



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 8412 Main Terminal, Ottawa, Ontario, Canada, K1G 3H8

Next Meeting

Thursday May 16th , 1991

7.30 p.m.

EAA 245 Hangar, Carp Airport, Carp, Ontario.

Featured Topic

**Combined Meeting
with the 99's**

PRESIDENT: Lars Eif 837-6680
VICE-PRESIDENT: Gary Palmer 596-2172
SECRETARY: Luc Mart'n 744-5347
TREASURER: Deric Dods 692-6121
EDITOR: James Oliff 724-6123

AIRCRAFT OPERATIONS: Dick Moore 836-5554
SPECIAL EVENTS:
PUBLISHING: Dick Moore 836-5554
MEMBERSHIP: Rodney Stead 836-1410
RECORDING SECRETARY: Roger Fowler 225-6070

Minutes of Apr. 18 Meeting Held at McNabb Community Centre

Call to order: 7:56 p.m.

Some 6 guests were cordially welcomed and invited to indicate their particular aviation interests.

ANNOUNCEMENTS

Our **May 16 Meeting** will be a joint venture held at **Carp** with the **Ninety-Nines**. The informal format will focus on the histories of both organizations.

Homebuilt Inspections: **Barry Miller** of Brockville has been joined by **Dale Lamport** of Ottawa, the most recent local member of the DABI (designated amateur built inspection) team. Both are authorized to perform pre- and final-inspections. The general procedure is as follows: When you're ready to have your Muskeg Musher inspected, call the **Recreational Aircraft Association (RAA)** in Ajax and indicate that you would like an inspection. Contact the **DOT** as well and ask them to send your file to the RAA. As soon as the latter receives the file, they contact the designated inspector and you then send \$150 to the RAA. You are now free to arrange a time with the examiner. You need not be a member of RAA or any other aviation group to use the program. You will not need pay the fee again for a second visit if only minor snags are involved. If an additional major visit is necessary (say to check out a different main component, such as the fuselage), then another \$150 will be payable. The fee helps offset the capital and labour costs of administering the program, including the small stipend given to the designated examiner. Indeed, the success of this re-activated volunteer program is such that the frustrating and unconscionable delays--all too familiar under the "ancien régime"--have disappeared. As DOT inspectors become fewer, they become less available to homebuilders. It is clearly only a matter of time before their direct official involvement in our activity ceases altogether. Whether we move from the "worst of times" to the "best of times" will depend less on whether King Chrétien or Queen Audrey rules than on how capably we govern ourselves.

ROCKLIFFE FLYING CLUB AND NATIONAL MUSEUM FLY-IN LUNCH

The date will be **Monday, July 1**. We have been asked to provide a display and/or a booth. Once again, Pres. Lars reminded us of the need for samples of welding, jigs, composite construction, etc. Any volunteers?

LAMA AWARD

Neither a reward for being a good Buddhist nor a misspelling of the South American ruminant, **LAMA** is an acronym: **L**ight **A**ircraft **M**anufacturers' **A**ssociation. The association would like to recognize a kit manufacturer of light aircraft and asked our chapter to submit nominations. There was no time to consult the membership, so the executive chose the following on our behalf: Chris Heintz; Lance Neibauer; and, Dick VanGrunsvan.

SPRING CLEAN UP

The rain date of Sat. Apr. 27 turned out to be necessary after all. I had planned to join the work party and give a brief report. On Friday afternoon, however, I tackled an ignition problem in my lawnmower. My lack of respect for the task led to what the doctor politely called an "unusual" way to get a 6-stitch wound. ("Careless," "inattentive," "hurrying," "unthinking," and "stupid" are more accurate). So, our collective thanks to to all who participated in "Operation Hangarclean."

CONGRATULATIONS

Dick Moore recently joined the select group of Carp Amateur Radio Pilots (see the Oct. 1990 **Carb Heat** for the exclusive scoop). His call is **VE3SYA**.

TORONTO-OSHKOSH ONE-DAY ODYSSEY

Deric Dods informed the group that plans are afoot to offer a same-day return flight from Toronto International to Oshkosh for \$300. The flight departs early in the morning, leaves the Oshkosh pilgrim to overdose on aviation for 12 hours, and then returns the weary traveller to Toronto later that evening.

