Rockton where SOSA was located on every nice weekend (early drop off... and late pickup... that's what it's all about at a gliding club) I was the long haired hippie kid learning to fly with all of these old guys. (Well some of em were younger... things don't change much) I had the good fortune to be instructed by a lot of very experienced pilots... some of whom fought on opposite sides during WW2...

I spent the next summer flying gliders, and the winter sitting around waiting for the following spring...I realized that power planes flew during the winter too... (ya... kind of slow) So when I turned sixteen, I started flying Peninsula Air Services's Cherokees at CYHM. Twenty hours working on a dairy farm paid for one hour of instruction. When the time rolled around for me to



decide my next move in life... (I was a very mature 17 at the time –ha ha). The RCAF was a non-starter (see previous comment on maturity) and then the first 'OH MY GOD, we're gonna run out of gas!!' headlines hit the news. I was thinking about not going to university, and becoming an airport bum, get more ratings and go into the airlines. However, this latest crisis had me thinking that I'd be a 40 year old pilot with no job when we all ran out of gas. Let that be a lesson to all of us.... The first occurrence of FAKE NEWS !!!!

Anyway, my oldest brother (who was much more mature and wiser than I) suggested that university was the way to go... and besides, it was a lot of fun (read parties and girls).

That was for me so off to University I went. I tried to continue flying during University but the reality of cash



The "Its almost a plane" shot with Karin and I (almost two years to go...)

flow kind of curtailed that activity for a bit. Started with sailplanes again in 3rd year and flew nothing but for the next 20 years (on and off).

What do you fly now?

Remember that Mark guy? He had finished his RV8 and offered to give me a ride. That was it. I was hooked. I started building one of my own in 2005, and finished C-GOGO in October of 2011.

We are quite fortunate in Ottawa having quite a few very experienced pilots, and Kevin Horton was kind enough to do C-GOGO's first flight and the following 5 hours on October 30th 2011. I felt that my taildragger experience was too limited for me to do the first flight myself. No regrets there.

My first flight was November 16, coincidentally my brother's birthday.

I did transition training with Mike Seager in Oregon and it was worth every penny although I am sure the reduction in Mike's life expectancy from stress wasn't worth every penny to him. All kidding side, Mike is a great instructor, and it's IMPOSSIBLE to get him excited about any stupid pilot tricks you might pull.

What else have you flown?

My exposure to different aircraft is a bit limited... a few sailplanes: 2-22, 2-33, L13 Blanik, 1-26, K-8, 50-3 Puchatz, Grob 103, K-13, and 1-34. I have never gotten the opportunity to fly some high performance glass.

Probably just as well... if I did, I probably wouldn't have C-GOGO.

Over the years I have managed to get in a few different GA aircraft.... PA28-140, PA28 200, C 150, C172, C337, Aeronca Champ, RV7, Decathlon, ZLIN 242L, some sim time in a T45, and of course, an RV8.

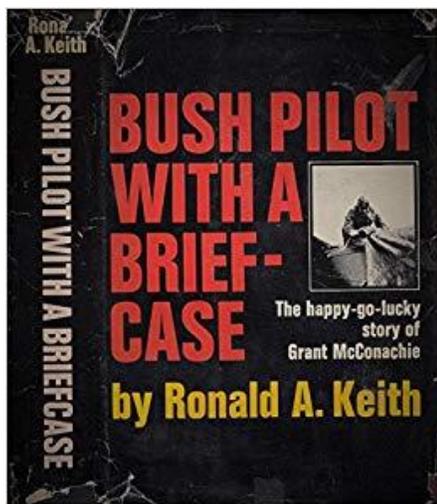
What's your favourite piece of music?

Hmm. My musical tastes are either eclectic or wishy washy. I actually can't name a tune that I would listen to over and over again... or one that makes me jump out of my seat to dance every time. I like hard rock, heavy metal, classical, instrumental, and folk. Pretty much anything... even country (if I miss my dog or my truck). If pushed (*he was, Ed*), it would be Pink Floyd's 'Dark Side of the Moon'.

