

JULY

2011

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Ottawa 245

Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 41 No. 07

Published by EAA Chapter 245 (Ottawa)

P.O. Box 24149 Hazeldean R.P.O.,
Kanata, Ontario, Canada, K2M 2C3

Next Meeting:

Saturday July 16th at 10:00 AM

**BBQ at Gwen & Charlie Martel's
Airfield, Indian River**

(45° 23.957'N 75° 15.637'W)

Pre-Oshkosh Review



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, situated just west of Ottawa

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EAA 245 Website:

<http://eaa245.org/>

PRESIDENT'S MESSAGE



SUMMER! AIRPORT SECURITY

In case you missed it, the EAA road around Huisson Helicopter Transport Services has been blocked for Huisson expansion.

For airport security, EAA chapter 245 access is now through the gate by the Dilawri hanger. The gate lock code is the unicom frequency reversed -> 8221.

Several folks have expressed issues and concerns over the new gate security – people might want to contact WCD or Ray Kucharek with some suggestions or comments. Hopefully, WCD will quickly secure the other airport access points.

JUNE MEETING

I want to thank Perry Casson for dropping in from Regina to share his Wankel 13B alternative engine adventure. I hope we didn't scare anyone with the Worts and all engine discussion.

CANADA AVIATION AND SPACE MUSEUM EVENTS

CAPITAL CLASSIC WINGS AND WHEELS - JUNE 18

No Chapter activity to report

CANADA DAY - JULY 1ST

I would like to thank John Montgomery for representing the EAA at the July 1st Canada Event at the museum See *John's report later in the newsletter*

JULY MEETING

Our July meeting will be a BBQ and tour of the Indian Creek airfield. The coordinates are on the first page of the newsletter and a map is on or around page 7. (*Driving Directions page 12*) We hope to have enough member out to have a chapter photo. The site chosen for this months meeting is the one featured in the East End reports that you have been reading for the past few months.

WINGS OVER GATINEAU EN VOL AIRSHOW AND EAA FLY-IN – SEPTEMBER 17- 19

Bill R and Martin P are heading up the EAA 245 EAA involvement for the growing annual event with Vintage Wings at the Gatineau Airport. Quite a few people were involved last year. I expect there will be a call for volunteers shortly for a variety of roles.

FLY-IN/DRIVE-IN BREAKFAST - AUG 7TH

The Chapter will be holding its Annual Fly-in/drive-in Breakfast on Sunday August 7

at the Chapter hanger at the Carp Airport. We would like to encourage all members and their families and friends to come out and join us for what are always a great breakfast and entertainment. As always we will be looking for volunteers to help make the breakfast a success and to help with the hanger cleanup the day before on Saturday August 6. I believe the Hillier family is organizing the event again this year. If you have a little time to share, please join us. As always, pray to the gods of good weather.

AROUND THE PATCH

Haven't heard much – been flyin'

EAA 245 CLUB STUFF

Another reminder regarding signing tools out from the chapter tool crib.

Please be sure to use the sign out sheet on the tool crib door.

It appears 2 complete sets of rivet squeezer dies and dimpler heads are missing.

Can folks look around their shops for EAA tools and return or sign them out.

We are continuing our Sunday morning get together around 10am at the Carp EAA hanger. Come on out.

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MEETING SCHEDULE

16 July 2011	BBQ at Gwen and Charlie Martel's Hanger – 3984 Indian Creek Road, Hammond, ON, KoA 2A0. * LOCATION CHANGE * 10: AM (Map page 7 directions page 12) Chapter 245 2011 Members photo Pre-Oshkosh Review
15 September 2011	Annual splOshkosh Review Back at the Bush theater at the Canadian Aviation and Space Museum

Hope to see you at the meeting! Cheers

Cary

EXHAUST – FROM THE CARB HEAT ARCHIVES (CONDENSED BY WAYNE GRIESE)

Due to editor problems last months Exhaust was a repeat of the previous month. The June edition is included below:

30 YEARS AGO – JUNE 1981

Frank Cianfaglione, President of EAA Chapter 245 in June 1981, reported the new “hangar and clubhouse look like a beautiful gem in a sea of emerald green. The outside of the hangar is finished in beautiful beige steel siding,

thanks to many members who gave their time and effort to see it through. Special thanks go to Henry Beaudoin who was the designer, foreman and best carpenter of the crew. The emerald green grass is due to Bill Argue and

his farming skills.” The June meeting of 1981 was held at the new hangar, but, as there wasn’t any furniture there yet Frank requested that members B.Y.O.C (Bring Your Own Chair).

