

# CARB HEAT

The Newsletter of Experimental Aircraft Association Chapter 245  
Ottawa, Ontario, Canada  
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## **Next Meeting:**

For the time being we will be limited in how we can get together. Your Chapter Executive members have been working to iron out the bugs inherent in the use of Zoom as a means to host our monthly meetings. While we readily acknowledge these meetings won't be the same as meetings in person, at least we are able to get together and enjoy the exchange of ideas and good-hearted conversation. Please keep an eye on your email in-box for the coordinates of our next meeting – they will come in the form of an email from our chapter President. Our September meeting (via Zoom) was lightly attended. Don't be shy, join us "virtually" – it's a great opportunity to chat with our fellow chapter members.

## **Important Chapter News:**

In addition to cancellation of our monthly Chapter meetings, the COVID-19 outbreak has forced us to fall in line with other guidance provided by the Ministry of Health. By now you will have seen emails to this effect from our President. With recent news focused on Ottawa as a COVID "hot spot" we will need to be vigilant in ensuring our Chapter remains compliant with regulations while doing its best to continue to support members sharing a common interest.



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## Editor's Comments

Mark Briggs – EAA Chapter 245 Newsletter Editor



It has been quite some time since the last edition of *Carb Heat*... Since publishing the last issue life has been more than a little busy for me; sitting at my desk for a few hours to pen a new edition just hasn't happened. As you read through this edition you'll see that some Executive members have provided multiple updates, a fact for which I'm extremely grateful. While this summer has generally been a very trying time as we collectively adapted to the restrictions imposed by a pandemic, those of us who have had the wonderful diversion of working on airplanes have perhaps experienced less emotional stress. Hangar time is good time. Good for physical isolation and good for the soul, especially when we see the fruits of our labours evidenced in shiny airplane parts!

While production of issues of *Carb Heat* has been at an all-time low, what *has* happened is that I've completed the annual inspection on the Sportsman and carried out a fairly significant program of modifications over the span of about six weeks this summer. The net result is that I now have triple-redundant attitude information in the cockpit, a new engine monitor and some very effective modifications to the engine and cowl which significantly improve engine cooling. All of this wasn't accomplished on my own. In fact I had excellent assistance from a very capable apprentice. In the following pages you'll see a brief article outlining some of the joys of having just such a capable apprentice in the hangar.

In this issue you'll also see the usual updates from the chapter Executive as well as some exciting news about a new "build" project that's taking place at the chapter. Importantly, in the *Upcoming Events* section you'll see a critical update from Martin Poettcker regarding Chapter Executive elections. Please read it, and please participate in the elections of your Chapter Executive.

I hope you enjoy this issue. Until the next time, I remain...

*Ed.*

## President's Message

Mark Richardson – EAA Chapter 245 President



I hope this issue of Carb Heat finds all of you and your families well in these bizarre times. It has been a tough year in many respects, what with quarantines, social distancing, job losses, cancelled events (including Oshkosh!!!), and especially the losses of family and friends to this unrelenting virus.

Although not even close to being in the same league, I have really missed our chapter meetings at CASM, and especially the social dinner 'n beer at Gracies just prior to the meetings. They were great opportunities to touch base with friends and acquaintances old and new, and share lies about how great a pilot we are and about that time we slipped onto the tail of the Red Baron....

We decided last month to give a try to having a chapter meeting at our chapter hangar, and to entice people to come out of COVID we offered a free BBQ lunch. It was REALLY good. We had over 30 people, the food was great (thanks Judy and Ken Potter and Garret Rogers!), there was a load of flying activity with lots of engine noise, and we all got to reconnect with people we hadn't seen in months.

*(We had every intent to do it again on September 19<sup>th</sup> but tightening public health restrictions as a result of an increase in Covid infection rates caused the event to be cancelled. Ed.)*

In other news, our tie down spots are full! So full, in fact, we have procured some more tie down hardware to make some more spots. The problem is, we are running out of leased space, so depending upon demand, the chapter may actually approach the airport and lease some more space. We'll see how it goes.

