



Carb Heat

February 2012

Hot Air and Flying Rumours
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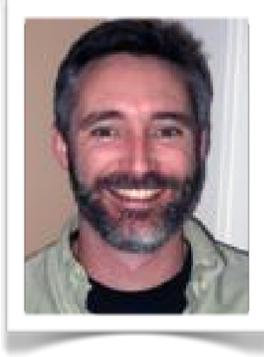
Next Meeting:
 Thursday February 16 at 7:30 PM
 Bush Theatre
 Canadian Aviation and Space Museum

Presentation:
Portable Devices in an RV-9A
 by Alfio Ferrara

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

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President's Message



Beaver tail and Moe chili time again!

I don't have much to add this month. It's been pretty quiet from my perspective – I haven't been to nor received reports of the ski fly-ins.

This is a good time of year to get the aviation documents in order before the flying season.

January Ottawa to Victoria – there and back again in a Titan Tornado

André had some phenomenal pictures of his trip across Canada – a lot of folks were really impressed. You obviously got some great

weather and pictures to go with it through some ruggedly beautiful terrain. A gutsy trip with lots of awed comments from the crowd. And one of the few pictures where you can see actually see Wawa without fog! Thanks Again.

Aviation Estate hangar sale

The last remnants of the estate sale the John Firth administered are on the table along the south wall in the hangar and are now free. Come and get it!

Gone West

It is with great sadness that I convey the passing of Tom Smith on Sunday Feb 5, 2012 due to cancer. You will be missed Tom.

Around the patch

The elves are busy and the bears are sleeping.

Pontiac Airpark

It looks like the airpark is getting ready for spring construction. Check out the latest pictures and news:

www.PontiacAirpark.com/News.htm

1st Flight Plaques

We are putting together the list of 2011 First Flights by Chapter 245 members for the June meeting plaque presentations. If you had a first flight during 2011 or know a member who did, please let one of the executive know before the end of April.

EAA 245 Club Stuff

The Sunday morning get togethers are continuing around 10am at the Carp EAA hanger. Come on out.

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

See you at the meeting!

Cary

Meeting Schedule

16 Feb 2012	Portable Devices in an RV-9A - Alfio Ferrera
15 Mar 2012	Bearhawk patrol at aeroliteflight.ca – Steve Busby
19 Apr 2012	TBD – Maurice Simoneau, Transport Canada

EXHAUST – from the Carb Heat Archives



The following was taken from Carb Heat.

30 YEARS AGO February 1982

Kathleen Argue, Patricia Tuff, Reginald LeBlanc and Jack Macready were welcomed as new chapter members at the February 1982 meeting. Several EAA Chapter 245 members were already planning to spend some time at the Sun and Fun Fly-In in Lakeland Florida it was noted in Carb Heat and thus were not expected to be at the next meeting in March. George Reid, Frank Cianfaglione and Eric Taada (all past chapter Presidents) were the guest speakers. George talked about the advantages and disadvantages of building wood aircraft. It was advantageous, he

found, to build the fuselage first and that sitting in it and making airplane sounds were very encouraging. Frank 's topic was building in general and choice of design. He was building a CH250 Zenith and was very happy with the all-metal construction. Eric covered the composite (foam and fiberglass) aircraft construction and noted that since this method was new and used very different techniques "old hands" were hard to find for assistance. For his project – a Vari Eze – most of the construction information came from the plans provided and Rutan's outstanding manuals.

20 YEARS AGO February 1992

For Sale in the 1992 issue of Carb Heat were: a Zenith CH250 tri gear – requiring final assembly; Vari Eze landing gear legs – new. *[I wonder if they were part of the projects presented at the 1982 meeting – maybe not!]* EAA Chapter 245 was represented at a meeting of The West Carleton Airport Operations Committee which was authorized by the Airport Authority. This committee was to be instrumental

in deciding how the airport was to be maintained and operated, including how much each tenant would have to pay for the privilege of using the airport. The Airport Authority signed a five year lease with Transport Canada. Our sub-lease, it was hoped, would be in place sometime in the next few months. It was announced at the February 1992 meeting that coffee and donuts were to be free for the remainder of the year. The idea went over well at the meeting. Ken Cavers provided an article in the newsletter, listing the Chapter Officers from the early days of the "Ottawa Ultra Light" Club in the late 50's or early 60's, through the formation of EAA Chapter 245 in 1971 and up to 1992. Yes folks, EAA Chapter 245 is over 40 years old. The 1971 Executive was: President - Ken Cavers; V.P. – Irving Slone; Secretary – John Smiley; Treasurer – Don Baker and Editor – Jack Dodds.

wayner@igs.net. Thanks.

