

Carb Heat

September 2018

EAA 245 NEWSLETTER Vol. 48 No. 8

Published by:

EAA Chapter 245 (Ottawa)
1500 B Thomas Argue Rd
Carp, Ontario
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Next Meeting:

Sunday 23rd September, 07:30 am, at the
EAA Hangar (CYRP)

CHAPTER FLY-IN BREAKFAST



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Editor's Comments



I thought it was just a myth that only real pilots fly taildraggers but how wrong I was! Finally I am able to order the t-shirt and look down contemptuously at anyone with training wheels.

That said, there was a time during my tailwheel training when I thought the light at the end of the tunnel had been firmly extinguished. It was considerably harder than I expected and I have to thank Mike Lamb. His patience was only exceeded by his bravery. I certainly would not have got in the back with me in the front.

We started with 3 point landings and, when these were mostly on the asphalt, we moved on to 2 point. Initially Mike had me doing these flapless with the aim of just flying low (really low) along the runway. Getting the 8 under about 85 without flaps I found difficult, let alone flying it a foot off the ground. After a while I had the mains in contact with the runway as we roared close to the end at what must have been 100 knots.

Adding some flap helped get the speed down but it took me a while to stop trying to flare the aircraft rather than using the final bit of throttle to lower it the last 12 inches while maintaining the level attitude. The push forward on the stick also went firmly against my 30+ years of doing exactly the opposite.

After a fair few hours Mike felt the probability of me injuring a passing member of the general public was sufficiently low that I could be released on my own. What was remarkable was the huge difference in pitch without someone in the back. I found controlling the attitude much easier and my first two solo landing were absolute greasers. Of course it went downhill from there and this is clearly going to require practise and regular flights. As I've said, I found it a challenge but satisfying to wear the shirt.

After last month's jam packed edition I had hoped for perhaps a little more input from the chapter but many thanks to those of you that have sent me articles and photos.

In this month's sublime edition Phil describes his visit to Oshkosh. Mark Briggs flies his wife to News Brunswick in the Sportsman that he built and Irving Sloan recounts his flights in Phil's Kozy and Andre's Beaver at the recent 'Fly the chapter' event.

Colin



President's Message



We've arrived back from Oshkosh after a long week. We had a great time there with ten tents, one hard-shell camper and my Pop-up Camper. EAA provided us all with a good site as usual and we managed to keep the cost low for everyone. More on this in a separate article in this edition of Carb Heat.

So, the weather has now improved, and heat is our biggest enemy and there's lots of energy in those convective clouds so be careful. Also be careful of those high-density altitudes. So, when I say improved I forget that I was away at Oshkosh and I missed that tremendous downpour with several inches of rain falling in a single day. I hope everyone has good covers for their aircraft and that there was no rain damage to anyone.

Pembroke is offering breakfasts every month, see <http://ovbusiness.ca/wp-content/uploads/2018/05/2018-YTA-Breakfast-Poster.pdf> for details, with their main event being 15th September. Our Chapter breakfast is scheduled for 23rd September so that is one not to miss on your

calendars. Our setup day is Saturday 22nd September and we are looking for volunteers to help with the set up.

Last month's meeting was a BBQ and Chapter Fly Day. The Fly-Day is new to our chapter and is intended to get our members up in the air. The goal is for pilots, with flyable aircraft, to fly members who have not had the opportunity to fly recently. It is also intended to get flight experience in different types of aircraft. This event was restricted to EAA chapter 245 members only. At the last minute I had to call a postponement to the Sunday as the cloud was low and would not have proven to be a very satisfactory event. Andre Durocher, missed my email and came anyway, with his DH Beaver, and took a bunch of members up, Thanks Andre.

The event was very successful, and we had more aircraft than passengers. I took Irving Slone and



Martin Poettcker in the Cozy with two flights around and hour each. I wasn't sure how Irving would deal with the cozy as he was used to Low and Slow, but he seemed to have a great time at the stick. As you can see from the photograph, Irving was not shy about doing some manoeuvres.

I spoke with Mark Braithwaite about the “Drifting”



Likewise, Martin had some fun with our trip taking us almost to Pembroke having flown over Martin’s house and strip.

