

Carb Heat

February 2016

EAA 245 NEWSLETTER Vol. 46 No. 2

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Carp, Ontario
K0A 1L0



Next Meeting:

Thursday 18th February at the Bush Theatre,
Ottawa Aviation and Space Museum



Soaring and Mountain Wave,
by John Firth



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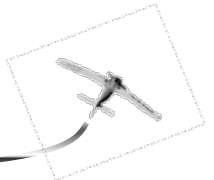
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Editor's Comments



In this month's edition we profile Ken Potter. Our first Canadian born subject, Ken was kind enough to sit down with me and provide some insight into both his aero and his nautical background. Thanks Ken for stepping up and agreeing to be **Pilot Profile #3**.

I'm really enjoying preparing the profiles and I hope you're finding them as fascinating as I am. If you see me staring intently at you over coffee at the next chapter meeting, I may be about to ask you to be #4. Either that or I want your timbits.

Also, don't be afraid to tell me you'd like to be the subject of a profile. Makes my job a lot easier.

Building an aircraft is quite the undertaking but Michel Asselin built both an aircraft and a hangar. Mike's great looking hangar (I know I'm not the only one reading this who thinks that hangars can be great looking) is in Arnprior and if you're in need of space, or you'd just like to stop by and chat about aircraft, this is the place. Mike also wrote this month's Cruzer news so a big thank you to Mike for helping me out.

I'd really like to say thanks to everyone for sending me pictures for **Photo of the Month** but I can't! So, in need of a winner, or even a submission, I searched my hard drive and found this wonderful photo that John Weir took last year. Congratulations John.

So, if anyone of you has ever sent me a photo, don't be surprised if you suddenly find you are the winner of Carb Heat's prestigious photo journalism award.

In this month's installment of **CruZer News** you'll see just how far the mighty Zenith has progressed. It's really going together well and hopefully it will soon look less like the crate it was delivered in ☺. This really is a great opportunity to get involved in what the Chapter is all about, homebuilding aircraft.

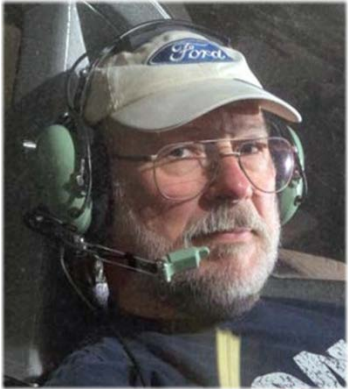
I look forward to seeing you at next month's meeting where John Firth will be giving a talk on Soaring and Mountain Wave. I also can't wait to receive all those articles and photos!

Colin McGeachy



President's Message

I mentioned in the October newsletter that we were in for a "Tropical" winter and, looking at the small amount of snow and these unusually high temperatures, it sure seems that way. Maybe we will have an early spring or is father winter going to deal us a foul blow and give us a record dump in March or April? If it keeps going this way we'll need to ask



members not to drive on the grass as cars leave ruts that aircraft have a lot of difficulty negotiating.

On the 27th February it's Mo's Fly-In which is always a great event. Hopefully the Ottawa River will still be solid ice so we need to pray for some cold weather along with Mo's hot chilli. For those of you wanting to fly in you can call Mo on (819) 682-5273 to get the latest runway conditions prior to making your plans. Remember to use 123.20MHz for advisories and yes, Mo even has a ground frequency once you are down 122.75MHz. **DON'T MISS THIS ONE.** It's the best winter event in Ontario.

The Zenith project is moving forwards nicely and there seem to be a steady number of builders working on the aircraft. It would be nice to see some new faces so even if you only want to spend a couple of hours working on it, please come along and have some fun. The fire is warm and the coffee is usually hot and the friendship is welcoming.

I spoke with Mark Braithwaite a little while back and he wants to work on the grass runway this spring with support from EAA. This is a terrific opportunity to get the grass runway the way we want it so I'm looking for support and ideas. My my, how the Carp airport has changed in the last couple of years and all for the better. Thank you Mark and team.



Last month Claud Roy gave a presentation on winter flying and, in particular, with his Challenger. Thank you Claud for an entertaining evening.

