



# Carb Heat

## April 2015

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Next Meeting:  
Thursday April 16 at 07:30 PM  
Bush Theatre  
Canadian Aviation and Space Museum

Presentation: *Human Fatigue*

Speaker: Clinton Marquardt

## Editor's Comments



This month Phillip Johnson gives us the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Ken Potter provides us his Treasurer and Marketing Manager Report

Hans Sanders tells us about a serious engine problem and how he figured out the cause.

Irving Slone recounts seeing fighters from WWI and II on the side of the road North of Bowmanville.

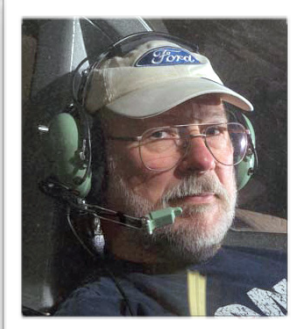
The For Sale section is quite long, we list hangars, several airplanes, instruments and many other items.

The flyout possibilities are growing with a lot of events events within easy flying distance.

Please take a few moments to write an article and tell our readers about your building or flying experiences.

*Yvon Mayo*

## President's Message by Phillip Johnson



Well spring has not yet sprung and the ground at the Chapter hangar is hard most of the time but there have been a few days during which the sun softened the top inch or so and as often happens, we have some vehicular ruts. So as usual I need to remind everyone not to drive on the grass as it's going to make aircraft taxing difficult and uncomfortable. Please observe the "no-drive" zone until the ground dries and becomes harder.

If you've been to the Chapter hangar recently you will see four stakes in the ground south of, and adjoining, the chapter's leased area. This is for a new neighbour who is erecting a large aircraft shelter/hangar L11.0 x W14.0 x H4.8 metres. The structure will be arranged with its opening facing taxiway Bravo. As is customary at CYRP, there is a 14 ft piece of land surrounding the structure. There is also destined to be a new hangar south of this shelter, and facing Bravo, in the near future. Both structures are owned by EAA Chapter members. As a result of these structures we will lose the ability to "Tee" aircraft tie-downs in this area but having looked carefully at our site plan there is more than adequate space to accommodate

new tie-downs just south of the Chapter building with the tails close to the building. I've also included a new site plan to show how things are going to be in the future. It looks like the access path for the Fleet Canuck will have to move further south.

The new shelter/hangar will be housing several ultralights so we can expect to see more UL activity at the airport. Those of you with fast aircraft should be vigilant about watching out for slower aircraft in the circuit. Please exercise courtesy and airmanship when the circuit gets busy.



Once the snow clears and the weather gets warmer we expect to be doing a major repair to the roof of the Chapter hangar. We anticipate a complete removal of the shingles followed by the installation of new roofing material. The task is significant and requires the assistance of the general membership to get this done effectively and quickly. We will be doing this in the spring to avoid the heat. Please can you speak to John Montgomery about your support?

Last month's meeting was presented by a consortium but lead by Dwayne Price and was extremely interesting. It really shows how much work goes into these projects. Thanks Dwayne and company for an excellent presentation.

This month we will be addressing pilot fatigue. This is a topic that impacts all of us.

We are still looking for a young eagle's coordinator as no one has come forward. If we don't get a response soon many kids will go without their flights this year, which will be so sad. Please give it some thought.

Down at Smiths Falls Russ Beach airport (CYSH), the season for gliding with the air cadets is soon to start. The gliders and tow planes exercise a right hand circuit while powered aircraft perform the left hand circuits. Because of this dual circuit arrangement the entry procedure is different during gliding operations and an overhead join is inappropriate as it is not possible to descend on the upwind side of the circuit without encountering gliders and tow planes. There is a NOTAM issued when gliding operations are in effect but this does require pilots to be vigilant in checking the NOTAMs prior to flight into and out of CYSH on the weekends. These procedures are also described on the web site for the Smiths Falls Flying Club ([www.smithsfallsflyingclub.com](http://www.smithsfallsflyingclub.com)) and follow the menu for CYSH Airport / CYSH Circuit Safety.

The Sunday morning gathering with coffee and doughnuts is being well frequented and I've seen a few new faces in the Chapter lounge. I hope these new faces become regular faces and join the Chapter as we need new blood. If you've joined the Chapter then welcome and please continue to come. Thanks to those members who come early and set the fire ablaze and make the lounge warm and toasty by the time I arrive.

