

Carb Heat

March 2017

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Next Meeting:

Thursday 16th March, 19:30, at the Bush Theatre,
Ottawa Aviation and Space Museum



Modernizing Older Aircraft Engines



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Don't forget to sign up for the EAA Chapter 245
Google Group!

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Editor's Comments



Some light at the end of the wintery tunnel and I was lucky enough to get a flight in John and Vlad's RV-7A last weekend. It's the first time I've flown since mid November so great to shake the cobwebs off.

A bit of a rush to get this month's edition out as I'm travelling over March break but we've managed to put together another jam packed Carb Heat!

Chris Skaarup give us a fascinating insight into powered paragliders and I hope Chris will provide some more articles as he chases his dream. I used to fly paragliders many years ago and it's interesting to see



how the sport has progressed. Much as I enjoyed the flying I always had the nagging thought that without positive G on the wing, as might happen in rough air or thermals, it very quickly becomes a bag of washing.

The Pilot N Paws members really out did themselves recently with a 3 aircraft trip all the way to Sept Iles. A great write-up from John with additional photos from Alfio.

John Montgomery, the Chapter's Ops Manager and Young Eagles Rib builder is the subject of our Pilot Profile. Thank you John for stepping up to do this at short notice. Who wants to volunteer for next month?

My 'future article' folder is now almost empty so, as usual, I need articles. If each of you committed to writing just one article per year, I'd have more than enough and I could cease the nagging!

And don't forget to sign up for the Chapter's Google Group!

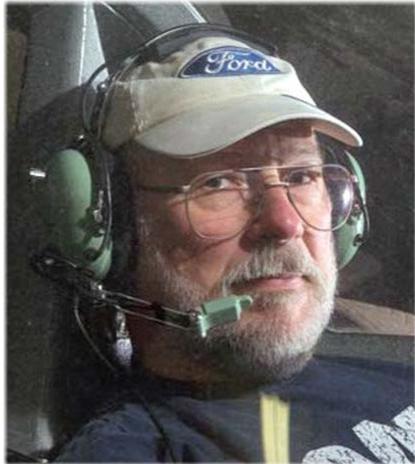
Colin

newsletter@eaa245.org



President's Message

It doesn't seem that long ago that I wrote the February message. It sure is a short month but I do see the longer evenings are brightening my spirits and I am hoping to get back in the air with my Cozy.



Meanwhile, back at the Chapter hangar, there seems to be a steady buzz on the weekends with the Fleet Canuck group using the hangar to install a new engine and the Zenith project moving forwards slowly. Those of you interested in joining us on the weekend are welcome and would be appreciated. We are still looking for ways we can keep the Zenith tied to chapter so, if any of you have ideas on how we might structure a flying club and provide some return on investment to the chapter, please step forwards as all ideas are welcome.

On the Hydro front we've not heard anything from the RCMP

regarding settling our tab with them or what they plan to do with the Dilawri hangar. We had been told they were expecting



to demolish it sometime in April. Ken Potter has been monitoring the government web site <https://buyandsell.gc.ca> to see if there have been any

contracts let or even if there are any RFI's out there but nothing seems to be moving. The significance of this is; we have a step up (220V/600V) transformer in the Dilawri hangar to transmit power under the taxiway, whereafter we step down to domestic values in the clubhouse. If and when the Dilawri hangar gets demolished, we need to protect our transformer and supply without too much cost to us. As we also supply power to the row hangar(s) and the Fleet hangar, we are also trying to establish an amicable way to distribute the fixed and variable costs for delivery of electricity to the users.

Since my last message we have seen a marked improvement in the usage of electricity so I would like to thank everyone for being mindful of our increased financial burden in particular with the provincial Hydro costs skyrocketing. Members are observing the goal to not waste electricity and the workshop is definitely running cooler. If you are feeling cold down there just wind a couple of hours to the timer and the heat should kick in for that period. The goal is not to make people cold rather just be aware of the cost to the membership. In days of old we used to have an honesty mug in which members would throw in a dollar or two when they used additional heat in the workshop. I'll leave that up to you how you want to contribute.