Wayne Griese.

Bartoon



Barnstormers issue 159

Aviation Humour - AVWebFlash - 6 February 2012

Years ago, I had an interesting ATC encounter in Washington airspace that I think would be humorous to your readers of "Short Final." While flying my RV-4 in the narrow VFR slot between the old Washington ADIZ and the expanded Camp David TFR, I lost my GPS. Without a VOR, I contacted Wash. Center. The call went as follows:

N1234 (me):
"Washington Center, N1234."

Center:
"N1234, go ahead."

N1234:
"I've lost all nav aids over Frederick, and I'm concerned that I will violate airspace and cause a

little excitement. Please give me vectors to keep me out of trouble."

Center:
"No worries. Everyone is targeting you."

*Bruce MacInnes
via e-mail*

Editor's Comments

In addition to our regular contributors, in this issue we have two articles: Jeff Whaley is continuing his series on the build of "My Plane" and Alfio Ferrara is discussing his flight to and over New York City.

There are significant changes being implemented this month by NavCANADA in the Quebec City to Toronto flying region. Information is

available on the NavCANADA web site in the Fall 2011 issue of the NavCANADA "Direct Route" newsletter. You can find it at : www.navcanada.ca/ContentDefinitionFiles/Publications/CorpPublications/CustomerNewsletter/Fall_2011_EN.pdf

The changes to the restricted flying areas around Rideau Hall and

Parliament Hill is effective this month so the short description of these changes is reprinted in this issue (page 6)

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

Yvon Mayo

January East End News

Well January has not been the best flying month. Yours truly has been sick and I haven't kept up with the news.

This year Indian Creek is keeping the summer runway snow cleared, for those unfortunate enough not to be ski equipped i.e. myself.

Ski Planes

Ron McNamara, Lindsay Lefavre, Pat Gilligan and Paul Sicard with their ski planes have been fairly active this month. Most of them have been visiting Denis Charbonneau at his new facilities in Plantagenet.

Denis Charbonneau had the operating restrictions removed from his new Glastar on skis.

Projects

Winter is the season for projects, but the Indian Creek Skunkworks has been relatively quiet this year... well not completely.

RV-8 Bushplane? - Pat Gilligan has designed, built and installed skis for his RV-8. No problems showed up on testing. He is also

proposing to modify it to a Bushplane!!! maybe not Pat it would certainly gather a lot of attention. It may also be detrimental to the cruise speed.

tricycle version of the RV-9A is not easy to manoeuvre if you need to back it up, especially when it is icy or there is snow build up. The plan is to make it work with both taildraggers and trikes alike.



Ron McNamara's BushCaddy

Electric Tug - I have been working on an electric tug to move the new RV-9A. Early tests are encouraging, but some modifications are required before it becomes fully functional. The

Sunday Jan 29th

I've decided I'm going flying this morning come hell or high water. Talked with to Rob Walters and we are going to Mont Laurier or Lachute weather permitting. All I have to do is put the top cowling on the old bird, top it up with fuel and away we go. While I'm busy doing just that, I asked Gwen to get the headsets out of the RV9. She takes the car and head towards the hangars in the back using the access road.

Problem # 1 AHhhh we don't remove snow on the access road in winter, we use the runway instead. She comes back huffing and puffing and says "I'm stuck". "Take the truck" says I, as I fired



Bushplane Wannabe

up the old plane.

Problem #2 As I'm taxiing to position on the runway, I notice Gwen in the truck stuck in the snow 30 feet away from the car. Kind of tidy all stuck in the same area. I'm waving at her in vain, to let her know to just leave the truck there. Can't get her attention, I had to shut down the plane, get out of the plane, walk over and tell her to leave the truck where it is.

"We'll pull the fleet out of the snow bank when we come back" says I. By then we're quite late and Rob must be half way to destination, funny I have not seen him circling overhead.

We take off and call Rob to find out which destination he opted for. No answer.