MEMBERSHIP RENEWALS

If you haven't renewed your membership, this is where the Chapter bids a tearful farewell to you and stops sending the Newsletter. Please renew now and keep abreast of all the exciting things going on in the Chapter.

WATER WATER EVERYWHERE --BUT MOSTLY AT CARP!

The reason water hangs around our property so faithfully is that, like our bored teenagers, it can't find a better place to go. There is an attractive large subterranean cement collecting basin not too far away but, alas, no transportation to it. Spring pre-fighting shouldn't have to be done in hip waders and we needn't look like defeated mud wrestlers after parking our aircraft. **Andy Douma** and **Dick Moore** -experts in the art of hog-wallow taxiing--have decided that there must be a better way. They are looking into the costs of having a professional contractor install proper drainage facilities at the field. Hopefully, bored water, hanging out near our hangars, will soon be a thing of the past as it boogies on down to Bradley's underground disco cistern.

SPRING--FLOODING, INCOME TAXES, AND GENERATOR REPAIRS

Spring brings to mind youthful love, blossom-scented breezes, and the welcome honking of north-bound geese. Spring also means, however, that our generator's first major break down can't be far off. Fortunately, spring also means that **Laurent Ruel** isn't far off either. This year, our powerplant's early season tantrum was a dilly--it overrevved and self-destructed. Luckily, **Andy Douma** and **Dick Moore** knew where to find another--at a bargain price because it wasn't running. Luckily, **Laurent** was available and obligingly installed the second one after coaxing it to life. Our sincere thanks to all three for restoring power.

TOOL CRIB UPDATE

Andy Douma noted that the doors are now hung (thanks to **Dick Moore**). The lock's combination is available from either of them. Check first because the combination will be changed on a frequent basis.

SHOW TIME

Since there was far more audio-visual material than time or place to view it, **Pres. Lars** wisely divided the offerings into two broad classes: technical (room 3) and non-technical (assembly room). Before splitting up, however, we all got to enjoy the Murphy Rebel promo video. Murphy's latest aircraft is a roomy, all-metal, high wing, monocoque construction (kit-built but without jigs) versatile performer that can accommodate a wide range of engines. Thereafter, various videos were shown in the different rooms. Like many others, I wandered back and forth between the two rooms to get some idea of what was available. Mid-way through the evening, however, my concentration on a deadly serious film about wooden aircraft building techniques was shattered by hoots and gales of laughter from the other room. Curious as to what could be so funny in aviation, I returned to the non-technical video room and only left it when we were all kicked out at closing time. What engrossed the viewers was a lengthy presentation of how two enterprising westerners attempt to provide Canada with its own homegrown defence aircraft, "The Defender" (also the name of the film, I believe). The antics of this pair as they attempt to measure airfoil lift using bathroom scales taped to a broom handle on the back of their battered pick up truck or their hilarious deadpan discussions of technical problems with a dull lead pencil on a rough board near their rickety patchwork windtunnel kept the audience in stitches. Equally humorous was the interview in which the test pilot member of the duo applies--unsuccessfully, of course--for a flight permit while trying to argue that the government has not properly interpreted the significance of his last crash in another experimental plane. (At this point, to get us to vacate the room, Lars had to promise that we would get to see the rest of the film. I, for one, am looking forward to the remainder.)

Your faithful scribe,



Roger Fowler.

SUN 'N FUN '91-- by Roger Fowler

While this optimistic label may suit the event itself, the prelude to the fly-in was more like "Rain 'n Pain" for my father and me. A stalled low pressure system from New York to South Carolina produced the liquid sunshine; 2350 km in 2 days in our tail-heavy station wagon provided the posterior discomfort.

Sun 'n Fun, if not quite the mother of fly-ins, is certainly an elder daughter! It is held annually at the Lakeland Municipal Airport (100 km west of Orlando and 60 east of Tampa). We arrived at supper time on the Saturday preceding the official Sunday start, and already the campgrounds were full of eager beavers who

had arrived God knows how much earlier to claim the choicest spots. Even so, the trek to the flight line was under half what it would have been at Oshkosh, and the vendors and flea market were closer still. Flight line passes cost \$10 per day or \$40 for the week. Camping was \$88 minus the usual refund for the unused days.