As many of you are aware, and thanks to Peter Zutruen, we have now an intra club mailing list for all things aviation and that is taking off well. We have had about 40% of our members sign up to the mailing list but we had expected a higher participation percentage. It may be that members had just not been able to get it to work or it may be that they were just not interested. Although I'm saddened if it is through lack of interest the executive understands it is not for everyone. What we need to establish is if there are any member who are wanting to participate, but for one reason or another, there is a problem then please contact Peter at webmaster@eaa245.org.



Greater Ottawa Fly-out Alliance (G...

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The Zenith Cruiser Project is on the move again but glacially slow. The workshop is warm and the coffee is hot. We have the fuselage in the workshop and we are about to install the fuel lines followed by a massive riveting session to pull the fuselage together once and for all. Please come out and join us.

riv·et·ing

/ˈrɪvɪdɪŋ/

adjective

completely engrossing; compelling.

"the book is a riveting account of the legendary freedom fighter"

Translations, word origin, and more definitions

Membership renewal is improving but it would be nice if we could improve and get the dues behind us so that we can move forwards. The success of the Chapter relies on subscription payments, gosh I sound like a broken record (*join the club, Ed*), so please be prompt and also encourage your aviation friends to join up too. Renewal can be done by Cash, Check, EFT, our website also offers PayPal or you can go direct to Gord Hanes. Gord favours EFT if you are wondering about the best method.

I don't know how many of you know about this but there is a group of pilots who have formed "Greater Ottawa Fly-out Alliance (GOFA)" which is essentially a bunch of pilots wanting to do regular fly outs. It's based at Carp but is not restricted to Carp pilots. If anyone is interested just google "Greater Ottawa Fly-out Alliance (GOFA)" and you get a link.

February showed an interesting presentation by Brent Norman presenting everything he knows about model Jets and drones. This month Mark Cianfaglione will be presenting "Modernizing older aircraft engines". That should be an interesting evening.

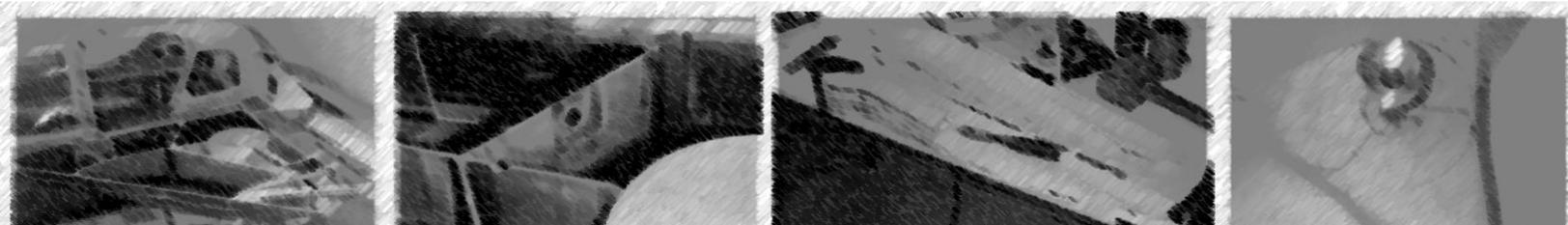
Coffee is still off the cards for March but thanks to Russ there will be Hot Chocolate and Timbits

As usual I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at about 1730 to 1800 on Thursday 16th prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt

Regards to All

Phil Johnson



Meetings and Events Schedule

EAA Chapter Meeting –16th March 2017 @19:30

Presentation: **Modernizing older aircraft engines**

Presented by: Mark Cianfaglione

Where: Aviation and Space Museum

EAA Chapter Meeting –18th April 2017 @19:30

Presentation: **Fleet Canuck**

Presented by: Bill Reed et al

Where: Aviation and Space Museum

EAA Chapter Meeting –16th May 2017 @19:30

Presentation: **TBD**

Presented by: TBD (not surprisingly)

Where: Aviation and Space Museum (That's a definite)

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



What: EAA245 Fly-in / Drive-in Breakfast

Where: Carp (CYRP) Airfield

When: Sunday, June 11th from 7.30 am

**JUNE
11**



Fan-tastic



The January 2017 the EAA magazine ran an article about the Aviator PPG 'Paramotor' demonstration held at the recent Oshkosh event. One of the key organizer's was Eric Farewell who has emerged as a business leader in the sport and someone I hoped to meet. As a newly minted Transport Canada licenced Paramotor pilot (Ultralight licence restricted to Powered Parachute subcategory Powered Paraglider) the article was a great read.

