

# CARB HEAT

Newsletter of the Experimental Aircraft Association Chapter 245  
Ottawa (Carp CYRP), Ontario, Canada  
Volume 53 No. 3 October 15, 2023

## Next Meeting

October 21<sup>st</sup>, 2023; 10am - Elections

### **WHERE: A Hangar Somewhere – Stay Tuned for Details from our President**

*Check your email in-box for a possible ZOOM meeting invitation to be sent by our Chapter President.*  
(it's not hard at all to join a Zoom meeting – try it, if you're having trouble, contact one of the execs who will help you out).

## Important Chapter News

COVID-19 is still with us and remains a cause for concern with the fall season upon us. However, our Chapter hangar remains open, and meetings may be held in the hangar or upstairs in the club house. Please stay tuned for updated guidance from our President.



# In This Issue

## Table of Contents

EXECUTIVE ROUNDUP .....	2
Editor's Comments.....	2
President's Message .....	3
Vice-President .....	4
Treasurer and Marketing Manager .....	5
Secretary .....	5
Operations.....	6
Membership and Webmaster Reports .....	7
Young Eagles .....	10
MEMBER ARTICLES & PROJECTS .....	11
Tailwheel Woes: Mark Richardson .....	11
Some East Coast Aviation History: Peter Whittaker .....	16
EAA VMC Club – Mark Briggs .....	18
Chapter 245 Zenith 750 Cruiser Project – Peter Whittaker .....	19
Another Zenith 750 Cruiser Project: Peter Whittaker .....	22
Time Travel: Mark Briggs.....	23
CLASSIFIEDS .....	28
WHO WE ARE - Website: <a href="https://chapters.eaa.org/EAA245">https://chapters.eaa.org/EAA245</a> .....	30
Membership Application and Renewal Form .....	31

*[NOTE: To go directly to a page: place your cursor on the page of interest, and left click]*

# EXECUTIVE ROUNDUP

## Editor's Comments

Peter Whittaker – EAA Chapter 245 Newsletter Editor



Hello EAA Chapter 245,

Welcome to the third quarterly edition of Carb Heat for 2023.

The main Chapter 245 event this quarter was the annual fly-in / drive-in breakfast held at the Chapter 245 hangar/clubhouse.

Oshkosh Air Venture 2023 was the major international event of this quarter and an update on Air Venture and the newly established Canadian Campsite is covered by Phillip Johnson.

There were no additions to the Classifieds section and no word on any sales, so the items listed remain the same as in the last issue of Carb Heat.

Also, elections are coming up at the October 21<sup>st</sup> meeting and listed below are the positions that are open and the incumbents.

- Vice President (incumbent Mark Briggs)
- Secretary (incumbent Mark Cianfaglione)
- Membership (incumbent Phillip Johnson)
- Newsletter (incumbent Peter Whittaker)
- Young Eagles (incumbent Andrew Henry)

If you are interested in any of these positions, or want to nominate someone, please send that information to [info@eaa245.org](mailto:info@eaa245.org) or just click the hyperlink. Phillip has listed this on the chapter website.

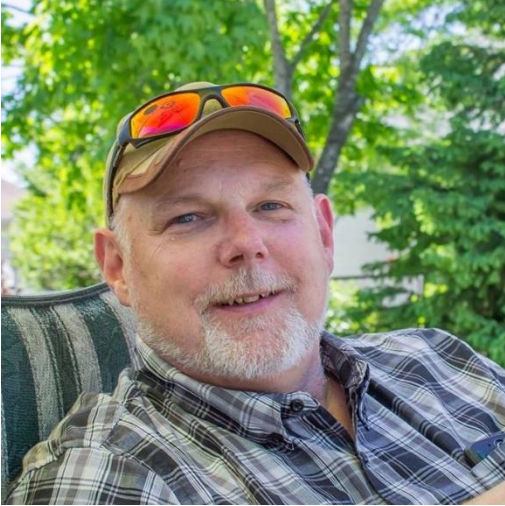
This issue has lots to read so I hope you find it interesting and informative, many thanks to the contributors.

Keep on Building and Flying,

Peter W

# President's Message

Mark Richardson – EAA Chapter 245 President



Hey Everyone,

Winter is coming. No, this isn't Game of Thrones (although it feels like it sometimes). The summer heat is gone, and cooler temperatures are here, but so are the falls colours. This is my favourite time of year in general, but especially for flying. The landscapes are beautiful, the afternoon buildup of clouds and bumps are (for the most part) behind us, and we are all getting a bit more performance out of our airplanes with the denser air. What's not to like? Well, shorter days for one thing.

We recently had our annual fly-in breakfast at the chapter hangar. While we have had bigger crowds in the past it was still a success. About a dozen and a half aircraft flew in and we had quite a few locals drive in. I suspect the threat of landing fees kept a lot of aircraft away even though the airport agreed to waive them for the day, and we tried to get that word out. I think we need to embed that fact right into our poster next year as well as spread the word earlier.

The biggest success in my mind was the huge volunteer turnout we had. It warmed my heart to see so many members out helping make the event a success (bet you thought I didn't even have a heart!) Setup, tear-down, and the event itself went super smoothly. We had a number of non-members volunteering as well, all ladies, running the food line and cash. Thank you!

And a huge thank you to our own Ken Potter who takes on the lion share of the work by ordering/purchasing/and cooking the food as well as marketing the event on social media. I'm kind of in awe of how he keeps all those balls in the air while I have a hard time remembering what day I'm supposed to show up.

