



Carb Heat

June 2012

Hot Air and Flying Rumours
EAA 245 NEWSLETTER Vol 42 No. 6
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Next Meeting: Saturday June 16 at 10:00 AM
 EAA 245 Hangar
 Carp Airport
 Presentation:

***New 406MHz ELT from Pointer
 Avionics - Bruce McPherson***

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

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

President's Message



Thermals

The food tour has begun in earnest.

Installation of an Dynon EFIS and Autopilot system in an RV6A or "an IFR panel in a week" – Dwayne Price, Charlie Martel, Henri Monnin, Greg Holbrook

I want to thank the East end gang for another great presentation on their heroic 8 day panel installation in Dwayne's RV-6A.

I particularly enjoyed the comments and humorous videos of the trials and tribulations of the equipment rack test fits – "its going, going, ... it won't fit, !#?".

I'm always impressed at the speed and craftsmanship of the very active East end gang.

Young Eagles Fly Day June 16th 12:30 PM (Rain date is June 23rd)

The first annual Young Eagles fly day will take place right after the June meeting.

A few pilots have had to withdraw, so Alfio is still looking for additional volunteer pilots and for ground assistance.

To volunteer or add a young eagle to the list contact Alfio at 613 836-8285:

longeron@gmail.com
young.eagles@eaa245.org

Canada Aviation and Space Museum – July 1st Canada Day

If anyone is interested in flying in on behalf of EAA245, please contact one of the exec.

We are also looking for volunteers for a rib-building booth for the kids.

Pontiac Airpark News

<http://www.pontiacairpark.com/News.htm>

Makerplane - Open Source Aircraft Project

The small, distributed team is making progress and plan to have a model and booth at Airventure in Oshkosh.

John Nicol is spearheading the project and is located right here in the Ottawa valley. I have asked John for a short presentation at our July 14 meeting.

Take a look or volunteer!
<http://makerplane.org>

Around the Patch

We have a new member and another Zenith on the flight line – it's good to see the tie down rows filling up again.

The Nanchang & crew dropped in for a visit recently, she was getting all dolled up and polished and shiny for the upcoming touring season. Where's Colin?

Mark's Glstar Sportsman2+2 made some rapid progress the last few weeks with some assistance. A huge amount of things got checked off the to-do list. We hope to hear her making noise shortly...

Alfio and Shirley's girl is almost back together with a spiffy new IFR panel.

Andy's Long-Ez was getting some TLC recently – we hope to see them flying more soon.

EAA 245 Club Stuff

Sunday morning get together continue @ 10am at the Carp EAA hangar. See you there.

As per previous years, our Summer meetings will be held at our Chapter Hangar in Carp.

See you at the meeting!

Cary

Meeting Schedule

16 June 2012, 10:00 AM, EAA Chapter Hangar, Carp	New 406MHz ELT from Pointer Avionics - Bruce McPherson LOCATION CHANGE to CARP for our summer meetings
14 July 2012 Carp EAA chapter	Makerplane.org Open Source Aviation Project - John Nicol Preparing for an Oshkosh Arrival Oops - Charlie Martel, Cary Beazley
18 Aug 2012 Carp EAA chapter	SplOshkosh review

Editor's Comments

Our regular contributors, did their usual this month. Cary presents his President's Message and Wayne Griese brings us a historical look at Carb Heat. Charles Martel is overloaded for now so his usual column on the flying adventures of the pilots of the East End will have to wait for better times.

Jeff Whaley is continuing for a sixth issue his series on the build of "My Plane".

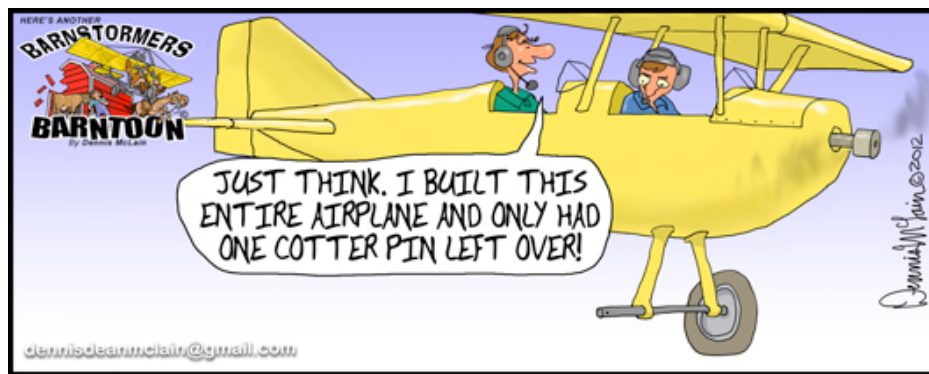
Ken Potter wrote a short article about the Westport Fly-In..