Check Six

***Mark***

## **Vice President**

Mike Lamb – EAA Chapter 245 Vice-President

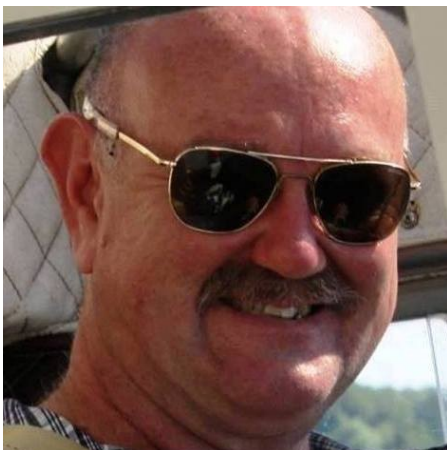


*(Mike's input is conspicuously absent in this edition. If you've had an opportunity to hang around the chapter hangar at all in recent months you will likely have seen Mike roll up in his truck, hop in an airplane with a student, land, exit the aircraft, hop in his truck and drive off. This has been an almost constant cycle as Mike moves from one student's aircraft to another, making for a very busy time for him. In his free time he's been working very hard to get one of his assorted fleet of BD-4 aircraft ready for its first post-restoration flight. As Mike has been very busy in helping other chapter members keep their aviation dreams alive we'll have to cut him some slack with respect to not having been able to type up a note for Carb Heat. Ed.)*

***Mike***

## **Treasurer and Marketing Manager**

Ken Potter – EAA Chapter 245 Treasurer & Marketing Manager



While this has not been a great year for socializing with each other at fly-ins and such there has been some good financial news at EAA 245. Due to the work of several members,

especially Mike Lamb, in advertising our Chapter we have gone from 3 aircraft tied down last year to 14 right now. From a financial point of view that warms the cockles of the Treasurers heart. (I wish I new what a cockle was).

Even though we did not have the revenue from our fly-in breakfast this year the increase in tie-down revenue more than made up for it. Of course along with the airplanes came new members including one who just 8 years ago was one of our Chapter's Young Eagles. So in essence, we have survived another year financially but will have to wait to see what the next year brings. Be safe and healthy everyone.

Cheers,  
Ken

## **Secretary**

Mark Cianfaglione – EAA Chapter 245 Secretary



*(Below we have two sequential updates from our Secretary – thanks to the long elapsed time between Carb Heat issues, Mark has provided a couple of updates which reflect the progress on his aircraft build project. I'm sure there is much more progress to report now as he has been very busily working away in his hangar at Carp. Ed.)*

*(Mark's May Message Ed.)*

During this COVID-19 shutdown the experts have been warning everyone that in order to not get depressed a good idea is to find a hobby. Having a great hobby like building your own aircraft is fantastic in this lockdown. My wife has a list of outdoor projects (high priority of course) but they almost all require me to get things from the hardware store to do them. Not being able to hand pick the lumber and other materials certainly slows down progress on that front. On the other hand I am always planning and buying the material for working on my aircraft months ahead of time so I have enough material to keep me busy during this "terribly boring" time. Having moved my project to my hangar at the beginning of April (see the pictures and video on the Chapter Facebook page) I've managed to fit the wings onto the fuselage. Soon enough it'll be standing on its own legs rather than the sawhorses. I can't wait. In the meantime enjoy this picture of a partial fitting.



*(Mark's July Message Ed.)*

It's certainly a very strange time that hopefully will not be repeated in a long time. That being said due to everyone doing their part the deadly impact of this virus has been blunted. Let's keep it up. Last month we met virtually over Zoom with our compatriots in EAA chapter 65. They gave us a great rundown on their use of Zoom for their general meetings and even gave us great ideas on the ways to do future topics of interest for our meetings. I would like to thank them for their time. It was a great experience.

While I can't go to Italy yet I have been active flying and working on my airplane. It looks like it can fly! The wings are bolted in and almost ready to sit on it's own undercarriage. This is a big psychological step. All the bits and pieces I've been building over the years get assembled and they actually do start to look like an airplane!

Just a reminder to everyone to stay safe and use a mask. We want you all to stay healthy.

*Mark C.*

## Operations

John Montgomery – EAA Chapter 245 Operations



We have a problem at the EAA Chapter hangar. Yes, we have a problem, and I could not be happier. Confused yet?

Well, the problem is that we have run out of tie down spots. We had a surprise influx of new member tie downs this spring and I could not be more thrilled. A year ago, we were down to just a couple planes tied down at EAA 245. There were many hangar chats about how disperse the aviation tumbleweeds to breathe life back into the east end of CYRP.

Fast forward to today where we currently have nine aircraft tied down or in the hangar at EAA 245, with 2 more expecting to arrive soon.

For the past couple weeks, we have been hustling to sink hydro anchors to create a few more ties down spots on the grass south of the hangar. If this trend continues, we may have to consider enlarging the area we rent from the airport next year. But I am probably getting ahead of myself. Let's see how things look in the fall.