20 YEARS AGO – JUNE 1991

June, 1991 was very busy for EAA Chapter 245 members. Five amateur-built aircraft were displayed at the National Aviation Museum to help them celebrate the third anniversary of the opening of

the new building. On display were Henri Beaudoin’s Super CUBy, the Bytown Flyers’ Pietenpol, George Elliot’s CH300, Jim and Tim Robinson’s CH250 taildragger and Rod Emmerson’s Teenie

II. Carb Heat also reported that Gary Palmer just passed his final inspection on the Lancair 235 and was waiting for the all important Flight Permit,.

30 YEARS AGO – JULY 1981

No newsletter is available for July/August, 1981. Perhaps one of the reasons there was no newsletter was the mail strike in the summer of 1981.

However, a milestone to remember for 1981 – it was on June 19th of that year that a celebration was held at Carp Airport for the grand opening

of our Hangar/Clubhouse. A belated Happy 30th Anniversary to EAA Chapter 245 at the Carp Airport.

20 YEARS AGO – JULY 1991

It was reported in Carb Heat, July 1991, that there were at least 20 active amateur-built

aircraft projects within a 50-mile radius of Ottawa. Also it was hoped that the new

inspection system would fall into place so that all these new aircraft builders would not

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have to go through the frustration of writing to

members of Parliament as

was the case in the all-too-recent past.

BARNTOON

[HTTP://WWW.BARNSTORMERS.COM/EFlyer/2011/177-eFlyer-Barntoons.html](http://www.barnstormers.com/eFlyer/2011/177-eFlyer-Barntoons.html)



Aviation Humour AVwebflash

July 4, 2011

SHORT FINAL

Overheard on a busy Atlanta approach this evening. A Cessna was attempting to get VFR flight following and had been waiting several minutes to get a response from approach:

Grumpy Cessna 12345: "Atlanta Approach, how long do you think it will be until I can get flight following? It's been over 10 minutes now."

ATL Approach: "Cessna 12345, say location."

Grumpy Cessna 12345: "Umm, ah, I am near — an airport — 20

miles south of — of — somewhere. Oh, hell — hang on a second — "

Atlanta approach quickly moved on to the next aircraft. It was a busy evening; even my tail number got jumbled at least five times.

Aaron via e-mail

LOCAL NEWS

CANADA DAY OPEN HOUSE AT THE CANADIAN AVIATION AND SPACE MUSEUM

BY JOHN MONTGOMERY

EAA 245 was asked by the Aviation museum to again participate in the Canada Day Open House, which was free to the general public

The day started with the Fly in Breakfast at the Rockcliffe Flying Club. There were a

number of events across the site including a demo by Freedom Wings Canada in specially adapted gliders, a few aircraft visited from Vintage Wings of Canada and the Canadian Warplane Heritage Museum.

EAA 245 set up a display next to the Challenger jet inside the museum. Our display included information on EAA and on the many interesting projects and activities of our various chapter members. We also had the EAA Spirit of Aviation video

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running. Many people stopped by to watch that.

A few of our members flew into Rockcliffe, but because our display table ended up inside the museum we unfortunately were not able to coordinate.

We had some basic metal working tools on display and kids were given an opportunity to use the same metal and tools used in building an actual airplane. This involved using a deburring tool and a file to prepare the aluminum, then bending a blank in a metal break. Next holes were drilled, and clecos used to hold the parts together. Finally, after deburring the drilled holes, the parts were riveted together using 2 blind rivets.

The kids seemed to be quite proud of the "airplane part" they were able to take home.

The museum appreciated our participation and provided a free lunch for all display staffers.

A big thank you to chapter members who flew in Friday morning and to Michel Asselin who provided the aluminum for the budding young builders.

This was a great opportunity to present ourselves to the public, and we also took away a few ideas on improving our display and activity for future events. All in all, it was a good day.