Flying season is upon us and there are a lot of airports to go to for a fly-in breakfast.

We need more stories and information to pass on to our readers. If you go to fly-ins, take notes, pictures and write a short article so others find out what they missed.

Yvon Mayo

Bartoon



Barnstormers issue 223

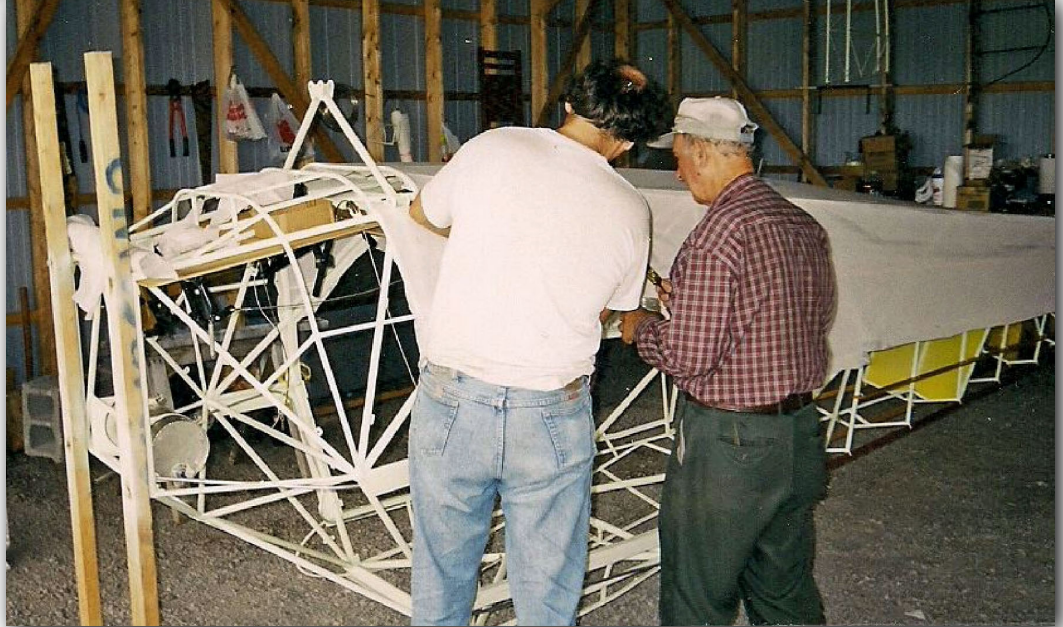
My Plane - Pre-Flight Inspection

(This is part of a series; see previous articles in the January, February, March, April, and May Editions)

Inspections

Everything that happens after the pre-cover inspection is essentially working toward the final, Pre-Flight Inspection. In total, I had three pre-cover inspections at various stages of the project: Fuselage, Wings and Control Surfaces. As a builder, if you can count to three you can pass any inspection. Bolt a part of any quality to your homebuilt (Ford V6?) if you like (it's your butt) as long as at least 1 thread and no more than 3 protrude past the nut, in combination with 3 or less washers. So learn how to measure bolts and get the thread count right.

After passing a pre-cover inspection make sure that everything to go inside is actually there and any service areas are



accessible. For my wings this wasn't too complicated but included such things as running wires to the wing tips for navigation lights, design and install my landing/taxi light modification, fabricating access panels for all control cable pulleys and installing

the cables. To complete the flaps and ailerons with top and bottom aluminum skins actually meant putting everything together with clecoes then disassembly for inspection, clecoe it all back together then replace a few clecoes at a time with Avex pop-rivets. It is a very satisfying feeling to see something go together for the last time.