While on the topic of tie downs, I notice we need to all be checking that all tie down straps, ropes and chain are in good condition. One issue I have noticed more than once this year is that people are using threaded links that are not closed properly and have been bent open by the force of the wind. All it takes is one thunderstorm to shake the plane, pull the faulty link

open and turn the area into a bowling alley. Remember Rockcliffe a few years ago? Please check your tie downs!



One of the recent new arrivals is a beautiful Cherokee. The partners include a former local Air Cadet who flew with us as a Young Eagle and has volunteered at several of our chapter events both at Carp and at the Aviation Museum. My understanding is that the Cherokee will likely be used to give rides to the next batch of young sky dreamers – and so the cycle continues. Thumbs up!





Here we see that young Air Cadet, Joseph Auge, helping out at a chapter event. He now is a chapter member and partner in that lovely Cherokee!

Another arrival at EAA 245 is a beautiful Maule. The owner and his wife have turned their tie-down into a work of art. They have stepped up as chapter members and taken some overfull garbage bags from the hangar for disposal. Thank you! 😊



Wow – look at that tie-down spot. Check out the double wing tiedowns and full aircraft covers. How sweet is this setup?!?

The chapter has acquired a modern window that can be opened with screens at a screaming bargain price. I hope to arrange a work party to replace the broken window in the lounge with this unit. We will need to modify the existing window opening and do a bit of framing to fit. If anyone has experience in this and can give advice or can lend a hand with the refit/installation, please contact me.

The Cruiser project has been sitting dormant since late March (*work on it has commenced in September. Ed.*) If we follow standard COVID precautions, I believe that we can look at

resuming work on tasks such as installing the nav lights on the wings and mounting the wings on the fuselage. I need to order parts and get our Jabiru 3300 engine rebuild started.

*(With respect to COVID-19 precautions... Ed.)* Please maintain social distancing where possible at the hangar and wear a mask when you cannot. Towards this end the chapter has a supply of disposable masks that may be used by a member working on facility maintenance or other chapter projects at the hangar. Contact me if you need them. I encourage everyone to read up on the current Ontario guidelines here <https://www.ontario.ca/page/develop-your-covid-19-workplace-safety-plan>

Remember that we are a cooperative club. We are all in charge of club maintenance. If you see something that needs doing, do not assume someone else is taking care of that. Each member who uses the tools and facility should leave the facility at as good or better than they found it. For example, if you break a drill bit, then replace it. The same goes for the lathe belt or bandsaw blades. If you use the chapter mower, snow blower, or tractor you all are expected to help refill the gas tank. Are the mower blades dull? Then please sharpen them. We all need to keep the hangar tidy and take away garbage and recycling for proper disposal. We can always use more help to keep the lounge and bathroom clean. There is always more tool and building maintenance needing to be done.

The chapter is always looking for ways to stretch its budget. If you are aware of any tools or other items that could potentially be donated to the chapter please contact me. Along those lines I'd like to thank Peter Zutrauen for donating a fridge to the chapter to replace the one we found had died just prior to our August BBQ.

The ops coordinator position exists to assist YOU the members do all this (and more). If you notice something you think needs doing at the hangar, contact me. I would love to lend you a hand.

See you at the hangar,

***John M.***

## **Membership**

Phillip Johnson – EAA Chapter 245 Membership Coordinator



We're now September 2020 and, as you can see from the two images below, we have finally surpassed last year's total membership. We have picked up a number of new members, some with aircraft. If you happen to be at the chapter hangar you will notice three new arrivals with two Cherokee 140's and a

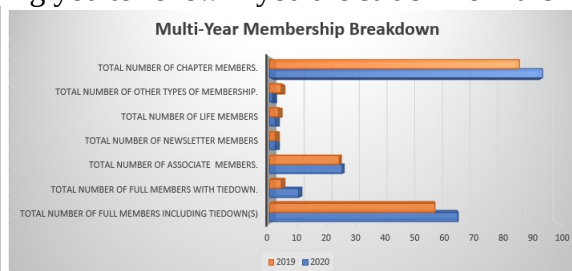
Maule. Please welcome Rob Fleck, Joseph Auge, Ryan Miller, Galen Smith, Colin Smith, Byron Dale, Christian Corriveau, Jacob Turaj, Stephen McIndoe, Colin Nason and, and Dimitri Pavlou. Dimitri's Maule sits in the prominent position near the taxiway and on top of a very nice set of paving slabs that would grace the back yard of many an expensive residence in Kanata. Well done Dimitri. Note: is anyone missing some paving slabs from their back garden 😊.



*New member Stephen McIndoe's lovely Glastar, photographed just prior to it being ferried to Stephen's home airport of Bromont, Quebec.*

If any 2020 full member has not received the door codes for the clubhouse and machine shop, please send me an email and I will get the code to you. If you are a full member, please do not pass on the codes to other members as this makes it unfair to those who have paid for full membership only to see associate members having the same benefits.