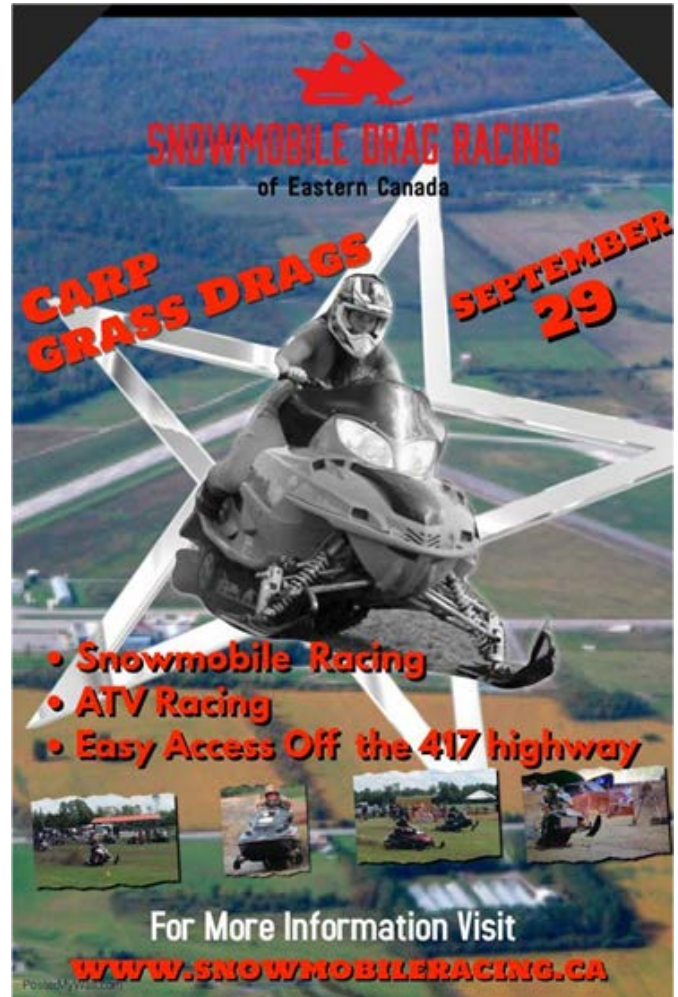
While we were all up flying Ken was busy with the BBQ for some tasty hamburgers and hot dogs. Thanks Ken.

Other club members managed to aviate too, with the generosity of our pilots. We will be making this an annual event with maybe just a sporadic fly-day as this is what EAA is supposed to be about, getting people in the air and experiencing different aircraft.

As we head towards the fall, we need to be cognisant of the annual elections. This year I will be standing down as president as I will be vacationing (snow bird) in California and I feel I cannot support the chapter during the winter months from so far afield. Please give it some thought as we do need someone to lead the charge. The positions open for election are:

- President,
- Treasurer,
- Operations,
- Webmaster; and,
- Technical Officer.

Please do not assume the incumbent will be re-standing for the following year, so for our chapter to continue to survive it requires some of our members to step up to the plate. If you have interest, please let someone on the executive, be aware of your interest.



event held at the FBO a few weeks back. He tells me it provides an additional source of income to the airport that has become necessary to survive.

Last year there was a significant shortfall and the airport had to sell off some of the hangars to maintain a net zero balance. All damage to the airport is being covered by the event organisers and it is anticipated the subject area will be in better shape than it was prior to the event.

We can expect to see more of this going on in the future as the airport needs to find more revenue to survive. To this end there will be some snowmobile racing on the 29th September. This event will take place on the Eastern side of runway 22 and will not impact operation of the airport. It is not clear, yet, if there will be a NOTAM issued as there may be no impact even on Runway 22.

The Air Cadets are back doing some gliding training at CYSH. I am not sure if it is an official NOTAM but when gliding operations are in effect at CYSH, the gliders and tow planes operate a right-hand circuit whereas the normal operation for aircraft is a left-hand circuit. As such there is no dead side to the airport so descending on the dead side is not an option. The procedure, when gliding ops are in effect, is to conduct an extended downwind join to the circuit. Since the wind is generally from the west this requires you overfly the town of Smiths Falls and descend to pattern altitude prior to entering the downwind. Failure to do this may result in an air to air collision and it will be your fault as gliders have the right of way. These operations take place on weekends during the months of April, May, June, September and October. Notice that July and August are free of gliding ops. Details may be found at http://www.smithsfallsflyingclub.com/0_circuit_safety.html

We are presently looking for an engine cowling and engine mount for the Zenith project. We believe we have found one South of the border and we are looking at the financial impact of having the parts shipped across the US. The alternative is to manufacture the mount ourselves.

Our winter program during which we use the Museum for our presentations will commence on the third Thursday in October (18th October) as the September meeting is the Chapter Fly-In Breakfast.

Regards to All

Phil





Meetings and Events Schedule

EAA Chapter Meeting –Sunday 23rd September 2018 @07:30

Presentation: **Breakfast Fly-in**

Presented by: EAA 245

Where: EAA Hangar

EAA Chapter Meeting – Thursday 16th Oct 2018 @19:30

Presentation: **Elections and Oshkosh Photos**

Presented by: EAA 245

Where: Canadian Aviation and Space Museum

EAA Chapter Meeting –Thursday 18th Nov 2018 @19:30

Presentation: **TBD**

Presented by: EAA245

Where: Canadian Aviation and Space Museum

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: Pembroke Monthly Breakfast

Where: Pembroke (CYTA)

When: Saturday, September 29th and October 20th

9.30 to 12.30

29th September - Bacon breakfast sandwich on fresh baked biscuits, fruit salad and hash browns. Tea/coffee and juice.