As such on January 20, 2017 after driving through 2 hours of morning fog from Naples to Lake Wales a visit to Aviator PPG HQ was realized. Fog had kept students and instructors on the ground until 8am. It was great timing so a quick chat and introduction with Eric and then the morning flights began. Six paraglider wings were laid out on the edge of the runway. The weather and location were perfect with clear sunny skies, 24C, wind at 15km/hr and broad open fields all around. Several students did a foot launch take off (including a lady pilot and another person from Finland) while another did a trike launch.

My own flying to date has been the foot launch technique so the trike takeoff was excellent from an observers training point of view. The trike takeoff was done in about 30 ft with a low gradual ascent but then soon high in the sky and heading south. By 8:15am four pilots were flying while two others practiced wing handling on the ground. With winds continuing to be steady about 15km/hr the perfect flying weather continued.

By 8:30am the neighboring skydiving group had taken off and six chutes were soon observed at about 5000ft. While chatting with one of the new students we watched one skydiver land just beside the paramotor windsock. At first I thought, where is his paramotor? Then I realized it was a skydiver! The rest of the group had landed over by their own hangar.

By 9am Eric had given his morning instructions to the students. Then it was his turn to fly and give a demo. Wow! He took off effortlessly. His precision flying skills rather evident. Several low level passes, long slow foot drag along the ground, even a near perfect hover with



ever so gradual forward motion. He landed, walked and took off. The windsock marker was about 15ft high and he touched the top with his toe. Several more flights circling the field and then a perfect standing landing. What a pleasure to see a skilled pilot do his thing.

Lake Wales, Florida, a land of orange groves, warm summer (in winter!) weather and a friendly bunch of pilots, everyone instant friends, what more can you ask for in this life!!

Chris Skaarup



Pilot Profile: John Montgomery



At almost every EAA245 event or at an event where the chapter has a presence, such as Air Cadets or the Museum open day, you'll almost certainly find John helping to attract more youngsters to aviation through his rib building and 'cleco' demonstrations. Unlike the previous pilot profiles, John doesn't yet have his license but he's had a long held passion for flying and he's working towards his PPL in a very traditional way, in the Fleet Canuck of which he's a part owner.



Where were you born?

I was born and raised in the beautiful Annapolis Valley in Nova Scotia. My Dad was a Massey Ferguson equipment dealer so before I was a teenager I pretty well got a chance to drive or operate everything short of a tank. We even had a hovercraft - but somebody flipped it over before I got a chance to drive it (hmm, maybe next year's rebuild project). I'll never forgive my Dad for selling his old Bren gun carrier before I was born.

Where do you live now?

I often identify myself to the local Upper Canadians as an economic refugee from the Atlantic hinterlands. I fled the Maritimes to Ottawa in the 90's to work for Statistics Canada. I was frustrated with boredom and the bureaucracy and almost immediately jumped to the hi-tech sector. I have lived in Kanata for the past 20 years.

What's your occupation?

I'm a software engineer for Nokia. I work on the network management software for the company's switches and routers. I find it hilarious how silly people buying iPhones or watching cat videos have driven the improvements in telecom data networks and have been essentially paying my paycheck for years.

How did you get interested in aviation?

I grew up near CFB Greenwood and used to watch the old Argus patrol planes up the valley. Watching these big old birds droning overhead with four Wright R-3350 radial engines was pretty cool. Back in those days there was still an annual air show at the base and I saw quite a variety of visiting RCAF and visiting NATO aircraft.

I joined air cadets as a teen. This turned out to be a bit of a family tradition since 2 of my brothers and a sister in-law were air cadets as well. We have all continued to



support the cadet program as reserve officers or as volunteers. Sadly, I never did not get a chance at flight training with cadets, but I did get some pretty neat aviation exposure. Flying in a cable-launched cadet glider was just amazing. I've flown in a CP140 Aurora patrol aircraft, and caught a ride (along with a pallet of lobster) from CFB Greenwood to CFB Trenton in a Hercules. During a cadet aero engines course at CFB Borden I got to taxi a Tutor jet as well as a Grumman Tracker. Not too bad for a farm boy.



When did you learn to fly?

I started flying as a student at the Rockcliffe Flying club a couple years ago. I did not finish the training though as I had a position change at work which did not have the time flexibility I had before, and I needed to recharge my aviation bank account.