Last month I mentioned how I would like to re-instate the fly outs from CYRP. I've had a few members ask me what I meant so let me explain. A few years ago a group of Chapter members would make a habit of all flying out to an "airport of the day". The problem was that the group was small and it tended to be a bit of a clique. What I am proposing is that, once my Cozy is flying (It's difficult to lead from the ground), we will post a number of possibilities through email and look for responses, maybe even use some voting web sites to make a selection. The thing that I hope to make different is that I would like to make sure there are no empty seats and that some of the land locked members get to fly. I want to avoid the clique that happened in the past. If we are successful then I would like to try to arrange with fellow chapters to do the same and arrange to descend on the same airport making a kind of flying of opportunity. I think it would be a lot of fun for everyone.

If you haven't paid you dues for 2016 you can expect to have Gord Haynes 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.

Phil Johnson

Meetings and Events Schedule

EAA Chapter Meeting – 18th February 2016 @7.30

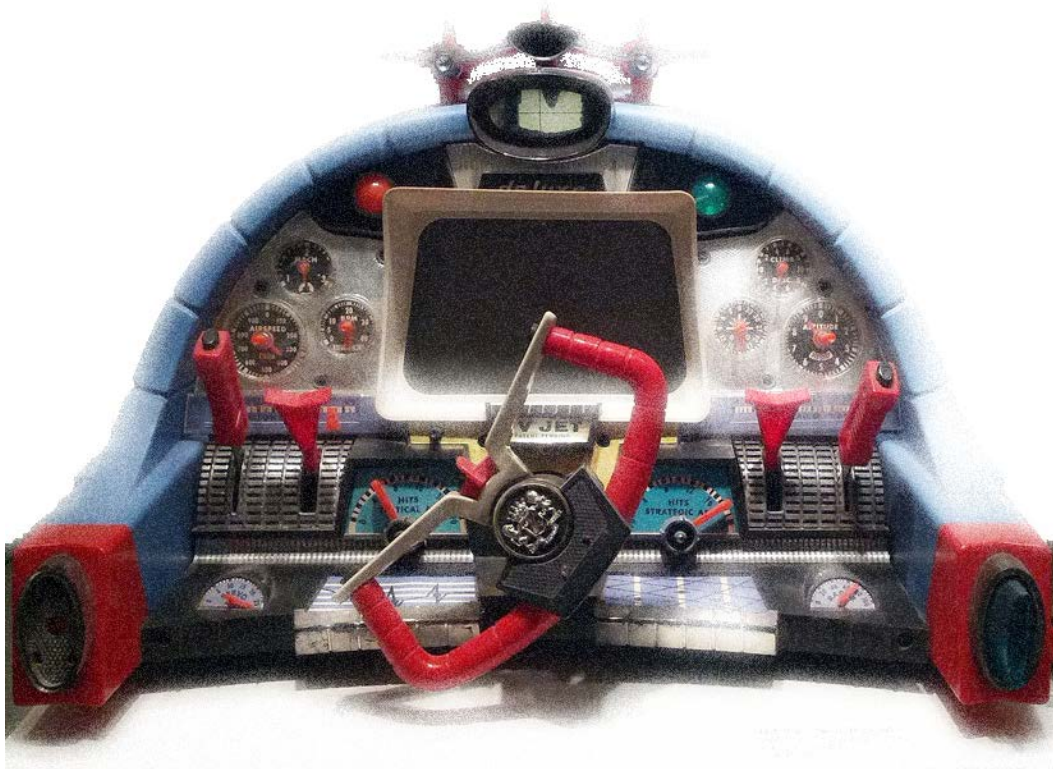
Presentation: *Soaring and Mountain Wave*, by John Firth

Where: Canadian Aviation & Space Museum

EAA Chapter Meeting – 17th March 2016 @7.30

Presentation: *Homebrew EFIS*, by Mark Cianfaglione

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

Fly Out Possibilities

With the onset of winter the fly out venues are somewhat limited.

February 27th , Ottawa River, ON: Mo's 27th Fly-In

COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Coordinates 45 26'57" N, 75 55'48, runway 3,500' x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting a runway will be ploughed and landing is at your own risk.

For more information, please contact Maurice Prud-Homme at 819 682-5273.

March 5th , Ottawa-Rideau (CPL3)

RAA Chapter 4928 14th 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.



Pilot Profile #3: Ken Potter



Hanging around Rockcliffe as a youngster, Ken dreamed of becoming a professional pilot until an eye injury frustrated his plans. However, with the advent of the recreational pilot's license, Ken was finally able to realise his dream. Another Chapter stalwart, Ken can often be seen taking Young Eagles for rides in the Fleet Canuck or behind the grill during the Chapter's breakfast fly-in.