Last month I said the weighing scales had been repaired and indeed they have. One of the scales had a further problem in that it would shut down some 15 minutes after being turned on. This issue was one of settings and I have adjusted that to give continuous "ON" so when using the power adapters you should be able to run for the whole day without having to reset the scale. By way of a reminder we do charge \$20 per usage for the scales as we do for the prop balancer. These charges have been put in place as a result of the large number of breakages, in particular to the scales. It costs approximately \$100 to ship, and receive each defective scale.

We request you speak to one of the Executive prior to using/signing out/paying, and returning, the scales. This is to ensure the user is fully aware of how to use them and, on return, the Executive has an opportunity to check the units for functionality. This is the only way we can ensure the equipment is working when you need to use it.



If you plan to pay your membership dues at the museum you can come to the meeting prepared to meet with Gord Hanes with cash or cheque in hand. If you know of any old members who are waning please give them a little encouragement to get back into the "spirit of aviation" and re-join EAA Chapter 245.

The monthly meeting at the Bush Theatre in the Canada Aviation and Space Museum (CASM) is on Thursday April 16th at 7:30 PM. For new members you will need to be there on-time as we have limited access to the museum. If anyone gets caught outside after the meeting has begun please call me on my mobile phone at

6139839332 and I will have someone come to the door and let you in.

These past two meetings the turnout for dinner at Perkins has been pretty poor. The restaurant management sets aside a room especially for us but these last two months only about six or seven have come. If the interest in the pre-meeting meal is waning I need to let the restaurant know and we will just set up a more conventional seating arrangement.

Again for new members, many of the group meet for dinner at Perkins Restaurant on the corner of Ogilvie and St. Laurent at, or after, 5:30 PM and then move down to the museum as a group around 7:00 PM. Everyone is welcome.

Regards to All.

*Phillip Johnson*

## Report From The Treasurer and Marketing Manager by Ken Potter



I'm writing this from my office on board the Research Vessel Atlantic Explorer, currently 100 miles South of Bermuda. (it's a tough job but someone has to do it)

Well it's that time of year again when we begin preparations for the annual fly-in breakfast. This year's event will be held on Sunday June 21st.

We have decided to go back to the original fly-in breakfast format including some home-building displays and Young Eagles flights. That said, as usual we'll be needing volunteers. Last year the ladies from my church helped out with serving breakfast but we'll still need volunteers to help them out, and in the areas of; aircraft marshaling, Unicom, Young Eagles organization and flying, and of course, set-up and clean up etc. If you can volunteer please give me a shout at 613 259 3242 or [treasurer@eaa245.org](mailto:treasurer@eaa245.org) More to come in the next month. As well, we'll have the poster available in the first week in May for downloading and distribution. Let's all hope that the weather Gods cooperate and we have the same or better turnout that we had last year.

On the financial front we are doing OK to date but still need to fill the tie-downs if we are to break even. So get out there and spread the word that we have one of the best facilities in the Ottawa area to tie down a plane at a very competitive price.

Cheers, and Blue Skies to all.

*Ken*

### Meetings and Events Schedule

21 May 2015, 7:30 PM - CASM	Human Fatigue, Speaker: Clinton Marquardt
20 June 2015, 10:00 AM - Carp Hangar	Saturday, setting up for the Fly-in Breakfast. Sunday, Fly-in Breakfast, Young Eagles flights, etc.

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please bring them up at the meeting or send an Email to the President [president@eaa245.org](mailto:president@eaa245.org)

## Mysterious and Baffling Problem

Article and Photograph by Hans Sanders

**1973 PA-28-140**  
**Piper Cherokee**  
**C-GQIR**



About 3 years ago I got into my Piper Cherokee and after a run-up I lined up on runway 09 for take-off. At about 800 ft the engine went to idle. Fortunately, I was able to make the turn back to the runway. After another run-up which was normal I took off again on 09 with the same result. My immediate suspicion fell upon the carburettor float which was made from plastic. Previous experience with plastic floats in motorcycles had shown that some floats would loose their buoyancy after a while and flood the carburettor. A new metal float was ordered and installed. After a normal run-up I took off on runway 27 and made it to 1200 ft before the engine fell back to 800 rpm.