VOLUNTEERS FOR THE BREAKFAST

The date for our annual fundraiser is once again

drawing near. This of course means fly-ins, breakfasts and most importantly, volunteers! So far I have only a few names, but I am very hopeful that others will contact me as soon as they can if they are available for August 6th (contact Martin Poettcker m.poettcker@sympatico.ca) for set-up and/or August 7th for the breakfast day. Volunteering in advance, will also mean a chance to select the job you would like. These days are also perfect opportunities for students who are still in need of those volunteer hours required for their high school diplomas. I may be contacted via e-mail at jenniferhillier@yahoo.ca or if this is not possible, then at (613)831-6352. I look forward to seeing you at the breakfast, and to hearing from those who will volunteer! If you like, contact Lars Eif (eifl@rogers.com) direct to volunteer for the aircraft and automobile parking/traffic.

Thanks everyone. Let's hope for a great year!
Jennifer Williams

EAA CHAPTER EGRAM

You can read the latest Chapter egram at

http://www.eaa.org/chapters/new_sletter/110222_web.html

RITZ IS ROADTESTING HIS LANCAIR 320

Phillip Johnson helped Ritz move his Lancair from Phillip's garage to Ritz's garage. The action was captured on camera and a few of the photos are included below for your perusal.



SAFE AT THE NEW WORKSHOP

JUNE EAST END NEWS BY CHARLES MARTEL

1st of June Andre Girard dropped in at Indian Creek for a visit with his Titan.

He is flying a lot lately, probably trying to make up for his downtime this winter. After

I explained my dismal weekend on the Provincial Tour, he suggested lunch at Morrisburg.

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There we met Dale Lamport and his wife who had just landed. We knew the restaurant at the Golf club was closed but a Diamond pilot coming back from the Golf Club reported it had just opened. The new venue, called the 19th Hole is great and the service excellent, certainly makes for a prime destination (we don't have many of them). Note: Only open for breakfast on weekends.

Turned out to be a long tedious job, took most of the day. It is difficult to mount the sensors on the 912 and the weights needed on the propeller. The engine was out by 1.38 IPS which is outside the usual unbalanced stated limits. Henri managed to bring it down to .38 IPS which is still too high but is a significant improvement. I'm scheduled to fly in to Kars tonight for a CASARA presentation, but daughter #3 had water pump

Cornwall. It was so nice that we flew on to Westport for an ice cream cone. Late that afternoon, Gwen had nothing prepared for supper so when Henri and Ginette showed up to go flying, I got the word. Pull out the old Poke we're going to Morrisburg. Those late evening flights are always the best.....smooth air.

The remainder of the month our flying was limited to St Lazare and Morrisburg.

Tom Smith's annual trek to Piper Memorial was rained out. Not to be deterred by the weather Tom and Ron Johnstone drove to Lock Haven, PA.

Indian Creek has 2 runways one for summer and one for winter. The winter one is totally unsuitable for summer, it is rough and only a bush stol aircraft with large tires would feel at home on it. But in winter it's quite good because it's groomed by the Snow Mobile Club machines. They get to use my land for trails and I get free grooming for the runway. This arrangement serves everyone well. In the last few years Indian Creek has been a ski only aerodrome, all aircraft based here are on skis. I am now in the process of improving it, it's been ploughed, worked, leveled and seeded. You see, my new fire breathing speedster (RV-9A) is a wheel only aircraft and I intend to fly out south every winter. So, 27R/09L runway at

problems so dad was called to check it out. Tom with his Pacer was the only one who flew in. Met Jack Steel, his Tailwind is being recovered.

Looking forward to see the Tailwind in the skies.

11th of June Yesterday, we balanced the Sportsmen 2+2 engine/propeller. It had been balanced before but since the rebuilt, there was a vibration I really didn't like. Today I test flew it and now I feel the engine is as smooth as it was before. We started with an IPS of 0.38 and brought it down to 0.01, which is excellent. It is hard to balance them as well as this, we got lucky.