Problem #3 the CO monitor is squealing like a banshee, indicating a CO leak, but that is not possible, I just fixed and tested the exhaust. Minutes later it finally shut off and indicated zero CO level, must be the oil off of those new pipes I installed.

Problem #4 the GRT EFIS attitude is hung up at 45 degrees, reset it 3 or 4 times to no avail.

Problem #5 I fly over Tom's place and find the RV-9 stuck in the snow bank. No room to explain here,



that is another story.

Problem #6 I call Rob and find out he left his Master on the day before. I think he was relieved when I offered to help.

So I landed cautiously at Tom's (full sock 90 Degree crosswind) to help out. Aborted the first landing on runway 35 way too fast, managed the second one on 17. Not my best landing, not pretty but a safe one. Wish I had a video of this maybe not.

We removed cowling on the RV, charged the battery a little bit, so it will be able to pull up the solenoid and get the alternator charging. We put the cowling back on, pull it out

of the snow bank, hand start.

We're of like a herd of turtles and my better half is questioning the wisdom of our action, you know "So many things have gone wrong should we press on?". "I'm getting hungry, we have everything running, were going" I retorted. We did not push our luck so we agreed on Lachute, ceilings and visibility to the North were not so good.

Was it worthwhile of course it was.

End Note

This month has not been very active from a flying point of view but we are hoping February will be.

On a much more sombre note. It is with great sadness that I pass on the news that **Tom Smith** passed away this Sunday Feb 5th at 1100 AM with his family at his side.

Charles Martel

NAV CANADA

**MODIFICATION TO RESTRICTED AREAS:
CYR537 PARLIAMENT HILL, AND
CYR538 RIDEAU HALL**

Following an evaluation, the Royal Canadian Mounted Police has requested modifications to restricted area CYR537 PARLIAMENT HILL, ON and CYR538 RIDEAU HALL, ON. Designated altitudes for the restricted areas shall be increased from 1,500 to 3,000 feet ASL and the radius shall be increased from 0.25 to 0.35 mile.

These changes will take effect February 09, 2012 at 0901 Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended.

My Plane - First Article - Getting Started

(following the introduction published last month)

The Oshkosh experience inspired me to build my own airplane but the question of what to build was unanswered. At the time, my future wife and I were avid campers and I also like to hunt and fish, so naturally I figured MY PLANE should be adaptable to floats.

Considering floats pretty much eliminates every low-wing design in existence. There were no high-wing aluminum or glass kits at the time and the thought of all those glue joints deteriorating in the humidity eliminated any thoughts of wooden wonders. Besides I hate sanding so that eliminated both wood and fiberglass. Probing my dad for suggestions came up blank (he probably didn't want to be blamed later) so ultimately it was the late Cal Moodie who steered me towards the Wag-Aero 2+2. I checked their catalog for



one week assigned serial number 932.

The Wag-Aero 2+2, is a copy of Piper's PA-14, a 4-place progression from the PA-12. I

the popular nickname "Chubby Cubby".

All of Piper's high-wing designs are rag and tube so this means a welded steel fuselage. I hate sanding but I absolutely could not weld; however, my dad could and he was willing to help. At the time I was living in Munster Hamlet and dad lived at Rideau Ferry. Half way in between was CYSH where dad had a hangar so we decided to add a workshop and that's where building the airplane would start.



construction drawings, parts, kits, etc and made the decision to order a set of plans. They arrived within

would learn later that a 39" cabin it is pretty narrow for a 4-place but would make a great tandem, hence

A lot of people start with tail sections or wings but I decided to build the fuselage first, so placed an order for a "fuselage kit". The plans tell you to build a 20 foot table out of plywood, level it and mark onto it all the outlines for longerons and cross members. The wooden surface was great for markings and attaching guides to hold everything in place but not so good when you start tack-welding with an acetylene torch. With some

airframes the sides are built first then joined together with horizontal cross members; however, the 2+2 is built with middle and bottom sections first (see pictures) followed by vertical and diagonal cross members.

After the table was finished the call came from Wag-Aero that my fuselage kit would be delivered. I knew it was going to be too large for a small pickup truck, so I pulled my 14 foot aluminum boat to work one day to meet the delivery truck. When it arrived there were 2 or 3 boxes and a 12" x 20' sauna tube full of various sizes of steel tubing – some kit. To Wag-Aero's credit they do supply the wing-root and landing gear fittings, though they still require a lot of grinding and heat forming with a hammer before they can be welded in place. They also supply all the sheet metal for attach tabs, piper 3/8 channel, stringers for the turtle-deck and birch plywood for the floorboards.