We have one more event this year and that is the Young Eagles Day coming up on October 14<sup>th</sup>, weather permitting. Again, we could use volunteer help both in ground operations as well as pilots/aircraft. This is ALWAYS a big event, normally with 50+ kids to fly and is hugely popular with the local community. If you can help out in some way let Andrew Henry know ([young.eagles@eaa245.org](mailto:young.eagles@eaa245.org)). I will be there with the Maule as usual.

Take care.

Mark

# Vice-President

Mark Briggs – EAA Chapter 245 Vice-President



Happy October, Folks!

As aviators we get to see some of the most incredible vistas from our lofty perches. I have been fortunate to have been able to view the fall colours of the Ottawa Valley several times recently. Each and every time I see the splendor of the leaves in their final burst of colour

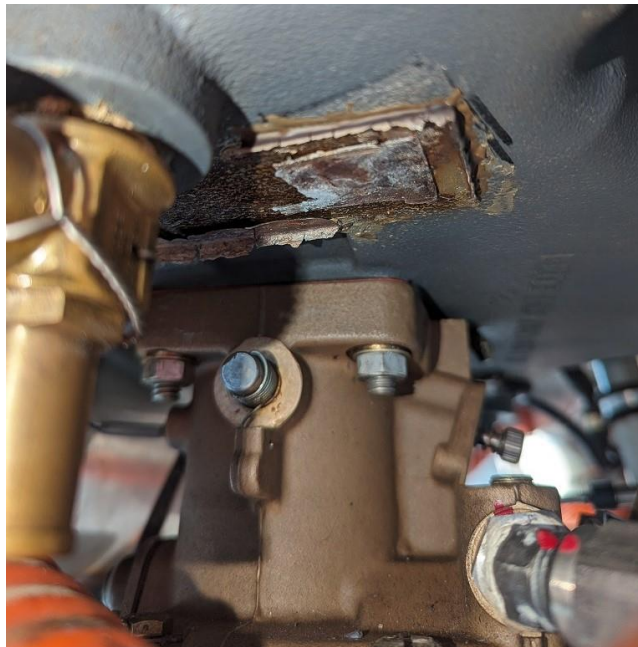
I am awestruck by their beauty, and by the sense of freedom that comes from being able to view them from above. It truly is a season of thanksgiving.

It's that time of year when we must start our preparations for (that season we shall not mention). That means it's time to look after the autumn engine oil change and, for some, making the transition from floats to wheels. It also means it's time to clean up our hangars and plug up holes that four-legged critters like to use to make their way inside from the impending cold. It's a busy time of year, and for those of us of the aviation persuasion, it's a time of year when we must be busy but also vigilant.



Recently, I decowled the Sportsman and made a shocking discovery. One of the two pre-heat pads which had been stuck to the underside of the engine's oil sump was dangling by its wire. The bond between the heat strip and the oil pan had completely failed, leaving behind an ugly mess.

It didn't take long with a Dremel failed adhesive on both the A digital multimeter set to Ohms the integrity of the heat strip and a quick conversation with the (the Reif family provides top discovered that locally sourced for use in bonding the heat strip take long, once the surfaces and cleaned with acetone to again bonded to the engine and (that season we shall not **Wishing you a wonderful**

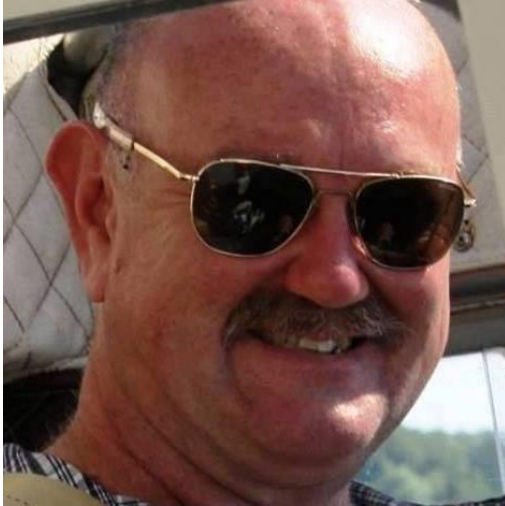


™ tool to clean up the engine and the heat strip. scale allowed me to verify its associated wiring. After heat strip manufacturer notch service) I JB Weld ™ was approved to the engine. It didn't were properly abraded have the heat strip once ready to go. Yup, bring on mention) – I'm ready! **autumn! Mark.**



# Treasurer and Marketing Manager

Ken Potter – EAA Chapter 245 Treasurer & Marketing Manager



Hello Everyone,

The Chapter's financial position continues to be healthy with adequate reserves to see us through the year.

Cheers,  
Ken

# Secretary

Mark Cianfaglione – EAA Chapter 245 Secretary



Hello Everyone,

I've come to realize that I really like the metal forming part of aircraft building. There's something really satisfying about taking a normal sheet of metal and turning it into a part which fits and looks great. Obviously, I've turned a lot of metal into scrap along that path but that is how experience works.

I love how the newer aircraft kits are match drilled as they help people enjoy flying with less stress but to see those masters of the English wheel and planishing hammers work is absolutely inspiring.

I hope this fall is turning out to be a great one. See you around the hangar.

***Mark C.***

# Operations

Chris Hepburn – EAA Chapter 245 Operations



Hello All,

The hangar, the workshop and upstairs are relatively clean and orderly.  
And the grass is cut.

Thanks to all for your help and

See you soon,

Chris

# Membership and Webmaster Reports

Phillip Johnson – EAA Chapter 245 Membership Coordinator & Webmaster



Hello All,

As we head towards the end of 2023, I think we had a great summer with record temperatures reaching into the beginning of October. Rainfall has been good to keep the lawns green and the flowers colourful. Apart from those nasty winds in the early spring, it's been a great year from the weather standpoint.