Determined to find the cause I proceeded to check the magnetos and the timing, wiring harness and plugs, carburettor float height, needle valve operation, fuel pump and fuel lines.

I took a tennis ball and drilled a 1/2" hole through both sides and inserted a tire valve into one side so that I could place the ball over the fuel tank filler opening and use compressed air to flush any debris through the system. A white rag attached at the end of the fuel line would catch anything coming through. Both tanks showed no sign of foreign matter and I was at a loss to think of any other cause for the engine to go on strike.

I started to re-assemble the plumbing when I took the compressed air and blew back into the tank when to my surprise air rushed back at me when I removed the air hose although it should have exited the tank through the vent tube. A visual inspection of the vent tube showed nothing out of the ordinary. I took a spiral nail and shoved it up the vent pipe and a large amount of black earth fell into my hand. Since my plane was parked on grass at Rockcliffe, some

Mud Dauber wasps had made their homes in the vent pipes and completely blocked the vents of both fuel tanks.

During run-up the fuel pump was able to overcome some of the vacuum created in the tanks but was unable to suck the gas from the tanks during climb out. It took a lot of effort and time to locate this simple problem which can be prevented by covering the pitot and tank vents while parked.

I am sharing this experience so that others may take necessary precautions when parked outside.

*Hans Sanders*

# Full Size Models

Article and Photographs by Irving Slone



**Author Posing with 100% Scale Spitfire Model**

Ever see a Spitfire in the front yard of a farmhouse on a secondary Ontario road? Yep that's exactly what I saw one sunny summer afternoon. Not only a Spitfire but a Messerschmitt and a couple of World War I fighter aircraft.

The location is just outside of Bowmanville, Ontario near Oshawa. I just had to stop and look over this wonderful display. The owner was busy pushing a wheelbarrow of earth and invited me to look around however

appeared too engrossed in his landscaping project to spend some time with me. When I told him that I was a member of EAA Chapter 245 Ottawa and a licensed pilot and showed him a photo of the Pietenpol C-GFCU his attitude did a 180-degree turn. He spent over an hour touring the displays as well as the 3 Bedrooms each having a theme.



**Messerschmitt ME-109 Model**

As it turned out the farmhouse was a substantial home being used as a 3 room Bed and Breakfast. The owner is an Airplane and Model A Car enthusiast and he builds full-scale aircraft.

Editor's Note: Irving wrote an earlier article concerning the Pietenpol built by a team at the Chapter. See the March 2012 edition of Carb Heat.

One was decorated with Model A Car parts and the other with Aircraft parts. I forget what the 3rd was decorated as.



**Ian Baron - Owner**

Model "A" Acres Bed & Breakfast  
7090 Middle Road,  
Bowmanville, ON

For more details, go to the following web site.

[www.modelaacres.com](http://www.modelaacres.com)

Article Continued on Page 7

## Full Size Models, Continued from page 6

I asked him where he acquired the plans for the various Aircraft. He stated that he would purchase a small plastic model kit and enlarged the 3-view drawings. From a distance, even a short distance, the aircraft look very good however a close up inspection reveals all of the imaginative construction ideas.

For instance the Cylinders of the Radial Engine were used small Gas containers. The aircraft are covered with discarded above ground aluminum swimming pool retaining walls.



On your next trip to Toronto it would be worth your while to stop at the Model A Acres Bed and Breakfast.

*Irving Stone*



## EXHAUST – from the Carb Heat Archives



**30 YEARS AGO**  
**April 1985**

I do not have a copy of the April 1985 issue of Carb Heat. If anyone has copies of 1985 issues, please get in touch with me.

**20 YEARS AGO,**  
**April 1995**

Bernie Adamache gave an excellent talk that covered both the new regulations as well as many maintenance tip sand techniques at the April 1995 meeting. Bernie indicated that the new Canadian Aviation Regulations are a single document, replacing three previous ones that more clearly state what is and is not permissible.

The CAR will be largely harmonized with the American regulations known as FAR part 91. He indicated that most of the chapters are complete and can be accessed by computer bulletin board.

Bernie encouraged chapter members to have a close look at the proposed Transponder regulation, and make our thoughts known.

The goal was to have comments in and the new regulations approved by year-end 1995.

[wayner@igs.net](mailto:wayner@igs.net)

*Wayne Griese*

## For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to [yvonmayo@rogers.com](mailto:yvonmayo@rogers.com) or [aaa245@gmail.com](mailto:aaa245@gmail.com)  
The deadline is two weeks before the next meeting. Please let me know if any of the articles have been sold.