What do you fly now?

I am a partner in a Fleet Canuck and intend to finish my training in this classic aircraft. However.... I've gained a few pounds in the last 2 years. I have quite an incentive to lose a bit of weight because, with the Canuck, I can fly either with an instructor, or with a full tank of fuel (not both!).

What else have you flown?

My wife launched my current flying interest about 10 years ago when she paid for a flight in a Katana. Right now I have lots of time on Cessna 172's and a couple in the Canuck. Thanks to friends at Carp I've also had a few hours in a RV-7 and a Grumman Cheetah.

What's your favourite piece of music?

I've always been too lazy and disorganized to buy, record, or organize my own music - but I do listen to music on the radio all day at work. I love powerful rock. AC/DC, Def Leppard, the Outfield, Journey, Heart, Evanescence, etc. For contemporary music today I really like anything from Adele and Marianas Trench. My favourite song on the radio right now is 'Rockabye' by Clean Bandit.

What's your favourite book?

I'm not sure I have favourite book. I'm a bit of a sci-fi and fantasy nut and will read anything. As a dreamer and an engineer, I really like well researched and thought out science fiction. I was really impressed with a recent read called 'Children of Time' by Adrian Tchaikovsky.

What's your favourite movie?

My movie preferences are an extension of my book tastes. If I had to pick one, I would have to say 'The Matrix' was my favourite movie. My daughter has

recently gotten me hooked on Japanese Manga animation like 'Attack on Titan', or "'Word Art Online'.

What's your idea of perfect happiness?

I am happiest when I'm useful or accomplishing something. Meaningful work. For me any eventual "retirement" will simply just mean I get more say in what that meaningful work is. If I won Lotto 6-49 tomorrow I would probably get my education degree and be a teacher just for the fun of it.

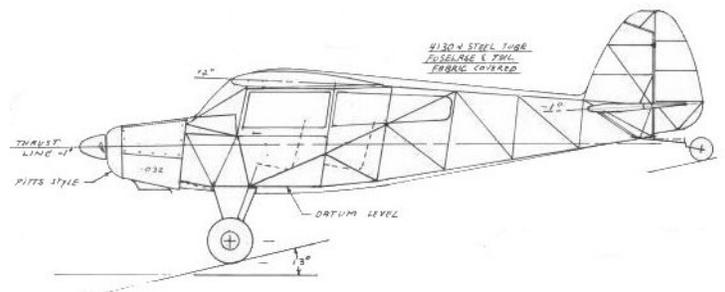


What's been your most memorable experience?

As a student pilot I do not have much experience yet, so my most vivid moment would have to be this: when my flight instructor declared a simulated engine failure and chopped the throttle. I reached the field, did a steep full flap approach, followed by the best landing of my life. Lots of tense sweating followed by a big "woohoo". It was definitely a "Wow, I can actually do this" moment

If money was no object, what would you fly?

I think the type of plane that personifies me best would be something like a Zenith 801 or a Bearhawk.



What trait do you most deplore in yourself?

If I had to pick my biggest flaw - it would be that I tend to be overly cautious and careful. I do not like to fail. Many people interpret this as a lack of confidence. I would prefer that I was a bit more adventurous.

What trait do you most deplore in other people?

I cannot stand people who only think of themselves and are not courteous or considerate of others. Courtesy costs nothing, so why is it not more common?

What's your motto?

Hmmm. I really have no idea - though my wife has this sign in the kitchen "*I like to live in the fast lane, but my husband is a speed bump*".

How would you like to be remembered?

My personal hero is Terry Fox. He persevered though loss, pain, and adversity and made an impact that is remembered to this day. If I could accomplish just one percent of what he did, I would be happy.



LABRADOR BOUND?



On January 14, 2017 four intrepid Canadian airmen and one intrepid Canadian airwoman took to the skies to collect data on the effects of sub-zero temperatures on human flesh and GA aircraft avionics. Actually I lied, that wasn't the reason they took to the skies, the real reason was somewhat more important. The group was handpicked to fly to Sept-Îles (CYZV) to pick up nine rescued dogs from the SPCA Côte-Nord for transport to Lachute (CSE4) so that the Lachute branch of the SPCA could place these animals up for adoption in a more populated part of the province. This would, hopefully, give them the chance of a life with some loving and caring families.