20th October - Saturday, October 20th, Eggs Benedict, roasted, potatoes with green, onions and fruit salad. Tea/coffee and juice

What: EAA245 Breakfast Fly-in

Where: Carp (CYRP)

When: Saturday, September 29th and October 20th

FLY-IN BREAKFAST AND OPEN HOUSE



Hosted by EAA245

Sunday, September 23rd 07:30 to 11:00 (rain or shine)

Where: **EAA 245 Hangar, Carp Airport**

Breakfast; **Adults \$8.00, Children \$5.00**

Flying

Airport ID: CYRP

UNICOM: 122.8

Runway 10 / 28

Taxiway Bravo

Driving

Queensway to Carp Road. Head North

Turn left on Russ Bradley Road, Opposite Irish Hills Golf Club

Google Maps: <http://tinyurl.com/ea245>

OSHKOSH 2018

July comes around the same time every year and as usual AirVenture happens in the last week of that month with monotonous regularity. I've been attending pretty much since I arrived in Canada in 1990 with only a few omissions. Actually, the first time was 1992 and my daughter, Emma, was one and a half years old. We stayed in a hotel in Fond du Lac as that was the closest hotel we could find six months prior to the event. We could only afford three days in those times and we travelled in to the show each day braving the crowded roads. The second year, 1992, was pretty much the same and on the third year (1993) the closest we could get was 75 miles away in Madison.

I missed Oshkosh 1994 as I was working in Saudi Arabia, but in 1995 I decided to try camping in Camp Scholler. I'm not much of a camper and hate dealing with damp clothes and having to walk to the ablutions each morning but it did seem to be a more affordable way of attending the Oshkosh Fly-In.

Lois and I bought some camping equipment and headed off to Oshkosh with our old Ford Probe packed to the gunnels with Emma in a child seat and the camping gear in every conceivable space as the Ford Probe was not exactly a station wagon, rather it was about the size of small Ford Mustang.

On arrival at Camp Scholler we just drove around looking for a suitable camp site when we stumbled on the place where the viewing public now watch the Fly-In Theatre.

It was not too crowded, the lay of the land was such that any rain water would flow away from us, we were relatively close to the washhouses, and we were close to the main entrance for the showground. The red X, on the accompanying picture, marks the spot for our first camp site. Over the next couple of years we camped in, or around, that same spot and we purchased better camping equipment but whenever it rained there was always some water in the tent which really bugged me. By that time, we had found some friends that also

frequented that site and we created "Kamp Kozy" as many of my new found friends were either Cozy builders or Cozy Builder wannabe's.



In deference to Nat Puffer (Cozy designer), who stated that if you want to change the design don't call it a Cozy, I called mine a "Kinda Kozy" hence the name for the camp site.

Eventually we gave up with camping in a tent and found a used (once) pop-up tent/trailer which now put us in the realms of extreme luxury. It was around this time friends from EAA 245 started calling by to see us and ask us how we secured such a spot and essentially it was by buying very early in show period. Eventually we managed to have a friend stake out our spot before the show week started.

Everything was just great, then by complete surprise, EAA decided to put up a huge television screen (The Fly-In Theatre) in our spot leaving us with no where to go. Fortunately, we managed to secure a spot, where the blue X is shown on the picture, but as the years passed by more and more people learned about this special location and it started filling up earlier and earlier and what's more concerning was the campers were arriving with huge RV's making us, in our luxurious pop-up camper, now look like trailer trash.

To secure our spot each year became more and more difficult. We ended up purchasing our camp site credentials on the Wednesday before the event and had our friends stake out our site for us. By then many EAA 245 members had come to like to join us at our

spot, and in 2011 we were crowded in very tightly and in a very wet spot. The image below shows that location but late in the week when a number of campers had left to go home.



In 2016 EAA corporate started an initiative to encourage chapter members to camp together and thereby encouraging EAA members to become chapter members. This initiative allowed chapter members to pre-order their camp site at no extra cost, but the campsite had to be paid through the whole event, i.e. nine days. Since we had always been paying up front in order to secure the spot, this worked well for us. By now Lois and Emma had stopped coming to AirVenture but I had other chapter members join me instead. In 2016 Mike Asselin and his friends in his Pop-Up trailer, and my team in my Pop-Up Trailer made the first Chapter Camping event. We did also have a couple of regular campers; Bill Brooks & Bill Reed join us too. The concept of Chapter Camping was proving to be very successful.

Since then we have been growing the concept and from a guaranteed four chapter sites, we can now have as many as six sites in our cluster. This last year 2018 we had five sites with ten tents, one hard shell camper and my luxurious Pop-Up Camper. With the space available we could have accommodated additional camping units at no extra cost. On average each camper paid \$110CAD for their site for the week.

David Leiting and EAA has come to know me and now anticipates my call for our location. He had it marked out ahead of time as the area was starting to fill up early. By the time we arrived at Airventure, on Friday evening, Camp Scholler was filling up fast and there is

no way we could have secured our spot without having someone doing it in advance.



Maurice Benoit arrived first with his hard shell camper along with his family followed by Mark Briggs who came early, to avoid weather, with his Glasair Sportsman with his friend Brett and had set up camp before we arrived.



As the weekend progressed more and more chapter members arrived, and we used the Viking Pop-Up as the centre for entertainment as we had 110V electrical power to charge all electronic devices, Refrigerator for food, and multiple coolers for beverages. There's no escape from the fact we did consume a number of bottles of whisky, Rum, and a five-litre box of Merlot that Yvon Mayo refused to drink because it was not to his standard, along with over five cases of beer.

The 21st July is my birthday and since it was Saturday we went out to the local Mexican restaurant for my birthday dinner.