Alas, from the flying perspective for me, this year was like "Wack a Mole". At the end of last year, I had a problem with a poor weld on my retractable landing gear, so I had the company, who originally did the weld, do the repair while I was away down South for the winter. My retractable gear was one of the prototypes and the offending part had

been bonded using a high strength epoxy. The manufacturer sent out a message to all ten prototype users, saying they needed to get the part welded. Accordingly, I did that, but on the first gear leg the welder had difficulties because of the epoxy contamination. By the time he did the second gear leg he had figured out how to do the weld, avoiding this contamination. I've always been concerned about this first weld, so I've been keeping an eye on it for several years now. Eventually a bad crack developed as seen in the picture, and I needed to get it fixed before the next flight, so this happened during my winter down south.



On my return from my southern home this spring, I did receive the gear leg with the old weld completely fixed and the job done properly. At the same time, I did decide to replace my tyres as they were getting a little worn. I picked these up at ACS while I was down in California as I could save postage and include them in my allowance while crossing the border so no HST. Anyway, on return from down south, we had just had the major windstorm which left me with a couple of weeks clearing up the property before I could get to the Cozy. So down I headed to CYSH where the Cozy

lives and I installed the fixed gear leg and new tyres, only to find the new tyres were bigger than the old ones and the wheels interfered with the wheel wells when retracted. Well, I had to completely disassemble the gear legs and do a small modification to the half forks to get that 1/8" clearance I needed. Now to find an engineering shop who could do a milling operation on the half forks to give me that required clearance. A couple of weeks later I had the parts and back to CYSH to re-assemble the gear legs and do a gear swing. After some adjustment I finally succeeded in getting the gear to swing correctly. What could go wrong now? My Garmin SL-30 (Com 2) became very quiet, no noise, nothing. I took the radio out and off down to Ottawa Avionics who said they send them back to Garmin and Garmin has a fixed fee for any repair, but the unit will come back as



new with a three-month warranty and all software upgrades done, plus all the receivers would be realigned just as it was when it came out of the factory fifteen years ago.

Oshkosh was coming up fast and I had taken on the responsibility for arranging Canadian Camping at our usual spot and this was taking a lot of my time, so I was going to have to wait until after AirVenture before I managed that first flight, after I fixed the landing gear problem. Well, on my return I had hoped to have had my SL-30 back from Garmin but there was a screw-up so that got delayed by three weeks, so I had to fly on a single radio until Garmin shipped it back to me and me being \$1000 poorer.

By August 23<sup>rd</sup> I was able to do my test flight with a single radio. Boy, do you miss that radio when you are used to having two. I would never have “thunk” it. The test flight checked out just fine. A few days later I decided to fly on down to Brockville prior to going on to Cornwall as I needed to start getting my five take-offs and landings done in anticipation of the YE event expected in September. On arrival at Brockville, I was about to backtrack for a departure to the East towards Cornwall when Brockville UNICOM asked if I could stop at the apron and show off the Cozy to a young Air Cadet (Ira) who was being an airport Bum at the time. After a few minutes of showing off the Cozy, Ira asked if he could sit in the Cozy so, in he hopped, and I took some pictures which he sent home from my phone.



A few days later he asked if he could go flying with me, so at this point, I needed to be in direct contact with his parents as I was not comfortable emailing a minor. So, after a round of emails I said I would

take Ira up in the Cozy when the conditions were right. I had planned to go down to the Brockville breakfast but CNL3 was fogged in. But a couple of weeks later, Saturday 30<sup>th</sup> September, the weather was looking good. So, with a call to Ira's mum, I headed on down to CNL3 and had his parents fill out the required YE forms before the flight. We took off to the east and headed towards Cornwall. We overflew Cornwall airport and came back to Brockville where we did some air work. Ira flew for the large part of the flight and will have 1.2 hrs to add to his

logbook when I get his YE logbook this weekend. I plan to get him up again before the winter sets in and I head south to the warmer climes.



During our flight, Ira told me he intended to get his PPL as soon as he could and then move on towards a commercial rating. He is definitely very keen and someone who should be worth getting more frequent flights and in different aircraft.

*Phillip Johnson*

# Young Eagles

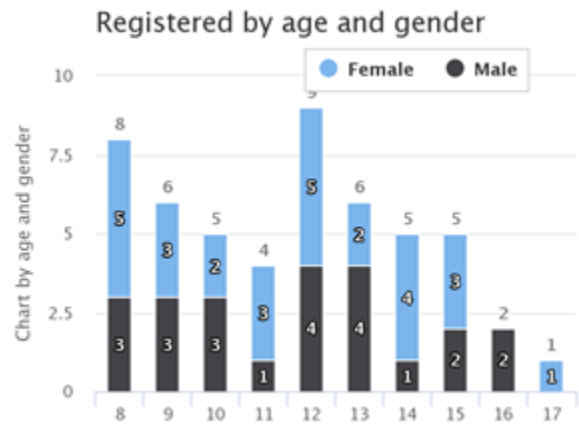
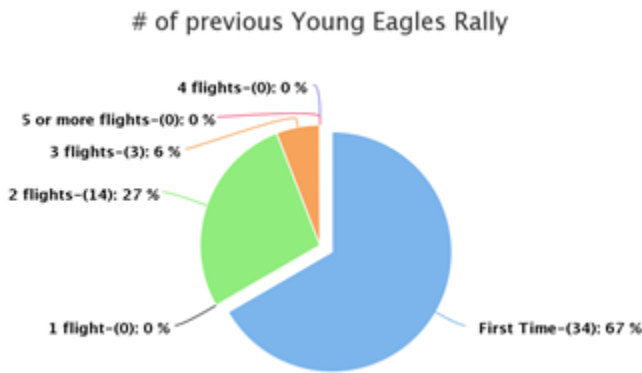
Andrew Henry – EAA Chapter 245 Young Eagles Coordinator



Hello Members,  
 Unfortunately, our fall Young Eagles event was cancelled because of strong cross winds in the forecast.