The flight of three, Paw Print Eight Zero Five, (PP805) was comprised of three Vans RV aircraft, C-GIME, piloted by Dave "Greaser" Matheson and Matt 'CPL' Mountain; C-GOFM piloted by Alfio 'IFR' Ferrara and his

lovely wife Shirley Mackey; and C-GWUL piloted by the author, John 'I can't see you guys' Weir. In my defense, each of the other aircraft in the flight had four eyes, a couple of them with significantly less hours on them than the two high time eyes in my aircraft.

The day began with all involved arriving at the Carp airfield by 06:30 dark. On the drive to the field my car indicated the outside air temperature was a less than balmy -28 degrees Celsius. I was certain at the time that this was an instrument error but when I stepped out of the cozy confines of my car into the darkness of Carp I realized it wasn't instrument error at all. It was friggin' **COLD!**

The first hurdle of the day upon arriving at the field was that two of the aircraft had some problems getting the fuel caps off because of the frozen rubber seals inside the caps. (C-GIME's pilots had the good sense to fill up when the ambient air temperature was a little higher

than absolute zero!) The fuel cap problem turned out to be moot because when Alfio and Shirley went to the fuel pumps at CYRP to top up they got the dreaded “Out Of Service” message from the automated fueling system.



‘washroom emergency’ as one with a very full bladder might do. The air traffic controller being a consummate professional, upon hearing the word emergency on an inbound radio transmission responded appropriately by asking if the Emergency Vehicles were required. Dave... oops, clarified the nature of the emergency, and was then vectored for a straight in approach to runway three zero, the closest to the FBO washroom.



A conference was held, without the presence of the author I might add, and a decision was made to fly to a Smiths Falls (CYSH) to top up for the journey to Sept-Iles. This was not the first time that GWUL and John would feel left behind that day. More on that later! After filling up at CYSH, and some prayers for a temperature inversion, PP805 took to the WBY (Wild Blue Yonder – we pilots have a thing for acronyms) for the cold cold (for emphasis) 9,500 foot altitude journey to Sept-Iles.

The remainder of the flight to Sept-Iles was uneventful and beautiful. The scenery below was stunning, a frozen landscape of forested hills, winding rivers and far too many lakes to count. The land was ruggedly stark, remote and breathtaking, with frost clinging to the vegetation and the mouth of the St. Lawrence to the south shimmering under our starboard wings. The view included an ice breaker heading south on the Saguenay, spotted by Alfio. Actually I think it was Shirley, but Alfio took the credit, bad Alfio! After the ‘emergency’ diversion and because of slightly different performance characteristics of the three aircraft, the aircraft and

Two of the RV’s involved had 42 gallon tanks, but Alfio’s C-GOFM is equipped with 36 gallon tanks so a plan was hatched to file for Chicoutimi (CYRC) and en-route a decision would be made based on C-GOFM fuel burn and distance remaining on whether or not to stop to refuel at Chicoutimi, or to change the plan in the air and fly to directly to CYZV. About half way to Chicoutimi Alfio determined that, due to the 30 knot tail winds, we were indeed able to proceed direct to Sept-Iles... or so we thought.



About 20 miles south and west of Chicoutimi a call was made on the chat frequency from one of the three aircraft that a bathroom break was required. Because I am a good and decent person I will not point out in this article from which aircraft that call came, other than to say it was not the one that belonged to the author. Prior to arrival in Chicoutimi airspace the co-pilot of the bathroom break aircraft radioed Chicoutimi ATC that they were breaking from the PP805 flight for a

their frozen crews arrived at Sept-Iles CYZV within a span of about fifteen minutes of each other. Time to Sept Iles was 3.2 hours, except of course for C-GIME as its pilot had a large smoothie for breakfast just prior to take-off.

Upon entering the FBO at Sept-Iles the crews were warmly welcomed by the staff, the SPCA volunteers, and seven cute and curious puppies and two 'older' young dogs, Mooshka and Doudoune. The dogs had the run of the FBO and took to their new visitors as though we were sales reps from Milk-Bone. The 45 minutes or so we spent in the FBO getting warm and playing with the dogs flew by, if you'll pardon the pun. The SPCA folks were terrific, as were the FBO staff who welcomed us and then took care of the refuelling giving us a discounted rate on our fuel purchases to boot. I think I saw a tear of joy fall from Alfio's eye when he heard of the fuel discount.