We've had four full members who have not renewed at this time, some of whom are not expected to renew in the future, and six associate members who have yet to renew their membership so please could you send your dues to Ken Potter if you wish to renew, or as a courtesy, advise the membership coordinator at [membership@eaa245.org](mailto:membership@eaa245.org) if you do not wish to renew so that I may strike you from the list. You will not receive emails from me asking you to renew if you are struck from the list.



As many of you know, I am now a snowbird and spend the winters down south. To facilitate membership please remit your membership dues to [treasurer@eaa245.org](mailto:treasurer@eaa245.org) preferably using eTransfer. With Covid-19 being rampant in California it is likely we may not be heading south until deep into the

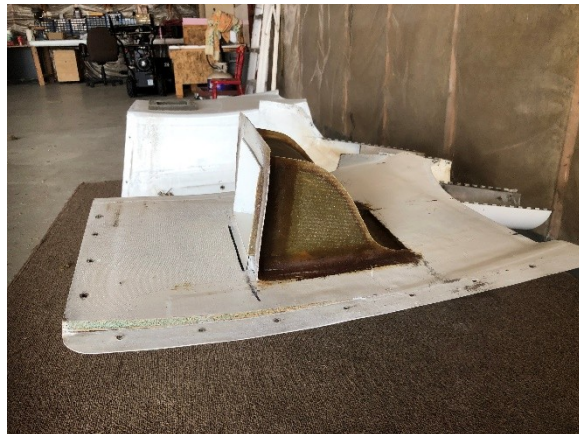


spring. In the meantime eTransfer provides us with the best traceability for payment and removes the possibility of an error or mistakes on our behalf. If eTransfer is not your thing then cheques or cash will also work. Once Ken Potter (Treasurer) receives your remittance he passes the email on to me so that I can enter it into the data base. Having you entered into the database is important as it stops me from pestering you if you have already paid. I will be pestering all members not in good standing starting next week.

If any of you need to contact me please use [membership@eaa245.org](mailto:membership@eaa245.org) or call my mobile number 613-790-4929. I do have a calling plan so you will be calling a local number and I will not be any international surcharges.

On the personal front, my aviation medical expired in mid-January 2020, and as I was away for the winter, I had intended to renew the medical on my return in late March or early April. Unfortunately, COVID-19 had different ideas and the physician's office had been closed. I finally had my appointment for the 15<sup>th</sup> July, and I was back in the air shortly after.

In the meantime, I have done a small modification to the engine cowl to improve the airflow out of the oil cooler.

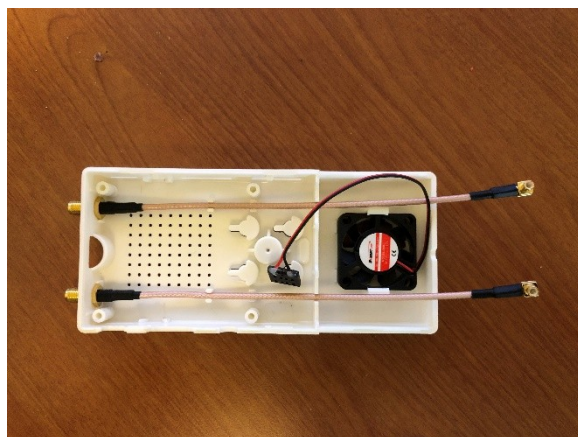


For those of you who are getting bored, I have a YouTube video of my flight from Smiths Falls to Carp for last years breakfast. On that flight I'm trying to wake up Dwayne Price as we wanted to test the ATC coverage from his ground based RV6A. Enjoy the flight.

<https://youtu.be/aXDcS5YbZHE>

For those of you who are looking at ADSB, I built a very low cost ADSB-IN device based on the Stratux. I was able to do this all for less than \$200 CDN. All of the parts were available online at [www.Amazon.ca](http://www.Amazon.ca). In my variant I had an additional serial port that allowed me to connect the finished product to my Grand Rapids EFIS using a hard-wired connection. The normal Stratux uses a wireless connection to your tablet and/or phone. Using the additional serial connection does not stop the wireless mode from working so it is possible to have both EFIS and tablet running at the same time. While not everyone (me included) has ADSB-OUT, I was surprised at the number of contacts I saw just flying in the vicinity of CYRP. Flying at 4,500ft, near the St. Lawrence, connected me with the US system and the Radar feed was then rebroadcast to my receiver for traffic on both sides of the border. Interestingly, there was a non-ADSB-OUT contact travelling at 4,500ft, (Same as me) heading to Kingston at my two o'clock. He had called on the enroute frequency but was not visible by eye, but my Stratux had him displayed on both my tablet and EFIS. Likewise, the system had picked me up and

was indication my position as a contact as well. Note: I do not have ADSB-OUT at this time. It definitely seems like a great safety feature for the future.