Where were you born?

Right here in Ottawa. My dad was RCMP so we moved around the country, including out to Victoria, before landing back in Rockcliffe. I spent my childhood at the RCMP barracks and hanging around the airfield. They still flew the museum aircraft back then which ignited my interest.

Where do you live now?

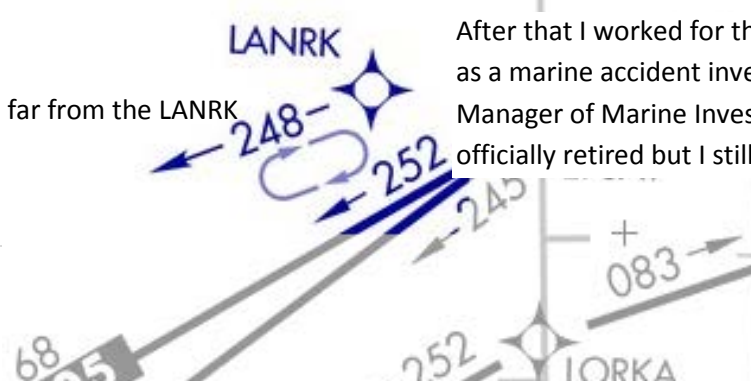
In Lanark County. Not too far from the LANRK intersection. Lots of space

to keep my boat and work on my planes.

What's your occupation?

I'm a marine engineer. With the injury to my eye I thought there was no chance of becoming a professional pilot and, as I as I was fond of the water, it seemed like a good alternative. I spent 15 years at sea on a variety of ships including research vessels and tankers. I left as a Chief Engineer.

After that I worked for the Transportation Safety Board as a marine accident investigator and, finally, as Manager of Marine Investigation Operations. I'm officially retired but I still do some consulting and



teaching and I spend a few weeks each year on the Atlantic Explorer.

When did you learn to fly?

I learnt with Westair, right here at Carp. It was the mid 90's and I did it pretty quickly as I'd heard that was the best way. I was flying 3 times a week. I went solo within a month and had my license in about 4 months.

What do fly now?

I'm part owner of a Fleet Canuck with Bill Reed and John Montgomery. Lovely aircraft and, by the way, there are shares for sale!



I also have a VW powered 7/8th scale Nieuport 17 replica which I'm close to getting back in the air after a hard landing a couple of years ago. An oil fitting broke and covered my goggles and windshield in oil. I made it back to Carp but a hard landing broke the tailwheel and I went into the weeds. Apparently it flies just like full size Nieuport and you have to lead with the rudder. If you wheel into a turn with just the ailerons it just sits there in a bank. It was built by a machinist out in Alberta and owned by an Air Canada pilot. Beautifully built and it only had 50 hours on it when I bought it.

What else have you flown?

I had a Kitfox, which I built and I did my tailwheel training on a Husky. Lots of fun with 180hp. I also flew the Diamond DA20 here at Carp. I've also got an Anderson Kingfisher but it's a long term project which I bought as a basket place.

If money was no object, what aircraft would like to own?

It would have to be an early mark of Spitfire. Probably a Mark V. I'm really interested in building a Tally-Ho spitfire, which is an 80% replica. It's all wood and so it's a bit like a large Guillows kit.

What's your favourite piece of music?

Anything from classical to classic rock. I used to play the saxophone for the national capital symphony band when I was a teenager! If I had to choose I guess it would probably be something from Super Tramp. I'm still stuck in a time loop when it comes to what I listen to.



What's your favourite book?

It would have to be *The Master Mariner* by Nicholas Monsaratt. Wonderful. It's about a sailor who is cursed to live forever.

What's your favourite movie?

The film I come back to every 6 months or so is *The Battle of Britain*. (Finally. I was beginning to give up all hope of a decent movie - Ed!).



What's your idea of perfect happiness?

I think I'm pretty close to that now. Kids have grown up and I'm enjoying doing what I'm doing. With unlimited funds, a stable full of classic aircraft would be nice.

What's your greatest fear?

Oddly, I really don't like heights. Also, as a marine safety instructor I teach people how to avoid drowning so that would have to be on my list.

What's your perfect flying experience?