Speaking for myself only, my command of the French language was non-existent but despite that there were no communication issues. We were a group of French and English speaking Canadians working towards a noble goal that transcended language barriers. All too soon however we were loading up our aircraft with our precious canine cargo for the journey back west.

I mentioned the 30 knot tail winds on the journey east. Those of you who are meteorologically inclined may be surprised to hear that our return journey also started with a 20 knot tail wind. Unfortunately that tail wind ended after we made 180 degree turn off of CYZV's Charlie and Delta taxiways to position on runway two-seven for take-off. After take-off the head winds were less than subtle, 30 to 40 knots for the most part. Because we expected this (we are a clever bunch aren't we!) we filed for Chicoutimi for a refueling stop. The view on the flight back to Chicoutimi was equally beautiful, all the more so because we had more time to

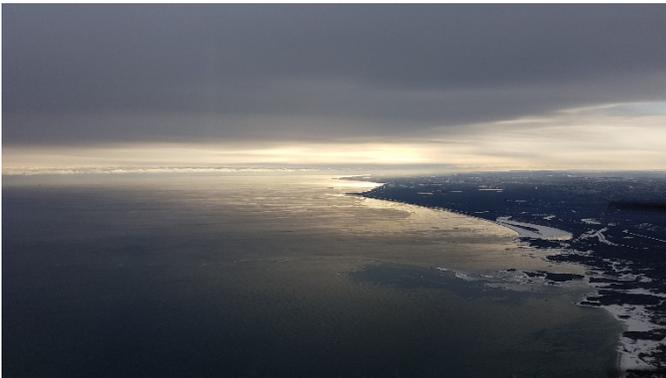
enjoy it. It was about 1.8 hours in the air for Alfio, Shirley and I to get from Sept Iles to Chicoutimi. It was less for Matt and Dave, I don't know for sure but there may have been another 'emergency' necessitating C-GIME's increased airspeed. I'm just speculating though. After landing in Chicoutimi we unloaded our canine cargo and took them into the FBO for warmth while the aircraft were being refueled.



The FBO staff at Chicoutimi were equally hospitable as those in Sept-Iles. While they fuelled up our airplanes our furry cargo peed all over their floors. The FBO staff, obviously smitten by the cuteness of the pilots, were very understanding and made no fuss. They helped us clean up the spills left by our cargo and played with the dogs for as long as we could afford to stay on the ground. They were very gracious and made no mention



of recent emergency at the field earlier that day that ended without any spills on the FBO floor. (Or so I am told.)



After departing Chicoutimi for the leg to Lachute things became a little more serious. I became visually separated from rest of the flight. The weather was not as forecasted with visibility that was rapidly deteriorating. This required an unplanned descent down to 2,500 feet to remain VFR. A glance at a VFR navigation chart covering the route between Chicoutimi and Lachute will indicate that flying at an altitude of 2,500 feet is below the published MEF's for the first part of that route. Alfio is IFR rated, and Dave and Matt have much more experience in marginal VFR conditions than do I. Matt pulled back on the throttle and was in constant contact with me on the radio providing guidance and position reports relative to mine. Being several miles ahead of me he was able to see that visibility was improving and provided encouragement and weather information for me. Without this support I would have turned around and return to Chicoutimi to wait for better visibility. After a long 15 or 20 minutes in the marginal VFR conditions we were back in good VFR

conditions and in visual contact and proceeded on to Lachute as planned. The benefit of the lower altitude was that headwinds were less, albeit only slightly, than at higher altitudes, however it still required 2 hours to reach Lachute.

Our arrival in Lachute was no less welcoming or appreciative than it was in the other locations we had stopped that day. The SPCA and FBO folks were there to greet us and thanked us heartily for our contributions to the overall effort on this mission. After somewhat reluctantly handing over our precious cargo we departed for the last and uneventful leg of our journey back to Carp.

In closing I want to say that this adventure was one of the most rewarding things I have ever been involved with in aviation, and I have been fortunate to have had many rewarding flights over the years. A big thank you



to Dave 'Greaser' Matheson for coordinating this effort, and allowing me to be a part of it. Sharing the joy of flight in a country as big and beautiful as Canada with good friends is a privilege in itself. To do so through the blue skies and the not so blue skies builds bonds and cements relationships. To do so with the purpose of "relocating wildlife and companion animals that have been abandoned, abused, injured or just needing a larger population in which to find adoption" is immensely gratifying. A day that started so bitterly cold ended with me having a sense of warmth and comfort, feeling I had done something quite special.

