



# Carb Heat

## November/December 2011

Hot Air and Flying Rumours  
*EAA 245 NEWSLETTER Vol 41 No. 10*  
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 P.O. Box 24149 Hazeldean R.P.O.,  
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Next Meeting:

Thursday November 17 at 7:30 PM

Bush Theatre

Canadian Aviation and Space Museum

Presentation:

***Be a Cooperative Target***

**Civil Air Search and Rescue Association (CASARA)**

by Bill Barnard and Harrison Westwick

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

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

## President's Message



Hi Folks

Lots of people have been out with some of the nice warm fall days we have had lately. The fall colours have been some of the best in years. The late fall rush of annual inspections seems to be over and many planes are being put away for the winter.

### October Pontiac Airpark

I would like to thank André again for his presentation on the Pontiac Airpark.

Based on the number of questions, it sounds like there is quite a bit of interest in the project and possibly a few more future residents. We wish the project success. I look forward to future fly-in meals at the Airpark.

### October Elections

We had a bit of executive musical chairs this year. The incumbent vice-president, Russ Robinson, decided not to run for another term. Phil Johnson vacated the Secretary position and was elected as the vice-president. Bill Reed resigned from the newsletter position and was replaced by Yvon Mayo.

Peter Zutrauen was voted in as the new Secretary. Curtiss Hillier agreed to let his name stand for another term as Treasurer and was reaffirmed. Ken Potter has agreed to take on the Ops position.

I would like to thank Russ for smoothly officiating the elections this year.

On behalf of EAA Chapter 245, I would like to welcome the new Executives and thank the outgoing members for all the work they have done in their terms of chapter service. Hopefully we can count on the outgoing members for their continued assistance.

If members have any ideas, suggestions or just want to become more involved - feel free to approach any of the executives. In the end, these clubs are what we make them.

### Aluminum Recycling program

Irving is looking for one or more volunteers to periodically pick up cans that are being collected on our behalf at several locations around town.

### Aviation Estate sale

John Firth is still selling a large collection of aero books and equipment out of the hanger. Proceeds are going to a cancer charity. A large number of books and equipment are still available at giveaway prices.

### Around the patch

Yellow wings made a brief appearance at the airport recently.

Chris Hepburn's RV8 had its maiden flight – Congratulations! Very nice climb rate. A group has purchased Jack Thorpe's Fleet Canuck. It will be good to see the old girl flying again. I wonder who will inherit the handle "Thumper". An Ottawa Aviation Services (OAS) Cessna stayed over on the flight line for few days – aren't electrics great in these old girls. Bernie de Schneider is back again to cheer up his lonely Cessna 172. I think I saw Andy Rickett's Long-Ez out and about. Alfio and Shirley's RV-9 is fully clothed once again. Jeff Whaley's Sportsman 2+2 appears to be living in Carp again. Ken Potter's Nieuport was dismantled and headed home for a tailspring refit.

### EAA 245 Club Stuff

We are continuing our Sunday morning get together around 10am at the Carp EAA hanger. Come on out.

The club has a newly donated large diameter tubing bender for intakes and exhausts.

As usual, many chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM, Everyone is welcome.

See you at the meeting!

*Cary*

**Meeting Schedule**

17 Nov 2011	Be a Cooperative Target - Civil Air Search and Rescue Association (CASARA) <i>Recency Rust Remover Seminar</i>
	No December meeting
19 Jan 2012	Ottawa – Victoria – Ottawa in a Titan Tornado – André Girard
16 Feb 2012	TBD
15 Mar 2012	Bearhawk patrol at aeroliteflight.ca – Steve Busby

**EXHAUST – from the Carb Heat Archives**

**30 YEARS AGO**

-

**November 1981**

The following was taken from Carb Heat, November, 1981. It was originally in Aircraft magazine earlier that year.

Have you ever wondered why Boeing uses the 707-727-737-747-757 and 767 designations for its transport aircraft?