Bill Reed and I went to the Fall fly-in at Westport a while back. Beautiful fall morning, the leaves were orange

and the air was smooth. Once trimmed the Canuck just sat there, hand-off. Perfect.

What's your motto?

I don't have one. If I did I'd need to live by it and not sure I would want the commitment!

How would you like to be remembered?

I've always tried to be kind and helpful so I'd like to think that's how I'll be remembered.



HANGAR DREAMS

As a teenager I never thought of getting a pilot's license and I never really thought about flying until 1980 when I went on a company golf tournament to Upper Canada Village. A colleague had flown in and, as there was long wait for dinner, he asked if I wanted to go flying. I took him up on the offer in about 5 seconds.



Once airborne he handed over the controls of the C-172 and I was hooked. We flew to Cornwall and landed at a private strip along the way. I graciously handed back the controls on short final. At that time I was still paying off student loans from my BAsC Civil Engineering so I had no money to fly. I signed up for an evening ground school at Algonquin College which sunk the interest deeper into my subconscious.

At about the same time I met my wife to be, Barb, and we moved Arnprior. For another 10 years we drove past the Arnprior airport almost every day.

Sometime later I started working for the Town of Arnprior and could spare a bit of money to fly. I signed up for ground school and started flying 1 hour per week. After about a year I was ready to do my flight test. We were also expecting our first child and I remember my wife asking if I was going to continue to fly. I explained how safe it was and that you have to drive on the highway, to get to the airport, and that's really dangerous. I'm not sure she was convinced but I continued to fly.

Finally I was a private pilot and continued to fly the 172 whenever I could. Unfortunately that was only about once every four to six weeks. I found renting a plane to be very restrictive since I usually needed to get the plane back for the next booking, but I was flying never the less.

I looked at the various options to owning a plane and my research lead me down the path of building a kit. The Vans RV-7A was the plane of choice and, in 2008, I found a tail kit, still in its box in Beachberg, so I bought it.

Tool kits were being put together by various aviation tool companies and I opted for the one from Cleaveland. Being a tool guy (*aren't well all, Ed*), I added a few extras like the pneumatic squeezer and other goodies.

While working with Arnprior I assisted the airport in getting a hangar subdivision approved. The late Bob Cressman was the lead and put his heart into phases 1 and 2 of the hangar subdivision.

A key part of the dream was to build a hangar and rent some space to like-minded aviation folks. I could see the hangar as being a welcoming space where we could maintain our planes and have a project or two on the go. Flying and building is so much more fun when you have someone to share it with.

THE PROPERTY

The Arnprior Airport Commission is committed to developing the airport and has been very supportive of building efforts.

As we really liked the option of owning a lot, as opposed to leasing the land then negotiating terms from time to time, Barb and I bought Lot 12 (Phase 2) in 2012.

The plan was coming together. Build the plane, build a hangar then fly our own airplane. The thing we kept on forgetting was how much time each of these steps actually takes. Build a plane 2,700 hours, build a hangar (unknown!).

The covenant on the title meant that a hangar needed to be built within 3 years of the land purchase. 2015 was the third year and therefore, the year to build. The covenant also included provisions on use of the hangar, building type and general color. Two other builders were in a similar situation and we quickly formed a hangar building group over a breakfast. Like aircraft building, it is always nice to have a few people to bounce ideas off.

Like everything related to aircraft, you build what you can afford. Since we planned to do as much work as possible ourselves, we decided to build a 58' x 60' hangar with a 50' diamond door. The door was originally 44' wide with 7' walls on each side. After imagining trying to get wings past the side walls we decided to widen the door to 50' and have 4' walls on each side. The 4' walls would provide some stability on the front wall.

Cost comparison was made between steel and wood frame structures and wood frame won out. The trusses

were 62' wide with overhangs which is approaching the practical limit for wood trusses. Steel buildings were not



pursued due to cost and they are less suited to self-assembly.

Walls would be framed with 14' high studs on double sills and top plates for a total ceiling height of 14' 6".

The three builders adopted the same general structure and we used the same plans. The three hangars allowed us to leverage volume to get better pricing on materials. The most expensive part turned out to be the site works and the concrete slab which was reinforced with 6" wire mesh and rows of re-bar on the perimeter ring beam.

The project started with planning in February and March and with site works started early June.