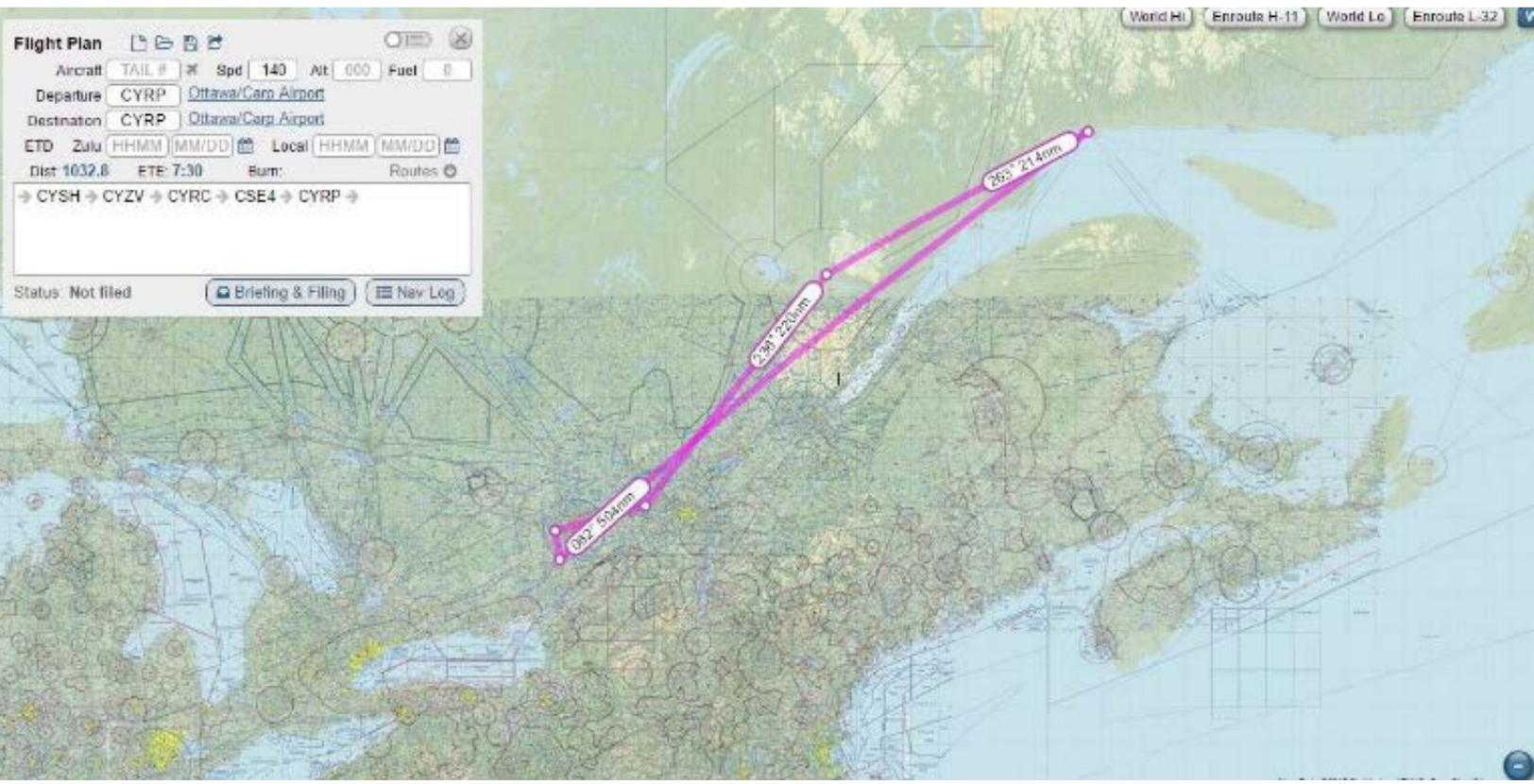
I read once that that the advancement of a society can be measured in how that society treats their animals. I believe this now more than ever. Anyone who has ever had a dog understands that while they may not have

the intelligence (some of) we humans are gifted with, they are nonetheless sentient feeling beings. History is replete with countless examples of dogs that risked, and in many cases sacrificed their own lives to save that of a human being. I encourage all of my fellow pilots to reach out to the Pilots N Paws Canada (or elsewhere) charity to see if there is something you can offer. You will not regret it. <http://pilotsnpawscanada.com>
John Weir