### FOR SALE - Davis DA2A

With reluctance I have decided to sell our Davis, built by repeat-builder and long-time EAA245 member Jim Bradley. TTAF 600hrs. Engine is C85-12, approx. 150SMOH. Warp Drive 3-bladed Prop. Dynon D100 EFIS with BrightScreen glass & internal battery, steam ASI, ALT, VSI, electric T&B. Moving map GPS, ICOM IC-A200 comm, GTX320A Xpdr, 2-place intercom, 406MHz ELT. New main tires. This aircraft is both economical to own/operate and an amazingly fun flier. Please contact me for additional details.  
Mark Briggs [cgjoy@yahoo.ca](mailto:cgjoy@yahoo.ca) 613-725-4361

### FOR SALE - Pietenpol Air Camper

Total time since new (engine and airframe): 548:15;  
Fuel: 2 tanks, 10 gallons each, 4 gallons per hour;  
New icom radio with two head sets, intercom and push to talk;  
4-point harness, new tires, removable canopies, skis, custom tow bar;  
Year manufactured: 1972. Log books since new.  
Engine Model A65 - 8F;  
Last annual inspection Dec 9, 2013, last flown Aug. 15, 2014.  
Cruise speed 80, stall speed 40 mph.  
Aircraft has always been hangared.  
Asking \$12,000.00 or best offer.  
For more information please call George Lockhart 1-902-243-2164.(or Terry Peters – 613-491-8000)

### FOR SALE

The Canuck Group at EAA 245 in Carp has **shares in the 1946 Fleet Canuck CF-DPZ** for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangared. Price, \$ 6,800 per 1/5th share. Own a Canadian classic. Please call Ken Potter at 613 259-3242 or email at: [kjpotter@sympatico.ca](mailto:kjpotter@sympatico.ca)

### FOR SALE

Cowling for RV9 - \$600.00  
Call Charlie Martel 613-862-4961

### FOR SALE

**RV9/9A Project** for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$5,500. email [holbrog@gmail.com](mailto:holbrog@gmail.com) or phone Greg Holbrook at 613-867-8084.

### FOR SALE

Hangar for Sale \$24,000  
Location: CYRP Carp, ON  
40 ft wide x 32 ft deep (approx)  
South facing on Taxiway Charlie  
Contact: Alfio at 613 836-8285

### FOR SALE

#### 1986 Rutan LONG EZ FOR SALE: Price Reduced \$34,000

470 Hrs airframe. Engine: Lycoming 0-235 L2C. Engine overhauled by Aero Atelier in September 2013. Other new parts: Impulse Mag, Vacuum pump, Starter & alternator. Avionics: Xpdr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451  
[andrewr@magma.ca](mailto:andrewr@magma.ca) Aircraft will not be flown till Spring 2014 and fresh annual to be done. For specs see [http://en.wikipedia.org/wiki/Rutan\\_Long-EZ](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

### FOR SALE

Mc Caulley Prop  
Klip-tip Met-I prop  
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00  
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.



**FOR SALE**

Jabiru 2200 serial # 842, 200 hrs very good  
compression \$8,000.00 or best  
Sensenich 54x48 composite prop 20 hrs  
for a 2200 Sonex \$600.00  
Sonex tail dragger engine mount \$450.00  
Grand Rapids EIS 2000 with probes \$350.00  
2 1/4 Uma instruments Alt, AS, VS \$75.00 each  
ELT \$100.00  
Aeroflash strobes \$150.00  
Comant antennae model C1-121 \$75.00  
Contact Chris McNally at:  
Email: [iammcnally@yahoo.com](mailto:iammcnally@yahoo.com)  
Phone: 1-613-291-1254

**FOR SALE**

2010 Glastar, 80 hrs TT,  
Mattituck IO-360, Hartzel C/S Prop, Dynon D120-  
D100, HS34, Garmin 155XL GPS TSO, Garmin 496  
GPS, Garmin Transponder, ICOM 210, True Track  
A/P, Kannad 406-AF ELT +, \$95,000.  
Denis Charbonneau 613-897-4070