What's your favourite book?

I read a lot. Mostly trash fiction because it requires almost no concentration...I read it to take my mind off of work when I come home. Authors like Robert Crais, Mark Greany, Louise Penny, John Sandford, Lee Child... and on and on.

When I was younger I read all the books I could find on Canadian Bush flying. One that sticks in my mind was "Bush Pilot with a Briefcase" by Ronald Keith. It's the biography of Grant McConachie who 'flew anything and everything to survive' and was one of the driving forces behind the founding of CP Air. A great read and very influential on my decision to get involved in the aviation world.



What's your favourite movie?

Either 'Those Magnificent Men in their Flying Machines or How I Flew from London to Paris in 25 Hours 11 Minutes'.

This was an early one (1965) and my parents took me to see it when it was in the theatres. Since I was only 8 it obviously made a big impression on me.

What's your idea of perfect happiness?

Getting up in the morning and not having to go to work. Instead I would have a coffee, work in the shop, go for a quick flight, come home, relax, and spend time with friends and family. Only 1.5 years to go to perfect happiness!!!

What's been your most memorable flying experience to date?



The photo tells it all! This is me in my 1-34 at Sugarbush during Thanksgiving Weekend Wave camp in 1989. I was climbing through 13,000' in wave and I had to break it off because I wasn't carrying O2. There's nothing like flying straight and level at an ever increasing airspeed over the same spot on the ground and climbing at 600 to 700 FPM.

I still remember landing back at the airport which is situated on the top of a hill. There is usually a horrific crosswind during wave season, and you had to do your approach from base to final at Va in order to have enough control authority in roll.... There is also a cut through the trees on the approach to the button for a few hundred feet so the standard technique is to dive down below the trees to get some shielding from the howling wind and profile fly up the hill to the runway. So not only is the flight up a hoot, the landing was exciting as well!

If money was no object, what would you fly?

I would enjoy flying in a fast jet... any one of them. And right after that a DeHavilland Beaver on floats. That would be an awesome day.

What trait do you most deplore in yourself?

My inability to predict the future properly.

What trait do you most deplore in other people?

Hypocrisy

What's your motto?

If it's simple, it will work the best.

How would you like to be remembered?

As somebody who tried to do the right thing. Maybe I didn't always succeed at it, but I tried.



John Wier's Photo of the Month



Proving the old adage that if you give enough monkeys typewriters they'll produce the works of Shakespeare, John produces another adequate picture from the tens of thousands he took.

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



ISLAND OF ADVENTURE

After more berating than I could bear I agreed to write an article for the EAA 245 chapter newsletter. This is my story... you guys need to get working on your own stories so Mr. ~~Mussolini~~ McGeachy will stop his relentless and unfair and frankly quite uncalled for chastising at chapter meetings!

Part 1:

On a crisp day in February last I wanted to do something special for the one I share that profound bond with in this world. I decided to take her into the island airspace for a GoPro full of cityscape and some pricey parking; let's face it, she so richly deserves something nice after all of the hours of 160 knot fun she has given me. My wife Janice also came along for the ride.

We arrived at the YRP airfield early in the morning and as I eased open the hangar door I caught a sideways glance of her in profile that still takes my breath away after almost 30 years of marriage. She was resplendent in the morning light from the rising eastern sun, a sentinel in the dust of an

undisturbed hangar. Her silky smooth skin scattered the morning light across the darkened half of the hangar, casting a backlit halo around her sleek form and black & silver livery.

As it happens this was Janice's first time in GIME. We were heading to Toronto Island to visit my daughter and her boyfriend at the center of the universe for the day. He has a place on the umpteenth floor of the umpteenth condo along the waterfront. That kid is going places! The forecast was good for departure and good for arrival, but somewhat VFRiffy in between. Fifteen hundred foot ceilings starting 20 miles before Peterborough and (hopefully) clearing again at Oshawa. No worries, I would plan for 8,500 feet and as long as there were holes in the cloudy bits I was golden. I was of course more than confident I could count on my fallback position if necessary and use my VFRUTB (Under The Bottom) endorsement to get us to our destination safely, and more importantly, quickly!