This picture has endless possibilities - Ed

Over the years I've come to know people at Camp Scholler and we do attend a number of parties, Swine Fest is one of my favourites and is run by one of the maintenance chapters.

As volunteers they get a privileged location with power to feed their air conditioners. It can be so nice to go and see them after a hot day on the flight line.



Friday is always the international visitors dinner. The dinner includes free wine and beer along with a comprehensive dinner so to make this special I arranged a limo service from one of my friends chapter. Yes it is a stretched VW Beetle convertible. I think it would have been quicker to have walked but it was such fun to arrive and have all the international visitors wonder how we arranged it.



OK, OK, OK so this is Oshkosh, what about the aeroplanes?

I had decided to avoid much a discussion about the aeroplanes as we always have a presentation in October in which we show our Oshkosh photographs so here is a short selection of special craft that I photographed.

Of interest is this quadcopter or octocopter, you make your minds up. It has eight electric motors on four arms.

It can carry two people and is powered by an automotive hybrid, the manufacturer of which they would not disclose. It had complete fly-by-wire capability just like the model drones and had sufficient battery reserve to allow a controlled decent in the event of an engine failure. Electric motor failure could also be tolerated as the remaining seven motors, along with the fly-by-wire controller, would compensate accordingly.



SureFly man-carrying octocopter

Then there was Black-Fly. The picture shows the second prototype with the full-sized model being in the building and difficult to photograph. Essentially it has eight electric motors and can land/take-off from land or water. Again, this is a fly-by-wire machine. The pilot simply put in his direction and it goes there irrespective of wind etc. This is being made in Ontario, but the exact location is being kept a secret as the developer does not want to have camera's tracking it daily. I wonder if someone is following the delivery truck home from Oshkosh to locate the home base.



Black Fly

And of course, where would Oshkosh be without a warbird, not a common Mustang but a wonderful Spitfire.



If you are into warbirds, then look at this one for size. This B17 is a scale model that took 17 years to build. At first it looks like a large model but, like Peter Zutrauen's Hummelbird, it is a single seat experimental aircraft using four 50HP Hirth engines



Bally Bomber

Weird aircraft? Well the 757 in the photo below certainly had a lot of people asking questions. When it landed that turboprop on the Starboard side was running. I asked why it was there and apparently the aircraft is used as a test aircraft for a number of tests and one of them is to test engines at altitude and speed before they are used on an aircraft, so the support aircraft flies to the test altitude and they then fire up the engine under test and can see how it behaves along with the matching propeller.



We stayed on until the Monday following AirVenture, driving home in one sixteen-hour day. We did this, so we could attend another party on Sunday evening having done preliminary packing of the trailer on Sunday afternoon. On the way home before passing

North Bay we were bombarded by mosquito's. It sounded like light hail or ice pellets. The picture below just does not do justice to the state of the car having passed through that encounter.



Finally, we arrived home on Tuesday morning around 01:30AM.

So, it's only 51 weeks to the next Oshkosh and I'm starting to plan already. Who wants to join in with Chapter Camping?

Phil

Pilot Profile: Hans Sanders



The more of these pilot profiles I edit the more I marvel at the experiences of others. I just can't imagine a childhood that included feeling was the advancing Red Army. Emigrating to Canada in the mid 50's, Hans had a number of interesting careers and is now retired but still flying his Cherokee 140.

Where were you born?

I was born in East Prussia in a town called Bartenstein, just 2 years before the start of WW II. In February 1945 my father had been wounded and was in a military hospital about 80 km from our town. The Russians were getting closer by the day and he went AWOL with a military vehicle to get us

to a port city Danzig, where we were loaded onto a ship to West Germany. We found out later that the military police had arrested my father and brought him to the area commander for sentencing. As luck would have it, my father had served with this commander at the Russian front and it most likely saved him from the firing squad. We lived near

Hamburg until 1955 when we emigrated to Canada.

Where do you live now?

In 1959 I married my wife Pauline and we lived in Quebec until 2007, when we moved to Rockland, to be closer to my daughter who lives in Orleans.

What's your occupation?

I am now retired but had a varied career as a dish washer, elevator operator, machinist, process planner, production manager, sales manager and business owner selling snowmobiles and motorcycles and transitioning into automotive tires when snowmobiles and motorbikes were targeted by the Quebec government for high insurance rates which depressed the market. Owning a business meant long hours and very little free time which opened the path to aviation.



The picture above shows part of the showroom during my motorbike period. Motorbikes was one of the worst businesses to be in. Yamaha imposed quotas based on population centers and there was a constant scramble to relieve inventory since interest rates topped 24% for any bike unsold after 1st of May. To boot, one dealt with teenagers who had big mouths and no money but thought they could stick it to the "rich" store owner. I developed somewhat of an aggressive attitude to some of the loud mouths.

How did you get interested in aviation?

My brother had a friend who was an instructor and who taught him flying at the St. Jean airport.

He took me for a flight in a Grumman Traveler which peaked my interest to take flying lessons at the St. Hubert airport with Wondel Aviation in 1979.

When did you learn to fly?