We had 11 pilots confirmed and 51 registered Young Eagles

The metrics for our Young Eagles Day were:



Thanks, and Happy Flying!

Andrew Henry

Young Eagles Coordinator

EAA245

[Young.eagles@eaa245.org](mailto:Young.eagles@eaa245.org)

# MEMBER ARTICLES & PROJECTS

## Tailwheel Woes: Mark Richardson

Linda and I spent 12 days camping at Oshkosh this year and it was the best one yet. I have been going for 30 years and Linda for over 20 (minus the years we were building our house and COVID). Normally we drive and stay in Camp Scholler, but we did the fly in camping thing with our RV-8 in the past. The problem is with the RV-8, it was pretty much bring underwear or a toothbrush; pick one :-). The Maule is like having an SUV. We brought two full size folding bikes, all of our camping gear (which includes a 4-man tent), as well as our clothes and stuff.



We had decided to go on the Wednesday before the event to beat some incoming weather and to avoid the mayhem of the NOTAM procedure. We loaded up bright and early and left our home strip near Pakenham for the epic flight to Arnprior for gas (4 minutes). I loaded the main and aux tanks so we were at gross as I taxied out for take-off. The plan was to fly to Gore Bay on Manitoulin and wait for our customs arrival time at Chippewa County Airport in Michigan.

Just as I was bringing the tail up on takeoff from 28 at Arnprior I thought to myself "...hmmm, the tailwheel felt a little weird...". Ya, it WAS weird.

2.5 hours later we landed at Gore Bay and the tail was wagging and it was hard to steer. Sure enough we had gotten a flat in the tailwheel just as we took off from Arnprior. It was a bit of a challenge to get off the runway to a spot on the ramp where I could have a look without blocking the taxiway.



Yup, it was a flat. The first order of business was to call US Border Patrol and tell them we would be a couple of hours late getting into Chippewa. Then it was off to the town of Gore Bay in the FBO's crew van (a VERY tired Chrysler mini-van) to find a Home Hardware or something and get a tube repair kit. Once we had a bicycle patch kit, I dismantled the tailwheel assembly and patched the tube.



Awesome! Now we're off to Chippewa. We taxi out and start the takeoff roll and I think to myself "...uh oh, that felt weird again..."

If you haven't been to Chippewa County Airport in Michigan, it is an old Strategic Air Command (SAC) base with 27 mile long runways (at least they look that long). Although I landed about 2/3 of the way down the runway, we still had a long taxi to the FBO. Standing there at the FBO was the customs guy and two FBO employees. As we taxied up and shut down, all three were looking at the tailwheel with wide eyes and were shaking their heads. Not good.





Although you can't see it in the picture, the tire sidewalls are shredded. It is done like dinner.

Chippewa County Airport is about 15 minutes out of Sault Ste Marie, Michigan and is surrounded by a who lot of nothing. And there is no maintenance on the field so we were despairing about how long it was going to take to get a new tire and tube, where we could stay, etc. At this point one of the FBO guys says there is a local hardware store and he was going to go have a look.

A few minutes later he is back and says that there are some heavy-duty castor wheels that take the same size axle as the tailwheel and that maybe I should have a look. So, they loaned us their FBO pickup and off we go to Ace Hardware. Sure enough, there is a fixed castor wheel rated for 500 lbs for \$40. I figured that would be a reasonable emergency repair to get us to Osh so we bought it.



Ten minutes later it was installed.



Now, the inside of the Maul sounded like a shopping cart while we taxied on their concrete ramps and taxi ways (thump THUMP thump THUMP) but the caster did the trick. We got to Osh a couple of hours later and made it to our camping spot in the North40.