When the numbering system for Boeing's products was begun sometime after the company was founded in 1916, it was made retrospective to the first aircraft produced, which became No.1. From that time on, products were grouped in series.

The first series, from 1 to 102, consisted of aircraft of various types, most of them biplanes. The 103 to 199 series was assigned to various aerofoil sections by the engineering department, and the 200 series designated aircraft up to and including the famous B17 bomber, which was 299.

The 300 series included the Boeing 307 Stratoliner of 1938 (the first pressurized passenger transport), the huge Boeing 314 Clipper trans-oceanic flying boat,

the B29 and B50 bombers, and the double-decked 377 Stratocruiser.

The 400 series consisted essentially of the B47 and B52 jet bombers, the entire 500 series was reserved for industrial products including gas turbine engines, while 600 series was assigned to the GAPA and Bomarc missiles.

When the prototype 707 was being designed, it was disguised at first as a Stratocruiser derivative and so carried the engineering number 367-80. But when the time came to unveil the new type and begin a production program, Boeing's 700 series was launched.

The first number of the 700 line, the 707, was chosen simply because it sounded catchy. From then on it was natural to build on the 707's publicity base and continue the sequence.

The 717 never appeared because this designation was assigned to the jet that became the famous KC-135, the military tanker aircraft that is still in use with the USAF after well over 20 years.

The numbers are assigned in the

order the aircraft are designed, not by the number of engines or dates of introduction. Hence the 727, which came before the 737, has three engines, while the 737 has only two. The 767 will be introduced in late 1982, while the 757 will enter the air transport scene in early 1983.

Boeing's 800 and 900 model series have already been used for hydrofoils, lunar orbiters and military prototype progress.

Will the commercial transport series beyond the 767 become the Boeing 1007? The company doesn't know yet. But the number 7 has certainly been good for Boeing.

**20 YEARS AGO**

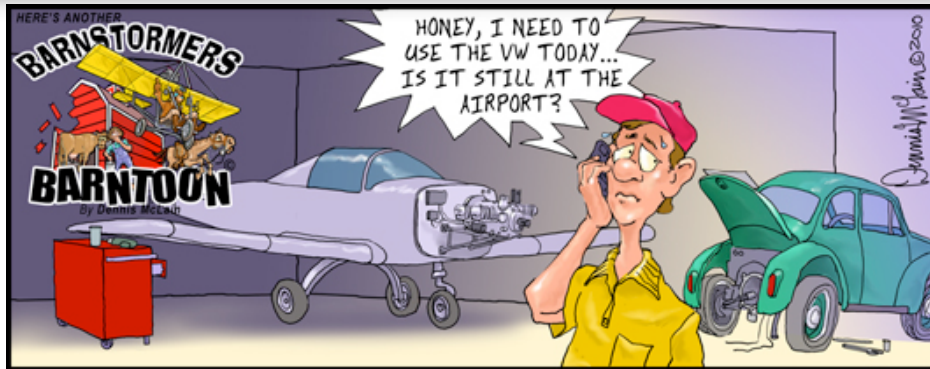
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**November 1991**

This edition of Carb Heat is not in the archives. If you have a copy to lend me please let me know at 613-256-5439 or email [wayner@igs.net](mailto:wayner@igs.net). Thanks.

*Wayne Griese*

## Bartoon



Barnstormers issue 137

## Aviation Humour - AVWebFlash - 10 October 2011

Last fall, while I was in the circuit to land at Toronto Buttonville (CYKZ) airport, I was listening to the tower controller who was giving a running commentary and warning to pilots on final to watch for Canada geese that were flying back and forth over the threshold of the active runway, creating a very

nasty bird strike hazard. After the controller had made the warning for the fourth time in a very short period of time, she again repeated it to me as I was short final -- in a very frustrated tone. I decided to try and lighten the frustration to her day.