Framing was complete and the roof was installed by August 1st. The door was delivered in October and all exterior construction was completed by November 8th, 2015.

THE SUPPLIERS

A local structural engineer prepared the drawings and stamped the slab drawings.

- Siteworks were completed by Antrim Contracting
- Concrete Slab by Jamie Dewar
- Lumber materials – Deka in Carp
- Steel Supplier – Whitewater Metals in Cobden
- Roof Truss installation and Roof Steel – Winston Miller Construction
- Hangar Door – Diamond Door bi-fold door
- Electrical Service – Yemen Electric



THE FUTURE

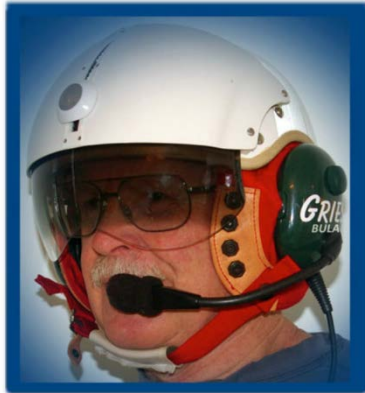
Plans for the future include:

- Insulation and sheeting
- Good lighting
- Heating
- Floor sealing
- Windssock refurbishment

BIG THANKS

A big thank you to my wife, Barb, for being supportive of all my aviation endeavours. Also, a special thanks to the following: my brother, John Asselin, who came out as a regular helper and brought his forklift; our friends Dalton, Alida, Dale, Jean and Monty.

I hope the hanger attracts EAA enthusiasts and if you are looking for a space to build, please come and talk to me.



Exhaust – From the Archives of Carb Heat

PAUL POBEREZYNY
VISITS OTTAWA

On January 23, Paul Poberezny was in Ottawa to confer with D.O.T. and Ted Slack about Primary Category Aircraft. While here Paul attended the Wings Banquet at the Ottawa Flying Club on Saturday, January 25. On Sunday, the executive, namely, Eric Taada, Terry Peters, Roger Fowler, Gord Standing, Peter Plaunt and Dick Moore as well as Ted Slack met with Paul for breakfast at the Westin Hotel, where incidentally, Paul was staying (nice place, eh!), to show our appreciation for his coming to The Great White North.

The conversation was light and we touched on many subjects including Paul's some eleven projects he has on the go, one of which is a Corbin. Roger and Eric took pictures to remember the occasion and we bid a fond farewell and said we'll see you at Oshkosh.

Treasurer's Notes

As Chapter treasurer, it is my job to keep track of the finances of the organization and to report expenditures and the state of our solvency to the membership at the general meeting or by the chapter newsletter.

At last count, after the February general meeting, twenty six members have paid their 1986 dues. As you know it is through our membership fees that the chapter operates. It is through our membership fees and the dedication of our members that we enjoy what we have today in the form of a hangar, a workshop and a lounge.