19th of June Some of us went to Brockville for breakfast, others went to

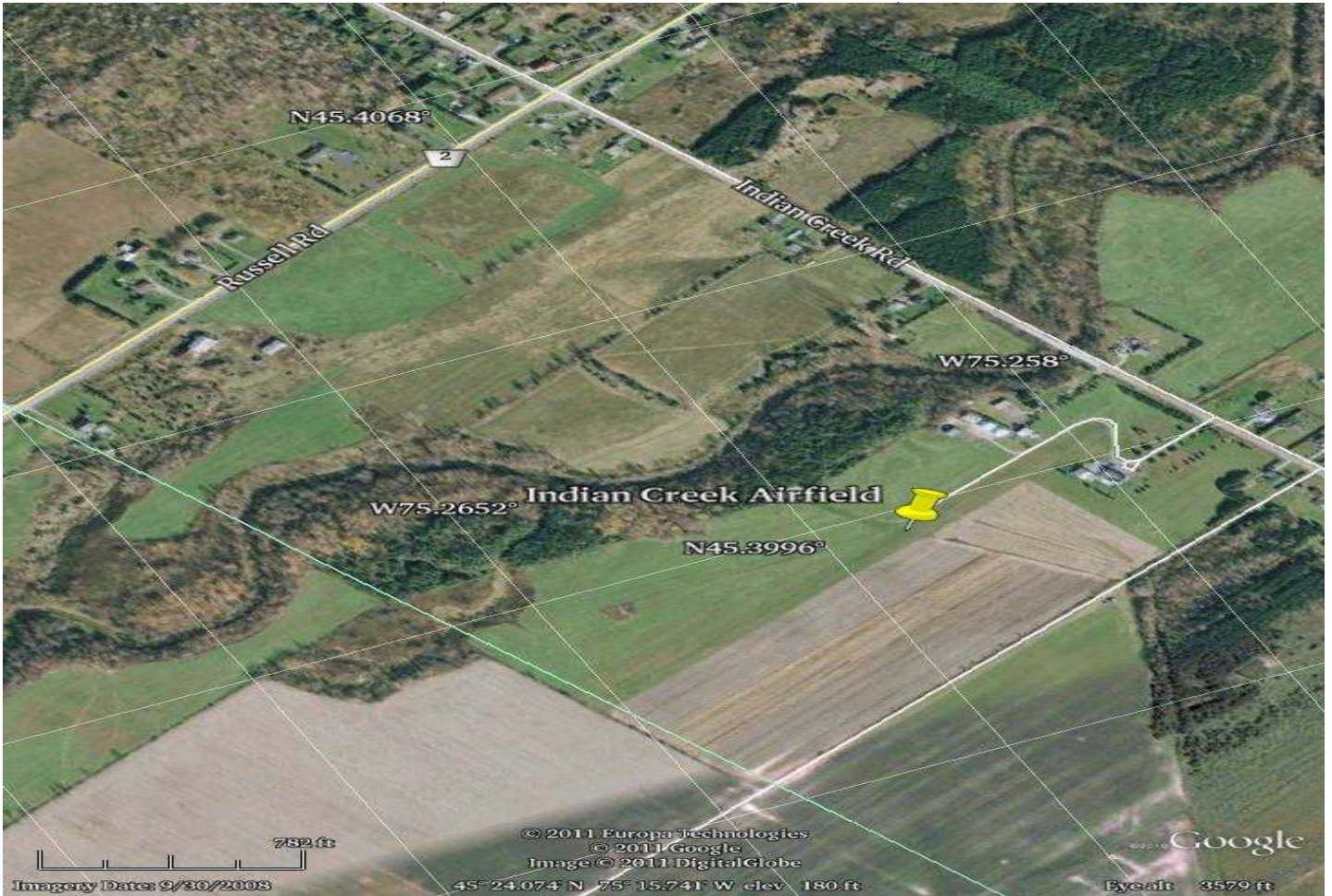


5th of June Smith Falls breakfast fly-in. Ceiling of 1500 feet with areas of rain and low visibility. Some made it in and some did not, depends where you were coming from or your tolerance to low visibility. Three aircraft from Embrun Aero Club attended.

6th of June We were back in St Lazare for supper. Our dismal flying record of late is pushing us to fly at every opportunity.

7th of June Today Henri Monnin balanced the engine/propeller for Andre Girard's Titan 912 engine.

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Indian Creek will be cleared of snow starting 2011 winter. 27R/09L is 1700 feet long.

I've been watching Andre Nadeau. He has a growing fleet of aircraft and hangars. He has 2 hangars at Indian Creek and the use of one (Jim Scholls) at Kars. At Indian Creek he has the Jabiru powered Titan

Tornado in one, a Subaru powered VP2 Volkplane and a O-200 Continental Steve Wittman Tailwind crammed in the other. A 4 blade 60 HP Hirth powered ultralight tug resides in Jim's hangar at Kars. He flies all of them. No rhyme or reason, you see him in one then the other, on the same day. He flies back and forth to

Kars sometimes coming back with a different airplane. He goes there to fly Delta gliders, that's what the ultralight tug is for. By the way that Tailwind is a

real mover, it tops out at 150 MPH if pushed.