Footnote: We were notified by PNPC that all of the puppies and one of the larger dogs (Doudoune) had been adopted by the end of the week after our flight. The other larger dog (Mooshka) was undergoing some medical tests and we recently received word from the SPCA folks that she's been adopted. Because of the publicity this flight received from the French TV and newspapers in Sept-Iles we also learnt that several other dogs from the Sept-Iles facility had been adopted locally in the weeks after our rescue flight.

John



Caveat Emptor



My Piper Cherokee has been for sale for a while and over time one learns how to separate the wheat from the chaff. In the beginning, and being eager to sell, I took on all comers who showed up, sometimes with their wife and kids, asking the dumbest questions and wanting to go for a "demo ride" before purchasing. Of course, once the demo ride was over, so was the "customer's" interest in purchasing. I spent many hours and gallons of fuel on such joy ride seekers. Even Nigerian Princes were interested and wanted to know my bank account to transfer more than my asking price into my account. Another wanted my PayPal account to "transfer" money for an inspection. As it is said, we get old too soon and smart too late, but eventually the nickel dropped and I became more discriminating with potential clients.

I now ask the reason for their potential aircraft purchase, whether they had a pilot licence, and how they planned to pay for their purchase. Many assume that I would finance the purchase and others would try to low ball me with an offer of cash in hand to which I would reply that this was not a fire sale. Any request for a demo ride will result in my asking a \$50 fee to be applied to the purchase price. You would be surprised as to how few rides I now give. I have purchased 3 aircraft in my time and NEVER asked for a demo ride but relied on checking the logs and an inspection to make my decision. I now have several "serious" prospects who are awaiting better weather to have their mechanic look my Piper over. But as always, money talks, bullshit walks.

Hans

This month we have a few photos from Michel Trondreau's album

PHOTO FRAME



From 2005, Chantal (Michel's wife), with the Vimy at Rockcliffe,



Chantal in the Harvard

Oshawa 2006, Nicolas (Michel's son), in front of the B25 Mitchell



Classifieds



FOR SALE: Long Ez

Hangered at CARP. 480 hrs airframe. Engine Lycoming O-235-L2C. 10 hrs SMOH.

Engine Major Overhaul by Aero Atelier (Lycoming Service Center).

Annual inspection May 28 2016. Many new parts.

More information and pictures at:
<http://www.magma.ca/~andrewr>.

 **Andrew: 613-836-3968**
613-295-7451 (Cell)

 **ricketts@teksavvy.com**

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming O-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 \$35,000.

 **Hans Sanders: 613-446-7728**



FOR SALE: MIG Welder

I am downsizing my workshop and have a Lincoln  ctric 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.

 **Michel: 819-685-2194**

 **andre04@teksavvy.com**

FOR SALE

G meter, Burton MA 2 +8, -2G . 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



bcrook@sympatico.ca

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

WANTED

Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper

Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)
613-797-5568 (C)

 harvey.rule@bell.net

FOR SALE: Bearhawk Plans and Positech Oil Cooler

Positech P20004C 9 row, used 1 year, \$100.00

Complete Bearhawk 4 seater set of plans never used \$100.00

Contact Charles Martel

 cmartel45@gmail.com

 613-862-4961

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:	Mark Richardson 613-983-7764 vice.president@eaa245.org
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Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

Membership Application and Renewal Form

We are considering starting 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: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/> Renewal: <input type="checkbox"/>	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)
Street: _____		Newsletter Subscriber: \$40 Newsletter only
City/Town: _____		Associate Member: \$40
Province: _____		Full Member: \$90* Newsletter, hangar, workshop, tie-downs. Note; there us a one time \$200 initiation fee when you become a full member.
Post Code: _____		Note. Associate and full members must also be members of EAA’s parent body.
Phone () _____		Note: Credit Card and PayPal payments are available.
Aircraft Type: _____		
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: RAA UPAC		
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)