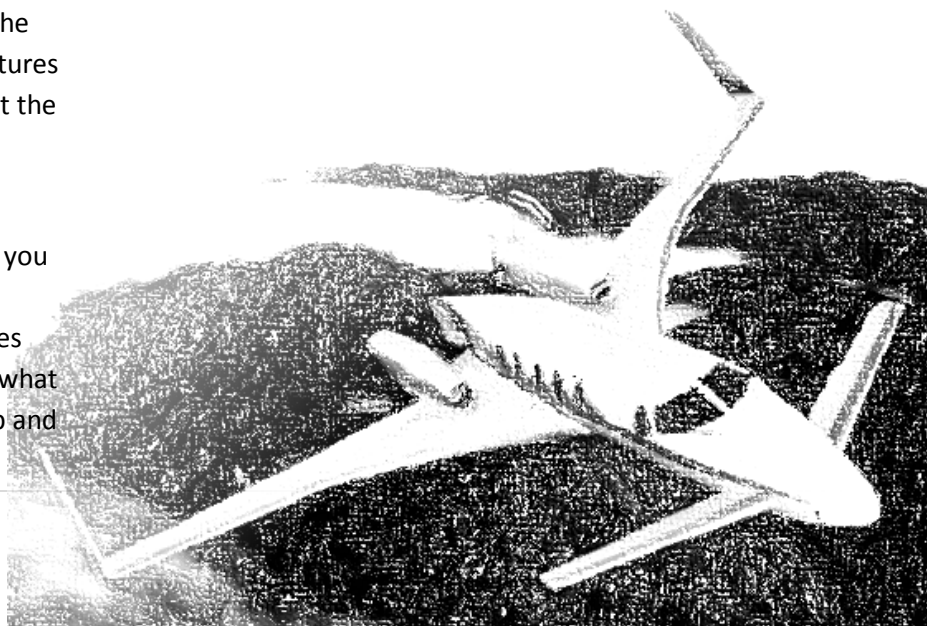
February 2016

This summer it is hoped that the long awaited door will be constructed and hung. Further down the road, it is hoped that power will be added along with a deck around the lounge. All this can only be achieved by the support of our membership.

Gord Standing (Treasurer)

Wayne Griese

The Beech Starship made its first flight on the 15th Feb 1986. This canard was designed, flown, manufactured and discontinued while Phil was building the Cozy elevators.



CruZer News

EAA is the home for those who build and restore aircraft, and at EAA 245 it's the members who are joining in and getting their hands dirty to assemble a Zenith CH 750 Cruiser kit project. What a great opportunity!

As you all know, EAA 245 made an application and was successful in having one of five sets of wings donated from EAAs Give Flight: Learn, Build, Fly program.

The set of Zenith CH 750 Cruiser wings were fabricated at AirVenture 2015. EAA members from Carp were in attendance at Oshkosh 2014 and in 2015 when the One-Week Wonder was advanced from a box to a fully functional aircraft within one week. I remember pulling a rivet myself and seeing our own Bill Reed assisting in the project. Attached is a link to the One-Week Wonder.

<http://www.eaa.org/en/eea/aviation-communities-and-interests/homebuilt-aircraft-and-homebuilt-aircraft-kits/one-week-wonder>

The executive of EAA 245 is to be commended on making the bold decision to undertake a Zenith Cruiser Project. EAA members who are not able to undertake a project of their own can now experience, first hand, all aspects of building a kit plane. Like a good vacation, much more will be experienced on the journey than at the destination.



The last issue of Carb Heat recounted the adventure of picking up the remainder of the kit from the Zenith factory in Midland, Ontario and bring it back to Carp. Now, what to do?

In order to obtain baseline information, EAA 245 coordinated a Zenith education session. Matthew Heintz of Zenith supported the initiative by providing



the session free of charge. On January 9 and 10, 2016, Matthew provided an overview of the aircraft and what to do and what not to do for the 20 or so members in attendance at the Carp FBO. After the Saturday morning education session, the attendees reconvened at the EAA 245 clubhouse to assemble a test project consisting of a 150 mm square of aluminum sheet, four angles, a few rivets of different sizes and an AN3 bolt. The buzz of drills and clicking of snips provided background noise for the many debates that were taking place. It is truly amazing to see so many variations of an assembly created using one single drawing. The point was driven home that the interpretation of the drawings would be one of the biggest challenges to building a successful project. Now it was time to gather some real airplane parts and begin the project.



An ad hoc structure was created with President Phil serving as the build master. Team leads were assigned to work with a team of 4 to 5 people on the various components. The teams assembled their parts and convened at a workspace of their choice to put into practice the basic skills they learned during the morning session. Matthew shadowed the builders providing a bit of supervision, perspective and guidance. Any questions as to interpretation were discussed in the group and if there was no resolution, a decision was sought from the build master.

The teams collected parts and at the end of the day there were bits of a firewall, front fuselage section, and some completed assemblies of rear fuselage and firewall lying on tables. By the end of the weekend attending members gained experience in drawing interpretation, cutting, fitting, drilling, deburring, chromating, and riveting and were almost experts – NOT! They found that there was much more to be learned, like how to remove a rivet.

Sundays were chosen as the primary build day starting at 10:00 a.m. I can personally attest that by 10:00 a.m., the fire has been lit, heaters turned on, the compressor timer reset and builders are ready to get into the project of the day. The building usually continues until sometime in the afternoon. There has been a wide variety of attendees including young, old (*No surprise there, Ed*) experienced, male, and female, and are all very ambitious and motivated.

By the end of the day on February 7th the front fuselage had been taken apart and ready for chromate and the rear fuselage was being pre-assembled with bits of the front fuselage being appended. In the next few weeks the project should begin to look more like an airplane.