The Fuselage Cables and Wires

The fuselage is a monster to complete prior to covering. There is so much to consider, for one the instrument panel and wiring. Instrument panels are notorious for being difficult to access after the fact. Removing or running just one new wire can take hours of removing interior panels, seats and floorboards before routing is even possible, all for a job that takes 5 minutes on a bare airframe. It too has to have



the tips it became obvious that there were two shades of blue. I contacted the supplier and they shipped me two new cans and again not the same colour as the fuselage. I phoned Stitts directly and discussed the problem; they explained that the PT-177 colour chip I selected was now obsolete but if I sent them a sample they would match the colour and supply me with two new cans – they were true to their word.

most if not all cables routed, especially in my case the trim system continuous control cable for the horizontal stabilizers; I spent more time making that cable and planning its routing than on any other system in the airplane as its access is limited at best.

Satisfaction

Covering the airplane is the most satisfying job of all. It was a lot of fun and I had lots of help from friends and family. My dad guided us through the big jobs of wing and fuselage covering.

Unfortunately during the last tightening of the top fuselage skin the stringer-attach clips collapsed, literally folding over; what looked great 2 seconds before was now a mess. The top cover had to be ripped off and something done to support the stringers. At this stage welding wasn't an option. I drilled through the stringers and Piper channel on either side then used safety wire (picture a telephone pole with opposing guy-wires) to hold everything secure. With those lessons learned, completing the landing gear and tail sections was easy. Since the wing ribs came pre-drilled to accept fabric-attach

rivets, I drilled the rudder, horizontal stabilizers and elevator ribs to match.

Painting

I chose the Stitts Poly-Fiber system with Glacier White and Ultra-Marine Blue as I like F4U-Corsairs. When it came time to paint, the fuselage was done first with the top half white, bottom half blue; the fresh paint looked great. My wings would be basic white with blue tips for contrast; as I finished painting

Without access to wing or fuselage rotisseries the wings were hung from the hangar rafters. Painting vertically hung components is not an ideal situation; it requires rapid movement of the spray gun and extra passes with a light spray. The fuselage suspended by rope-block with a modified engine mount bolted to the front combined with a saw horse at the tail, allowed 3-position rotation and a more relaxed painting environment. Working in a hangar without



electrical service means suffering through the pounding noise of both a generator and a compressor adding stress to an already difficult job but sometimes you just have to make do. Is the end result perfect? – NO, but it’s pretty good.

Challenges and Tolls

To put things into perspective it was now early 2002, the project was in its tenth year. The airplane was sitting there on the gear all painted; engine was hung on the front; prop was on, the wings were complete. The project was 95% complete but as the saying goes still had 50% to go. To this point I had already gone through just about every emotion building the airplane; most days I couldn’t wait to get back working on it; there were days I should have just gone fishing and a couple times it’s a good thing no axe was nearby but what

happened next really took its toll on me.

My dad made his last flight over to Carp, on a rare mild day in early January to take a look at the project. We both knew his health was fading fast; all I could say was “I just couldn’t go any faster”, he said something to the effect that

it was okay, his homebuilt was taking a long time too. I worked at every opportunity but it was to no avail; he was gone in April and would never see the airplane fly. I had to take a hiatus; any artificial

deadlines in my head simply vanished.

The Last Details

I don’t recall everything that still had to be completed but it took an additional 2.5 years before I passed Final Inspection and had a flight permit. There was the interior, the lift struts, all the rigging, fuel system plumbing, a lot of electrical work for the engine had to be finalized, the cowlings had to be optimized to mate with the radiator air intake and I needed to add a cabin heat/cabin ventilation system.

Weight and Balance

My thinking was that everything had to be in place and finished before doing the weight and balance; I simply didn’t want to do it twice. Finally one day I taxied over to the Carp EAA hangar and rolled it onto the bathroom scales.

additional pounds of ballast were installed in the tail. Where did it all come from? Since it was nose-heavy some of it was coming from firewall-forward. I had made a few modifications, Trim system (10 lbs); carpet (10 lbs); naugahyde on interior panels (10 lbs); flap system (15 lbs) everything else was standard. My guess is about 120 lbs was attributed to the engine install, 45 lbs for modifications and the remaining 50 lbs was in the wings. The 2+2 has a quoted useful load of 1120 lbs so there is some room to play; we were down to 824, not great as I was hoping for an even 1000.