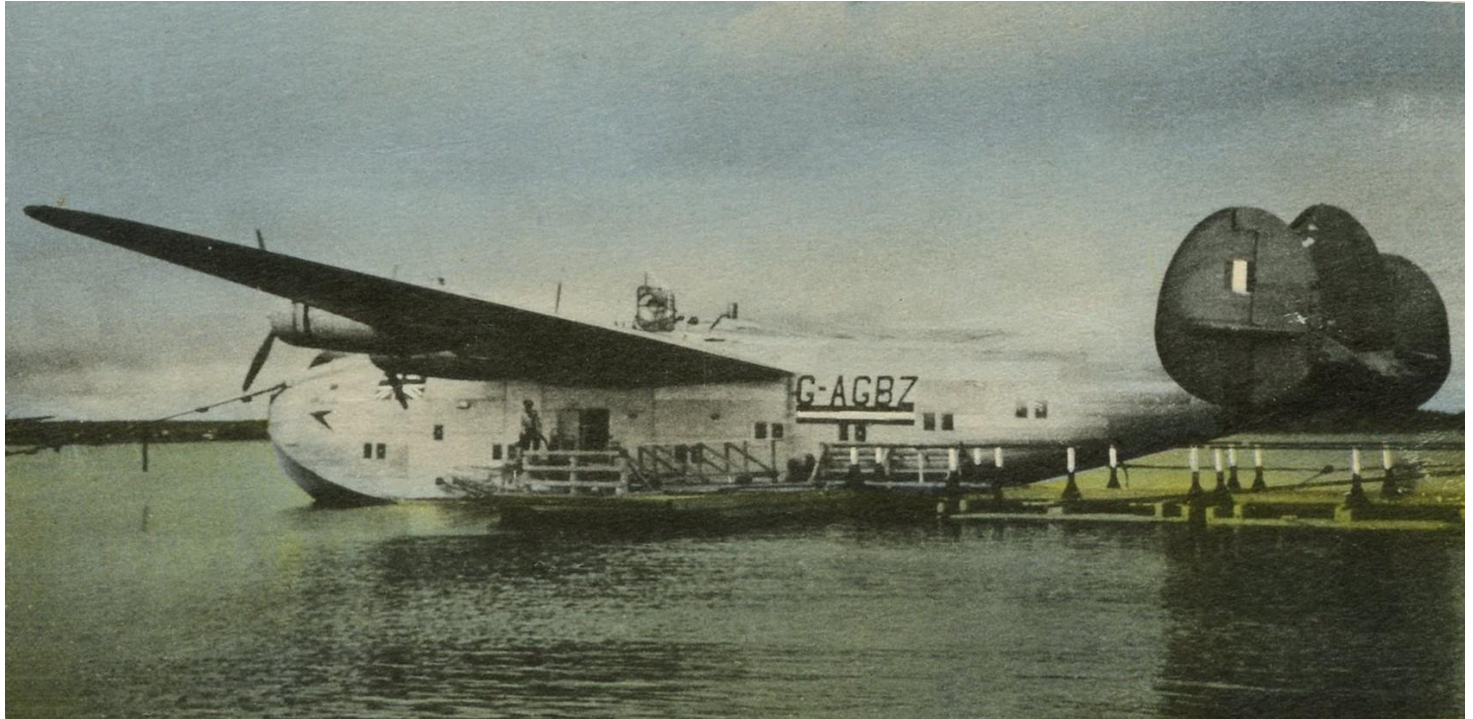


First thing Monday morning we went to the Aircraft Spruce booth in Hangar B to order a tailwheel and tube and were shocked to discover they had a set on site. \$115 USD later we walked down to the volunteer Aircraft Repair station where they supplied us with tools and transportation back to the camp site. 20 minutes after that I had the Maule repaired and that caster wheel went into my on-board tool kit for future emergencies.



## Some East Coast Aviation History: Peter Whittaker

On a recent trip to visit my brother and sister in-law at their summer place in Shediac, New Brunswick, I learned about the connection between Shediac and the Boeing Pan AM Clipper. Shediac was used as a refueling stop for transatlantic flights in the 1930's and the early days of WWII. This also gave passengers a chance to stretch their legs on the route from the UK to New York City. The photo below was scanned from a post card of the day and shows the Clipper "Bristol".



I have added a paragraph from the Shediac Town Hall history website which summarizes the role Shediac played in early transatlantic aviation: <https://shediac.ca/en/town-hall/history-of-shediac>

*Shediac was also instrumental in the development of air transport. The first transatlantic airmail sent to Lancashire, England was stamped at the Shediac Post Office on June 24, 1939. Flights went from Shediac to Foynes, Eire. Prior to that, in July of 1933, the first air squadron left Italy to cross the Atlantic Ocean. Twenty-five (25) hydroplanes under the command of General Italo Balbo safely landed on the calm waters of Shediac Bay. The first commercial flights from North America to Europe departed from the Shediac terminal of Pan American Airways beginning on July 19, 1937. The «Clipper» stopped in Shediac once a week to refuel. The breakout of World War II in September of 1939 saw the decline of the hydroplanes and as a result, the Shediac terminal shut down its operations. During the war, the terminal was used by the small military planes of the Royal Canadian Air Force.*

Passenger service was apparently initiated on July 8<sup>th</sup>, 1937, on the northern route to the UK. On this flight, the Yankee Clipper carried 17 inaugural and high-profile passengers. This was when a round trip ticket cost you \$675! This was also when you travelled in style and luxury (next two photos).



3-314. Life Magazine, August 23, 1937.



Boeing 314 Dining Room

Shediac Bay is relatively well protected from winds out in the Northumberland Straits, so it was ideal for flying boats of this size. The last photo is from our recent visit and at low tide. The original Pan American wharf is gone but a breakwater and marina can be seen in the general area of the former Pan Am wharf.





## EAA VMC Club – Mark Briggs



## EAA VMC Club

Question of the Month

### **This Month's Question:**

Pilots are often taught to **not** lean the mixture of a normally aspirated engine below 3,000 feet.

When departing an airport when the density altitude is 5,000 feet, should we wait until reaching 3,000 AGL before leaning the engine?

Mark.

## Chapter 245 Zenith 750 Cruiser Project – Peter Whittaker

The Cruiser status has not changed since the last Carb Heat thus the summary remains the same.

Current work on the Cruiser has involved the instrument panel. Instruments from the donated panel (Thanks go to Mark Briggs for that) out of the crashed Zenair 601 are planned for the Cruiser to give it a basic VFR panel. The aim is to install as much as possible but, power and wiring will not be done until an engine is arranged. The panel is in three removable sections so that whoever purchases the Cruiser project can reconfigure it as desired. So far, most of the instruments have been installed (photo below) with a lot of work by Yves Marchand, switches plus circuit breakers remain to be done. A centre console will extend below the middle of the panel, and this is where circuit breakers and some switches will likely go. The blank space above the altimeter and air speed (8,9) is intended to allow for a bracket to hold a tablet. The current instruments are numbered with their labels below.