I got my private ticket in January 1980 and bought my first plane, a 1969 Beech Musketeer in 1982. Of course, everyone wants a faster plane although everyone wants to stay in the air as much as possible. After 3 years in the Beech I had an opportunity to bid on a Cherokee Six which had a landing accident in Quebec City. It took one year for repairs and a new paint job. We took many flights to PEI, Moncton, Toronto, Barrie, Burlington VT, Lynchburg VA, and various fly-ins and events. It was my pride and joy for 12 years when someone made me an offer that I could not refuse.



I always had a boat. Starting with a 14 ft aluminum boat with a 5 hp outboard and going through a 14 ft molded mahogany Peterborough with a 35 hp outboard , to a 16ft Princecraft with a Volvo inboard and winding up with a 25 ft Princecraft (Picture above) which I keep at the Rockcliffe marina and which is our floating summer cottage.

What do you fly now?

I was 'planeless' for about a year and considered the option of renting but soon found that it was very inconvenient and costly when doing cross country flights. I also did not like the thought of flying an aircraft that that many had barrel rolled down the runway. So on my drive from Montreal to Niagara Falls, I stopped at every airport on the way to look for a suitable aircraft. The search turned up nothing of interest. On the way back home we stopped at Brockville for a snack and I convinced my wife, who was anxious to get home, to do the extra miles to Brockville Tackaberry airport which we had not visited on the way down. I saw a mint Cherokee 140 in a hangar that was being polished by its owner. I asked if it was for sale and got a curt 'NO' in response. In back of this 140 was another one not quite as pristine and my question about that one got the same NO as an answer. I asked if there was anything for sale at this airport and was directed at an old military hangar near the end of the field. There it was, a Cherokee 140 which was hardly recognizable from all the pigeon droppings on the fuselage and wings. A bleached FOR SALE sign was in the window with a barely visible phone number. I called the number and asked for the price of this bird but was told that it is no longer for sale and "how did you get this number?" I told him that there is a FOR SALE sign in the window and why would it be there if it isn't for sale. He said that he would think about it and to call him next week. I did and we made a deal.

This was 1998, just after the ice storm and it took a complete check out and a new battery to get going. I flew it to my hangar at Beloeil after scraping the pigeon droppings off the wings. I knew that a new paint job would do wonders. Once in the hangar I was able to wash off the dust, dirt and droppings and discovered that underneath all that was a quite acceptable paint. This little Cherokee has

been a joy to fly and is a fast way to see my relatives in Barrie, Montreal and Kingston.

What else have you flown?

Throughout the years I have flown Cessna 150 and 172, a Cardinal RG, Beech Sundowner, and an RV6 aside from the aircraft I owned.

What's your favourite piece of music?

As far as music is concerned I like the music from the fifties to the eighties. Some of my favourite artist are Vera Lyn, Patsie Cline, The Platters, Hank Snow, and music from the big bands.

What's your favorite book?

I don't have a favourite book, but I enjoy my flight magazines, Mechanics Illustrated and literature that conveys useful knowledge. I have outgrown books that write about someone's fantasies or outer space adventures. The realities of life are so much more interesting.

However, as you pushed me to answer then I would consider one of my favorites to be a book about the German WWII ace, Erich Hartmann, who was credited with over 350 kills flying the Messerschmitt Me 109G and later the Me 262 jet. His recounts of events during and after the war shows the futility of war and the terrible toll it exacts from the nations youngest and best. However he returned to his love of flying in 1959 by becoming the Commodore of the "new" German air force.



What's your favorite movie?

I have seen many good movies in my lifetime such as *"The Man Who Would Be King"*, an early Sean Connery movie and recently *La Bolduc* about an Irish girl having to sing in Montreal to support her family. But the movie that stands out was the one with Tom Cruise in TOP GUN.

What's your idea of perfect happiness?

Perfect happiness is an elusive thing. It implies that there are no more wants or goals to achieve and that one is completely content with oneself and the happenings surrounding us. But one can achieve momentary happiness when amongst friends and family.

What's been your most memorable flying experience to date?

I have been flying for 38 years and during that time had many experiences some good and some bad. We have a tendency to forget the good but remember the bad and perhaps with reason because we learn more from our mistakes than from our successes. A good memory was a flight on January 2 with a temperature of minus 26 C. I had preflighted my Cherokee Six the day before and set the timer to warm the engine and cabin for 4 am in my unheated hangar. We arrived at the hangar at 6 am to fly my daughter back to Moncton where she worked for Petro Canada. The hangar door was frozen to the ground and it took my last 30 amp fuse to get it open. Weather had forecast a 6000 ft ceiling but reality gave us 3500 ft at best. A call to weather gave the tops at 6500 ft and clear at Moncton. I told my daughter to bundle up and we took off climbing through cloud to reach 7500 ft en route. This were the days before GPS and VOR navigation was the thing. We initially had a head wind below cloud and soon reached our cruising altitude heading for the Beauce VOR in bright sunlight above a white layer of cloud. To my

surprise the time over the Beauce VOR showed that we are 15 mins early and the Houlton VOR gave us a savings of 30 minutes of our normal travel time. We had hit a temperature inversion to minus 15 C and a very strong tailwind. We landed in Moncton after a 2 hour flight which normally takes 3 hours. A really good flight.