Final Inspection

I had ran the engine many times with the propeller on and taken it up to full throttle tied to my truck, so I was confident when the day arrived it would deliver full power

and get airborne. To my surprise on the day of Final

Inspection I was actually asked to demonstrate the engine to the DABI inspector. The engine started right away as usual but when I opened the throttle it bogged down in the mid-power band; I said the inspector “that

has NEVER happened before”. This hiccup was not enough to prevent me from passing the inspection, though I did write to the DABI to explain how I resolved it. It was a combination of colder air



With two scales under each main and one on the tail it was painfully obvious this was a heavy bird, 220 pounds beyond Wag-Aero empty weight with a 180 hp engine. To make matters worse it was decidedly nose-heavy so 16

temperature and a cooler engine; the resolution was to increase the main jet size in the carburetor.

Flight Permit

It took some two weeks before all the paperwork came through. In the meantime I taxied up and down runway 22 at CYRP getting the feel of it. It was light on the tail, didn't

take much speed to lift it but otherwise seemed to handle okay. I had ZERO tail-dragger time and thus had no illusions of doing the first flight myself. The plan from the beginning was for my father to make the test flight, sadly that was not going to happen. I had a brand new airplane I couldn't fly – I needed a test pilot.



Jeff Whaley
EAA 313043



EXHAUST – from the Carb Heat Archives



The following was taken from Carb Heat.

30 YEARS AGO June 1982

On Friday, June 18th, 1982, EAA Chapter 245 held their monthly meeting at the Chapter Hangar at Carp Airport. Parking was at Bradley's hangar and members were told: "Do not drive across the taxiway and when walking across the taxiway keep an eye out for aircraft". Members were also advised to bring mosquito repellent and a chair to the meeting. A folding lawn chair was suggested. From the newsletter we find that "several attempts to foster participation and continue to raise and maintain the common interests we all share, none seemed to have sufficient membership appeal to succeed." The question was raised

– "Where are we going wrong?" At the June 1982 meeting members were requested to come prepared to pass along their suggestions and comments on the Chapter's operation.

Also in Carb Heat thirty years ago was the news that the Civil Aviation Authority in England recently changed regulations to allow the use of automobile gas for non-commercial applications in a large number of light aircraft engine models – from the A65 to the O-200. However, when auto gas was used, the pressure altitude was not to exceed 6000 feet, and the gas must be obtained at designated airport pumps (to maintain some quality control). The problem in using car gas, it was noted, was that when bulk supplies were low, refineries were known to relax their standards to meet the demand.

20 YEARS AGO June 1992

EA Young Eagles Program. At the June 18th meeting in 1992 EAA Chapter 245 members learned about: "a program which you will hear about a lot over the next 11 years. In an effort to foster a favourable awareness of aviation in

the next generation of adults, EAA has established the ambitious goal of taking 1,000,000 youngsters for an airplane ride by 2003, the 100th anniversary of powered flight". A video was to be available at the July 1992 meeting which would give all the details. It was felt that this was a very worthy program which pilots could participate in as individuals or support through organized chapter events and there was no reason why we couldn't support this worthy cause as a Chapter in the coming years.

At the June meeting that year Gary Fancy received his fourth First Flight award for his Husky Cub and Gary Palmer received a First Flight award for his Lancair.

In the newsletter it was mentioned that John Richards beautiful Zenair CH300, in its resplendent new paint job, would be on display during the July 1992 meeting. John was just waiting for his paperwork and final inspection.

wayne@igs.net. Thanks.

Wayne GRIESE

Chapter 245 goes to Westport Fly-In by Ken Potter

Several planes from EAA 245 Carp flew over to the Westport fly-in on May 26th. Bill Reed and Ken Potter were first out the gate with Fleet Canuck DPZ and were followed by Dwayne and Linda Price in their RV. The flight over to Westport was true joy. The air was so smooth we trimmed DPZ and flew “hands off” the stick until we descended into the circuit. Dwayne and Linda arrived right behind us in the circuit. I’ve still not figured out how that RV could keep up with the Canuck, but... go figure. Once parked, there were old friends to meet and get caught up with, a great breakfast served up by the Westport volunteers, and a walk around the airport to check out the 50+ planes that flew in. Other EAA chapter members who flew in included Dick Moore in his C-150 CG-GCJ and Pontiac Airpark’s André Durocher in his classic “VeeBee” C-FEVE. Pete Zutrauen and Irving Slone “drove-in” to complete the EAA 245 complement. After a walk around the village of Westport to experience their legendary hospitality, we departed for a somewhat bumpier ride home in DPZ. All in all, a great day of flying, friends and fun; this is just what local fly-ins are supposed to be about.