Lindsay Lefavre's Canadian BushMaster is sporting huge tires these days.



My RV-9A is ready for paint. I've been saying that for 2 months now. But I don't know if I'll get it done this summer. The old runway improvement,



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landscaping, pool, new runway, grass, machine maintenance, kids projects/moving/wedding/etc... the list is long and that's not even the "honey do list". I'm sure many of you know the feeling.

The PA14 has given me all kinds of grief lately, I think she is jealous of the RV-9A. 1st the roll servo broke down, soon as I got that fixed the pitch servo broke

down. The left gas tank started leaking, the GRT PFD has sporadic attitude problems, the alternator and oil temp show wrong indications and the new engine is still hot under the collar. Wednesday was a pretty rotten day so I rolled up my sleeves and got everything fixed up except the GRT attitude problems.

The overheating problem, it turns out the controllable cowl

flap was closing up in flight. I fastened it permanently full open, it'll have to do until I get a new dependable system designed/installed. In the meantime the old poke is finally keeping her cool enough to venture out, some tweaking is still required.

To most people, the sky is the limit. To those who love aviation, the sky is home.

Breaking the Chain

by Peter Kember, Supt. (rtd) RCMP Air Services

In the investigation of aircraft accidents, it is often said that such events seldom happen in isolation but are usually preceded by a "chain of events"... in theory, if the development of that chain can be recognized and interrupted, the accident can be averted. This story concerns a very "near miss" which began with a simple leak in a fuel tank of an RCMP deHavilland Beaver. The tanks are buried beneath the cabin floor, so a repair required the towing of the floatplane from the river to its hangar, the unloading of its survival gear, and the removal of the floor, as well as the offending fuel tank. The leak was fixed, the floor replaced, and the survival gear reloaded into the cabin... nothing unusual, it seems, but the first link of the chain was in place.

The next day, I was dispatched with Cst. Edlund in response to a fatal logging accident which

occurred in the mountains east of 100 Mile House (BC). When he had completed his investigation, we departed from the scene, only to be tasked with an unexpected prisoner escort from Williams Lake to Kamloops....again, nothing unusual, but another link in the chain. We landed at the seaplane base adjacent to Williams Lake, and were met by a patrol car carrying the prisoner who, as I recall, was enroute to Kamloops to serve 30 days for impaired driving... routine stuff. He looked a bit spaced out and anxious, but responded satisfactorily to questions about his comfort level with small airplanes.

Due to the risk of capsizing, prisoners should not be restrained in float-equipped aircraft, so this individual was placed uncuffed on the bench seat immediately behind the copilot seat and Cst. Edlund sat next to him, directly behind me.

After a routine departure and approximately 45 minutes into the flight, we reached the point where a descent into the valley at Kamloops could begin. The terrain to the northwest of the city is a fairly high plateau which, once cleared, would normally require a steep descent prior to touching down on the river. To avoid that, I had worked out a more comfortable path following a creek which had carved a winding canyon from the plateau down into the valley just west of the Kamloops airport.

We had flown about one third of the gully and were well below the terrain on both sides of the aircraft when a blood-curdling scream instantly changed the nature of the flight from routine to dramatic. I turned in my seat to find Cst. Edlund and the prisoner engaged in a full-out wrestling match. Due to the terrain on either side of the airplane, just a few wing-spans

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away, I could not divert my attention from flying for more than a few seconds. When I next looked back, I was horrified to see the two men struggling for the possession of my survival axe, going hand-over-hand up its handle in the manner of baseball players with a bat as they choose which team will bat first... and, for the first time, I saw copious amounts of blood on the cabin ceiling. The axe, normally concealed under tents and sleeping bags, had been placed with its distinctively shaped handle just visible in the back corner of the cabin, and I had missed it... along with the opportunity

to "break the chain". We would now have to evade disaster the hard way.

There was no doubt that I was going to have to get directly involved in the battle for the axe; I was able to reach back and get a grasp on the handle just below its head and, between my efforts and those of Cst. Edlund, we were able to wrest control of it from the prisoner and I threw it into the area under the instrument panel on the co-pilot side.

