

# Carb Heat

March 2016

EAA 245 NEWSLETTER Vol. 46 No. 3

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K0A 1L0



Next Meeting:

Thursday 17<sup>th</sup> March at the Bush Theatre,  
Ottawa Aviation and Space Museum



## Homebrew EFIS,

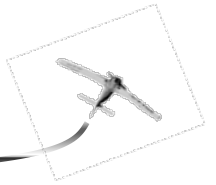
by Mark Cianfaglione



**In this month's edition**

Editor's Comments..... 1  
President's Message ..... 2  
Meetings and Events Schedule..... 4  
Fly Out Possibilities..... 5  
Pilot Profile #4: Alfio Ferrara ..... 6  
Exhaust – From the Archives of Carb Heat ..... 11  
CruZer News ..... 13  
Photo of the Month..... 15  
Classifieds ..... 16  
Frozen ..... 19  
Who we are ..... 22  
Membership Application and Renewal Form ..... 23





## Editor's Comments



I learnt a little about boats over the last month and what I learnt was that there is more than one research vessel called the Atlantic Explorer! My apologies to Ken Potter for including the wrong one in his pilot profile. I hope this photo will make up for it.

In this month's edition our own Inspector Gadget, Alfio Ferrara, kindly volunteered to share his story and is Pilot Profile #4.

Many of you will be familiar with the steel trussed hangar outside the Chapter building. It belongs to Bruce Marshal and you can read about how it all came together in *Some Assembly Required*.

Mark Briggs braved the wind and the cold and flew his Davis to Mo's fly-in on the Ottawa River. For those that didn't make it this year, and even if you did, I'm sure you'll enjoy Mark's interesting and amusing account of the day.

Mike Asselin provides an update at the 500 hour stage of the Zenith build in *Cruzer News*. It's quite amazing what can be built in just 500 hours when there are no curves! Mike's article from last month was also reprinted in the EAA's Bits and Pieces on-line newsletter.

A big thank you to all of you who have submitted articles or who have felt guilty enough to let me know that you'll "get me something soon". I'm happy to stitch this together but I need your support to make it fun and, hopefully, interesting.

Enjoy the March meeting. While you're here watching the ice melt on your lawn, I shall be in Mexico, watching it melt in my Rum and Coke.

*Colin McGeachy*





## President's Message

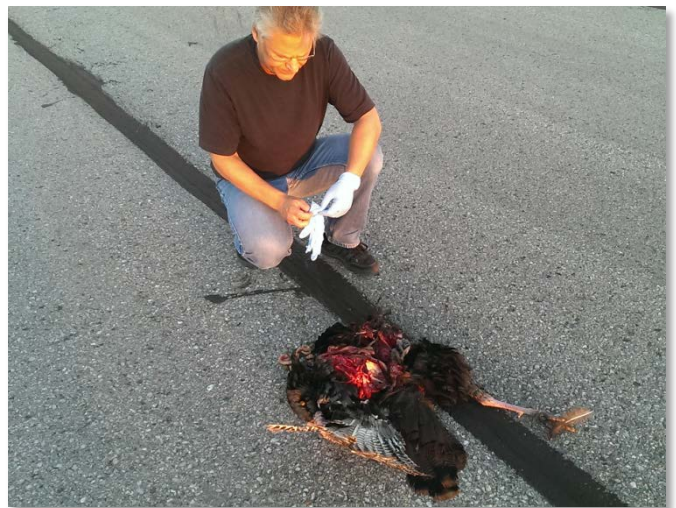


Last month I said how the weather was being so cooperative and it looked like an early spring only to have half a metre of snow dump on us a couple of days after I wrote the "President's Message". So much for my weather forecasting! But this time I really, really mean it and I think that spring is on its way. I'm excited as my Cozy is just sitting waiting for the weather to change. All the paperwork is done so it's do or die for me. Well hopefully not the latter as you will be looking for a new president if that happens.

Mo's Fly-In took place on the 27th Feb and, as I arrived, I was greeted with a bitter wind right across the runway. It was the first time I'd been to Mo's and was looking forwards to seeing a turnout like that reported last year but alas, that was not to be. The chilli was hot and the coffee was good and there was much excitement as aircraft arrived and departed in the strong wind. I believe one RV came in from the US and had quite an exciting time trying to taxi in that crosswind using differential braking. Andre Durocher arrived in his Questair C-GOER, well when I say he arrived he did a couple of high speed passes as his wheels were too small, and his landing speed too high, to make a safe landing on the ice runway. It looked like he was having a great time though. Well done Andre for showing up even though you did not stop for chilli. Hopefully the weather will cooperate next year.

I was at the FBO this morning attending the CYRP safety meeting and it looks like both the safety and the reporting are getting better. There were only three CADOR's this year and the first was a Massachusetts based Cirrus SR20 who arrived at CYRP without having filed a trans-border flight plan. The other two were for ELT's which were accidentally set off and had to be silenced. The latter raised an interesting point as they were both 121.5 ELT's which are not monitored by satellite. Apparently the high flying jets are monitoring 121.5 and relaying these incidents to Trenton. This is good news as those who are flying with only the 121.5 ELT's are getting some coverage even though there is little ability to pinpoint the source. Those of you flying with more than one radio should consider monitoring 121.5 for the benefit of others in particular when over inhospitable country. This should also serve as a reminder to check your ELT in your shutdown procedures.