I pulled her from her berth into the full sun (GIME that is, not Janice) and I got the pre-flight underway. I checked the oil, the prop blades, the hub, upper and lower cowlings, dipped and drained the port tank. I checked the nose gear and leg and

front tire. I checked along the starboard wing leading edge, top side, underside, right main gear, leg and tire. I checked trailing edge of the wing, the aileron, flap, control rods and bots and the quality of the paint job down the full length of the fuselage. I surveyed the empennage, the horizontal and vertical control surfaces, control cables and connections and elevator trim. I moved back up the port side of the empennage and fuselage, checked the port side static port (as redundant as that seems) the port wing flap, aileron, and trailing edges. I stopped there because I figured I was 70% complete and I only needed 70% to pass the PPL exam therefore I saw no need to waste Janice's time with the last part of the walk-around. There was however one more important check, something one of the old Cirrus SR22 jockeys taught me, and that was to confirm that two bottles of water had been left outside the entrance to the cockpit.



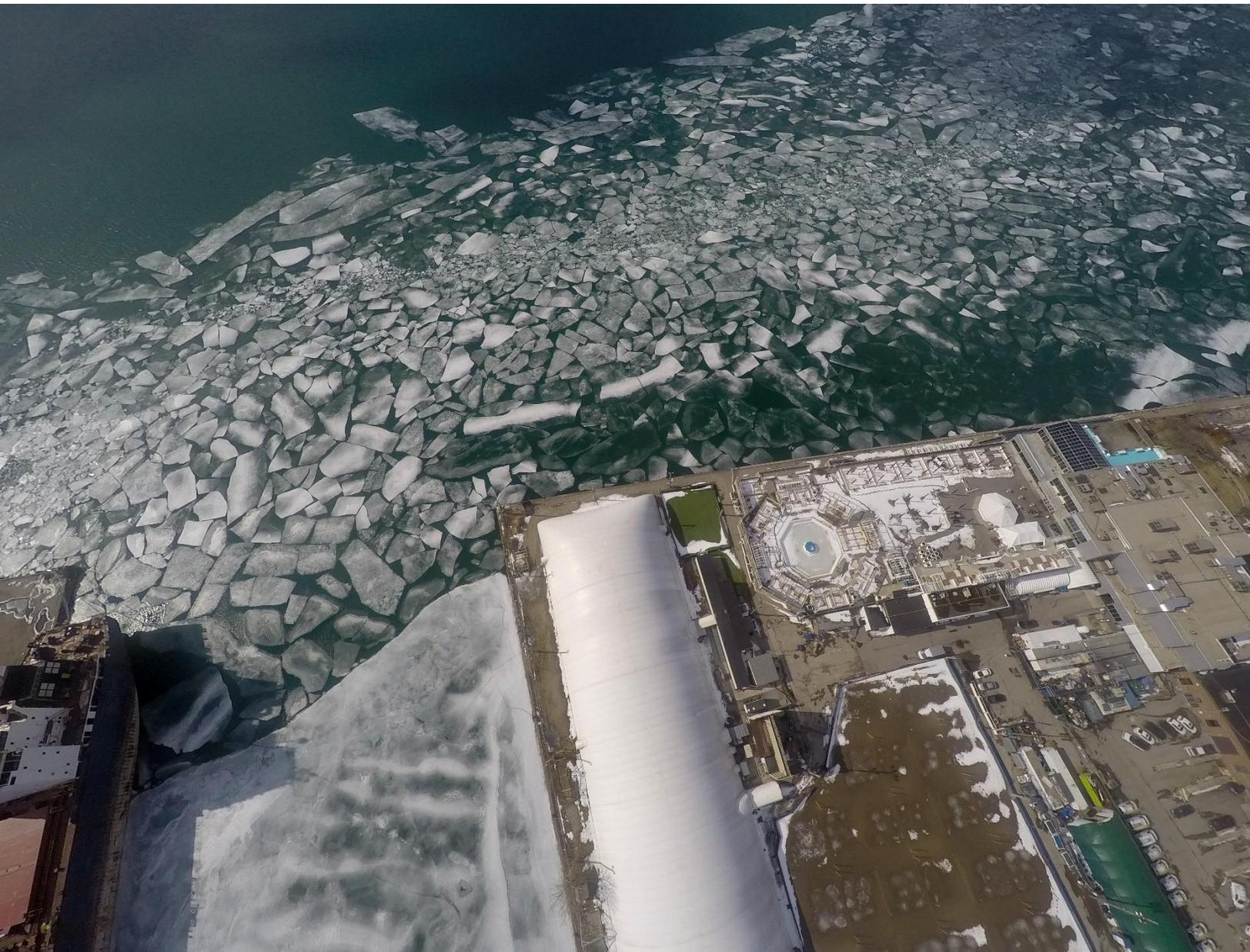
I checked very, very carefully but there was no bottled water to be found. Those SR22 guys are lying bastards.