A flock of droning ultra lights provided a dependable 7:30 a.m. alarm clock as they circled over the just stirring campgrounds in an early morning fly-by. Thereafter, antique, classic, slow, fast, rotorcraft, and commercial aircraft strutted their stuff in successive fly-bys. At 2 p.m., the familiar sight of a team of parachutists trailing colourful flares and flags officially opened the airshow.

Here was another area in which Sun 'n Fun rivalled Oshkosh. The list of participants read like a Who's Who of airshow pilots: Clint McHenry, Patty Wagstaff, Linda Myers, the French Connection, Leo Loudenslager, Bob Herendeen, Ken Brock, Manfred Radius, Gene & Cheryl Littlefield, etc. All flew superbly, but for my money, Clint McHenry in a Russian-built Sukhoi stole the show. This plane has a stainless steel fuselage, solid titanium landing gear, big radial engine (turning clockwise--just to make things interesting), and an overall chunky appearance as though it were intended to herd Musk-ox or perform some other mundane chore. In the air, however, the sense of heaviness and solidness disappeared completely and the creature became a thing of grace and elegance at McHenry's masterful hands. He put the plane through the usual array of difficult maneuvers, including one called the pinwheel. Here, the aircraft slides along the bottom arc of a circle as though attached to some huge invisible clock hand that slowly swings the plane from 4 o'clock to 8 o'clock before releasing it.

Perhaps, because it is smaller (and much further south) than Oshkosh, Sun 'n Fun seemed to have a much more relaxed air about it. I hardly saw anyone scurrying along as though fearful he would miss something. (This laid-back manner even infected me enough that I missed a good deal on an 8.00 x 4.00 tire in the flea market.) You may not have to hustle to cover the territory here, but you still have to be decisive! I ate my usual delectable lunch of peanut butter and molasses sandwiches so I can't comment on food/drink prices. The one ice cream stand I did visit served such big \$1.00 cones that they melted faster than we could eat them. Clean-up trips to the nearby fountain were thus in order.

It may only be my jaundiced perception, but I missed the sensation I've experienced at Oshkosh where the Warbirds and \$100k avionics Glasairs hold centre stage and the ultra-lights, Pietenpols, etc., rate as poor and distant cousins in the aviation family. I was quite happy to miss the growing number of Oshkosh vendors who sell seductive fishing lures, vegetable slicers, jewelry, rug shampooers, and other items of vital concern to the average homebuilder. (Just maybe, this is why your average homebuilt airplane is turning up in decreasing numbers at Oshkosh--what used to be a fun grass-roots fly-in has become a huge airshow engulfed by a huge fair. Virtually all that is missing are clowns and carnival rides.)

On the return leg, we stopped in at the Leeward Air Ranch near Ocala at the kind invitation of a Tailwind builder, Norbert Langer. This was aviation heaven on earth. Every house is attached to a beautiful spacious hangar housing all kinds of fun toys. In addition, all roads lead literally to a well-maintained grass strip. For non-aviation visitors, large signs proclaim: "**Aircraft have priority.**" Taxiways double as streets, not vice-versa. The residents enjoy an average of 300 VFR days a year and many, like Steve Wittman, get restless if they

haven't flown for 3 whole days!!! I could scarcely conceal my envy when replying that some of our winter storms last longer than that.

Reluctantly, we headed north again and detoured via Lock Haven, PA, former home of the Piper Aircraft Corp., now occupied by old Piper rivals, the Taylorcraft Corp. We were lucky enough to get a personal tour of the facilities on short notice. Unfortunately, Avco Lycoming at nearby Williamsport was very short staffed and couldn't offer a tour right then.

In brief, Sun 'n Fun was a lot of fun. What other fly-in, for example, has a resident wild alligator? (Alas, our reptilian friend was soon "re-located" from Wittman Pond to a remote corner of his swamp!) If only Lakeland were nearer. Or if teachers could get to it without taking a sabbatical. Still, the fly-in was definitely worth the 2300 km and 28 hours it took to get there. I did all the driving in 2 days. I'd recommend a second driver or 3 days. **Be kind to your behind!**

Aircraft Refueling--by Dick Moore

Last month's article on auto fuel seems to have convinced a few people that this is the way to go. This month I would like to address the problem of safely getting the fuel from the gas station into the fuel tank of your aircraft.