1 Compass, 2 ELT remote switch, 3 Dynon D10 EFIS (precursor to the D10A), 4 Elevator trim switch and LED position indicator, 5 Intercom, 6 Radio, 7 Transponder, 8 Airspeed, 9 Altimeter, 10 Tachometer, 11 Oil pressure, 12 Oil temperature, 13 Left fuel level, 14- & 15-Cylinder head temperatures, 16 Right fuel level.

Note: The Cruiser has dual Matco brakes with master cylinders on the pilot side and ¼" nylon tubing connecting the components (behind the brake pedals). The lines have not yet been filled with brake fluid.

## The Cruzeiro Future:

The Cruzeiro project was reviewed during the March 2022 general membership meeting by President Mark Richardson, he outlined the investment that Chapter 245 has in the project (\$28K) and this forms the basis for the asking price. The project is at a stage of where an interested group of members or an individual member could take the project to completion and as of October 2023 the Cruzeiro could be available to non-members. The airframe is complete with the wings and empennage attached. Control surfaces are balanced although not permanently rigged. Wing dihedral is set. LED wingtip lights have been installed and tested, these include position, nav and strobe lighting. The first-generation Jabiru 3300 engine would need to be rebuilt, useable parts have been cleaned. Everything else forward of the firewall would still be required including an engine mount, cowling, prop, and spinner. The options at this stage for a buyer or a group would be to put together their own instrument panel or keep the basic VFR instrumentation on hand and select the engine and firewall forward components. The chapter hangar would also be available to a group or individual for completion of the 750 Cruzeiro.

An inventory of remaining parts on hand was carried out and the list is copied below.

**Any interested individual or party can contact the President or other members of the Executive team.**





## Current Zenith 750 Cruiser Project Inventory:

Cruzer Parts Remaining		March 12, 2023
Throttle	}	control cables cut short to length for Zenair 601 Firewall.
Carb Heat		
Choke		
Cabin Heat		
L+R "eyeball" air vents, each w 16" of seat hose 2" diameter		
Windshield rubber trim - bottom seal (cut to length)		
≈ 10' of 1/4" ID nylon line for pitot line connections to instruments		
75-SSO-1-3 Seat Angle Attachment (x2)		
Seat rails - adjustable 2 sets		
Seat hardware; rubber washer, assorted bolts, nuts (incomplete)		
Spare flap - aileron offset splice plates		
Trans-Cal SSD120-XXA SN: 59784 Altitude Digitizer.		
A5 rivets 36 126 236 436		
R4 " about 60		
Fuel line 5/16" ID Parker Low Permeability ≈ 3'		
Brass "T" fittings for pitot lines x3		
ACS Ignition switch A-510-2 (Sept. 2005)		
Circuit breaker assembly; 16 breakers (tested and still work)		
Homemade intercom - 2 headset jacks		
switches: ELT, Flap, Aileron + Elev. trim indicators (RAY ALLEN)		
Wiring for Dynon D10 EFIS		
2 rolls of cork sheets		
Red crimp connection rings		
Red knife disconnects		
Blue knife disconnects.		
A6 rivets ≈ 40		
Window Rivets ≈ 175.		
4 Relays from crashed 601		
Wire protector (black snap-on) 3/8" x 10'		
Zip ties 8" and 7 1/2" ≈ 100 and 40 pieces respectively (2 bags)		
Cotter pins assorted; 3/4" up to 3"		
VSI Kammish Instruments		

## Another Zenith 750 Cruiser Project: Peter Whittaker

I began work on my Zenith 750 Cruiser in May of 2022 with a trip to Zenair in Midland, Ontario. Michael Heintz had the fuselage, landing gear and empennage parts ready for pickup. The wing parts came 10 months later from Zenith in Mexico, Missouri and again I picked them up at Zenair in Midland.

This time around I ordered the match drilled kit and the Cruiser fuselage is now essentially merged with the Zenith Super Duty fuselage in many ways. Previously I had scratch built a Zenair 601 HDS over a thirteen-year period (interrupted by work unfortunately) between late 1999 and first flight in early 2013 at Pitt Meadows (YPK) just outside of Vancouver. I was also involved in the selection and building of a Cruiser kit with RAA Chapter 85 at Delta Airpark (CAK3), just South of Boundary Bay airport. The first flight for that project was in 2018.

The major difference between scratch building the 601 and the current Cruiser project at Smiths Falls airport (CYSH) is that a match drilled kit progresses far quicker, and being retired doesn't hurt either. I am currently getting ready for pre-cover inspection after 18 months compared to a similar state with the 601 after 8 years. A few photos follow:





## Time Travel: Mark Briggs

Over the past few years, particularly under the influences of the COVID pandemic, I've felt my development as a pilot has been stagnant. As the old saying goes, if you aren't moving ahead you're falling behind. With this in mind I innocently began a search for an aircraft which would allow me to further develop my pilot skills. It seemed a classic taildragger would likely be a good place to start, and, maybe, a taildragger that could also become a float plane, knocking out two birds with a single proverbial stone. I've always had a soft spot for the Luscombe Model 8. I don't know why, perhaps because it just looks so perky on its long gear legs, or perhaps because it has a reputation as being a "challenging" taildragger.

My search for an aircraft wasn't exhaustive, not by any stretch. A simple "wanted" post on a Facebook group returned two very quick replies. It seems Alberta was home to two Luscombes, one a lovingly-maintained 8A model with no electrics and a recently-overhauled A65 engine, the other a much more... complex machine. It was the "other" airplane which caught my attention. You see, it walked like a duck, quacked like a duck but was anything but a duck. While outwardly it looks like a Luscombe 8E it is, in fact, registered as an amateur-built aircraft. How could I refuse the opportunity to own a Luscombe that is also an amateur-built aircraft?