**FOR SALE**

1973 Piper PA28-140  
5400TT, Lyc 0-320 1495 TT, 40 hrs STO,  
KX170B, KI201C, KR86 ADF, AT150 transponder,  
mode C, 2 pl intercom, clock, tail strobe, wheel  
fairings, engine heater, hat shelf, toe brakes, new  
windshield, mogas STC,  
130 to 135 mph on 8.5 gal/hr \$39,000.  
Hans Sanders, 613-446-7728

**FOR SALE**

Mustang 2 plans set (not used)  
RV 4 plans set (Not used)  
RV 4 tail empennage kit with empennage plans (not  
yet assembled)  
Best reasonable offer, will consider partial trades for  
aluminium sheet materials and machining materials  
or machining tools.  
Good old camper needing some care, good for airport  
lots or back woods. Has 3-range stove with oven,  
three-way fridge, sink, water heater, toilet, shower,  
electric breaks and load leveler hitch included.  
Camper is about 21 feet plus tong. Not a canvas  
trailer, it is a collapsing fiberglass solid camper.  
Asking \$2600 for camper or best reasonable offer,  
will consider partial trades for aluminium sheet  
materials and machining materials or tools.  
Michel 819-685-2194 , [andre04@teksavvy.com](mailto:andre04@teksavvy.com)

**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. Send us  
an email: [info@eaa245.org](mailto:info@eaa245.org)

**FOR SALE**

Anderson Kingfisher Amphibian rebuild project.  
New fuselage, rebuilt Piper wings, Includes  
2nd Kingfisher for parts, Valid CofA  
Call Ken Potter at 613 791 6267 or email  
[kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

**FOR SALE**

Astrotech LC-2 Quartz clock and multifunction  
timer.  
G meter , Burton MA 2 +8 , -2G  
Facet 12v electric fuel pump low time. 50 l/hr.  
EGT weldolets pair, new.  
All prices negotiable.  
[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)

**FOR SALE**

Never used 2 cylinder Franklin Engine, possibly  
60 HP \$4200.  
Never used altimeter, airspeed and other gauges,  
tools, 100 clecos, all negotiable.  
Contact Michael Pronovost at (613) 748-7876

**FOR SALE**

Lycoming Cylinder, wide deck, chrome, with piston  
and valves, approximately 400 hrs, in good condition  
as removed from 0-320 D3G Lycoming. \$300  
Telex ProAir 2000E headset, new in box \$125  
Manifold pressure gauge, 3 1/8" dia from Cherokee  
Six \$ 125  
8-day wind up clock, fits 2 1/4" hole, Works  
intermittently, needs cleaning, \$75  
Contact, Hans Sanders at [hssanders@yahoo.ca](mailto:hssanders@yahoo.ca)

**FOR SALE**

Hangars for sale at CYRP. 40x30, 50x30 and one  
60x30. For more information call Mark Braithwaite  
613-839-5276 or [manager@carpairport.ca](mailto:manager@carpairport.ca)

**FOR SALE**

Hamilton Instruments VC 100 Vertical Card  
Magnetic Compass, new, in the box, \$225.00 call  
Yvon Mayo at 613-830-1935 or email:  
[yvonmayo@rogers.com](mailto:yvonmayo@rogers.com)

## Fly-Out Possibilities

Most Items Taken from the COPA Website

### May 25, 2015, Stirling Airport

**(CPJ5):** The Oak Hills Flying Club and COPA Flight 53 are hosting their Spring Fly-in at the Stirling airport (CPJ5) on 24 May, 2015. Breakfast will be served from 09:00-12:00. All are welcome and 100LL is available at the field. Unfortunately, we are not equipped to accept credit cards.

### May 30, Westport, ON (CRL2):

COPA Flight 56 Annual Fly-In / Drive-In Breakfast hosted by the Rideau Lakes Flying Club. Breakfast served from 0800 until 1100 hrs for a donation to the Club. Runway 07/25, 3118' Com. 123.2 Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great introduction to the summer near the fabulous town of Westport, Ontario. View the planes in the morning and enjoy the Westport in the afternoon. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 [drmikemiles@gmail.com](mailto:drmikemiles@gmail.com) or Russ Walker at 613-273-7349 [russ@ksync.ca](mailto:russ@ksync.ca)

### June 14, Cobden, ON (CFP4):

COPA Flight 124, Champlain Flying Club, host their annual Fly-in/Drive-in/Walk-in Breakfast and open house from 0700 to 1100 hrs. Lots of great food and down home music. For more information, please contact Bob McDonald at [bobkim.mcdonald@gmail.com](mailto:bobkim.mcdonald@gmail.com) or 613-432-8496.

