

# Carb Heat

March 2019

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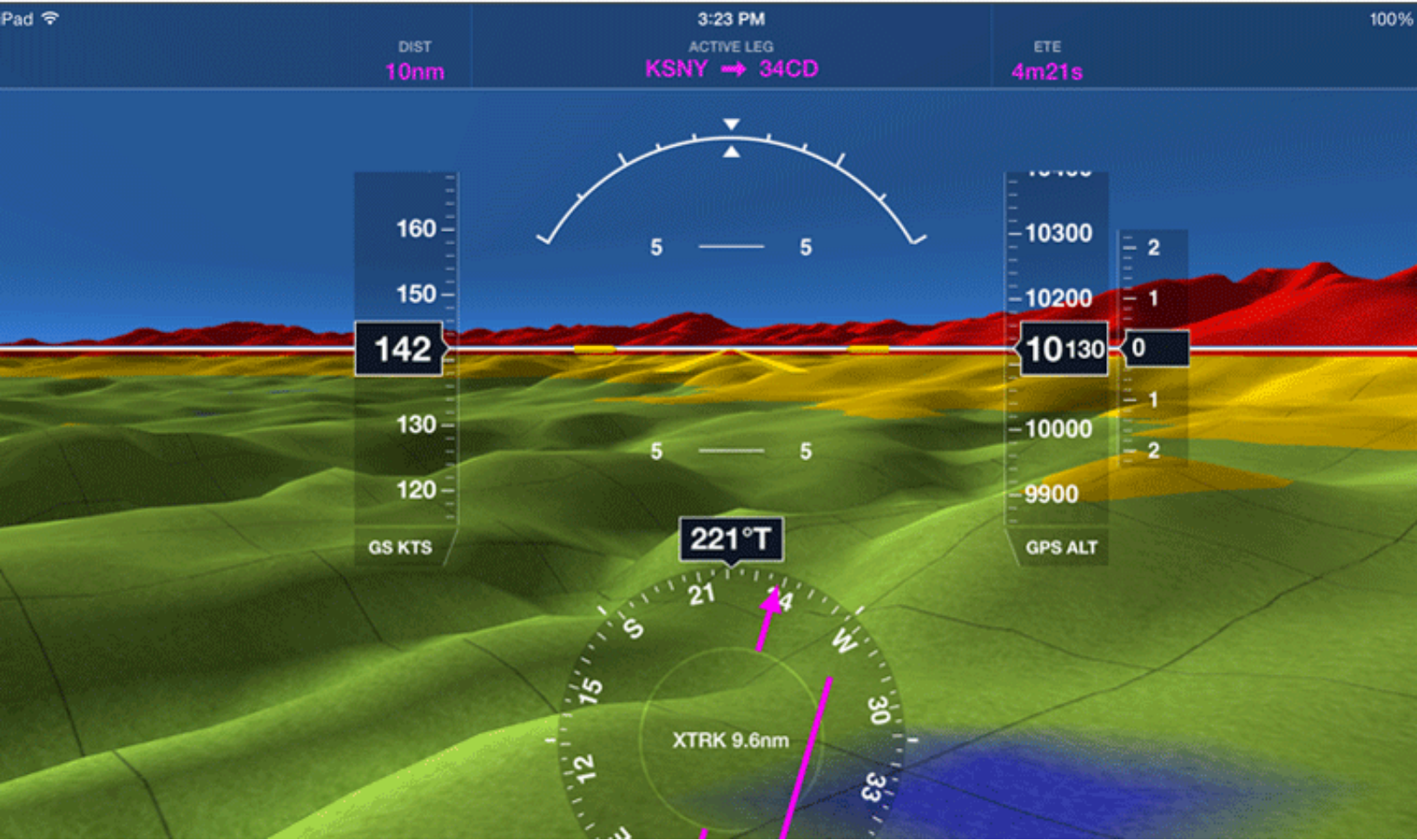


Next Meeting:

Thursday 21<sup>st</sup> March at the Aviation  
and Space Museum



## HOMEBUILT EFIS PART II



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Don't forget to sign up for the EAA Chapter 245 Google Group!

[Join here!](#)



## Editor's Comments



Chapter presidents. Mark gave an overview of the event at the meeting.

You may have noticed I cleaned out the *For Sale* section a few months ago. If anyone would like to post items for sales, please send the info to me. Don't forget to include your name and contact details (it's not always obvious from the email address).