**Cessna Amphibian 1234:** "Can't you just give those geese a transponder code?"

**Buttonville Tower:** "They won't comply!"

Paul Armstrong via e-mail

## Editor's Comments

This is the first Carb Heat assembled since I took over from as the Editor. So I would like to thank Bill for putting together the Newsletter for many years. Working on assembling my first edition, I gained new respect for the difficulties of the task. With today's computer world, it all sounds very easy until you actually do it. It is not that hard but there is a learning curve to be sure. So bear with me if the format is somewhat different than it has been. I tried to emulate the previous format as much as possible. As time goes, there will be more

changes that will reflect my improved (hopefully) knowledge of the art.

If you have ideas for changes you would like to see, send me an Email (either eaa245@gmail.com or yvonmayo@rogers.com).

You are encouraged to write about your flying or building experience and send me a note or an article. You are also encouraged to send pictures along; these make it all the more interesting to read.

*Yvon Mayo*

## October East-End News

September has come and gone. I know it's not October news but I'd like to mention a few worthwhile events.

### 3<sup>rd</sup> September Gatineau

EAC (Embrun Aero Club)/COPA flight 132 and EAA chapter 245 hosted a breakfast at the Wings over Gatineau event.

### 9, 10 and 11<sup>th</sup> of September Gaspé

RFC planned a trip to Gaspé. Henri and Ginette Monnin (Rebel), Dwayne and Linda Price (RV-6A) and Patrick Gilligan (RV-8) went along. Good time was had by all.

### Victoria, BC

André Girard took off for Victoria BC in his trusty Titan Tornado. This is a story in itself. There is no space here to describe it, hopefully André will write/report an account of his trip.

### Palmers Rapids (7 miles NE of Bancroft)

Don and Pat Pilgrim annual Fall Lunch in Palmers Rapids was a success with wonderful weather. As usual East End Flyers were well represented with 5 aircraft.

### Moving along to October News 1<sup>st</sup> & 2<sup>nd</sup> Oct

#### Haliburton Colour Fest.

Sunny and cold but a memorable weekend. Charles and Gwen Martel (Sportsmen 2+2) and Dwayne and Linda Price (RV-6A) attended. The flight down was great with Dwayne

the most desirable automobile there. Gwen adds, don't forget the free concerts, quaint shops, the beautiful Fall colours AND no cooking!.

### 8<sup>th</sup> Oct Westport

At least 40 aircraft attended this event on the most perfect fall day imaginable. 4 aircraft from the East End made it in.



### 9<sup>th</sup> Oct St Lazare.

8 planes from the EAC/COPA Flight 132 came in ad hoc. We were all surprised to see one another and had a great visit and breakfast at Restaurant Bravo a ten minute walk from the Airport.

### Oct 16<sup>th</sup> Brockville

Tom Smith (PA20) and Rob Walters braved the weather and flew to Brockville.

### 22<sup>nd</sup> & 23<sup>rd</sup> Oct Sherbrooke

I spent the day being checked out in a RV-9A, a requirement to insure Yours Truly on the new RV-9A C-GGXY. Five hours were required to satisfy Magnes. 2 hrs were done on Saturday and a further 3 hrs were done on Sunday. We flew to Sherbrooke and back in Real Levasseur beautiful RV-9A based at Gatineau.

flying circles (literally) around the Sportsmen 2+2. There was a contest to who could guess the weight of a local giant pumpkin. Dwayne guessed the weight within 5 lbs of its actual. Actual weight was 763 lbs, I was way off. There was also an outside display of old/antique/hot rod automobiles. They transported me back to my teen years, Malibus, Fords, you name it, it was there. The Austin Healy 3000 got our vote has



**Oct 26<sup>th</sup> Indian Creek**

C-GGXY flew for the 1<sup>st</sup> time. Gwen took plenty of video.