The seller proved very easy to deal with; we quite literally struck a gentleman's agreement over the phone and we concluded the arrangements without ever having a formal contract in place. Yes, there still are some true gentlemen in this wonderful aviation world and I count myself fortunate to have had the enjoyable experience of dealing with this gentleman.

Then came the next challenge... How on earth was I going to get a sub-100mph airplane from Calgary to Ottawa in the middle of a summer with record forest fires and "IFR in smoke" weather? Fortunately the seller "knew a guy" who proved to be very enthusiastic about taking on the task of ferrying the airplane to its new home. But first the airplane had to be made serviceable. An annual inspection was performed and, as expected, a few little things came to light. Getting the necessary altimetry and ELT checks performed consumed several weeks, pushing us very near to the edge of the window of the ferry pilot's availability.

And then came the insurance company... oh the blessed insurance company.

The ferry pilot, John, is an experienced pilot with an ATPL license and is an active flight instructor in an equally active flight training unit in the Calgary area. As qualified as John is to teach in a tailwheel aircraft, by decree of the insurance company he was declared unqualified to fly the aircraft solo! Now we were faced with a chicken-and-egg situation which was resolved only when John convinced a fellow flight instructor to fold himself into a pretzel and "instruct" John in the Luscombe. I mention the pretzel folding because this gentleman is 6'7" tall and the Luscombe is not known for having a cockpit which accommodates tall pilots. So there we had it, two flight instructors crammed in a small airplane, each taking turns "instructing" the other. By the end of a couple of hours of flying the necessary logbook endorsements were entered and John was, by the miraculous stroke of an instructor's pen, finally "qualified" to fly the Luscombe home to me. What a wacky world the insurers must live in!



Over the course of three days John winged his way across the prairies, over the hump of Lake Superior, across the hostile Canadian Shield and safely to the Arnprior airport. My "new" airplane, C-FLCD, was finally "home".





The Lovely Luscombe, G-FLCD, had some mechanical "challenges" on her way to Ottawa; the first was thirst - she had a prodigious appetite for fuel. The first leg from Calgary saw her gulping down nearly 8 gallons per hour when a C85 engine should consume closer to 5GPH. I was able to coach John in making a minor tweak to the carb's mixture setting but he (wisely) wasn't willing to go very far down that path. He had an airplane that was running well and, above all, that is what he needed most as he crossed the big stretch of "rocks and trees" - I couldn't fault his logic. By the time John left Thunder Bay we had managed to get the fuel burn down to about 6.5GPH. After his arrival in Arnprior, with a judicious twist of the mixture screw I managed to find just the right setting; subsequent monitoring confirms fuel consumption is as one would expect for this engine.

Another mechanical challenge encountered by John as he winged his way eastward was a rapidly fatiguing tailwheel spring. It went from "oh that's suspicious" in Alberta to "wow, that's really bad and the airplane is grounded" after a few hours of training flights here in Ontario. A new tailwheel spring has since fixed the problem, but while it was bent LCD effectively didn't have tailwheel steering... and that leads to the topic of receiving training in a "new to me" aircraft with its third wheel mounted on the wrong end.

John was a tired lad by the time he got here but a good home-cooked meal seemed to restore his energies for the challenge which lay ahead... An evening flight with a novice tailwheel pilot who also was an excited new airplane owner. Suffice it to say that our first flight together, John, LCD and me, was an excellent learning adventure and, to my great relief, an adventure from which LCD emerged none the worse for my ham-fisted handling. The next day, despite the high temperatures, we managed to go round and round the patch quite a few times. By the end of these sessions I was managing 3-pointers reliably and was beginning to get wheel landings to "stick". Another session in the evening had my confidence rapidly building but the hot weather also meant very little wind was available to test my skills in a crosswind. Maybe just as well as the tailwheel spring, by this time, was too far gone to permit further flight.

In the week before Oshkosh, with a new tailwheel spring installed I convinced our intrepid freelance instructor, Mike, to join me for a trip or two around the patch. I have no idea what possessed him (perhaps a strong sense of self-preservation?) but Mike eagerly hopped out of the airplane, signed my logbook and then ran off, never to be heard from again. The skies around Arnprior have since been whipped to a froth by LCD's propeller. The runways of several local airports have likewise been called upon to receive the pounding that only my poor pilot skills can deliver on landing. Despite my best efforts, LCD soldiers on. I'm often left wondering how many novice tailwheel pilots this old girl has taught to fly? After a life spanning 83 years that number of pilots surely is not insignificant.

Speaking of the trials suffered by local airports, my first real adventure on grass was a trip to Carleton Place for their fly-in lunch. The grass was beautifully manicured and LCD looked perfectly at home there. Of course taildraggers look good on grass but I think LCD looks particularly good on this grass. OK, I might be a little biased.



I'm sure by now inquiring minds want to know just where in heck a "new" airplane might find a place to tuck away from the weather. Well, the photos which follow will tell some of that story. Things in the hangar are a bit tight, but workable. Three airplanes, a car, a tractor and a canoe. Yup, that sounds like a full house!





So there we have it, the story of an airplane which left the New Jersey Luscombe factory in September, 1940 and has, after 83 years, come to Arnprior where she patiently has been teaching an old dog how to fly with his feet. She is a joy to fly, a true time machine. I find it impossible to avoid an ear-to-ear grin after managing a smooth three-pointer. Of course there's also the inevitable "this feels so much like the '40's" feeling of taxiing along with the window open and one's elbow hanging out in the breeze, all set to the satisfying "plunka plunka plunka" soundtrack of a trusty Continental engine. The art-deco swoopy instrument panel only adds to the timeless beauty of this machine.