- SDR Radios [https://www.amazon.ca/gp/product/B076GWVNH8/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o03\\_s01?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B076GWVNH8/ref=ppx_yo_dt_b_asin_title_o03_s01?ie=UTF8&psc=1) \$53.95
- Raspberry Pi [https://www.amazon.ca/gp/product/B01LPLPBS8/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o03\\_s01?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B01LPLPBS8/ref=ppx_yo_dt_b_asin_title_o03_s01?ie=UTF8&psc=1) \$61.95
- Case [https://www.amazon.ca/gp/product/B07645C1GD/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o03\\_s01?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B07645C1GD/ref=ppx_yo_dt_b_asin_title_o03_s01?ie=UTF8&psc=1) \$19.95
- USB to Serial Converter [https://www.amazon.ca/gp/product/B0007T27H8/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o03\\_s01?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B0007T27H8/ref=ppx_yo_dt_b_asin_title_o03_s01?ie=UTF8&psc=1) \$18.00
- Heat Sinks [https://www.amazon.ca/gp/product/B019SX6Z8A/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o02\\_s00?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B019SX6Z8A/ref=ppx_yo_dt_b_asin_title_o02_s00?ie=UTF8&psc=1) \$6.99
- 12V to 5V power inverter [https://www.amazon.ca/gp/product/B07411VJB4/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o00\\_s00?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B07411VJB4/ref=ppx_yo_dt_b_asin_title_o00_s00?ie=UTF8&psc=1) \$14.95
- GPS [https://www.amazon.ca/gp/product/B01EROIUEW/ref=ppx\\_od\\_dt\\_b\\_asin\\_title\\_s01?ie=UTF8&psc=1](https://www.amazon.ca/gp/product/B01EROIUEW/ref=ppx_od_dt_b_asin_title_s01?ie=UTF8&psc=1) \$25.99
- a micro-SD card (available locally)

*Phillip Johnson*

## **Young Eagles**

Mark Briggs – EAA Chapter 245 Young Eagles Coordinator

Some might believe that Covid has completely killed off our Young Eagles program this summer. This definitely is NOT the case, a fact I'm very pleased to share here!

Our volunteer pilots have been very carefully finding ways to keep up the excellent work of the Young Eagles program, flying young people as demand arises. We've been doing this on an "as needed" basis, with pilots coordinating with Young Eagle families to establish an acceptable Covid-compatible protocol to apply to the flight. As a result we've seen Young Eagles gain flight experience in a variety of aircraft including the Fleet Canuck and the Glasair Sportsman. We've even had an Eagle flight.



As is always the case, if you are interested in flying a Young Eagle, please let me know by email to the [young.eagles@eaa245.org](mailto:young.eagles@eaa245.org) email address. Likewise, if you know of a young person who would like to experience flight, please reach out and I'll do the very best I can to link that young person to a volunteer pilot. Of course our volunteer pilots are the backbone of this operation, providing the critical "lift" it needs to accomplish the goal of giving flight. If you're interested in flying Young Eagles please fire off an email in my direction and I'll add you to our roster.

This is a wonderful time of year to get young people up flying – the fall colours are beautiful and we are often experiencing lovely calm air for morning or evening flights. Let's share the joy of flight with others!

*Mark.*

## **Webmaster**

Jack Hinchliffe – EAA Chapter 245 Webmaster Extraordinaire



I hope everyone has been doing well the past several months, now more than ever. I also hope with the time spent at home, those currently building have found plenty of time to work on their projects. For those flying, I hope you have taken advantage of flying around in the quiet skies. I know I have. Without our in-person chapter meetings, it is tough to keep in touch with one another. To keep one another informed on the status of builds, or flying planes, I am putting together a photo gallery on the website consisting of member projects and planes. If you would like to have yours shared with the chapter online, please send them to me at [webmaster@eaa245.org](mailto:webmaster@eaa245.org). Let us hope that soon it may be safe for us to resume our regular activities! Until then, I suppose we'll have to be a bit more connected online.