Any member interested in the project can come out to the EAA hangar and take part or hang out. The project will have many more stages during the evolution including sheet metal, wiring, rigging, mechanical



work, and even upholstery. It is never too late to come out and take part in this exciting project. If building is not your thing, there are many other needs for support, including parts inventory, design, parts sourcing, fund raising, article writing!

The drawings and instructions, as well as the builder log have been placed on the Dropbox files server so members can take a peek at the assembly they may be working on the following Sunday as well as gain some experience on how the project will go together.

Various members have been dropping by to see the progress and chat with the group and share stories.

Photo of the Month

This month's surprise award winner is John Weir. The image was taken looking west from the 8th floor of the Sheraton Toronto Airport hotel. The aircraft was taking off on 06L at Lester B Pearson International Airport. The image was taken with a 500mm lens using 30 second exposure from a distance of about 2.5 nm from the button of 06L.



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

Classifieds




FOR SALE: W-8 Tailwind

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

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

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

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

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

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**

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

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

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

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

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

FOR SALE

Cowling for RV9 - \$600.00

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

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

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

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

 bartcameron112@gmail.com

WANTED

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

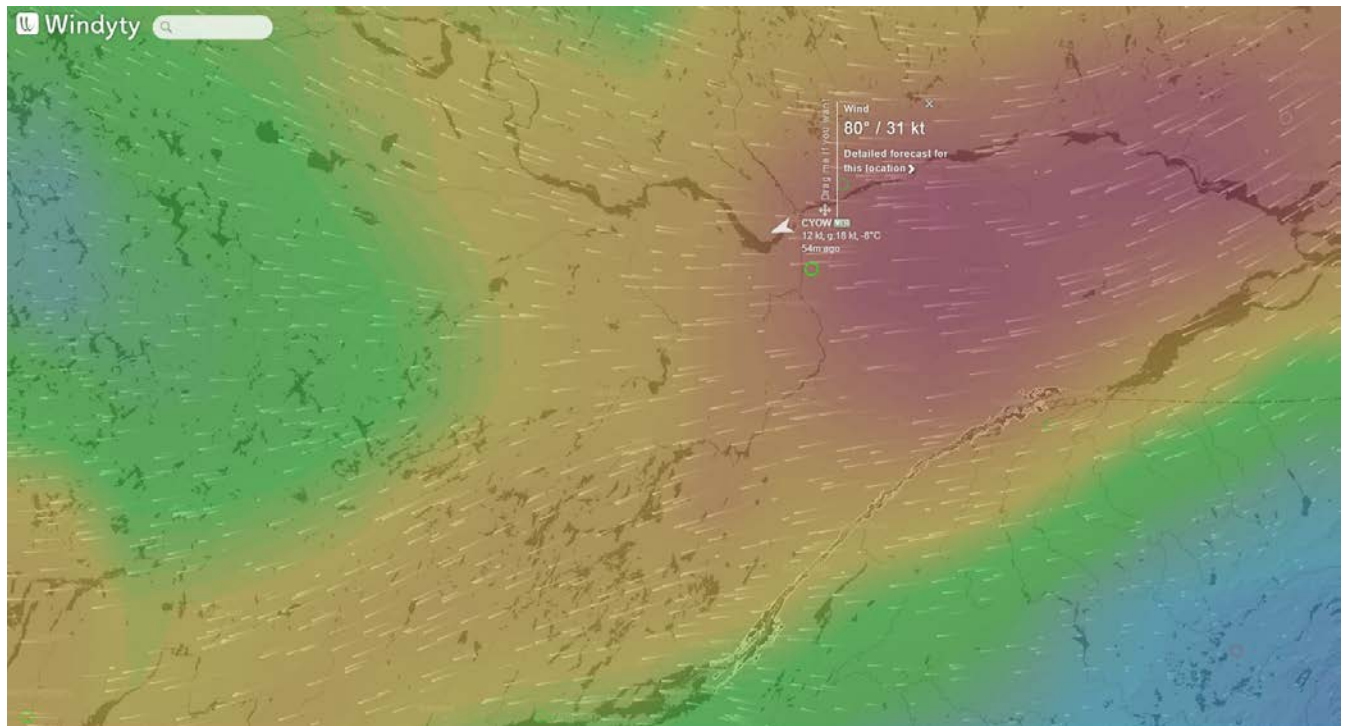
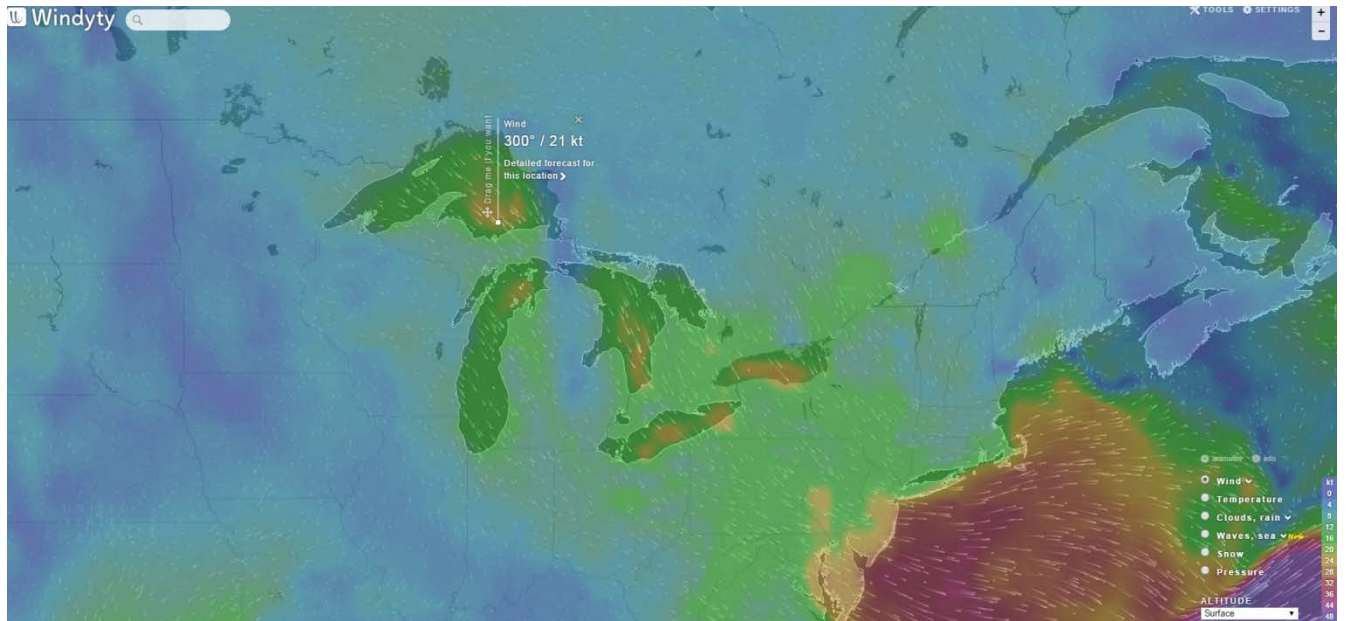
 613 733-2198