There are arguments for and against metal or plastic containers. On the one hand, metal containers are easily grounded; however, when tightly sealed and heated--as might occur if they were in the trunk of a car on a very hot day--they can explode. Plastic, on the other hand, will expand and poses no explosion hazard. However, plastic, being non-conductive, is excellent at gathering static electricity. Static can be generated any time the fuel moves in the container and the transportation of a partially filled container of fuel is a very good way to charge the container. This static electricity usually becomes a problem when, after fueling the aircraft, you draw the container away from the fuel tank creating an air gap through which static electricity is discharged. In the presence of a fuel-air mixture, the mixture is ignited.

This event is not going to happen every time you fuel the aircraft and may only happen once in thousands of fuelings; but it could also happen on the next fueling. My objective is not to have it happen at all!

The following is the approved method for refueling aircraft on EAA property.

1. Plastic or metal fuel-approved containers may be used but no containers are to be stored in any hangar. Plastic fuel-approved containers are to be modified so as to provide a ground connection as in fig. 1. If a funnel is to be used, then it too must be grounded.
2. At your outdoor station of refueling, you must provide a metal ground rod no less than six feet vertically in the ground.
3. All components used in refueling must be grounded as in fig. 2 to the ground rod.

The reason for grounding the fuel container as well as the aircraft is simple. Both can be charged with static and if you simply bond the aircraft to the fuel container, a static discharge can take place between you and the fuel container or between you and the aircraft, if you happen to be standing on the ground or on a metal ladder that is, in turn, on the ground.

The installation I personally used for grounding my container is illustrated in fig. 3. I used an eye so that I could insert a screwdriver to prevent rotation when tightening. To install the eye, first drill a small hole in the end of the eye. Then grind the end symmetrically about the hole to a diameter less than the root diameter of the eye for about 3/8 in. Then solder a wire in the hole. Now adjust the first nut to the bottom of the eye and install the copper tubing that has been drilled to accept the bolt. Pass the wire through the container neck and fish it through an 11/64 hole drilled in the container. When the small end of the eye emerges, lock on to it with a pair or vise grips and pull and twist to cause the threads to bite.

Screw on another nut on the outside and screw down onto silicone sealant. With a screwdriver, reach inside and hold the eye while tightening the nut. Wrap the anchor with wire and drill out with a 3/16 in. drill. Place the anchor over the bolt and lock down another nut. You will now find it easy to attach a small battery clip.

You may choose a different method for a ground connection, but whatever you choose, it should be a definite, firm connection.

The ground cable should be of 1/16 in. vinyl-covered steel stranded cable. I found a 1/16 in. vinyl-covered steel cable at Bells Corners Canadian Tire for 30¢ a foot. Check it out!

Please, we can't be too safe when handling fuel. Let's be safe, not sorry!