We left Beloeil on a sunny day for a short flight to Burlington, Vermont, for some shopping and a good American Steak. Approaching Lake Champlain it started to cloud over and I stayed at 4,500 ft over the lake to avoid the high mountains surrounding the Burlington airport. ATC gave me a distance from the airport that seemed much closer than what I had calculated and asked me to start my descent toward the airport. As we descended through loud it got very dark and ATC called to tell me that they had lost radar contact. When we broke out, I saw myself surrounded by mountains and trees. A call to ATC for vectors gave us instructions to climb and take a heading to the airport. When upon landing I questioned their instructions to descend, I was told that they had a controller in training who had mistaken my aircraft for another one and issued the descent order by mistake.

This flight still sticks in my memory banks.

If money was no object, what would you fly?

We all dream of the ideal aircraft and have our eyes peeled at the twins and light jets. At a fly-in I had the opportunity to have a look at an older Cessna Citation jet and was invited to go aboard. The two pilots explained that these models are fairly “cheap” to purchase and easier to fly than a twin. I fancied flying my family to Florida in a few hours instead of taking half a day in my Cherokee Six. The want is always greater than the need. My second choice was a Seneca III with twin 220 hp turbo Continentals which would cruise at 220 miles/ hour and had the roominess of my Six. A short discussion with my better half brought me back down to earth pointing out that going commercial to Florida was cheaper than flying my own. Since my wife is an unhappy flyer, she makes flying a somewhat negative event with her constant warnings about cloud, engine noise, and misunderstood (by her) ATC talk. I tried to improve the situation by getting her a Walkman cassette player with gigantic ear phones and having her sit in the back, away from the radio and the windshield. All this to say that I am happy to fly my little Cherokee 140 now that I have matured to the age of 81 and have some less ambitious destinations in mind.

What trait do you most deplore in yourself?

At a younger age we have the conviction that we are just perfect the way we are and that it is a shame that others are not exactly like us. It is said that with age comes wisdom or so one hopes and we discover that we are not as perfect as once conceived. My greatest shortcoming is and was my short fuse which sometimes got me into bad situations and sometimes shied away potential friends. I often wonder how my wife could have tolerated me through all these years.

What trait do you most deplore in other people?

I have met many people in my life and am always surprised at the various talents that hide behind a very ordinary looking exterior. I have learnt from Roy Rogers who said “*I never met a man I didn't like*” to not judge others by their exteriors but to look at the inner person. However, I do not tolerate liars or braggards.

I used to get upset at many things that went contrary to my thinking in contact with individuals, business and politics. I found that I can save myself a lot of stress by adopting the attitude of “different strokes for different folks.”

What's your motto?

Not here for a long time, but here for a good time.

How would you like to be remembered?

When I was young, I considered myself indestructible but now realize that sooner rather than later it is going to be “*lights out*” for me. I hope that my family will remember me as someone who tried his best to care for them and gave them a good start in life. Death eventually has a tendency to fade the memories of one's existence in the minds of others as life goes on.

Photo of the Month



I'm the editor so I get to choose. Not only is this a fine looking aircraft but, unlike most photographers, the one that snapped this wonderful photo is both exceptionally handsome and talented. Yes, I took this photo of the slightly less handsome Tom Weichert, flying our group owned (ex Mark Richardson) RV-8.

Please send any photos for next month's edition to me at newsletter@eaa245.org.

LETTER TO THE EDITOR

On a Saturday during mid August I had the thrill of being a passenger in two very different aircraft.

Allow me to start with Phil Johnson's million dollar Cozy. From a bystanders view the take off roll appears a bit on the long side however as a passenger seemed much shorter.

Phil held it on the runway until the point of rotate and rotate it was. Seemed like straight up! At about 800 ft. Phil turned over the side stick control to me.

When viewed on the ground the side stick control appeared to be very sensitive with very little movement required to move the control surfaces. However, in flight was not the case. The aircraft was really not too sensitive but with an immediate response.

At medium bank angle there is a load at the side stick but no such load in level flight. Phil instructed me that no rudder need be applied and it turns out

he was right on. Seemed like an aircraft void of rudder pedals. In the Pietenpol one needed to apply lots of rudder otherwise the aircraft would slip or slide all over the sky. The flight was quite lengthy at .8 hrs.

As I was unable to see the numbers on the glass panel I depended totally on outside visual references plus the odd glance at the clock style altimeter way over to the left of the panel. Not to easy to read particularly when Phill had his hands in the sight line.

Unless you are at least 6ft. tall a cushion would help in seeing the horizon. Observation: Phil I really knows that aircraft. After a beautiful landing I now refer his Cozy to that two Million dollar airplane.

Later in the day I was a back seat passenger in Andre Durocher's Beaver along with 5 other passengers.



I was amazed at how quickly Andre got that thing off the runway with such a load. The soft sling type seating is comfortable however lacks the rigidity of a firm construction.

In level flight it seemed that the aircraft was in a gentle climbing attitude and visibility from that seat was very restricted.

It was a thrill riding behind that big radial and Jon Firth was the lucky one to occupy the co-pilots seat. Andre did everything as one would expect from a professional Airline Captain however failed to serve even a small bag of Peanuts.