The battle continued in the back seat and a positive outcome was far from certain. Dividing my attention between terrain avoidance and the struggle behind me, I attempted to get a grip on the groin area of the prisoner in order to refocus his attention. Unfortunately, his pants had slipped down somewhat and the crotch of his

jeans interfered with my first attempt to disable him. I was able to grasp his bushy hair and to thereby force his head down between the two front seats. With the strength of the desperate, he managed to break free, leaving me with enough hair in my hand to knit a sweater, or so it seems in my memory.

By this time we were nearing the exit of the canyon where it joins the valley just west of the Kamloops airport. The fight was still at fever pitch behind me, and I remember instructing the escort to... "take him out... kill him if you have to...", whereupon Cst. Edlund was able to choke the prisoner into unconsciousness.

We broke out into the valley and I called the control tower, requested an emergency landing on the river and the attendance of police and an ambulance. I followed the shortest possible approach path to the river and landed in such a way as to break off the step immediately adjacent to the dock. As I did so, I saw that the fight had resumed behind me, and that the contest was now for the possession of Cst. Edlund's holstered revolver....not good. As we came alongside, I leapt from the airplane to the dock and handed a tie-down rope to an aircraft maintenance technician who happened to be there, watching events unfold with widening eyes. I then boarded the Beaver through the passenger door and once again entered the fray. Cst.

Edlund was trying to protect his sidearm from the prisoner's attempt to seize it. As with the axe, I was able to change the odds and between us we gained control of the revolver and I handed it to the now-thoroughly-alarmed technician on the dock.

I scrambled back into the cabin and commenced punching the prisoner in the face as hard and as often as I could manage. This took some of the wind out of his sails, and eventually, we were able to get handcuffs on him. I then braced myself against the steps and pulled him, horizontally and at full length, out the door and dropped him on his face on the dock with my full weight landing on his back. At that point, the prisoner declared that he'd had enough and, almost immediately, reinforcements arrived.

It now became apparent that the source of both the blood and the scream was in fact Cst. Edlund who had, in the opening salvo, received a deep axe wound to the back of his neck, narrowly missing both the spine and the major blood vessels... luckily for him and for me as well. Had he not been able to function as he did after the attack, there is little doubt that the outcome would not have been a positive one.

Perhaps the oldest cliché in aviation (to the point where I hesitate to use it) is that flying is "hours of boredom, punctuated by moments of stark terror". In this case, I think it fits.

MARK YOUR CALENDARS:

Some items have been copied from the COPA Flight and the EAA websites

JULY

July 10, Arnprior, ON: COPA Flight 33's yearly famous Fly-In Breakfast from 7:30 a.m. to 11:30 a.m. For last July's very successful Fly-In Breakfast see our video on Youtube at <http://www.youtube.com/watch?v=Hf4lOUOwJTo>. We have highlighted the efforts by the volunteers to feed the over 700 people attending. For more information, please contact Steve Arbuthnot at 613-432-0040 or Steve@valleysalesandequipment.com

July 10, Bancroft, ON (CNW3): Bancroft Flying Club's Annual Fly-in Pancake Breakfast from 08:00 a.m. until 12:00 noon. Join us for a fabulous day at CNW3. River's Edge Golf Course next door, 2 minutes to town, hike Eagle's Nest, canoe/kayak the York River. Helicopter, Jet A, and 100LL. For more information, please contact Karen Smith at 613-332-3580.

July 17, Kars, ON: Rideau Valley Airpark (CPL3). RAA Chapter 4928 11th Annual Kars 'n' Planes Summer Fly-In BBQ. Comm 123.4, Rwy 26/08, Glider activity in area. Homebuilt, Classic and Antique Aircraft, Rideau Valley Soaring Club, Model Aircraft displays, Vintage Cars, Swords and Plowshares Military Museum. BBQ served from 11 a.m. till 2 p.m. Large brats on a bun, world famous steamed hotdogs and assorted beverages. Overnight camping on Saturday....campfire, beverages and food available to campers. Limited bunkhouse space available in new Clubhouse. Reserve ahead. Public welcome. Dilworth Road just east of Highway 416. For more information,

please contact Dave Stroud at dstroud@xplornet.com.