I'm a very fortunate fellow indeed to be LCD's new caretaker.

Mark.

# CLASSIFIEDS

Does anyone have anything aviation related to list? Drop me a line at [newsletter@eaa245.org](mailto:newsletter@eaa245.org) or [pwhittaker@bell.net](mailto:pwhittaker@bell.net) to let me know and I will add your treasure to the classifieds listings.

1. For Sale: Chapter 245 Zenith 750 Cruiser project, \$28,000. The airframe is assembled, an engine and firewall forward components are needed, the instrument panel is currently being built using instruments from the old Zenair 601. The assembled airframe is in the chapter hangar for viewing. A torn down Jabiru 3300 engine (Generation 1) is also included. Contact the chapter president if interested.

2. From Mark Richardson (president@eaa245.org):

Take advantage of my impatience/short attention span on these items. I bought these for my Bearhawk build over the last 6-8 years. Some of the stuff I bought was used from guys on the VAF forums and all were working when removed. Other stuff is new. In all cases I bought this with the intention of keeping the cost down with older equipment but then I got distracted by shiny new stuff. SQUIRREL!

Two Garmin GDU 370 EFIS units. Each comes with the mounting ring that is riveted to your panel. No config module or any of the other LRUs. Just the displays. Currently these are going for about \$1500 USD each. \$2,500 CDN for the pair, or \$1,500 CDN each.

One Garmin GTX-23ES remote transponder/ADS-B with mount tray and back plate and Garmin connector. Used. New at Aircraft Spruce \$3,380 CDN. Asking \$1,500 CDN.

One Garmin SL-40 Comm with mounting tray. Used. Currently going for around \$1,300 USD. Asking \$1,000 CDN.

One INS-429 nav radio from VAL Avionics. Used.

- VOR, Localizer, Glide Slope and Marker receivers.
- Active and standby frequency with flip-flop.
- Milled billet aluminum construction.
- Digital OBS with push-button auto-radial centering and 180-degree reciprocal.

Comes with a custom harness from the RV-6 it came out of. New at Aircraft Spruce it is \$2,900 CDN. You can have it for \$750 CDN.

One pair of Aero-Lites PAR36 landing/taxi lights. New, in box. From Aero-Lites they are about \$280 USD. Asking \$200 CDN.

One RAM AV-569 DME antenna (bought to go with the INS-429 above). New in box. Currently \$265 CDN at Aircraft Spruce. Asking \$175 CDN.

One 2.5" Saber prop extension kit with the AN7-82 bolt kit (6). New, unused, in box. Vans wants \$725 USD for this set. You can have this one for \$600 CDN.

*Pro-tip: don't buy your avionics (or any other expensive thingies) until the last possible moment. Now you know why.*

3. From Irving Slone: Garmin GPS 3 Pilot with antenna and power cables. Power cable plugs into a cigarette lighter socket. Any reasonable offer considered. Contact Irving Slone if interested and for further details at [islone@regionalgroup.com](mailto:islone@regionalgroup.com) .

4. From Andre Beauchamp (contact at [beauchamp701@gmail.com](mailto:beauchamp701@gmail.com) for prices):  
Adel clamps



Flush Mount Hartwell H-5000 Latches





# WHO WE ARE - Website: <https://chapters.eaa.org/EAA245>

**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 (CYRP & 122.8), just west of Ottawa.

President: Mark Richardson- 613-983-7764 [president@eaa245.org](mailto:president@eaa245.org)

Vice President: Mark Briggs - [vice.president@eaa245.org](mailto:vice.president@eaa245.org)

Treasurer / Marketing Manager: Ken Potter - 613-259-3242 [treasurer@eaa245.org](mailto:treasurer@eaa245.org)

Secretary: Mark Cianfaglione - 613-600-4501 [secretary@eaa245.org](mailto:secretary@eaa245.org)

Operations: Chris Hepburn - [ops@eaa245.org](mailto:ops@eaa245.org)

Membership Coordinator: Phillip Johnson - 613-790-4929 [membership@eaa245.org](mailto:membership@eaa245.org)

Webmaster: Phillip Johnson – [webmaster@eaa245.org](mailto:webmaster@eaa245.org)

Newsletter Editor: Peter Whittaker – 778-919-4661 [newsletter@eaa245.org](mailto:newsletter@eaa245.org)

Technical Information Officer: Phillip Johnson – [membership@eaa245.org](mailto:membership@eaa245.org)

Young Eagles Coordinator: Andrew Henry - [young.eagles@eaa245.org](mailto:young.eagles@eaa245.org)

Hangar Group Liaison: Bill Reed - 613-858-7333 [Bill@ncf.ca](mailto:Bill@ncf.ca)

Past President: Phillip Johnson – 613-790-4929 [membership@eaa245.org](mailto:membership@eaa245.org)

# Membership Application and Renewal Form



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

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

New:                       Renewal:

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

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

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

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

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

Email Address: \_\_\_\_\_

Home Phone: (    ) \_\_\_\_\_

Mobile Phone: (    ) \_\_\_\_\_

EAA Number: \_\_\_\_\_

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

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

Annual Dues: run from  
January 1st to December 31st.

**Associate Member:**            \$50

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

- Newsletter, hangar, workshop, tie-downs.

**Note 1:** Members must also be members of EAA’s parent body.

**Note 2:** On-Line E-Transfers to  
[Treasurer@eaa245.org](mailto:Treasurer@eaa245.org) are the preferred method of payment.

Last Page! Blank.