After 70% of the run-up checks were done I cleared my throat, depressed the PTT button and in my best PIC voice (a full two octaves lower than my real voice) announced in a confident all-business tone *"Carp traffic - Golf India Mike Echo backtrack two eight to position for take-off"*. I skillfully avoided most of the wild turkeys scattered down the runway (I can't say that all of my flying buddies have the same level of dexterity on the stick and rudder). I 'shushed' my wife sternly (You've been

there too Tom) when she asked if those feathers, beaks and drumsticks were supposed to be stuck to the propeller and canopy. Looking back perhaps I was a bit harsh, but it's never too soon to setup a sterile cockpit environment and establish the standard for the remainder of the flight. Once behind the numbers on runway two-eight I finished (yes you guessed it) 70% of the pre-takeoff checklist and we were ready to go. I saw no need to bother with passenger brief, emergency takeoff procedure reviews, and all that other nonsense that is causing congestion at airports all across the country these days.

I gunned the throttle and after a very brief takeoff roll (she is a Vans RV-7A after all) GIME just popped off the runway surface like a loose champagne cork on the Titanic. I kept her in ground effect, rapidly building up speed before pulling up into a 4G climb that would impress the hell out of those C-GOGO guys. During the climb I explained to Janice that there was a special club we could join after passing through 5,280 ft. *"Oh? Is that like Aeroplan?"* she asked. I said yes it is, yes just like Aeroplan. The next five or ten minutes of the flight were uneventful and passed in an uncomfortable silence while Janice conducted a comprehensive yet fruitless search for my Aeroplan card. The scenery however was beautiful. The rivers, the roads, the houses, the farms, the fields and forests passed under the cowlings in quick succession. Before we reached Tomvale Janice was at level 5 of whatever game she was playing on her phone. Her ability to multitask, hanging onto every word of my riveting commentary on the flight and at the same time playing brain exercise games on her phone, never ceases to amaze me. She's quite a gal! (Janice that is, but so is GIME come to think of it.)

Closer to Peterborough the cloud started to thicken below us. It was time to descend. As I passed through 5,280 feet I felt a little melancholy



knowing I was probably not going to qualify to join “the club” on this particular flight. At 4,000’ I switched off the auto pilot and in a bit of a huff I drew a deep breath followed by the resultant heavy sigh, and hand flew her and continued the rest of the way down to 1,499 feet. Briefly while passing through 2,640 feet I wondered if there wasn’t some sort of probationary membership I might qualify for prior to joining the parent club? Based on the story thus far I think all would agree that for the professional pilot, the first and

foremost priority would be to ensure the safe and successful execution of the flight so I decided to do the same, just in case Transport Canada was in the vicinity. Once under the cloud deck the turbulence was a tad more than either of us had expected. I will admit that Janice’s parlour paled a shade so I suggested she reach back and grab an airsick bag from behind the pilot seat. It paled at least two more shades after I suggested it might be a good idea if she grabbed one for herself too.