July 17, Iroquois, ON: Iroquois Flying Club's 45th Annual Fly-In Breakfast from 8:00 a.m. - 11:30 a.m. beside the beautiful St. Lawrence River. Camping available on the airport. Seaplane dock nearby. For more information, please contact John Ross at 613-657-1646. On July 17th call 613-349-0023.

July 25-31, Oshkosh, WI: The 59th annual edition of EAA AirVenture 2011 held at Wittman Regional Airport has already started offering online advance purchase ticketing for admissions, camping and flights. To access the advance ticketing area visit www.airventure.org and click on the "Buy Tickets" link.

July 26-30, Lyster, QC: Rapid Lake Lodge Air Safari incorporates the best of Torngat Mountains National Park into a 5-day tour covering more than 500 Nautical miles. Mixing exploration of natural wonders with the discovery of arctic wildlife, from mountain flights to short exploratory hikes and fishing excursions to a variety of rivers. Just follow your guide and take full advantage of your stay. The ultimate experience of the arctic region! For more information, please contact Alain Lagace 418-949-2549, 819-389-5832 or info@rapidlake.com. Visit our website at www.rapidlake.com.

AUGUST

August 7, Carp, ON (CYRP): EAA Chapter 245 Annual Fly-In/Drive-In Breakfast. EAA Hangar and Lounge. For more information, please contact Russ Robinson at 613-831-2485

or russ.robinson@sympatico.ca. Visit our website at www.eaa245.org.

August 13-14, Halliburton/Stanhope, ON (CND4): Homebuilt/Ultralight Fly-In/Drive-In/Antique Car Cruise. Fly in for the day or camp out for the weekend. Join us on Sunday for a gathering of antique cars hosted by the Haliburton Highlands Time Travelers. This large gathering of aircraft and antique cars is a must see for any aviation enthusiast! For more information, please contact John Packer at 705-754-2611. Visit our website at www.stanhopeairport.com or airport@halhinet.on.ca.

August 14, Hawkesbury, ON (CPG5): The Hawkesbury Flying Club, COPA Flight 131 is holding its Annual Corn Roast and BBQ from 11 a.m. to 1 p.m. Fly in or drive in, rain or shine! Everyone welcome. Located at the Hawkesbury East Airport, 3435 County Road 17. For more information, please contact Steve Farnworth at 613-632-3185 or HawkesburyFlyingClub@gmail.com.

August 5-7, Havelock, NS (CCS5): COPA Flight 27 the Havelock Flying Club will hold its 20th Annual Fly-In. Various activities are planned over the weekend including a fly market and auction on Saturday. Air and wheel camping sites available. Breakfast, lunch and steak BBQ dinner on Saturday. Breakfast and lunch on Sunday. Food, fun and flying.

August 6, Edenvale, ON: The Gathering of the Classics. Ontario's Premier Classics Fly-In, at Edenvale airport, 6 miles east of Stayner, ON. Additional runway improvements for

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2011. Contingent of Warbirds is confirmed. Check <http://www.classicaircraft.ca/ECAF/Home.html> for suggested arrivals procedure. Unicom 122.775. Rain date August 7. For more information, please contact Larry Quinton 705-445-4419 or lquinton@lynx.org.

August 21, Embrun, ON (CPR2): Embrun Aero Club/COPA flight 132 Annual Breakfast from 8:00 a.m. to 11:00 a.m. Fly or drive in, rain or shine! Cost \$6.00. For more information, please email Charles Martel at crmartel45@gmail.com

August 19-21, Plattsville, ON: Ultralight Pilots Association of Canada (UPAC) Annual Convention. Join us at Lubitz Field (CLB2) for this exciting grass roots aviation event with drive in and fly in visitors from across Canada. Come for a weekend of flying,

seminars, workshops, live entertainment, exhibitors, demonstration flights, fly mart, fun and camaraderie. Camping for tents, campers and motor homes. We do not supply power or water. Café Les Aires is open for burgers on Friday and Saturday nights and Sunday noon and for breakfast Saturday and Sunday mornings. BBQ lunch and draw prizes at noon on Saturday. There is no charge for camping, admission, or exhibitors. We ask for donations to cover expenses such as porta-potties. Check www.upac.ca for more information.