**Oct 30<sup>th</sup> Elmhurst Lodge**

Earlier in the week I emailed EAC/ COPA Flight 132 members to suggest Brunch at Elmhurst lodge. This would be our 1<sup>st</sup> trip there this year and the weather forecast looked good for the weekend. Elmhurst lodge is a favourite destination and recommended for pilots with spouses who are less than enthusiastic about flying (fly somewhere your spouse will really enjoy). You can book

an appointment at the onsite Spa, enjoy a 4 star brunch, and take a trail walk in lovely surroundings. As well, if you are looking for the complete weekend get-away, you can arrive Saturday, stay overnight in one of the many well appointed cabins and enjoy the warm indoor pool and hot tub. Henry and Ginette Monnin took advantage of all of the above. The turnout was great. 12 planes flew in and 23 adventurers attended the brunch ten of which were spouses. The weather was at its best and made for a perfect day.

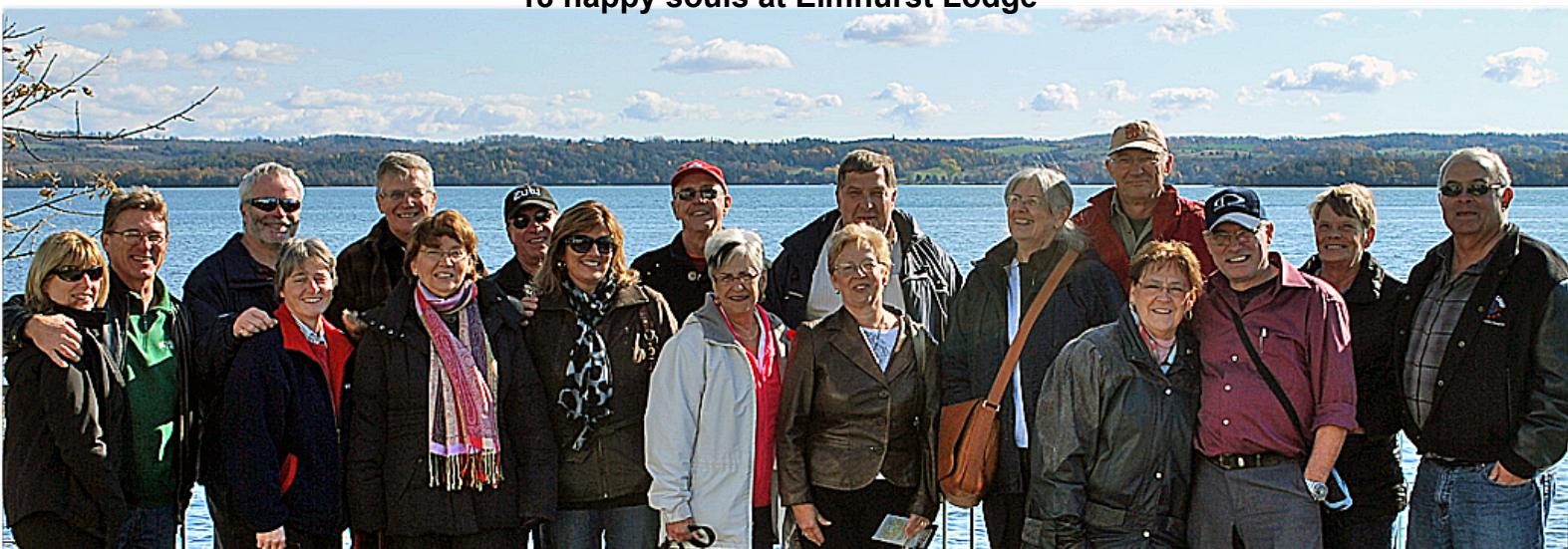
**Oct 31<sup>st</sup> St Lazare**

Four East Enders aircraft flew out for an impromptu lunch.

This Fall has provided us with wonderful flying weather so far, hopefully November and December will provide us with more opportunities to spread our wings and end this year in fine flying fashion.