After clearing the Oshawa class C airspace the sun once again warmed the back of my red neck, just in time to afford me the opportunity to show off to my likely soon to be ex-bride my not-insignificant Red Bull pilot skills obtained through countless hours of intense weekend training sessions in front of my big screen TV. If you will afford me a moment of self-promotion, I negotiated those thoughtlessly positioned smokestacks 2 miles off of off the threshold of two-six in a way that would make Pete McLeod want to get a day job. Once

clear of the stacks I asked Janice to hold my almost full airsick back as this was a very important phase of the flight. I pointed GIME's nose in the general direction of the narrow strip of concrete ahead of us and then quickly changed course 30 degrees to the left when City Center tower albeit correctly, but rather tersely informed me that the waterfront trail in front of Canada Square was not a suitable landing surface for an aircraft of the landing weight and speeds that GIME was capable of. Once lined up on short final, I looked across at cockpit towards the mother of my children and uttered those famous three words that all of us like to hear from time to time... *"you have control"*! Perhaps in hindsight it is just those wives who are current and licensed pilots that like to hear those words...

Stay tuned for Part 2.

John



Classifieds



Anybody want to sell something? If so, send an email to newsletter@eaa245.org



AIRCRAFT FOR SALE DHC-2 BEAVER C-GBUL

Model: de Havilland DHC-2 Mk I Beaver (Super Beaver)

Year: 1953. S/N: 588

Interior: 8/10. Year done: 1986 (6 seats done in 2007).

Colour: Brown and beige.

Exterior: 8 /10. Year done: 1986 Color: Dark brown, orange and beige.

- Pilot and co-pilot Recaro Automotive racing seats.
- Full dual controls.
- Kenmore seat belts and shoulder harnesses.
- Wipaire Skylight windows. 2 Rosen sunvisors.
- Kenmore domed windows in cabin doors.
- Kenmore enlarged (aft cabin) side windows.
- Enlarged baggage door.
- Extended baggage compartment. 56 inches deep.

Total time: 13 444.2 h. (Feb 10, 2018).

Engine: PZL-3S, 600 HP (piston), 579.4.1 SMOH, 1000 TBO,

7 cylinders. Brand new engine= \$10 000.

Propeller: Pezetel, US-132000A, 137.8 SOH, 2000 TBO. 4 blades. Brand new prop= \$4,000.

Flight instruments: - New and overhauled instruments were installed in 1986.

All wiring were replaced with Teflon coated aircraft wire.

New Cessna switches and breakers were installed in 1986.

AOA (Angle Of Attack) instrument by Alpha Systems. Feb. 2010.

Engine instruments: - standard.

EI Electronics fuel flow connected to GPS. (2006)

Communication radios: - 1 VHF King KY 96A

- 1 HF Codan 2000
- 1 transponder King KT76A mode C, new 2004.
- Intercom Flightcom 403
- 1 ELT Narco 10

Navigational aids:

- 1 GPS Garmin 150
- 1 ADF King KT96

Special equipment: - Wipaire electric driven flaps pump system.

Wipaire electric fuel and primer pumps with Wobble pump remaining operative.

Wipaire water-rudder retract handle.

Wing tip tanks.

External power receptacle and boost cable.

New battery April 8th, 2013.

Solar power plug in for the battery.

-pare parts.

Flush doors latches, Citabria type, with lock.

AD's: - all done up to date. Wing's struts due at 20 605 h.

Floats: - Straight Wipline 6100 new in 1996 with a big compartment in each float.

Kenmore seaplane finlets.

Ventral fin (part of PZL engine installation).

Wheels: 36 inches tundra tires and standard tires. Skis: none

Gross weight: 5370 LBS.

C. of A. due date: May 4, 2018.

Damage history: small bump in the right wing.

For pictures check: <http://www.dhc-2.com/id319.htm>

Asking: \$200, 000 USD on wheels. Tel.: 819-568-2359

The FASTEST Beaver in the world! The ONLY DHC-2 MK1 in the world with 600 HP piston engine.