The parts were checked against the packing slip and in order except for being short a few wooden stringers. We decided the best approach was to have a set schedule, so Tuesday nights, Thursday nights and one whole day every second weekend

would be set aside for the project. That's how the whole thing started.

Jeff Whaley
EAA 301433

Flying to New York City by Alfio Ferrara



RV9A Pilot in Time Square

Shirley and I flew our RV9A for a 3 day NYC trip the first weekend of November. The weather was just gorgeous. We even had a 30 some-odd kts tailwind making our ground speed to NYC over 190 kts. Not too shabby. :-)

We flew down the Hudson VFR corridor as local traffic, so below 1000 ft. We still had a swift tailwind (about 25 kts) at that altitude. Due to the wind there was not much traffic in the corridor, and I guess that was a good thing. All we heard was one helicopter. We did one turn

around the Statue of Liberty. Impressive views. If you do go, don't forget to take the online test from the FAA.

Our flight from Ogdensburg KOGS (customs stop) to Linden KLDJ was about 1 3/4 hours burning 16 gallons (from CYRP). \$100 for 2 people to get to NYC.... not bad. A \$6 taxi ride to the train station, and \$8 each for train from NJ to NY plus another \$2.50 for subway gets you to Times Square.

Linden FBO will charge \$20 per night and \$15 landing fee. The landing fee is waived with purchase

of 20 gallons of fuel... but they graciously waived it anyway with our 16 gallon purchase (that's as much as we could stuff in the tanks).

We did the tourist thing and took in the sites and a show. We found the NYC locals to be very friendly, helpful and considerate.

On the return trip I goofed on estimating our return time so we flew at a very low airspeed to meet the declared arrival times. We were doing about 110kts true (no wind) at 8500 ft LOP. Fuel burn direct to Carp CYRP was less than 12 gallons. With auto fuel, that will cost us less than \$60 (NYC - Carp for \$30 each!). We landed just as planned for CanPass and as usual, nobody showed up to greet us.

Wish I had more flying pictures , however our camera settings were messed up and most photos were quite grainy and blurry. Someone will have to retrace our steps and take those pictures for us again. :-)

Guys, if you have not done NYC and Hudson corridor by RV yet, put it on your bucket list. For those that are building, keep pounding those rivets.

Alfio Ferrara

SOME HELPFUL INFORMATION:

It is a SFRA (special flight rules area) so the test must be taken. Not sure how they would know you have not taken it when you are flying through, but I imagine if you run into trouble, they will rap your knuckles with a bigger stick.

The FAA course is: ALC-79: New York City Special Flight Rules Area (SFRA).



Here's a link, but you'll have to navigate through the course list: <http://www.faasafety.gov/hottopics.aspx?id=70> (not the most user-friendly site)



The taxi ride from Linden the train station is about 5 minutes, and train ride to Penn Station is 40 minutes.

During the week it runs every 20 minutes (my guess) or so, and weekends every hour.

Linden municipal is open 7 days a week, and open until 8PM on weekends at least. They can call a taxi for you and offer 100LL as well as transient parking. Their circuit height is 800ft due to being right under Bravo KEWK airspace. Rwy 9 downwind is entered from the upwind side since there is very little space north east of the airport that is not Bravo. <http://www.airnav.com/airport/KLDJ>

An FAA kneeboard pdf file for the corridor is available during the course as reference material. I printed it out and used it for quick info on reporting points during the flight.

During baseball season there may be a TFR over the north end of the river due to the stadium being occupied.

I had searched for other info on the web, and though the following is

outdated (some changes to altitudes and reporting points), it gave me additional perspective on the route. http://www.germaise.com/interests/aviation_flyinghudson1.htm

We took the lower route over the Hudson (so we could circle the Statue of Liberty). There is also the skyline route which is in controlled airspace. That info is also available in the NYC TAC inset.