What a difference from the agile Cozy to the lumbering Beaver.

Aircraft owners providing flights to non pilot members is a good thing. However, I can understand why two and four seat airplanes fly with only the pilot. The airplane flies better.

Irving Slone



MISSION... ACCOMPLISHED!

Seven years ago we undertook to complete the construction of a Glasair Sportsman kit. One of the principle justifications for building and owning an aircraft of this level of capability was the undeniable fact that my wife's family is all in New Brunswick, two provinces to the east of our home. Visiting them, and particularly her aging mother, requires spending a round trip time of 20 hours in the car... if all goes well on the highways. If things don't go well on the roads that could easily run to 25 hours. We've had trips of 16 hours in just one direction with our record-setting trip being 30 hours round-trip. "*Painful*" has always been an apt term to describe our voyages eastward.

A week ago a family member visited us and offered to bring my wife to New Brunswick with them. Great! That allowed my wife to have an extra, unplanned week of time with her mom and family, but presented me with the challenge of getting her back home again for medical appointments on Monday.

Hmmm... let's see... We have a capable airplane, the weather looked reasonable, and a quick call with the owner of the local airport in New Brunswick confirmed the runway to be in serviceable condition. The decision to launch eastward was made late Saturday morning; I was airborne by 1400. With the Hobbs meter ticking over an additional 3.5 hours I found myself landing in my wife's home town. The trip had been a slow one thanks to Montreal Terminal not accepting VFR flights, necessitating a long detour to the north. No worries, the Sportsman has plenty of range with 50 gallons of fuel on board. Weather was building up over northern Maine, with cumulus clouds topping out above 8,500 feet. Once again, no worries as the Sportsman has plenty of performance to get above

those clouds, with cruise at 9,500 feet very comfortable in the cool, smooth air.

Sunday saw us packing to come back home. Normally we would be facing a strong prevailing westerly wind... a head wind. The forecast called for nearly directly quartering winds, however for once the forecast was incorrect - in our favor! With as much as a 7 knot tail wind component we made terrific time on the homeward journey. Passing just south of Quebec City, over the St. Lawrence river at 6,500 feet we were having a smooth trip until clouds ahead at Trois Rivieres presented us with the "*do we go under or over*" dilemma. Once again the Sportsman's performance made the "*go over*" choice simple and at 8,500 feet we cruised comfortably along, although now with a slight headwind component of 1-2 knots.



Our flight path took us over the very scenic ski/golf resort country north of Montreal, then up the Ottawa River. An unexpected bonus was a very cooperative Ottawa Terminal controller who allowed us a gradual descent as we cruised just north of downtown Ottawa, affording a perfect view of Parliament Hill. The Terminal controller informed us that a Cherokee would be following us two miles in trail to our destination airport just west of the city. By the time we reached our destination that poor Cherokee was four miles in trail - we had shut down in front of our hangar before he even landed!

When comparing a relaxed 2:55 minute homeward flight to the harried, traffic-filled 10 hour drive it became clear that our Sportsman had easily accomplished one of the primary missions for which it was intended. I think the attached photo will reveal the thoughts of my Build Partner, Chief Financial Officer and Chief Navigator. She seems pretty happy with the way the Sportsman made quick and easy work of a trip to see her family.

For those of you who are building, keep making progress, one small step at a time. For those who are sitting on the fence wondering if you should build... Just take the plunge. The trials and tribulations of building are easily forgotten when your Flying Carpet takes you places at speeds and in comfort otherwise unimaginable.



Photo Note: For those of you who are wondering, the above photo was taken just to the south-west of Quebec City. In the background you can see the long “strip” farms created by the Seigneurial system predominant in the early days of colonization. Beyond the farm land is the St. Lawrence River, still running with fresh water at this point before its flow co-mingles with the salt waters of the Atlantic Ocean.

Mark

Classifieds



Anybody want to sell something? If so, send an email to newsletter@eaa245.org



AIRCRAFT FOR SALE DHC-2 BEAVER C-GBUL

Model: de Havilland DHC-2 Mk I Beaver (Super Beaver)

Year: 1953. S/N: 588

Interior: 8/10. Year done: 1986 (6 seats done in 2007).

Colour: Brown and beige.

Exterior: 8 /10. Year done: 1986 Color: Dark brown, orange and beige.

- Pilot and co-pilot Recaro Automotive racing seats.
- Full dual controls.
- Kenmore seat belts and shoulder harnesses.
- Wipaire Skylight windows. 2 Rosen sunvisors.
- Kenmore domed windows in cabin doors.
- Kenmore enlarged (aft cabin) side windows.
- Enlarged baggage door.
- Extended baggage compartment. 56 inches deep.

Total time: 13 444.2 h. (Feb 10, 2018).

Engine: PZL-3S, 600 HP (piston), 579.4.1 SMOH, 1000 TBO,

7 cylinders. Brand new engine= \$10 000.

Propeller: Pezetel, US-132000A, 137.8 SOH, 2000 TBO. 4 blades. Brand new prop= \$4,000.

Flight instruments: - New and overhauled instruments were installed in 1986.