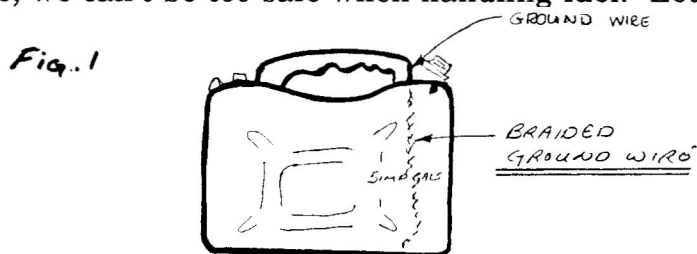


Fig. 1
GAS CONTAINER MODIFICATION

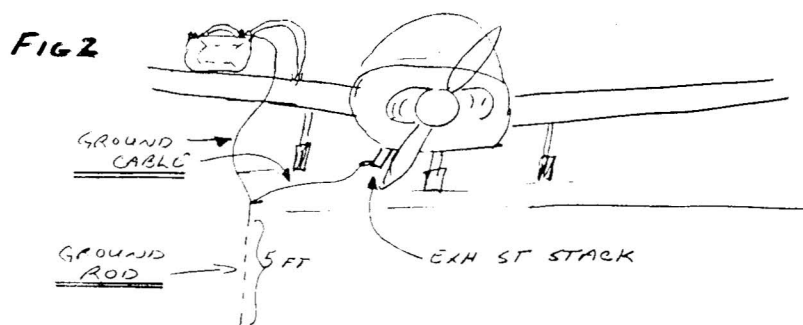
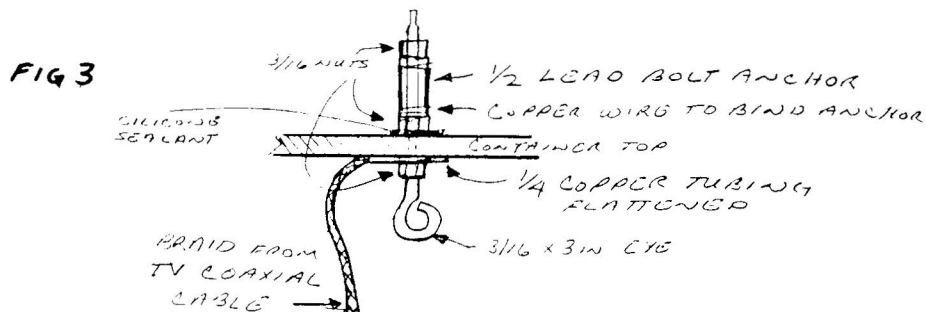


Fig. 2
AIRCRAFT AND FUEL CONTAINER PROPERLY GROUNDED



President's Corner

Anybody who looked outside on April 20, our Chapter Clean-Up Day, probably noticed that it was definitely IFR weather (Intensely Falling Rain!). A few stalwarts ignored my "Postponed" sign on the gate and did get a good start on tidying up the workshop. But the major assault on the dust and flaking paint actually occurred on the 27th, under bright sunshine, when no less than a dozen members scraped, painted, swept, polished, removed, repaired, replaced, constructed, installed and dragged stuff to the dump depending on which task they volunteered for. There are still a few details to polish off, but the bottom line is that our facilities (including the outdoor sanitary one) are in much better condition now than before!

With the exception of two or three people, most of the volunteer work party were aircraft owners. Which brings up a good point: our spot at Carp is not a private club to be looked after or enjoyed by just the aircraft people. It is there for all members as a place to socialize, to show family members or friends the aircraft that are out there, to read magazines in the lounge, or to watch the action on Runway 10-28. This is an invitation to everyone in the Chapter to make maximum use of the facilities. And, of course, your help on work parties and the Breakfast Fly-In would also be very much appreciated.

As I mentioned at the April meeting, the inspections situation is finally starting to brighten up for those of us building aircraft. Rather than trying to explain it all here, I've enclosed a letter which we received from the EAA Canadian Council which I hope there's room to print. It certainly is encouraging!

The Chapter has received a number of calls for assistance or for displays

which I hope we can support:

- 15 June - 99's Poker Run to use our hangar and parking areas.
- 9 June - Aviation Museum requires Homebuilt and Classic aircraft display at their 3rd Anniversary celebration.
- 1 July - Aviation Museum has asked us to be part of their large Canada Day display.

For all three of these events, we need participation from the Chapter membership as helpers. Don't worry about there being too many helpers; the more members we have out to these events, the less time each of us has to spend manning a display, parking aircraft, carrying chairs and tables around, or whatever needs to be done. So mark these dates on your calendar for sure.

One last point on tie-down fees. We are considering raising the fees for new prospective members joining us in the future with factory-built aircraft. The idea is to eliminate any financial advantage that the newcomer may be looking for in joining the Chapter. Exempt from the new rates would be all present members, amateur-built aircraft, classics (EAA definition) or warbirds. The reason for this move is that with the escalating cost of tie downs at other airports, we are getting more and more people approaching the Chapter looking for "cheap" tiedowns. As we only have a limited number of spaces, we could easily be swamped unless we take action soon. Whether you are for or against this idea, please contact myself or Dick Moore with your comments. This is your club, so we need your input!

That's it for now. Remember, what makes Chapter 245 an enjoyable organization to belong to is one thing: PARTICIPATION! 'See ya there!