Fly-Out Possibilities

All items were copied from the COPA website

February 11, Midland/Huron (CYEE): Ski Fly-In at the airport, sponsored by local RAA chapter. Landing strip will be constructed West of runway 16/34 for the event. Drop in all day for chilli, coffee and hamburgers. Fuel available on site. For more information, please contact President Ian Reed 705-549-0572 or Secretary Ray McNally 705-533-4998. raa.midland@gmail.com

February 18, Hawkesbury, ON (PG5): Hawkesbury Flying Club / COPA Flight 131: Ski Fly-in at the East Hawkesbury Airport. Sloppy Joes served by the HFC president. 11:30 to 13:30 Skiplanes only! For more information contact Stephen Farnworth at (h) 613 632-3185 or (c) 613 678-0325 or HawkesburyFlyingClub@gmail.com

February 25, Ottawa River, ON: Mo's Fly-In starting at 10:00 a.m. Located on the QC side 1 Mile West of Ottawa VOR. Co-ordinates N 45 26 57 W 75 55 48. Ground frequency 122.75 and air 123.20. Ski landing recommended. A strip for airplanes on wheels will be arranged weather permitting. Landing is at your own risk. For more information, please contact Maurice Prud'Homme at 819-682-5273.

25 février, rivière Outaouais, ON: RVA chez Mo à 10:00 a.m. Coté QC, 1 mille à l'ouest du VOR d'Ottawa. Co-ordonné N 45 26 577 W 75 55 48. Fréquence 122.75 et pour air 123.20. L'atterissage sur skis est recommandé. Une piste pour avions sur roues sera aménagée si la météo le permet. Atterissage à vos risques. Pour plus information appelez Maurice Prud'Homme 819-682-5273.

February 26, Cobden, ON: COPA Flight 124, Champlain Flying Club hosts their annual "Ski Plane Only" Winter Fly-In from 10:00 until 14:00. CPF4 in the Supp. Beans, chilli and beverages. For more information, please contact Larry Buchanan at 613-638-2792 or lbuchan@nrtco.net.

February 29, Owen Sound, ON (CYOS): Guy Doherty Aircraft Maintenance presents 12th Annual Winter Service Seminar from 1300 hrs – 1730 hrs. Co-Sponsored by: Owen Sound Billy Bishop COPA Flight 144. Guest Speakers: Robert Home – Field Service Engineer for Cessna Aircraft, Rick Busch – Champion Aerospace Products, Wayne Juniper – TC – Aging Aircraft Concerns & "Special Guest Speaker"

TBA at Seminar. Don't Miss this event! Attendance at this Service Seminar will qualify you for the Transport Canada 2 year Recency Requirement. Great Door Prizes, light lunch & refreshments \$5.00. For more information please contact Guy Doherty at 519-372-2220 or uysaircraft@bellnet.ca

March 5, Kars Rideau Valley Airpark (CPL3): Kars RAA Chapter 4928 10th Annual Ski Fly-In. Comm 123.4, RWY 26 /08, 45°06'N 075°38'W. One week after Moe's world famous ski Fly-In. Homestyle food served from 11 a.m. till 2 p.m. in our new Clubhouse. Public Welcome. Dilworth Road just East of 416. For more information, please email Dave Stroud dstroud@xplornet.com. To check on field conditions 24 hours prior to the event call Dave Stroud at 613-489-2347.

March 27-April 1, Lakeland, Florida: Sun 'n Fun International Fly-in and Expo. This year current COPA members receive discounts on daily and weekly admission. Daily admission will be \$30 instead of \$35 and weekly admission \$120 instead of \$150. All that is required is proof of membership at the gate. Visit www.sun-n-fun.org for more information.

For Sale or Rent

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

Note that I have not received any advertising for this month. The listings below were taken from our Chapter Web site.

FOR RENT

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

FOR SALE

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

WANTED

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

For sale or Trade

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

EAA Chapter 245 Membership Application



New: ___ Renewal: ___

Date: ___/___/___

EAA Number _____

EXP Date: ___/___/___

Name: _____

Address: _____

City/ _____

Town: _____

Prov: _____ PC: _____

Phone: (____) _____ - _____ H(____) _____ - _____ W

Email: _____

Newsletter Distribution Preference:

Email ___ or Post ___

Aircraft & Registration: _____

Other Aviation Affiliations:

COPA: ___ RAA: ___ UPAC: _____

OTHER: _____

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

Newsletter subscriber: ___ \$35.00

Newsletter only

Associate Member: ___ \$35.00*

Newsletter plus Chapter facilities

Full Member: ___ \$70.00*

Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)

*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

Make cheque payable to:

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