All wiring were replaced with Teflon coated aircraft wire.

New Cessna switches and breakers were installed in 1986.

AOA (Angle Of Attack) instrument by Alpha Systems. Feb. 2010.

Engine instruments: - standard.

EI Electronics fuel flow connected to GPS. (2006)

Communication radios: - 1 VHF King KY 96A

- 1 HF Codan 2000
- 1 transponder King KT76A mode C, new 2004.
- Intercom Flightcom 403
- 1 ELT Narco 10

Navigational aids:

- 1 GPS Garmin 150
- 1 ADF King KT96

Special equipment: - Wipaire electric driven flaps pump system.

Wipaire electric fuel and primer pumps with Wobble pump remaining operative.

Wipaire water-rudder retract handle.

Wing tip tanks.

External power receptacle and boost cable.

New battery April 8th, 2013.

Solar power plug in for the battery.

-pare parts.

Flush doors latches, Citabria type, with lock.

AD's: - all done up to date. Wing's struts due at 20 605 h.

Floats: - Straight Wipline 6100 new in 1996 with a big compartment in each float.

Kenmore seaplane finlets.

Ventral fin (part of PZL engine installation).

Wheels: 36 inches tundra tires and standard tires. Skis: none

Gross weight: 5370 LBS.

C. of A. due date: May 4, 2018.

Damage history: small bump in the right wing.

For pictures check: <http://www.dhc-2.com/id319.htm>

Asking: \$200, 000 USD on wheels. Tel.: 819-568-2359

The FASTEST Beaver in the world! The ONLY DHC-2 MK1 in the world with 600 HP piston engine.

ON FLOATS. 145 MPH cruise! Should see the look on the C-185 pilot when you pass him in the cruise!

Power settings, speed and GPH:

- 30%, 23.0 hg, 1700 RPM= 117 MPH, 18 GPH, 6.5 MPG

- 60%, 29.5 hg, 1700 RPM= 133 MPH, 26 GPH, 5.1 MPG
- 65%, 29.9 hg, 1800 RPM= 139 MPH, 29 GPH, 4.7 MPG
- 70%, 30.3 hg, 1900 RPM= 143 MPH, 36 GPH, 4.0 MPG
- 75%, 30.7 hg, 2000 RPM= 144 MPH, 40 GPH, 3.6 MPG

OPTIONS:

- 1- Increase the gross weight to 5600 lbs with \$40 000.
- 2- Increase the gross weight to 6000 lbs with \$55 000.
- 3- Convert back to the standard 450 HP.
- 4- Convert to turbine.

At 6,000 lbs will fit perfectly between a Beaver and an Otter but faster.

History:

Delivered November 12th,1953. Originally built for the US military command A-4 (number 1340) in 1953 then became an L-20 (number 341) designated 53-2797.

21/12/71 to 26/02/76: Davis Monthan airforce base.

Imported to Canada in 1976 as C-GFDJ. Flew for Silver Pine Air Services of Pine Falls, Manitoba.

The aircraft was modified with the 600 HP in 1985 at Airtech, Peterborough, Ontario, Canada.

04/86 to 04/88: Imported back to USA as N588FR. Flew commercially in Alaska where the panel and switches were redone.

07/06/88: Came back in Canada, Quebec and flew commercially for Air Saguenay as C-GBUL.

02/06/93: Club Cesar, Quebec. Commercial.

06/15/94: Demolition Outaouais, Quebec. Private.

06/16/03 : Andre Durocher, Quebec. Private.

Contact: André Durocher (Owner)

Address: 40, Principale street, Gatineau, Qc, Canada, J9H 3L1

Tel: 819-568-2359 Fax: 819-243-7934. Cell: 819-329-2830

info@pontiacairpark.com

AIRCRAFT FOR SALE: 1973 Piper Cherokee 140

TT 5480 hrs, Engine Lyc 0-320, 1540 TT, 60 hrs since top overhaul

VFR electronics, Toe brakes, New windshield and Battery, Mogas STC.

Current C of A. Asking \$35000.

Hans Sanders, at hnsanders@yahoo.ca , Tel: 613-446-7728



AIRCRAFT FOR SALE: Challenger

Contact: **Andrew Ricketts** <ricketts@teksavvy.com>

320 HRS TT Rotax 503, Puddle Jumper Floats,

Datum electric retractable wheel skis. Garmin 496 GPS,

Transponder. Intercom. 15 gal tank.

Turbulence aviation seats and interior.

Owner built and maintained.

Always hangared.

Canopy cover, engine cover, hydraulic lift for changing gear

Located CYRP. \$26,500 Hanger may also be up for sale.



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.

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Membership Application and Renewal Form

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

	Experimental Aircraft Association Chapter 245	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/>	Renewal: <input type="checkbox"/>
Street: _____	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)	
City/Town: _____	Newsletter Subscriber: \$50 Newsletter only	
Province: _____	Associate Member: \$50	
Post Code: _____	Full Member: \$100* Newsletter, hangar, workshop, tie-downs.	
Phone () _____	Note. Associate and full members must also be members of EAA's parent body.	
Aircraft Type: _____	Note: Credit Card and PayPal payments are available.	
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
Other _____		

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