*Charles Martel*

**18 happy souls at Elmhurst Lodge**



## Mark Your Calendars

Some Items Have Been Copied From COPA Flight and the EAA Websites

### **November 26, Kingston, ON:**

15th Annual Aviation Christmas Dinner, to be held at the Italo Canadian Club Kingston. Guest speaker will be Gene Manion, former RCAF pilot and bush pilot as well as author of 'Flying on the Edge'. For more information, please contact Dave and Lois Tisdale at 613-548-3753 or [loisdave@kingston.net](mailto:loisdave@kingston.net).

### **February 11, Midland/Huron**

**(CYEE):** Ski Fly-In at the airport, sponsored by local RAA chapter. Landing strip will be constructed West of runway 16/34 for the event. Drop in all day for chilli, coffee and hamburgers. Fuel available on site.

For more information, please contact President Ian Reed 705-549-0572 or Secretary Ray McNally 705-533-4998. [raa.midland@gmail.com](mailto:raa.midland@gmail.com)

### **February 25, Ottawa River, ON:**

Mo's Fly-In starting at 10:00 a.m. Located on the QC side 1 Mile West of Ottawa VOR. Co-ordinates N 45 26 57 W 75 55 48. Ground frequency 122.75 and air 123.20. Ski landing recommended. A strip for airplanes on wheels will be arranged weather permitting. Landing is at your own risk. For more information, please contact Maurice Prud'Homme at 819-682-5273.

### **25 février, rivière Outaouais,**

**ON:** RVA chez Mo à 10:00 a.m. Coté QC, 1 mille à l'ouest de VOR d'Ottawa. Co-ordonné N 45 26 57 W 75 55 48. Fréquence 122.75 et pour air 123.20. L'atterrissage sur skis est recommandé. Une piste pour avions sur roues sera aménagée si la météo le permet. Atterissage à vos risques. Pour plus information appelez Maurice Prud'Homme 819-682-5273.

## For Sale or Rent

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

### **FOR RENT**

Hangar space in a steel hangar with a concrete floor and insulated ceiling at Arnprior CNP3. The hangar has 110 and 220 V. service and a hoist capable of lifting 4000 lbs. It is 48' x 40' with a 42' x 12.5' door. There is one plane in there now but there should be room for 1 or 2 additional aircraft depending on the type. The hangar is on the field at Arnprior. Arnprior (CNP3) is a fully maintained airport which includes a ski flying strip. The rent may be adjusted depending on the type of aircraft and the comings and goings. 01/11 Doug Smith at 613 225 8345 or [windsup@sympatico.ca](mailto:windsup@sympatico.ca).

### **FOR RENT**

Chapter 245 members can rent a tiedown near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. 07/09 call Curtis Hillier 613 831-6352

### **FOR SALE**

Anderson Kingfisher project for sale: \$5,000.00 The offer includes the fuselage, which is 85% completed, sponsors, balanced tail surfaces and water rudder, wing struts and jury struts, engine mount, fiberglass engine cowling, windshield. Excellent craftsmanship on all wood work. No wings, no wheels, no engine. It comes with a set of original plans. Please call for more

information: 06/11 Bernard Lecuyer Cell: (613) 293-6527; Home: (613)822-3011.

**FOR SALE**

PROP MC CAULEY KLIP TIP MET-L-PROPLM  
7249 ser 28108 with spacer 2141A C1210 & prop bolts,  
Has never been overhauled 1,000.00  
06/11 Bernard Lecuyer Cell: (613)293-6527; Home:  
(613)822-3011

**FOR SALE**

Set of Wing and tail covers for a Citabria \$300.00  
09/11 Call Gwen or Charlie Martel at 613-487-3036

**WANTED**

McCauley prop for a Champ - 74"x45".  
10/11 Contact Larry Loretto at (613)675-2301