Delta Papa Zulu landing Westport Bill Reed PIC, Ken Potter right seat
Photo: Pete Zutrauen



Delta Papa Zulu with Dwayne and Linda's RV beside at Westport
Photo: Ken Potter



Dwayne and Linda Price Rolling 07
Westport
Photos: Ken Potter



Fly-Out Possibilities

All Items Taken from the COPA Website

June 9, Ottawa, ON: Capital Classic Wings & Wheels (formerly Classic Air Rallye) held at the Canada Aviation and Space Museum grounds at the Rockcliffe Airport featuring warbirds, classic aircraft and vintage cars and flying displays. For further information, please contact Michel Cote at 819-684-9160 (aircraft) or Ben Loiselle at 613-829-2203.

JUNE 9 MOVED FROM JUNE 23, Lindsay, ON (CNF4): COPA Flight 101 Spring Summer Fly-In. If you are an owner or friend of an individual with a WWII or older vintage aircraft, we would like to hear from you, and hopefully attend our event. Rain date June 10. If interested in participating, please contact APM Derrick Nauss at airportmanager@klma.ca or 705-341-5195 for more info and details. The drive-in will consist of a vintage and sports car show organized by local car clubs

June 10, St-Lazare, QC (CST3): The St-Lazare Flying Club/Copa Flight 43, Annual Fly-In Breakfast from 7:00 a.m. to 11:30 a.m. Best breakfast in the Montreal area! Everyone welcome. New unicom frequency 123.5. For more information, please contact Michel Moreau at mjmorea@videotron.ca or 514-694-2129. Visit our website at www.aeroclubstlazare.org.

10 juin, St-Lazare, QC (CST3): L'aéroclub de St-Lazare RVA déjeuner de 7:00 à 11:30. Le meilleur dans la région de

Montréal! Tous et toutes bienvenus. Nouvelle fréquence de l'aéroport 123.5. Pour plus d'information contactez svp Michel Moreau à mjmorea@videotron.ca ou à 514-694-2129. Visitez notre site Web chez www.aeroclubstlazare.org.

June 10, Cobden, ON: COPA Flight 124, Champlain Flying Club host their Annual Fly-In Breakfast from 07:00 until 11:00 hrs. CPF4 in the Supp. For more information, please contact Larry Buchanan at 613-638-2792 or lbuchan@nrtco.net.

June 16 (moved from June 26), Midland/Huron, ON (CYEE): Annual Summer Fly-In, sponsored by the local RAA chapter. A "Rust Remover" seminar will be presented by Martina Wassmer of T.C. Food and fuel will be available on site. Come and see the explosion of hangar construction at this airport. For more information, please contact President Ian Reed at 705-549-0572, Secretary Ray McNally at 705-533-4998 or raa.midland@gmail.com

June 16-17, Hamilton, ON: The 2012 Hamilton Airshow celebrates the 40th Anniversary of the Canadian Warplane Heritage Museum. Airshow staples like the RCAF Snowbirds and CF-18 Demo, Pete McLeod in his "Red Bull" Edge 540 and Matt Younkin in his aerobatic Beech 18 will amaze the crowd with their

aerobatic routines. However, the stars of the show will be the warbirds. Over 40 warbirds are scheduled to fly in the show including the rare Boeing B-29 Superfortress, making its only Canadian appearance this year. Additional warbirds include a ten-plane Harvard formation, Lancaster, Sabre, Firefly, B-17, Lysander, Hurricane, Spitfire, Skyraider, Avenger, Canso, Helldiver, Swordfish, Wildcat, Corsair and many more. For the latest updates, visit www.hamiltonairshow.com.