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

WINDYTY

If you haven't seen this I'd urge you to take a look. A fantastic animated visualisation of the weather.

<https://www.windyty.com>




Who we are

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

President:	Phillip Johnson 613-790-4929 president@eaa245.org
Vice President:	Ameet Nidmarty 613-882-5486 vice.president@eaa245.org
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EAA 245 Website: <http://eaa245.org/> and <http://www.245.eaachapter.org>

Membership Application and Renewal Form

	Experimental Aircraft Association Chapter 245	<div style="background-color: blue; color: white; padding: 5px;"> Make cheque payable to: EAA Chapter 245 (Ottawa) 1500 B Thomas Argue Rd Carp, Ontario K0A 1L0 </div>
	Membership Application New: ___ Renewal: ___ Date: _____	
Name: _____ Address: _____ City/Town: _____ Prov: _____ PC: _____ Phone: (____) _____ - _____ H(____) _____ - _____ W Email: _____ Newsletter Distribution Preference: Email ___ or Canada Post ___ Aircraft & Registration: _____ Aviation Affiliations: EAA Number _____ EXP Date: ___ / ___ / ___ COPA: _____ RAA: _____ UPAC: _____ OTHER: _____		Annual Dues: January 1st to December 31st. (prorated after March 31st for new members / subscribers). Newsletter Subscriber: ___ \$40.00 Newsletter only Associate Member: ___ \$40.00* Newsletter plus Chapter facilities Full Member: ___ \$90.00* 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 **Credit Card payment available, Contact Membership Coordinator for details.