ON FLOATS. 145 MPH cruise! Should see the look on the C-185 pilot when you pass him in the cruise!

Power settings, speed and GPH:

- 30%, 23.0 hg, 1700 RPM= 117 MPH, 18 GPH, 6.5 MPG

- 60%, 29.5 hg, 1700 RPM= 133 MPH, 26 GPH, 5.1 MPG
- 65%, 29.9 hg, 1800 RPM= 139 MPH, 29 GPH, 4.7 MPG
- 70%, 30.3 hg, 1900 RPM= 143 MPH, 36 GPH, 4.0 MPG
- 75%, 30.7 hg, 2000 RPM= 144 MPH, 40 GPH, 3.6 MPG

OPTIONS:

- 1- Increase the gross weight to 5600 lbs with \$40 000.
- 2- Increase the gross weight to 6000 lbs with \$55 000.
- 3- Convert back to the standard 450 HP.
- 4- Convert to turbine.

At 6,000 lbs will fit perfectly between a Beaver and an Otter but faster.

History:

Delivered November 12th,1953. Originally built for the US military command A-4 (number 1340) in 1953 then became an L-20 (number 341) designated 53-2797.

21/12/71 to 26/02/76: Davis Monthan airforce base.

Imported to Canada in 1976 as C-GFDJ. Flew for Silver Pine Air Services of Pine Falls, Manitoba.

The aircraft was modified with the 600 HP in 1985 at Airtech, Peterborough, Ontario, Canada.

04/86 to 04/88: Imported back to USA as N588FR. Flew commercially in Alaska where the panel and switches were redone.

07/06/88: Came back in Canada, Quebec and flew commercially for Air Saguenay as C-GBUL.

02/06/93: Club Cesar, Quebec. Commercial.

06/15/94: Demolition Outaouais, Quebec. Private.

06/16/03 : Andre Durocher, Quebec. Private.

Contact: André Durocher (Owner)

Address: 40, Principale street, Gatineau, Qc, Canada, J9H 3L1

Tel: 819-568-2359 Fax: 819-243-7934. Cell: 819-329-2830

info@pontiacairpark.com

AIRCRAFT FOR SALE: Challenger

Contact: **Andrew Ricketts** <ricketts@teksavvy.com>

320 HRS TT Rotax 503, Puddle Jumper Floats,

Datum electric retractable wheel skis. Garmin 496 GPS,

Transponder. Intercom. 15 gal tank.

Turbulence aviation seats and interior.

Owner built and maintained.

Always hangared.

Canopy cover, engine cover, hydraulic lift for changing gear

Located CYRP. \$26,500 Hanger may also be up for sale.



Who we are

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

President:	Phillip Johnson 613-790-4929 president@eaa245.org
Vice President:	Mark Richardson 613-983-7764 vice.president@eaa245.org
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 treasurer@eaa245.org
Secretary:	Mark Cianfaglione 613-600-4501 secretary@eaa245.org
Operations:	John Montgomery 613-286-8543 ops@eaa245.org
Membership Coordinator:	Ritz Bartoli 613-695-9545 membership@eaa245.org
Webmaster:	Pete Zutrauen 613-898-5551 webmaster@eaa245.org
Newsletter Editor:	Colin McGeachy 613-301-5123 newsletter@eaa245.org
Technical Information Officer:	Luc Thibodeau 613-834-2946 lthibod11@gmail.com
Young Eagles Coordinator:	Mark Briggs 613-725-4361 young.eagles@eaa245.org
Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

Membership Application and Renewal Form

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

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/>	Renewal: <input type="checkbox"/>
Street: _____	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)	
City/Town: _____	Newsletter Subscriber: \$50 Newsletter only	
Province: _____	Associate Member: \$50	
Post Code: _____	Full Member: \$100* Newsletter, hangar, workshop, tie-downs.	
Phone () _____	Note. Associate and full members must also be members of EAA's parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)