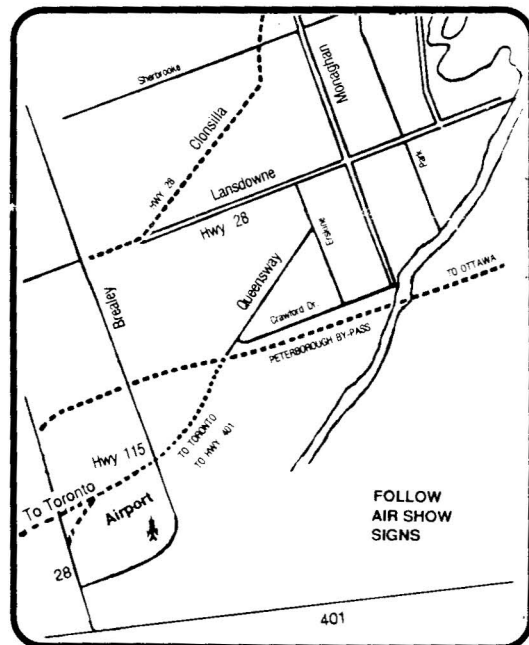
AIR SHOW

Flying

SAT. SUN.
JULY
20 & 21



HOW TO GET THERE:





e x p e r i m e n t a l a i r c r a f t a s s o c i a t i o n
canadian council

2021 Selwyn Shores
R. R. 3 Lakeland
Ontario, K0L 2H0
April 10, 1991

Would you please pass along to your chapter members the following information:

1. I am sure you are aware that we have been actively pursuing the implementation of an EAA amateur-built inspector program with Transport Canada. However, in my discussions with Gary Clayton in Toronto Division he indicated that before they would accept our involvement in the program we would be required to produce:
 - (a) an inspector's manual
 - (b) a training manual
 - (c) an administrative manual
 - (d) demonstrate ability to store and retrieve information using computer equipmentall of which RAA has at the present, and to save time re-inventing the wheel I approached Barry Miller, the president of RAA with the following proposal:
 - (i) They accept qualified members recommended from EAA chapters to become amateur-built inspectors (AIRs) to be approved by Transport Canada and operate under RAA's direction.
That RAA accept one delegate from EAA on their steering committee for the inspection program.
 - (ii) That RAACC accept responsibility to provide educational training workshops, symposiums, etc., necessary for the training of inspectors, technical counsellors and members at large.
That we accept representation from RAA on our steering committee to set up educational programs.

This proposal has been met favourably by the RAA executive and it promises to be the start of a good working relationship between both organizations. But, of course, I am open to suggestions from you and your membership.

Under direction from headquarters I will be returning the monies that the chapters collected last year to set up an Ontario division. Headquarters feel very strongly about our proposals and have vetoed any involvement along those lines. If you would like more information, please contact me by phone.

I am sure you received information recently from headquarters regarding the Excellence in Aviation Award asking for nominees. I am proposing that we forward Ted Slack's name for this award, would you please communicate your chapter's thoughts to headquarters.

Last but not least, I am enclosing some pamphlets re the Air Show in Peterborough this year which promises to be a "REELY BIG SHEW". Along with this air show which is on Saturday and Sunday, we are organizing an EAA/COFA Fly-In and Camp-Under-Wing, the proceeds of which will go toward the building of our chapter club house. Therefore, I would really appreciate it if you could talk it up big, so to speak, to make our first fly-in a great success. Admission to the Air Show is \$8.00 per person per day. Your parking and camping is free. We anticipate having a separate viewing area for our fly-in guests along with a separate barbecue/food tent. We have limited facilities for parking aircraft and request that you contact me as early as possible to ensure a parking spot. Of course, you will be required to bring your own tie downs for a/c. We will require a 50% deposit for preregistration and securing your spot. Peterborough Airport will be NOTAM restricted traffic after 10:30 a.m. both Saturday and Sunday. However, those wishing to fly in Friday evening may do so. Would you please encourage all types of aircraft to fly in, including ultralites. If you would like more information, please give me a call and I will be only too happy to help you in any way I can.

For those members wishing to fly in and stay in a hotel in town, we are making provision for bookings at the Holiday Inn and our members will provide free transportation to and from the airport.