June 17, Picton, ON (CNT7): COPA Flight 53, Annual Fathers Day Fly-In Breakfast from 0830-1130. Lots of interesting aircraft and friendly folks. unicom 123.2. For more information, please call 613-476-9083 or 613-922-9528.

June 17, Cornwall, ON (CYCC): The Cornwall Flying Club/COPA Flight 59 will be holding its Annual Father's Day Fly-in Breakfast 08:30 a.m. until noon. Best breakfast in Eastern Ontario, static displays & old cars. For more information, please email Barry Franklin at barry.franklin@sympatico.ca. Visit our website at www.copafly59cfc.ca

June 17, Brampton, ON (CNC3): Father's Day Fly-in Breakfast from 8:00 a.m. until 11:00 a.m. Dad's "go-to-the-airport-free" day. Breakfast is

served up in the form of pancakes, scrambled eggs, sausages, toast, orange juice, and coffee all for a modest price. RAA-TR Hangar, north end of airport. For more information, please contact President Fred Grootarz at fred@arcronav.com or 905-212-9333; V.P. Alain Ouellet at aouellet@icecanada.com or 416-709-2020.

June 21-24, Hanover, ON

(CYHS): Annual Fly-In and AGM. Fly to CYHS (Hanover, ON.) and not CPN4 (also Hanover, ON.) but any which way you set your GPS or draw a line on your chart you are going to end up at the COPA Cabana Plane Fun Fly-In/AGM. For those who register early, there are two exceptional prizes to be won. First is a 406 ELT from Kitchener's Pointer Avionics as well as an exquisite \$1,000 Swiss wrist watch from the Hamilton Watch Company. If you want a sneak peek go to www.copacabana2012.ca to see our list of generous sponsors or www.saugeenmunicipalairport.com for other information.

June 30-July 1, Sherbrooke,

QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the Aviation community to its Annual Fly-in. No airshow and no aerobatics! Menu: A lot of aircrafts of all kinds, fly market, static displays, workshops (metal, composite, weight & balance), exciting conferences/seminars, homebuilt/aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft

clubs, Saturday night special super followed by a dancing party, restaurant on site for breakfast, lunch and dinner. Free camping on site. A lot of fun! For more information, please contact Réal Paquette 819-878-3998 or lesfaucheurs@hotmail.com. Visit our website at www.lesfaucheurs.com.

June 30-July 18, Brampton, ON (CNC3):

Three-week West Coast Rebel Ramble. Departing from Brampton CNC3 and wending a way to the west coast and back. Open to all. Many choose to fly segments as their own schedule permits. For more information, please contact Bob and Anna Patterson at bobp@prosumers.ca or 905-457-5238.

July 1, Ottawa, ON:

The Rockcliffe Flying Club will host its Annual Fly-In Breakfast from 7:30 a.m to 11:00 a.m. \$5.00 per person. Sightseeing Flights in a Cessna 172 will be available from 9:30 a.m. to 4:30 p.m. based at the Canada Aviation and Space Museum. \$35/ per person. For more details, please contact Brenda Reid at brenda@rfc.ca or 613-746-4425.

July 8, Hamilton, ON:

In celebration of the 40th Anniversary of the Canadian Warplane Heritage Museum, the Museum will be hosting four 2012 fly-in dates (May 27, July 8, August 19 and September 23). Fly-in visitors will have their landing fees waived and all occupants in their aircraft receive free admission to the Museum. The Museum is open 9 am to 5 pm and breakfast and lunch are available for purchase in the

café. For further information, visit www.warplane.com.

September 14-16, Gatineau,

QC: Vintage Wings of Canada in partnership with the City of Gatineau present the annual 'Wings Over Ottawa – Gatineau En Vol' Air Show and Fly-In featuring the highly acclaimed Canadian Forces Snowbirds. This year we pay tribute to Warbirds of the Med and will have a spectacular array of Vintage Warbirds on display both on the ground and in the air. Over 200 recreational aircraft are anticipated to visit the Executive Gatineau-Ottawa Airport over the course of the three-day event. It's all taking place at the Executive Gatineau-Ottawa Airport, 1699 Arthur Fecteau Rd. Gates open to the public at 10 a.m. Admission \$10/adult tax included, free for veterans and youth 12 and under. Workshops for aircraft owners throughout the weekend – stay tuned for details. Many food vendors and activities for families of all ages. A full weekend of aviation adventure right next to the nation's capital. Visit www.vintagewings.ca and sign up for the Vintage Wings blog for more up-to-date information or call 819-669-9603 or info@vintagewings.ca

For Sale or Rent

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

FOR SALE:

Liquidating the estate of a chapter member. Economical flying gear for newer pilots, or those wishing to upgrade their older stuff!