SEPTEMBER

September 11, Orono, ON: RAA Oshawa District-16th Annual Barnyard Flyin. Friendly gathering of aviation enthusiasts of all types. Land on the best 3300 foot grass runway in

Ontario. Breakfast and lunch provided by local charity group (Kinettes) for reasonable cost. Circuit height 1600 ft ASL. Advisory freq. 122.775 MHZ. Runway 18/36. Keep safety as first priority and follow TC procedures. All circuits to the WEST. Hours 9Am to 3PM. For more information, please contact Chris Gardiner at 416 436 3361 or email cgardn628@rogers.com.

September 17, Gatineau, QC (CYND): Wings over Gatineau en Vol Air Show. Vintage Wings in partnership with the Executive Gatineau-Ottawa Airport present the Annual Air Show 2011, featuring the highly acclaimed Canadian Forces Snowbirds. This year's event will pay tribute to Warbirds and Wingmen. Gates open at 10 a.m. Admission \$10/adult, free for youth 12 and under. Visit <http://envol.vintagewings.ca> for more information.

FOR SALE OR RENT

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to ea245@gmail.com Deadline is two weeks before the next meeting. 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.

FOR RENT

Hangar space in a steel hangar with a concrete floor and insulated ceiling at Arnprior CNP3. The hangar has 110 and 220 V. service and a hoist capable of lifting 4000 lbs. It is 48'x 40' with a 42'x12.5'. door. There is one plane in there now but there should be room for 1or 2 additional aircraft depending on the type. The hangar is on the field at Arnprior. Arnprior (CNP3) is a fully maintained airport which includes a ski flying strip.

The rent may be adjusted depending on the type of aircraft and the comings and goings.

01/11 Doug Smith at 613 225 8345 or windsup@sympatico.ca

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.

07/09 call Curtis Hillier 613 831-6352

FOR SALE

-Two Volkswagen (1600cc) "Beetle" engines. One Completely rebuilt - \$1,000

-One partially rebuilt - \$275, many VW gaskets, manuals, etc

-Larger (6-cyl) Continental Oil Cooler (8"x9") - \$50-Lycoming accessory case dual take-off adapter (ie hydraulic and vacuum pump - \$150

02/11 Garry Fancy 613-836-2829
cherokee1970@rogers.com

FOR SALE

Anderson Kingfisher project for sale: \$5,000.00 The offer includes the fuselage, which is 85% completed, sponsons, balanced tail surfaces and water rudder, wing struts and jury struts, engine

mount, fiberglass engine cowling, windshield. Excellent craftsmanship on all wood work. No wings, no wheels, no engine. It comes with a set of original plans. Please call for more information:

06/11 Bernard Lecuyer Cell: (613)293-6527; Home: (613)822-3011.

FOR SALE

PROP MC CAULEY KLIP TIP MET-L-PROPLM 7249 ser 28108 with spacer 2141A C1210 & prop bolts, Has never been overhauled 1,000.00

06/11 Bernard Lecuyer Cell: (613)293-6527; Home: (613)822-3011

FOR SALE

HANGAR FOR SALE CYRP #27 TEMPORARY

06/11 GARRY FANCY 613-836-2829 cerokee1970@rogers.com

DRIVING DIRECTIONS TO INDIAN CREEK

AIRFIELD

1. go 22.2 km Merge onto **ON-417 E**
About 15 mins
Take exit **96** for **County Road 41/Boundary Road toward Carlsbad**
2. **Springs/Metcalf/Russell** go 650 m
About 1 min
Turn left onto **Boundary Rd/County Road** go 2.6 km
3. **41** (signs for **Chemin Boundary Road N**)
About 3 mins
Turn right onto **Russell Rd/Regional Road 26** go 16.4 km
4. Continue to follow **Russell Rd**
About 17 mins
Turn right onto **Indian Creek Rd** go 800 m
5. Destination will be on the right
About 2 mins

3844 Indian Creek Rd, Hammond, ON K0A 2A0, Canada

EAA Chapter 245

Membership Application



NEW: ___ RENEWAL: ___
DATE: ___/___/___

EAA NUMBER _____ EXP Date: ___/___/___

NAME: _____

ADDRESS: _____

CITY/TOWN: _____

PROV: _____ .PC: _____.

PHONE: (____) _____ - _____ .H (____) _____ - _____ .W

EMAIL: _____

N/L DISTRIBUTION Preference: email ___ 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