The wild turkey problem is persisting (*tell me about it, Ed!*) and the airport authority has given approval for turkey culls at certain times to try to keep them at bay. The grass cutting on the South side of 10/28 has been increased as turkeys like to hide in the long grass and eat the insects. Beware of Snow Buntings in particular, just after fresh runway ploughing. The snow buntings are small fast moving birds and like to feed of the grass roots picked up by the snow ploughs and snow blower. They are difficult to see in the snowy background.



Coyotes are also becoming a pest and approved hunters have recently managed to remove five. If you have any encounters with any wildlife on or near the runways can you report the matter to the FBO as this is the only way we will get action to keep the airport safe.

## Carb heat

The sides of 10/28 have started to decay so the airport are making arrangements to have the runway edges repaired and re-graveled on the shoulder this coming summer. The airport is also looking to improve the grass runway at our request and I am looking to our membership to support the airport with our labour as we are probably the major user. Note: the grass runway is not to be considered a parallel runway and pilots wanting to use it should call "on final 28 grass" when landing on the alternate grass strip.

Taxiway Charlie was re-instated last year with a gravel base. Now that he base has settled the airport is expecting to pave that section this summer. This will relieve the congestion being seen at Alpha these past few years. Along with paving, the airport will be re-painting the runway markings and including the new taxiway in particular by the hangars. Taxiing aircraft should ensure they taxi away from the hangars (Close to the infield) as the surface is better suited taxiing aircraft. Note: The taxiway is for aircraft only. Airport users should not use Charlie for vehicular traffic and offenders will be dealt with severely.

The Zenith project continues to move forward nicely and there are a steady number of builders each week working the project. We've had some new members join in which is enlightening. It would be nice to see even new faces even if you only want to spend a couple of hours working on the project. Come in and have some fun. The fire is warm and the coffee is usually hot and the friendship is welcoming.

Last month John Firth gave a presentation on flying the mountain wave and all the issues relating to the flying close to mountains. Thank you John for an entertaining evening. This month we have Mark Cianfaglione (if anyone can pronounce that you are a better man than me) presenting his "Homebrew EFIS". Maybe we should be looking to this for our Zenith Project.

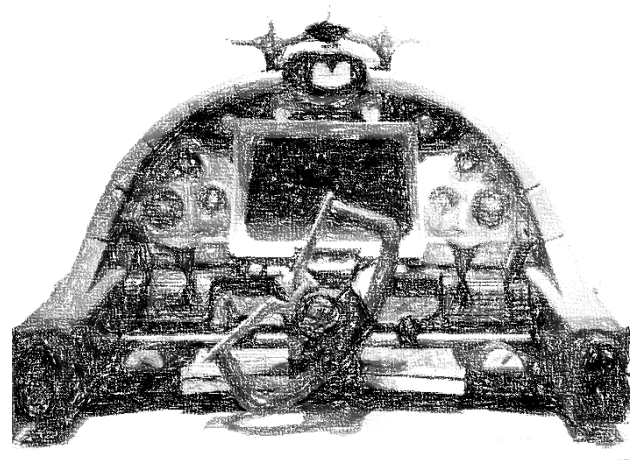
If you haven't paid you dues for 2016 you can expect to have Gord Hanes chasing you. Remember a large part of our survival depends on the membership revenue so if you can secure new members it benefits our finances as well as our diversity.

As usual I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at 17:30 to 18:00 on Thursday 17th prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt.

Regards to All

*Phil Johnson*



## Meetings and Events Schedule

### EAA Chapter Meeting – 17<sup>th</sup> March 2016 @7.30

Presentation: *Homebrew EFIS*, by Mark Cianfaglione

Where: Canadian Aviation & Space Museum

### EAA Chapter Meeting – 21<sup>st</sup> April 2016 @7.30

Presentation: *Drones*

Where: Canadian Aviation & Space Museum



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)

# Going Places

## Fly Out Possibilities



### **March 5<sup>th</sup>, Ottawa-Rideau (CPL3)**

RAA Chapter 4928 14<sup>th</sup> Annual Ski-Fly-in at the Rideau Valley Airpark.

Home cooked food will be served from 11:00 until 14:00 hrs. Public welcome. For more information please contact Larry Rowan at (613) 489-2332.

### **July 16th ,7th Bernie's fly-in**

Patry island on the Gatineau River

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

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

- Kids playground
- Food from 10 am
- Mechoui from 6pm
- Dancing night
- Golf tournament

Entrance is free and profits will go to the service des loisirs for the municipality of Bouchette.

Contact: Bernard Gougeon, 819-465-2069, [bernieavion2007@hotmail.com](mailto:bernieavion2007@hotmail.com)

André Durocher, 819-568-2359, [info@PontiacAirpark.com](mailto:info@PontiacAirpark.com)

## Pilot Profile #4: Alfio Ferrara



*“Nothing else is Swiss”* lauds the Swiss Chalet commercial. Well, I have to take issue with the neutral purveyors of fine roast poultry as our very own Alfio Ferrara can stake such a claim.

If you do bump into Alfio at Carp, perhaps sitting in his RV-9A waiting for customs to arrive, don't be surprised

to find that he (and Shirley) have just flown in from Las Vegas or some other distant point of the compass.

### **Where were you born?**

In Bern, Switzerland. My parents thought that there would be more opportunity in Canada and we moved when I was in 2<sup>nd</sup> grade. I spoke three languages (German, French and Italian) but got put into English



class. I don't remember the journey but I do recall my parents telling me about shipping their possessions but bringing all their knives and forks with them in their pockets.