Safe flying and happy building,

Safe flying,

Jack

# MEMBER ARTICLES

## Pedal Power!

John Montgomery & Mark Briggs

Early in the summer a young fellow by the name of Colin experienced a Young Eagles flight through Chapter 245. He and his mom were given a tour of our chapter hangar and it was clear our Cruiser build project sparked an interest. Of course COVID kept the Cruiser project on the back burner through the summer. Undeterred by something as minor as a pandemic, Colin and his mom continued to visit the chapter hangar on weekends, dropping in so that Colin could get his aviation "fix".



Fast forward to September when work on the Cruiser recommenced, albeit weighed down by all the restrictions associated with compliance with provincial and local public health mandates. Still, Colin and his mom showed their terrific enthusiasm by showing up on Sundays to help out however they could.

The Cruiser project is at a point where there is a lot of head scratching going on as plans are carefully made to mount the wings. With so much head scratching comes little in the way of visible progress and even less for enthusiastic builders to do to keep their hands busy. Seeing Colin and his mom searching for some way to quench their thirst for involvement caused a light bulb came on.

Some time ago our chapter purchased the plans and an assortment of materials to build a pedal-powered RV-style airplane. Hmm... We have tools. We have materials. We have plans. We have two very willing helpers. What a terrific combination!

Colin and his mom started the build project like any airplane build project starts. First came a careful review of the plans.



Once the plans were understood, the materials were gathered and a work space arranged. Given the degree of clutter which had accumulated in the chapter workshop and hangar over the past few months of Covid-induced “down time”, making a clean work space was no small feat in and of itself!

With a work space sorted out it was time to get down to work. Colin and his mom have been working away quite diligently. Their progress is slow and methodical, just as one would expect in an aircraft build project. Better to measure twice and cut once!

In the photos below we can see our terrific mom-and-son team hard at work, turning plain aluminum sheet metal into what will no doubt be a smile-generating pedal plane. Without doubt there will be lots of learning done as this project takes shape. Who knows, maybe the pedal car will fly before the Cruiser does!

Thanks for your excellent work and enthusiasm, Colin and Jennifer!





# A Good Apprentice is Hard to Find...

Mark Briggs

This could be a long story, but let's cut to the chase. Most of us in the chapter know John Montgomery as our intrepid Operations guy. Many of us have seen his son, Colin, helping his dad with work around the chapter. Colin was conspicuously absent for most of three years while he attended Canadore College in North Bay, graduating from the Aviation Maintenance program. During those three years Colin did the "book learnin'" necessary to prepare him to become licensed as an Aircraft Maintenance Engineer in both the "M" and "E" categories. For those who don't know the AME licensing system, the M license is essentially the mechanics license while the E license allows an AME to work on pretty much anything that has an electrical wire attached to it.

As most of us can appreciate, the summer of 2020 is a pretty tough time to be a fresh grad looking for work in the aviation industry. COVID-19 has brought aviation to its knees in Canada and around the world. Still, the "little guys" of aviation, better known as General Aviation, or GA, has kept on moving. We are able to hop in our little airplanes and go places while airlines are grounded, simply because our little airplanes aren't trying to cram a couple of hundred humans into a big tin can.

The annual inspection on our family's Glasair Sportsman is due at a most unfortunate time – early January. I've had my fill of freezing my extremities while working on airplanes so I had planned to move the inspection date to a warmer time of year, perhaps early spring. Of course things didn't quite work out that way in 2020, but by July I was ready to spring into action. After a fortuitous conversation with Colin Montgomery we came to an agreement that Colin would work with me on the annual inspection of the Sportsman and perhaps on some of the its modifications which I wished to undertake.

It had been many years since I last had an opportunity to work with a recent college graduate. The annual inspection process went off without a hitch. Colin had the opportunity to work as though he were working in a professional maintenance organisation as an AME, including conducting the pre-inspection run-up of the aircraft. It was a pleasure to have him in the hangar. Sheltering from COVID in a hangar is not a terrible hardship – having good company while doing so makes it a much more pleasurable experience!

While we were carrying out the annual inspection we also incorporated several modifications to the aircraft. Over the two-plus years since its first flight I had noticed uneven cylinder head temperatures and higher-than-desired temperatures overall. The engine baffles were the first target of opportunity to achieve better cooling uniformity. In all, three modifications were applied to the baffles. In each instance Colin was provided with general guidance as to how to proceed and left to his own devices to figure out how to achieve the desired outcome. He worked slowly and carefully, ultimately producing a very functional end result which bore evidence of excellent workmanship and attention to detail.

Most folks who work on amateur-built aircraft aren't too keen to undertake a major "hack and slash" project on a fiberglass engine cowl. I know I fall into that category. Still, evidence from other Sportsman owners convinced me that more cooling air exit area was required to lower overall engine temperatures. This would require that we cut the bottom from the cowl and drop it nearly an inch before bonding it back in place with fiberglass. This is pretty radical



surgery, especially considering we had nothing to work with other than an idea of what the finished product should look like.