Avcomm AC-454-PNR Full-featured stereo headset, complete with built-in PTT switch, independent volume controls. In nearly-new condition – no marks or blemishes. In Spruce catalog @ \$175, asking \$100

Lightspeed Mach 1 in-ear headset. Incredibly light, fantastic sound, and unbelievable comfort. Comes in original hard case. Sold new for over \$400, asking \$200

ASA CX-2 Electronic Flight Computer. Sporty's advertises them at \$80. This one is in nearly new condition, offered at \$40

Jeppesen E6B-style metal slide graphic flight computer (a.k.a. "pilot's gee whiz wheel") Sells new at \$30, this one in nearly-new condition, with a protractor thrown in... \$15

Jeppesen Flight Star flight planning software (for PC). Free to a good home!

Deluxe lighted mil-spec pilot's kneeboard, with dimmer. Sporty's sells them for \$60, this one in NEW condition... \$30

Avcomm Deluxe Duffel flight bag. 7 pockets. New at Spruce they're \$54, this one in very good condition... \$25

Prices are negotiable within reason. Contact Mark Briggs: 613-725-4361 or cgjoy@yahoo.ca

FOR SALE

2003 Amphib floats 1850 on Murphy Rebel. Manufacture Bilmar.

Construction: Kelvar, fiberglass composite, electric hydraulic, hatches, rigging, dual water rudders.

Must sell. 20,000.00\$

Contact Paul Sicard

SicardPL@xplornet.com

FOR SALE

Rotax 582 complete with 3:1 C-Box, carbs, and exhaust. 5 hours TT since new which included Rotax break in and taxi test. \$ 3,000 OBO
Call Ken Potter at 613 259 – 3242

FOR SALE

\$3,000 OBO (Price reduced from \$4,000)
Honda CAM100 engine 100 hp engine 150 hrs. complete with instruments and engine mount .

Contact Ron Johnstone 613-745-5431

ronrose@rogers.com

FOR SALE

Wittman Tailwind W10, Continental -0-300B-145 h.p. \$20,000

McCauley Met-L-Prop, 76 x 54, 0 Time SOH - Hope Aero, 8 bolt hub - \$500

Small Portable oxy-acetyline welding set - new condition - \$200

Facet 12 volt fuel pump - new in box - \$20

Gravity fed low pressure paint gun and respirator mask - like new - \$40

John Richards

johnrichards1@rogers.com

Tel 613-726-9253

FOR SALE

Tom Smith's 1950 Piper pacer PA-20. TTSN 5110 hours. 0-320 975 Hrs SMOH, 406 ELT, two ICOM A200, Aero ski 2000 available. Price: \$42,000.

Contact Rollie @ 613-830-5346 or Charlie @ 613-487-3036.

FOR RENT

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

FOR SALE

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

WANTED

I'm looking for an original rudder for EDO 1070 floats. Other sizes may be usable as well.

Contact Russell Holmes for both at 613 226-8273 or e-mail at billy dot bishop at sympatico dot ca.

**EAA Chapter 245
Membership Application**



New: ___ **Renewal:** ___

Date: ___/___/___

EAA Number _____

EXP Date: ___/___/___

Name: _____

Address: _____

City/

Town: _____

Prov: _____ **PC:** _____

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

Email: _____

Newsletter Distribution Preference:

Email ___ **or Post** ___

Aircraft & Registration: _____

Other Aviation Affiliations:

COPA:___ **RAA:**___ **UPAC:**_____

OTHER: _____

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

Newsletter subscriber:___ **\$35.00**

Newsletter only

Associate Member:___ **\$35.00***

Newsletter plus Chapter facilities

Full Member:___ **\$70.00***

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

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

Make cheque payable to:

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