**Where do you live?**

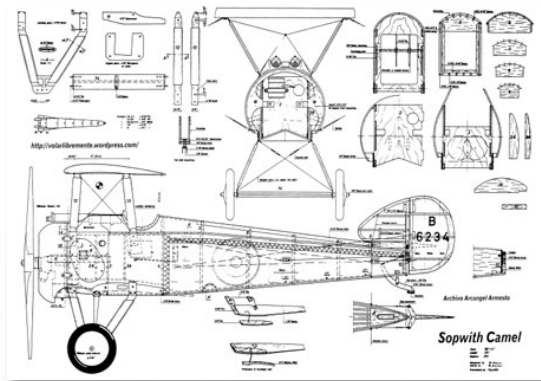
Shirley and I have been in Stittsville since we moved from Montreal in 1997.

**What's your occupation?**

I'm an electrical engineer. Right now I'm doing reverse engineering as it relates to patents. Typically we check to see if a product or device infringes on existing patents.

**How did you get interested in flying?**

When I was a youngster my parents used to take me to Pierre Elliot Trudeau (CYUL) to watch the aircraft. They had a viewing balcony and we'd go there a few times a year. I also built a few models including a free flight Cox 0.49 powered Camel, which never flew, and 6' wingspan glider. *(That wasn't a success either which makes the decision to build your own aircraft quite brave, Ed)*



**When did you learn to fly?**

After I graduated I was still living at home and I spent all my spare money on flying lessons. I still remember my instructor at St. Hubert, Mr. Wong. I think he was in his eighties and his license number had only 2 digits!

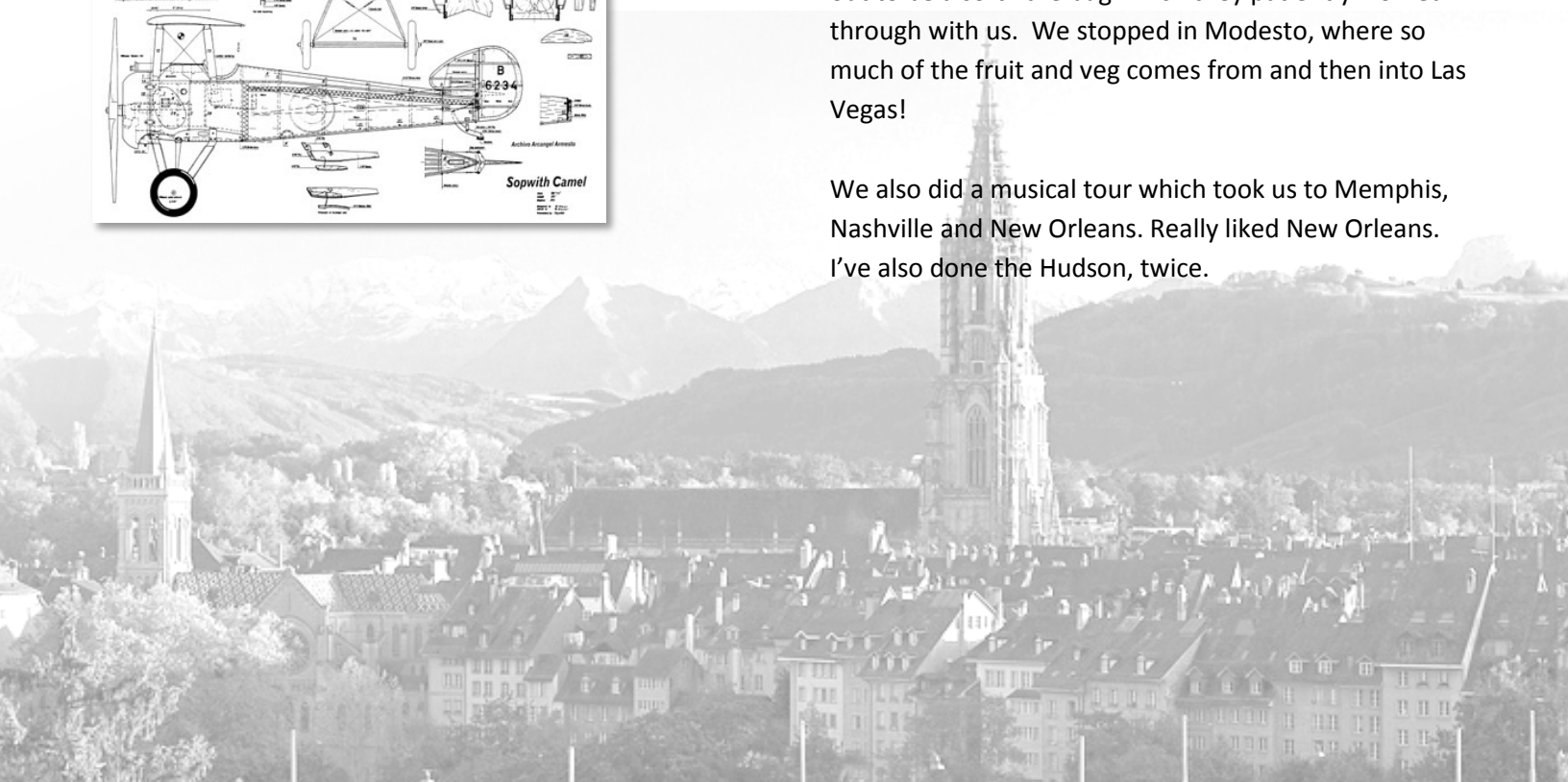
I got my license in 1984 and continued to rent once a month or so. I did my night rating and then rented again, from West Air, when we moved to Ottawa. I even proposed to Shirley in a Cessna 150 as we went around the circuit at Carp!