This is where I got smart and stepped back, taking refuge in the cockpit to complete a major update to the instrument panel. My good friend and helicopter mechanic Brett stepped up to the plate to help out. He and Colin worked at a feverish pace to convert what was essentially my “back of a napkin” sketch into a seamlessly-integrated extension of the lower engine cowl.

The good news is the modifications combined to provide both more even cylinder head temperatures as well as their significant reduction overall. I’m very pleased with the outcome.

Colin has goodnaturedly allowed me to refer to him as my apprentice. We recently worked together to conduct pre-purchase inspections on a lovely Glastar now owned by chapter member Stephen McIndoe as well as on a Sportsman for an American buyer. For both of these inspections Colin was what I would like to call a true “power tool” – he worked steadily and surely, opening access panels and doing so many of the tasks which burn up labour hours during an inspection.

Yes, he even got stuck doing a lot of the dirty work. In the photo below we see Colin scrubbing away years of dirt and oil from the Glastar lower engine cowl – definitely a dirty job!



Here we see Colin with chapter member Stephen McIndoe and the aircraft's former caretaker after successful completion of the Glastar pre-purchase inspection. Colin's sharp eyes helped identify some of the items which Stephen is working on to bring his new airplane into tip-top condition.



A couple of weeks ago Colin and I travelled together in my Sportsman to Lachute to carry out a pre-purchase inspection on another Sportsman. That was a very intense day of work, starting with an early morning blast-off from Carp. We took about 20 minutes to wolf down some pizza for lunch – that was our only break during the day. The rest of the time we were moving at a frenzied pace to get every nook and cranny of the aircraft opened for access, inspected and closed up again. Colin once again proved his mettle, calmly getting the job done with minimal supervision.

We can see in the photo below my apprentice looking very cool (if not a little tired) on the flight home from Lachute. I think we were both very pleased with our efforts that day – I know I certainly was!



Maintenance activities in my hangar have drawn pretty much to a close for the season. I've so much enjoyed working with Colin that it seems a shame there aren't more projects ahead of us.

It's been wonderful to see Colin advance through the stages of being a Young Eagle to high school graduate to college graduate. If you have need of an excellent apprentice AME, or know of somebody who is, I recommend you contact Colin Montgomery. He comes with my unreserved recommendation as an apprentice who works both hard and smart. I wish him the very best of success in his chosen field of aircraft maintenance.

## **Upcoming Events**

*Regrettably COVID-19 cancellations have forced this section to be much like Old Mother Hubbard's cupboard – very bare. But it's not totally bare! We will be holding chapter executive elections shortly – Martin Poettcker introduces us here to our new Covid-friendly elections process!*

**IMPORTANT NOTE – TODAY IS THE LAST DAY TO SUBMIT NOMINATIONS!**

### **Call for Nominations: EAA Chapter 245 Executive Elections**

Nominations are now open for the EAA Chapter 245 Executive positions of:

President  
Treasurer  
Operations Manager  
Webmaster  
Technical Information Officer

The term of each position is 2 years.

If you can contribute to the operation of EAA Chapter 245 in one of the roles above please put forward your name as nominee (volunteer) for the position by sending an email to

EAA245elections@gmail.com

If you feel that another member you know can contribute in one of these roles please approach him to ask if you can nominate him or if he will nominate himself by sending an email to the same address.

Nominations are open until the end of September, 2020, after which the nominations will be added to the election roster and sent to the members for a vote, as detailed by Mark Richardson in the Sept 24 ZOOM meeting of EAA Chapter 245, and as described below.

Thank you for your consideration:

Martin Poettcker

Elections Officer, EAA Chapter 245.

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EAA Chapter 245 Elections for 2020.

EAA Chapter 245 holds elections every year for executive positions. The executive positions are split into two groups and to ensure continuity, only one group is elected in even years, with the remainder of the positions filled in odd years. This year EAA Chapter 245 is holding elections for the President, the Treasurer, the Webmaster, the Operations manager and the Technical Information Officer.

Because of the Covid 19 pandemic, EAA Chapter 245 is not allowed to gather at our regular location for our monthly meetings as this would be against the social distancing rules. This necessitates a change to our normal election process and requires that we hold the elections by email.

An email will be sent to the entire membership by the elections officer late in September asking for nominations for the positions up for election. A member can nominate anyone he feels is suitable for a position as long as the member being nominated agrees to stand for the position. Any member can also volunteer to stand for a position and in effect nominate himself. Nominations must be sent to: [EAA245elections@gmail.com](mailto:EAA245elections@gmail.com).