### June 14, St-Lazare, QC

**(CST3):** Don't miss the St-Lazare Flying Club/COPA Flight 43 traditional Fly-In Breakfast, from 07:30 until 12:00. The best around! For more information, please contact Leo Nikkinen at 450-424 6355 or Michel Moreau at 514-694 2129, [info@aeroclubstlazare.org](mailto:info@aeroclubstlazare.org).

### June 21, Prince Edward

**County, ON:** Prince Edward Flying Club's Annual Father's Day Breakfast & Fly-In. This year marks both the 10th anniversary of this traditionally popular and well-attended event, and the summer solstice. A perfect combination. Pilots can learn more by visiting the Club's website: [prince-edward-flying-club.com](http://prince-edward-flying-club.com).

### June 21, Carp, ON

**(CYRP):** EAA Chapter 245 Annual Fly-In Breakfast, East end of Carp Airport on Taxiway Bravo 45 19 09 N 076 01 19 W. A hearty breakfast served from 07:30 - 11:00. All are welcome rain or shine. Young Eagles flights available. For more information please go to <http://www.245.eaachapter.org/>, Facebook page, or contact Ken Potter at 613-791-6267, [kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca).

### July 25, Kapuskasing, ON:

Flight 120 - Kapuskasing is holding their Annual Fly-In and Lumberjack Festival. Transportation and food available. N49 24 42 W82 28 06. For more information, please contact Bob Pellow at 705-335-6382 or [bob-pat@ntl.sympatico.ca](mailto:bob-pat@ntl.sympatico.ca).

### June 27, Aircraft Spruce

#### Canada - Customer

**Appreciation Day:** 08:00 -- 15:00, Aircraft Spruce Canada, 150 Aviation Ave., Brantford Municipal Airport Brantford, ON N3T 5L7 519-759-5017 • 877-795-2278. This is the time of year when we go all out by offering spectacular discounts on our most popular products and provide a chance for our loyal customers to meet our vendors.

### June 27 - 28, Sherbrooke, QC

**(CYSC):** Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the aviation community to its 20th Annual Fly-In June 27 - 28. No air show and no aerobatics! Menu: A lot of aircraft of all kinds, fly market, static displays, workshops, (metal, composite, weight & balance), exciting conferences / seminars, homebuilt / aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special supper followed by a dancing party, restaurant on site. A lot of fun! For more information, please contact Real Paquette 819-878-3998 or [lesfaucheurs@hotmail.com](mailto:lesfaucheurs@hotmail.com) or visit our website at [www.lesfaucheurs.com](http://www.lesfaucheurs.com).

### July 1, Ottawa, ON:

The Rockcliffe Flying Club will host its Annual Fly-In Breakfast from 0730 to 1100. \$6.00/per person. Sightseeing Flights in a Cessna 172 will be available from 0930 to 1600 \$35 /per person based at the Canada Aviation and Space Museum. For more details, contact Brenda Reid at 613-746-4425 [brenda@rfc.ca](mailto:brenda@rfc.ca).

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, just west of Ottawa.

President:	Phillip Johnson	613-983-9332	<a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Ameet Nidmarty	613-882-5486	<a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
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Webmaster:	Sam Holman	613-297-2151	<a href="mailto:sjheracer@gmail.com">sjheracer@gmail.com</a>
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Technical Information Officer:	<b>Position Vacant</b>		
Young Eagles Coordinator:	<b>Position Vacant</b>		
Hangar Group Liaison:	Bill Reed	613-858-7333	<a href="mailto:Bill@ncf.ca">Bill@ncf.ca</a>
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EAA 245 Website:	<a href="http://eaa245.org/">http://eaa245.org/</a>	and	<a href="http://www.245.eaachapter.org/">http://www.245.eaachapter.org/</a>



**Experimental Aircraft Association  
Chapter 245**

**Membership Application**

New: \_\_\_ Renewal: \_\_\_  
Date: \_\_\_\_\_

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/Town: \_\_\_\_\_  
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Annual Dues: January 1st to December 31st.  
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**Newsletter Subscriber:** \_\_\_\_\_ \$40.00  
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\*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA  
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