**What do you fly now?**

I fly an RV-9A which we built ourselves over a 6 year period. I had some free time and renting was expensive so a homebuilt seemed like a good idea. I spent time getting the garage prepared with insulation and good lighting. I also modified the fuselage so we can carry skis and a snowboard. We haven't managed to fly and ski yet but we have flown it extensively around the US.

Our first long trip was a pretty much across the US and back. We first flew to Montana and the next morning we went through the Mullan pass and into Idaho. We went to VANS and did the factory tour. We also had an issue with the Dynon so we went to see them. It turned out to be a software bug which they patiently worked through with us. We stopped in Modesto, where so much of the fruit and veg comes from and then into Las Vegas!

We also did a musical tour which took us to Memphis, Nashville and New Orleans. Really liked New Orleans. I've also done the Hudson, twice.

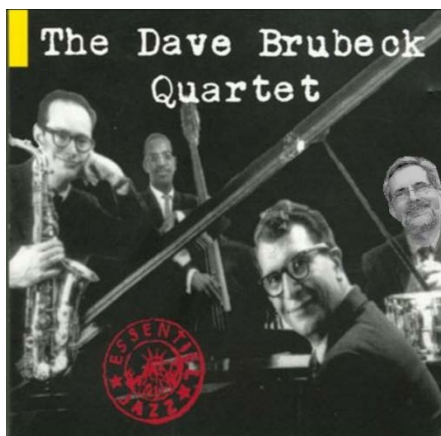




It's also nice to have the instrument rating. I'd always liked the technical challenge of the rating but the cost of the panel was a bit of a hindrance until I came across the GNS480 which made it more reasonable. I finished the panel and then started the IR rating with Tony Hunt. Mark Braithwaite was my examiner. Our first real IFR trip was to St. Catherines and we did the approach in the clouds. Worked out really well. We went to Branson, Missouri and both arrival and departure were IFR so it does come in handy.

**What else have you flown?**

Just the usual Cessnas and Pipers. I flew a C172 in New Zealand when we went there on vacation and I did get about 15 minutes on a Bel I 212 when I was in Oman. That was a lot of fun. I was grinning from ear to ear when we landed.



**What's your favourite piece of music?**

It varies and I like anything from classical to hard rock. Lately I've been re-listening to Dave Brubeck's Take Five. I've also recently got into Amy Winehouse. Her timing just surprises me so much.

**What's your favourite book?**

I liked the Sum of All Fears by Tom Clancy and I'd like to read Sled Driver (Brian Shul) after having just watched his YouTube talk about flying the SR71.

**What's your favourite movie?**

Gattaca (*thankfully, another decent movie, Ed*). Your imagination really carries you watching this and I thought it was brilliant.

**What's your idea of perfect happiness?**

What I'm doing now without having to work! Life is good.

**What's your greatest fear?**

Like so many pilots I don't like heights!

**What's your perfect flying experience?**

Every year we take a trip and wonder how we can top it. But every year we seem to do it!

**If money was no object, what would you fly?**

A Gulfstream! I'm not really into the WWII stuff but an old biplane would be nice. For me it all depends what you want to do.

**What's your motto?**

Everything in moderation, including moderation.

**How would you like to be remembered?**

As someone who has a positive impact on people. I had a really nice email from a guy who had flown down to Carp in a Cessna 150 when he was still learning. I showed him, and his mate, around the RV and then took them both for a ride. He wrote to thank me and tell me that he was now flying for an airline. Perhaps it had an impact and reinforced what he was doing. Young Eagles is a bit like that too.

# Some Assembly Required

It's done, well almost. Just a few more tweaks and it'll be done! A good thing too, with winter just around the corner (*Ed, my fault for delaying this article!*). First of all I want to thank everyone that helped, especially those of you who heaved on the lines to pull the roof fabric over the top on Saturday, October 24. But others helped earlier in the process; unloading the two crates in which the whole thing was packaged, erecting the arches, erecting the arches the second time, helping with the cabling, trimming the grass and, perhaps most importantly, giving me good advice.

I started the process with only the Assembly Manual. Now, you'd think that an assembly manual would tell you all you need to know in order to complete the job...wrong! It took me a whole afternoon to reverse the rail holding the curtain (door) track after realizing that I had assembled it so that the holes for the curtain locking bolts were on the inside when they should have been, you guessed it, on the outside. I searched again through the assembly manual to find the instructions I had missed...no luck, not there! There were quite a few other little items I had to figure out for myself, but that was part of the fun of building it.



There's a complete parts list with 46 different items listed, and there are 12 figures illustrating how it's all supposed to go together. However, not all the items on the parts list are included in any of the figures. Item 44 remains a mystery. It's identified as a "Stake peg with ring for securing the door cover". I can't figure out where it's supposed to go or what it's supposed to do, so I've left it out. Fortunately, it's the only part that is left over, except for a flat washer that disappeared into the grass at some point and has never been seen again.

There are also some places in the assembly manual where I wish it had said "*make sure that you do this before doing that*". It could have saved quite a bit of time and effort. I hate undoing something in order to do something I should and could have done before.