Nominations will be accepted until the end of September. On October 1<sup>st</sup>, the elections officer will email a list of the nominees to the entire voting membership and call for a vote for the positions that have more than one nominee. Members must send their votes by October 14 to: [EAA245elections@gmail.com](mailto:EAA245elections@gmail.com).

The elections officer will tally the votes and announce the results at the EAA245 general meeting to be held by Zoom on October 15<sup>th</sup> as well as in an email to the entire membership.

EAA Chapter 245's president, Mark Richardson has appointed Martin Poettcker as the elections officer for 2020. Martin will be sending you an email in the very near future asking for nominations. Please give some thought to who you would like to see in the positions of your executive, and speak to those you think would be appropriate about nominating them.

Martin Poettcker  
[EAA245elections@gmail.com](mailto:EAA245elections@gmail.com)



## Classifieds

### **CHALLENGER II ADVANCED ULTRALIGHT - \$22,500 (Price Drop!)**

320 HRS TT Rotax 503, Puddle Jumper Floats,

Electric retractable wheel skis. Garmin 496 GPS,

Transponder, Radio, Intercom. 15 gal tank.

Turbulence aviation seats and interior. Owner built and maintained.

Allways hangered.

Canopy cover, engine cover, extra prop.

Located Carp (CYRP)

Contact: Andrew Ricketts andycibuy@gmail.com



### **Transponder**

Bendix King Transponder KT-76 A with an ACK ENCODER and a Bendix King Shark Fin KA-60 Antenna.

It has been checked by TORONTO AVIONICS LTD and never installed since.

All for **\$500.00**

Contact: James B. McKinley, Curran, Ontario .

**Tel: 613-851-8424**



# 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:	Mark Richardson- 613-983-7764 <a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Mike Lamb - 613-790-4929 <a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
Treasurer and Marketing Manager:	Ken Potter - 613-259-3242 <a href="mailto:treasurer@eaa245.org">treasurer@eaa245.org</a>
Secretary:	Mark Cianfaglione - 613-600-4501 <a href="mailto:secretary@eaa245.org">secretary@eaa245.org</a>
Operations:	John Montgomery - 613-286-8543 <a href="mailto:ops@eaa245.org">ops@eaa245.org</a>
Membership Coordinator:	Phillip Johnson - 613-790-4929 <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>
Webmaster:	Jack Hinchliffe – <a href="mailto:webmaster@eaa245.org">webmaster@eaa245.org</a>
Newsletter Editor:	Mark Briggs - 613-725-4361 <a href="mailto:newsletter@eaa245.org">newsletter@eaa245.org</a>
Technical Information Officer:	Pillip Johnson – <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>
Young Eagles Coordinator:	Mark Briggs - 613-725-4361 <a href="mailto:young.eagles@eaa245.org">young.eagles@eaa245.org</a>
Hangar Group Liaison:	Bill Reed - 613-858-7333 <a href="mailto:Bill@ncf.ca">Bill@ncf.ca</a>
Past President:	Phillip Johnson – 613-790-4929 <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>

**EAA 245 Website:** <https://chapters.eaa.org/EAA245>

# Membership Application and Renewal Form

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

## Experimental Aircraft Association Chapter 245

Application Date: \_\_\_\_\_

New:       Renewal:

I do NOT wish to be part of the EAA Google Group



Name: \_\_\_\_\_

Street: \_\_\_\_\_

City/Town: \_\_\_\_\_

Province: \_\_\_\_\_

Post Code: \_\_\_\_\_

Phone ( ) \_\_\_\_\_

Aircraft Type: \_\_\_\_\_

Registration: \_\_\_\_\_

### Aviation Affiliations

EAA # \_\_\_\_\_ Expiry Date: \_\_\_\_\_

COPA:            RAA            UPAC

Other \_\_\_\_\_

**Annual Dues: January 1<sup>st</sup> to December 31<sup>st</sup> (pro-rated after March 31<sup>st</sup> for new members)**

**Newsletter Subscriber:    \$50**

Newsletter only

**Associate Member:        \$50**

**Full Member:                \$100\***

Newsletter, hangar, workshop, tie-downs.

Note. Associate and full members must also be members of EAA’s parent body.

Cheques should be made payable to: EAA Chapter 245 (Ottawa)

**On-Line E-Transfers to [Treasurer@eaa245.org](mailto:Treasurer@eaa245.org) are preferred.**

Note: PayPal payment is available – please consider adding \$3 to cover the fees.