**FOR SALE**

1966 C-172G TTAF: 2992 SMOH:275 \$35,000  
My name is George Elliott and I am one of the owners  
of the 172 which we have owned since 1986. The  
aircraft is a Cessna 172G C-FUGO. The prop time  
from the logs is 2992 hours and the 5 year inspection  
overhaul was done by Leavens on August 20, 2007.  
The engine is a Continental C-300 (six cylinders) and  
was completely overhauled on July 2, 2001 by Aero  
Atelier CM Inc. All engine accessories are in good  
shape and there is a new generator installed last year.  
There is no corrosion and the anti-corrosion treatment  
is ACF50 every few years. There is hail damage on the  
wing from a storm about 15 years ago. We don't think

its that significant. The aircraft started its life in  
Canada and has never been registered in the US. The  
AME that did all the work in 1966 still works on the  
plane. The owner has changed but the AME is still the  
same. We have all the logs and paperwork from day  
one and everything is up to date. The compression  
numbers are: 76/80 75/80 75/80 76/80 70/80 72/80.  
The aircraft is flown about 25 to 50 hours per year  
throughout the whole year. There has never been  
damage to the aircraft. The pitot tube is heated. There  
is an alternate static source. There is panel lighting and  
the airplane is frequently flown at night.  
10/11 contact George Elliott at 705 445 7054  
or gaelliott@sympatico.ca

**FOR SALE**

Half share of RV6A. Asking \$40,000. 03/11  
Shawn Ashby, EXEL Contracting Inc. 613-831-3935 x5  
or home 613-258-7115

**FOR SALE**

Kitfox Model 2, C-FJKP Serial # 483 98% complete.  
New HKS 700e 0 hrs, MicroAir transponder, Becker  
radio/intercom. Polyfibre covering and Polytone  
paint.... original "Cub Yellow". Zenair 1120 floats, skis.  
Custom Kitfox trailer. Registered C-FJKP, Canadian  
MDRA final inspection paid. Located at EAA 245,  
Carp, Ontario (CYRP). • Contact Ken Potter - located  
Lanark, ON Canada • Telephone: 613 259 3242. Picture  
viewable on Barnstormers.com. Asking \$20,000 for all.

## Clarification

Following his presentation on the Pontiac Airpark, André Durocher sent the following comment to clarify a point that was made during the presentation.

*After my presentation Thursday night at the Bush theatre some people thought that a hangar was not permitted at the Pontiac Airpark but it is permitted. You can build a house alone OR a house and a hangar (attached or not attached but the house has to be built first) OR a hangarhome (hangar with your living space and having the appearance of a house from the outside). You cannot build a hangar only, on the lot.*

*Thank you for your help.*

*Best.*

*André*



**EAA Chapter 245  
Membership Application**

NEW: \_\_\_ RENEWAL: \_\_\_ DATE: \_\_\_/\_\_\_/\_\_\_

EAA NUMBER \_\_\_\_\_ EXP Date: \_\_\_/\_\_\_/\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/TOWN: \_\_\_\_\_

PROV: \_\_\_\_\_ .PC: \_\_\_\_\_ .

PHONE: ( ) \_\_\_\_\_ - \_\_\_\_\_ .H ( ) \_\_\_\_\_ - \_\_\_\_\_ .W

EMAIL: \_\_\_\_\_

N/L DISTRIBUTION Preference: email \_\_\_ post \_\_\_ .

AIRCRAFT & REGISTRATION:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**OTHER AVIATION AFFILIATIONS:**

COPA: \_\_\_ RAA: \_\_\_ UPAC: \_\_\_\_\_

OTHER: \_\_\_\_\_

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

^ N ewsletter subscriber: \_\_\_ \$35.00  
Newsletter only

^ A s s o c i a t e Member: \_\_\_ \$35.00\*  
Newsletter plus Chapter facilities

^ F u l l Member: \_\_\_ \$70.00\*  
Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)

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

**Make cheque payable to:**

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