All that said, I have to add that, with a few engineering features I added myself, the end result is a good structure certainly capable of holding up against wind and snow as might be expected in this part of the world. What engineering features? Well, the illustrations show a zig-zag arrangement of wire bracing along the sides. In my view, that would not be adequate against very strong winds, so I added bracing such that each rectangular space between vertical side-wall members now has criss-cross wiring. Secondly, having seen the collapse of a soft-sided shelter at our cottage because of

snow load, I installed tensioned cables from side to side across each arch to reinforce its strength against a heavy snow (or ice) load.

I was very pleased just a few days after we got the roof on to see how well the whole thing stood up against those strong winds accompanying the cold front that moved in with gusts up to 90km/hr!!

A recommendation to anyone else who would like to assemble one of these hangars...talk to me beforehand and during...I've been there and done that and I've learned a lot that can save you time and effort.

### Details

The hangar measures 14.0 meters (45.93ft) from side to side and 11.0 meters (36.08ft) front to back. The interior width is reduced to 13.3 meters (43.63ft) by the thickness of the side wall structures. The height is 4.8 meters (15.75ft). It is manufactured in China under the CoverRite label. The Model is TSU-4536. The framing is double truss, as can be seen in figure 2. The cover is 610g/m<sup>2</sup>, PVC. It carries a 10 year warranty with a life expectancy of 20 years. It is sold by Lucas Distributing (Ottawa ARGO sales and service), in Kinburn, just up the road towards Arnprior. The big advantage was that there was no delivery charge. However, delivery from China usually takes three months from time of ordering.



The cost of the kit, when I ordered mine over two years ago, was \$12,000. However, the price is tied in to the US dollar so it has now risen to around \$15,000, plus tax. I was hoping to purchase a second one, and add it back to back with the first, but the change in price has put it out of reach for now.

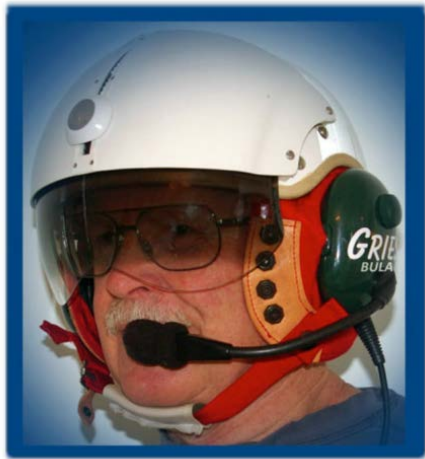
Why did I go this route? Well, having spent the past six years occupying other people's hangars and having to wrestle with opening the doors in winter or having to snow-shoe across to get to it or having to face complaints about the cost of leaving lights on after opening the doors, I thought that relocating to Carp airport would be ideal, especially if I could have my own hangar there at a significantly lower monthly cost than I had been paying. Besides, I enjoy building things, and this hangar is just a very large Meccano set, after all.

### Space Available

As you can see in figure 2, my Challenger takes up less than half the available space. When it's parked nose towards the side wall, the tail doesn't even reach the hangar midline. Thus, there is room for at least one other Challenger-size aircraft, and probably even another, though that might necessitate moving one out to get a second one out. There is one limit, though; the door opening height is only eight feet. I'm going to have to change my top-of-the-fuselage antenna for one of those "magic" ones that hides in the nose

If you are interested, please contact me through the EAA website or email me at [marshallbr@rogers.com](mailto:marshallbr@rogers.com).

# Exhaust – From the Archives of Carb Heat



## Carb Heat March 1986

Bill Argue has offered the use of his 40' by 40' shop with gas and electric welding, cut-off and grinding tools to build the hangar door. The catch was that this was a time limited offer that expired in mid-April. After that his fields need tending and he needs the shop for his machines.

The 1" square tube for the hangar door was ordered from Campbell Steel. A good start on the truss to support the door was achieved the Saturday after the steel arrived with Ted Slack, Henry Beaudoin, Gord Standing, Roger Fowler, Irving Sloan, Bill Argue, Peter Plaunt and Eric Taada doing the work.



On the following wet Sunday Henry, Gord, Eric Bill and Parr Tate re-welded the tapered section of the truss and eventually figured out how to remove the heavy hinges from the old door with a combination of gas cutting and grinding.



Our March meeting guests included Kevin Caldwell, a graduate aeronautical engineer from U. of T., Bill Devine of DOT who was looking for an Aircoupe share, Bruce Bolton, the Long-ez builder and pilot presently based at Rockcliffe and Eric Eif, 12 year old son of Lars. Our featured guest was Tom Chase-Casgrain, a Straneraer pilot who very much enjoyed our Mosquito film since he himself pioneered the South Atlantic ferry route for them in WWII.



## Carb Heat March 1996

Our March 1996 meeting saw an excellent turnout for two top notch videos. It was encouraging to see more new faces. A particularly welcome guest was young Geordon Blackmore and his father Peter.

Peter has posted a request for assistance on the Internet a couple of months before asking for suggestions on how to best channel his thirteen year old son's interest in home-building. The query had originated with the Ottawa Carleton Freenet. It was suggested he attend one of our meetings to learn what it was all about and was offered a Young Eagles flight. Jurgen Weichert, one of our newer members also offered a flight in his Citabria, and suggested the time honoured tradition of starting with model aircraft.

The original query had asked if a set of KR2 plans were worth purchasing as a starting point; to their surprise Geordon was given a free set of plans for the CGS Hawk by the president of the company. To top off young Geordon's evening, Lars Eif asked him to select the winner for the 50/50 Young Eagles draw and, yes, you guessed it he picked his father's ticket. Talk about luck.