Hope to see you all in Peterborough in July.


Tom King, EAA Canadian Council

copy to: Rem Walker

Auto Fuel Update

I received a call from Dave Auster about the article on auto fuel and I was informed that anyone who wishes to use this fuel should have a copy of TP-10737, "Use of Automotive Gasoline (MOGAS) for General Aviation Aircraft".

I called Jerry Germain and he was kind enough to dig out a copy. I really mean dig. They just moved into where Geese Air use to be and everything is in boxes.

I have read this booklet and it describes many important things you should know about auto fuel in aircraft including its limitations.

Anyone requiring a copy can contact me and I would be happy to make them a copy or you can go to DOT yourself but don't forget to bring your own 19 sheets of Xerox paper.

By the way, if anyone wants to pass on any comments to Dave Austin, please contact me and I will pass it along. Please don't call him directly!

"SUNRISE TO SUNSET"

FLY-IN/BOAT-IN

Dick

AT THE
ROCKCLIFFE FLYING CLUB

MON. JULY 1ST 1991

FEATURING:

7-11 AM : BREAKFAST
11:30 - ON : BBQ LUNCH

FLY-BYS AND DISPLAYS!

— SNOWBIRDS —

— EAA, ULTRALIGHT AND HOMEBUILT CRAFT —

— AIR MUSEUM WARBIRDS —

— VINTAGE & CLASSIC PLANES —

— CHARITY TOUR RIDES —

• ALL PROCEEDS TO THE UNITED WAY •
(RESPONDING TO NEEDS IN OUR COMMUNITY)

A TRUE FAMILY EVENT!

— AT THE OTTAWA-ROCKCLIFFE AIRPORT/MARINA —

• IN ASSOCIATION WITH THE NAT'L AIR MUSEUM, R.C.M.P. •
& ROCKCLIFFE YACHT CLUB



CLASSIFIED SECTION

AIRCRAFT FOR SALE:

Two-Place Lazair. KFM engines, less than 10 hours TT. \$3900 negotiable. Contact owner through George Reid 749-0792.

PROJECTS AND PLANS FOR SALE:

Everyone interested in Group Building or Group Ownership of Amateur-Built Aircraft, please contact Peter Patton at 731-2269.

KR-2 restoration project. No time to finish. Revmaster 2100 cc. New wings and canopy. Valued at \$11,000. Will sell for HALF or reasonable offer. Contact Mike Proutx (819) 827-1930.

Baby Great Lakes Project: Fuselage 90% complete; all ribs and spars; Continental C-85; MacCauley metal prop; all instruments. \$6500. James Oliff 724-6123.

Zenith CH 250, 75% complete, trike gear. Signed off by DOT, ready to finish closing. Wings and tail nearly complete. Includes gear, cowling and fairings. Reduced to \$4900! Will consider trade for CH 701. Call Jim Robinson at 830-4317.

Davis D2A plans. Call Russ Robinson. 831-2485.

PARTS FOR SALE

Contact Mike Sacoutis at 729-3774 for the following parts:

Propellers - 0 time constant speed
- Wood pusher prop.
- Zenair wood 68x46

Hanlon Wilson mufflers, Mooney Parts: Complete retract gear with 6.00x6 main wheels, 5.00x5 nose wheel. Also seats, fuel tanks, gauges, gyros, and control surface pushrods.

Airpath magnetic compass, 0 SOH 1987, base mount. \$100. Alex Fulton, 234-6753.

Brakes and wheels. Rosenhan. Suitable for Vari-Eze, Davis, etc. Offers welcome. Eric Taada 749-4264.

Vari-Eze landing gear legs. New. Contact Peter Plaunt, Carp, Ont. (613)839-2283.

WANTED

Aluminum needed, 2024-T3, 2 pieces approx 22"x52". If you can help, contact Ron MacMillan at 837-6865.

Classified Editor: Lars Eif 837-6680.

Carb Heat May 1991.

VP 2 - As good off for cover by MOT
- Complete (less engine and L. Gear)
with covering material and many
extras / ie wheels, brakes, AN hardware etc.
asking \$1,800 -
Keith Guespie 592-4742
2 Ripelle Ct
Kanata - Ont.