*Wayne Griese*

In March 1986 the center landing gear tire of the Mexicana Boeing 727-264 Veracruz, operating as Flight 940, explodes in flight after being inappropriately filled with compressed air instead of nitrogen. Before the plane can reach an airport to make an emergency landing, it breaks in half, catches fire, and crashes on El Carbón mountain near Maravatío, Michoacán, Mexico, killing all 167 people on board. It remains the deadliest aviation accident in Mexican history and the deadliest involving a Boeing 727.



# Cruzer News



As noted in earlier editions the Zenith 750 Cruiser project is part of a larger EAA initiative called *Give Flight- Learn, Build, Fly*. The intention was to jumpstart five different building projects within EAA chapters that would lead to the formation of five different flying clubs. The project was also intended to inspire a lot of chapters to consider taking on a building project, provide countless of hands-on learning opportunities for those chapters that end up building the rest of the aircraft, and provide an opportunity to highlight chapters all over North America.

It was imagined that the newly formed flying clubs, with the finished aircraft, will ultimately provide countless flying experiences to those who would not have otherwise had an opportunity.



**Carter Hanes QA checks the work of the older members**

Charlie Becker from EAA threw out a further challenge to the chapters that ultimately receive these aircraft - why not bring them back to Oshkosh when they're completed to show them off and inspire other chapters to take on a homebuilt project.

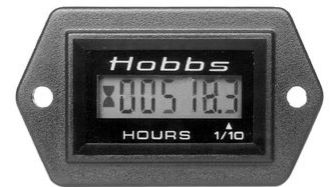
Imagine all five of the aircraft parked by the Brown Arch on the Oshkosh grounds in a few years! The literature mentions getting together at AirVenture 2017 which is an aggressive schedule (from a cash flow perspective).

Many of the objectives are being met each Sunday at the EAA 245 Hangar. First time builders, and in some cases their kids, have come out to insert a few clecos and install a few rivets.

Attempts will be made throughout these articles, regular meetings, and Sunday discussions to further crystallize the plans of the chapter with respect to aircraft features schedule, fundraising, flying club, and the lofty goal of flying the aircraft to AirVenture. In the meantime, the focus will be to keep up the momentum.

## Progress Report as of March 5, 2016

Total hours logged on the master sheet is 518 hours which is incredible seeing that the first hours were only logged on January 9, 2016. Members are reminded to ensure any time spent on the build is logged on the computer each Sunday.



There were a few parts that could not be located at the time of inventory and these missing bits were ordered and are now in stock. A few extra tools and supplies were purchased to keep the project moving forward.

Builders are now experiencing the spring 2016 groundhog effect. I'm not referring to Punxsutawney Phil or Warton Willie but rather the repetitive process of: study plans, make parts, assemble parts, disassemble parts, debur parts, reassemble parts (when

ready), disassemble parts, zinc chromate parts, reassemble parts, and FINALLY, then rivet parts. All the time, hoping you will not have to drill out the rivets and do it all over again – sound familiar?

With 518 hours in the books, the firewall has been constructed, rear fuselage has been rough assembled using up the clubs (and members) supply of cleco clamps. The forward fuselage structure has been mated to the rear fuselage and clecoed in place. Thought has gone into how the vertical and horizontal stabilizers will be attached using the various brackets and doublers that become part of the top aft part of the fuselage. The landing gear weldments have been fitted and drilled.

The original intent was to assemble the fuselage in the clubhouse, but now it seems more reasonable to advance the fuselage fabrication as far as possible, take it apart, and move the project into the hangar for zinc chromate and final assembly.



The empennage has also been started as of March 6, 2016.

Many eyes are reviewing plans and checking the assembly as it proceeds and so far so good.



It would be great to see other members out to share in the experience. The group is learning how to work together as the project develops. Some were gently (and correctly) reminded that the intention should be to have the more experienced builders do a little less hands-on and do a bit more mentoring. If you have suggestions on how to get more enjoyment out of the project, please pass it on to any member of the executive.

The metal work is just the very beginning of the project with much more to come and much more to learn at each stage.

Various members continue to drop by to see the progress and chat with the group and share stories.

See you at the hangar next Sunday!

**Mike Asselin**



## Photo of the Month

This month's winner is Mike Lamb who took this topical photo a couple of years ago from a ski equipped Cessna 180 over Carp. There will be an additional prize for those that can identify the tracks circling the aircraft's shadow.



Please send any photos for next month's edition to me at [newsletter@eaa245.org](mailto:newsletter@eaa245.org)



## Classifieds




### FOR SALE: W-8 Tailwind

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945 TTSN. Lycoming 0-290D. 251 SMOH. 73 hrs. on 68 x 68 wooden prop. Escort 110 radio. Wintered inside. 4.1 gph at 140 mph.

Have trailer to transport. Needs windows. Located in Toronto area. \$12,000.

Contact Roger Fowler at:

 dogfowler@aol.com

### FOR SALE: 1973 Piper PA28-140

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5400TT, Lycoming 0-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$39,000.

 **Hans Sanders: 613-446-7728**

### FOR SALE: MIG Welder

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I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V) for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 **andrewr@magma.ca**

### FOR SALE: Canuck Share

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The Canuck Group at EAA 245 in Carp has shares in the 1946 Fleet Canuck CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.

 **Ken Potter: 613 259-3242**

 **kjpotter@sympatico.ca**

### FOR SALE: Mustang 2 and RV-4 Plans

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Mustang 2 plans set (not used)

RV-4 plans set (not used)

RV-4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools.

Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper.

Asking \$2,600 for camper or best reasonable offer. Will consider partial trades for aluminium sheet materials and machining materials or tools.

 **Michel: 819-685-2194**

 **andre04@teksavvy.com**

### FOR SALE: Lycoming Cylinder

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Wide deck, chrome, with piston and valves, approximately 400 hrs, in good condition as removed from 0-320 D3G Lycoming. \$300 Telex ProAir 2000E headset, new in box \$125 Manifold pressure gauge, 3 1/8" dia from Cherokee Six \$125

8-day wind-up clock, fits 2 1/4" hole, Works intermittently, needs cleaning, \$75

Contact Hans Sanders

 **hnsanders@yahoo.ca**

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**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)

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**FOR SALE: Anderson Kingfisher**

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

 **Ken Potter: 613 791 6267**

 [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

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**FOR SALE**

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

Sensenich 54x48 composite prop 20 hrs for a 2200 Sonex \$600  
Sonex tail dragger engine mount \$450  
Grand Rapids EIS 2000 with probes \$350  
2 ¼ Uma instruments Alt, AS, VS \$75.00 each  
ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

 [iammcnally@yahoo.com](mailto:iammcnally@yahoo.com)

 **Chris McNally: 613-291-1254**

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**FOR SALE**

Rivet squeezer and the tube bender \$150. Large assortment of rivets, various machine screws and lock nuts. I can send pictures of these by Email. If interested, look them over and make an offer.

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

 **Bob Crook: 613 225 6653**

 [mbcrook@sympatico.ca](mailto:mbcrook@sympatico.ca)

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**FOR SALE**

Cowling for RV9 - \$600.00

 **Charlie Martel: 613-862-4961**

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**FOR RENT: Tie-Down**

Chapter 245 members can rent a tie-down near the EAA 245 hangar at Carp Airport. You can rent the tie-downs by the month or for the full year.

 [info@eaa245.org](mailto:info@eaa245.org)

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**FOR SALE: Hangar(s)**

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

 **Mark Braithwaite: 613-839-5276**



**WANTED**

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Continental C85 or C90 engine with low time SMOH for install to certified aircraft.

 [bartcameron112@gmail.com](mailto:bartcameron112@gmail.com)

**WANTED**

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Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers???

 613 733-2198

If you no longer want your items listed or you have a new item you would like posted, please email me at: [newsletter@eaa245.org](mailto:newsletter@eaa245.org)

# FROZEN

Those of us who live in the frigid North, somewhere above that vague and arbitrary line called the Canada/US Border, tend to be a fairly hearty breed. Sure, some of us might skulk away in our cozy natural-gas-heated apartments for the nine months of the year that mark the time when frost is likely to nip one's nose, but many of us don our winter apparel and head out into the swirling snow to celebrate life in our more polar clime. Just because the mercury is no longer visible in the thermometer tube doesn't mean we have an excuse to avoid enjoying the great outdoors. But what about Canada's aviators, in their frail little craft – how are they to cope with winter's brutal blows? That's easy... They Do It On The Ice!



Aha! Now that we have your attention, some wise soul is likely to ask just what it is that Canadian aviators “do on the ice”? The answer is simple... We hold a Fly In! In fact, the Ottawa area boasts a tradition of having hosted just such a fly-in for 27 years running! This tradition exists through the hard work, determination, ingenuity and generosity of Maurice Prud'homme, or, to those of us who don't do the parlez-vous so well, he is known simply as “Mo”. The event he organizes goes by an equally simple and direct name, Mo's Fly In. And what an event it is!

Every year for the past 27 years, Mo has invited aviators from near and far to visit his little slice of the Ottawa River. Twenty-seven times he has risked the wrath of the weather gods while using his delicious chili to tempt pilots to drop in for a visit. That chili has to be pretty darned good to coax any sensible pilot away from the warmth of the woodstove in their cabin. Judging from the number of aircraft seen in attendance it's clear the chili is more than up to the task! The advertising flyer published by Mo always advises that skis are the preferred landing gear for this little get-together on the river. The reality is that Mo and his team, with their years of experience, have a knack for ploughing a runway that's useable by a broad array of aircraft, most on wheels rather than skis. Mother Nature, of course, always exerts her ultimate power over the ice. In 2015 she gave us many days of consistently cold weather, producing ice that was wonderfully smooth. This year, in the week leading up to the Fly In day, she freely dispensed every form of precipitation in her arsenal. It was only on the day before the event that we received word from Mo that the runway was open and ready to receive those willing to give it a try.

So what does it take to land on an ice runway, you ask? The answer is simple. It doesn't take

particularly specialized equipment – Mo has had everything from helicopters to ultralights to light twin engine aircraft land on his strip. (The term “strip” conjures up an image of a verdant line of well-manicured grass; perhaps this ice runway would better be called a “sheet” in keeping with the tradition of the sport of curling?) The keys to landing on ice seem to be two-fold; firstly, be a master of controlling airspeed through a stable approach – too much speed, coupled with the low coefficient of friction presented by the ice, could leave an over-zealous pilot wishing Mo had let his plowman extend the runway surface an extra half mile. Secondly, one needs to be prepared to use EVERY avenue available to exercise control over the aircraft during ground operations. A deft toe on the brakes, a well-timed blast of propwash to swing a tail around, even the deployment of the cabin door as an aerodynamic brake. Be prepared to use every resource at your disposal. Most of the time, landing on ice isn’t much different from landing on a regular runway, however preparedness for the paucity of traction is an absolute must.

This year’s Fly In took place on February 27th. The day dawned cold and crisp... and windy. Mo very wisely orients his runway in a North-West to South-East direction, parallel to the river’s shore; this orientation also corresponds nicely to the direction of the prevailing wind. As the day progressed the wind picked up in strength, blowing from the south, directly across the runway. At least one local pilot reported having too much difficulty opening hangar doors against the strength of the wind – his airplane stayed in the hangar. Without doubt, many pilots assessed the winds as being beyond their comfort zone, opting to stay home. Those with ski-equipped aircraft had a little easier time dealing with the wind; as a result there was a nice assortment of ski-planes in attendance. For those on wheels, only a few brave souls made it into Mo’s.



All who attended were greeted warmly by a terrific group of volunteers who served up Mo’s excellent chili, hot coffee and cake. The smell of wood smoke in the air attracted many people who stood by the fire barrel, taking advantage of its warmth. Much good conversation was had. While many folks grit their teeth in a snarl as they confront winter’s icy blast, the prevailing facial expression seen at Mo’s is a broad smile. There is always laughter to be heard, be it from pilots telling tall tales, or kids playing on the conveniently located snowbanks. Even the canine crowd seems to enjoy this event; one woman, seen clutching her pooch to her chest with both arms, commented that it was a mutually beneficial experience. She was helping the dog stay warm, and the dog was helping her stay warm. They both seemed to be smiling!

While the weather managed to keep a few pilots away, it wasn’t able to keep away an owner/builder/pilot famous in the crowd of Van’s RV aircraft builders. He is known by several nicknames including such apt monikers as “The Mad Russian”, and “The Russian Invader”, but to those who have met him, he is known simply as “Vlad”. Vlad built a Van’s RV9A and started flying it five years ago. To give you some idea of why Vlad is known far and wide as an ambassador of the RV community, it would be helpful to know that, in his five years of flying his RV, he has amassed some

2,500 hours of flying time. That's 500 hours per year, all done on weekends and vacation days. He has covered just about every corner of the continent and many of the whistle stops in between. All it took was an open invitation posted on a popular RV builder's forum, and Vlad hopped in his trusty machine and flew up to Mo's from his home base... In New Jersey!

This year Vlad ran into some troubles taxiing his airplane on the Ottawa River ice. The RV9A features a castoring nose wheel and is steered using differential braking. It also features a large vertical tail and rudder, one of the attributes which make it such a delightful cross-country traveler. This combination proved to be a challenge on the ice runway. The limited traction available to the tires for differential braking, coupled with the large sail area of the tail, meant that Vlad didn't have very much directional control, and in fact could only turn in one direction, the direction which the howling wind blew him! As a result he ended up doing some "off roading" as he made his way from the end of the runway to the parking area. He euphemistically refers to this trek as a "rodeo"; for those of us watching him, that would seem a very apt description of the bucking and twisting gyrations we watched his aircraft execute on the ice. All three of his wheel pants were cracked from their contact with the hummocks of hard snow and ice. Despite having spent about 15 minutes "backtracking" to the parking area, Vlad emerged from the cockpit with his characteristic big smile and warm handshake. He is extremely well suited to the role of aviation ambassador – every person he meets is a new friend. After fuelling up with chili, cake and a few cups of coffee, his airplane was the last one to depart the fly-in as he spent a bit of time cooling his heels (literally – it wasn't a warm day!) on the ground awaiting his customs clearance time "on the other side of the fence". See you next year, Vlad!

When we think of a Fly-In, most of us think of a warm summer day, with t-shirts and shorts and sun hats and crispy grass under our feet as we walk around the assembled aircraft. Mo's Fly In presents us with an opportunity to shatter that paradigm, to bundle up in the warmest clothing we own and head out onto the ice for a truly Canadian Fly In experience. The weather is cold, but the spirit of camaraderie is as warm as you'll find anywhere. February 2017 is only 11 months away; start mustering your courage and making your plans to attend. Mo's Fly In is a unique and truly enjoyable experience, and it's held right here, virtually in our back yards, on the Ottawa River. It's an event not to be missed.

See you on the ice next year!



*Mark Briggs*

## 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.

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



# Membership Application and Renewal Form

	<b>Experimental Aircraft Association Chapter 245</b>	<b>Make cheque payable to:</b> EAA Chapter 245 (Ottawa) 1500 B Thomas Argue Rd Carp, Ontario K0A 1L0
	<b>Membership Application</b> New: ___ Renewal: ___ Date: _____	
Name: _____	Annual Dues: January 1st to December 31st. (prorated after March 31st for new members / subscribers).	
Address: _____	<b>Newsletter Subscriber:</b> ___ \$40.00 Newsletter only	
City/Town: _____	<b>Associate Member:</b> ___ \$40.00* Newsletter plus Chapter facilities	
Prov: _____ PC: _____	<b>Full Member:</b> ___ \$90.00* Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)	
Phone: (____) _____ - _____ H(____) _____ - _____ W	*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA	
Email: _____	**Credit Card payment available, Contact Membership Coordinator for details.	
Newsletter Distribution Preference: Email ___ or Canada Post ___		
Aircraft & Registration: _____		
Aviation Affiliations: EAA Number _____ EXP Date: ___/___/___		
COPA: _____ RAA: _____ UPAC: _____		
OTHER: _____		