In this month epic blockbuster of an edition, Mike Lamb takes an Ercopue to Winnipeg and brings back a Cessna 170. Gary Fowler and Roger Fancy reminisce about the building of the EAA Chapter hangar and Mike Misener is this month's pilot profile.

Colin

Thanks you to huge number of members (over 2) who let me know they would be willing to be part of the pilot profile. This is a section in Carb Heat that I think everyone finds most interesting and, as I like to state the obvious, I can't do it without you being coerced (volunteering).

While I now have subjects for the profiles, I am woefully short of actual articles. If I had a dollar for every time I heard, "I'll get you something next month", I'd have enough to buy a Cirrus. Catch 22 though because if I had a Cirrus I could probably write some articles.

We've had to go to bi-monthly because of the lack of content and it would be a real shame if the period had to be extended even further. I have a feeling that even if we Carb Heat was published on an annual basis I'd still have to be chasing for articles!

Enough chastising (for now) as I'd like to say a big thank you to Mark Richardson as, if you were not at the last meeting, you might not know that Mark (on his own dime) travelled to Oshkosh for an EAA meeting of

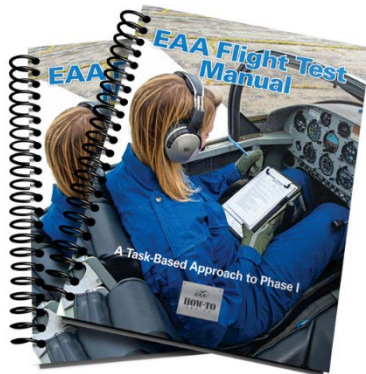


# President's Message



## Happy March, everyone.

Yes, I know, it feels like February 236<sup>th</sup>, but flying season is just around the corner. I personally am eagerly anticipating getting the Maule I bought last year out and really learning how to fly it throughout its whole flight envelope. When I was in Oshkosh in January for the Chapter Leaders Workshop, I picked up a copy of the new EAA Flight Testing guide. It is a pretty comprehensive document on how to go about preparing and planning for flight testing of a new homebuilt. It even comes with a set of very professional test flip-cards.



My Maule is not a homebuilt, and a highly competent production test pilot obviously flew a full test program on the M5 back when the aircraft was new, and from that came the Pilot Operating Handbook (POH). The POH should have all of numbers, speeds, procedures and so on well documented such that any pilot can hop in the aircraft and have the requisite knowledge to fly the airplane safely.

I have read that POH, and while it does do a splendid job describing the aircraft as it came out of the factory 40 years ago, subsequent owners have made modifications, additions, deletions, and enhancements that have changed the basic aircraft in a number of manners. The biggest change from an aerodynamic perspective is that one of the previous owners put on Vortex Generators (VGs). However, he neglected to update the published speeds in the POH.

This really isn't a safety issue as the aircraft now actually stalls at a much higher angle of attack, thus a lower speed in the landing configuration. But it bugs me that I really don't know where exactly the corners of the envelope are in that configuration.

So, what am I going to do? I am going to plan and execute a flight test program on the Maule just like it was a new homebuilt based upon the EAA Flight Test guide. I know it is overkill, but besides being fun, it will allow me to explore the full flight regime of my aircraft and allow me to be a more competent and safe pilot and really know my airplane. The good thing is the aircraft is already a well proven and known entity. In my case, the airframe is 40 years old with just under 2800 hours on it, so I know there probably aren't any lingering manufacturing issues that are going to bite me.

You are probably wondering why am I telling you this? Well, as I have said in previous President's Messages, not all of us are high time, super experienced pilots. And not all of us have pursued advanced ratings or fly

with an instructor on a regular basis. Doing something like this kills two birds with one stone for me: it gets me planning and thinking of flying with a definite purpose (as opposed to \$100 breakfast), but it also exercises my piloting skills in ways that I normally wouldn't exercise them. Maybe you are like me and know that you should be doing \*something\* more rather than just turning dead dinosaurs into airplane noises and would like a challenge. I think this is a good option, and you don't even need to own the airplane to do it. You can just as easily do a flight test program (or parts thereof) on a flying club C-172. Even if this isn't for you, think about what you can do to make yourself a better and safer pilot and have some fun while doing it.

BTW, I won't be at the March meeting. I am writing this epistle from my B&B in Taupo, New Zealand where it was 25C today and I have been silently gloating over that fact. I have only been here 5 days but have been to two aviation museums and a McDonald's with a DC-3. Aviation, especially general aviation, seems to be alive and very well here. It is really nice to see.



Check Six

*Mark*





## Meetings and Events Schedule

### **EAA Chapter Meeting – Thursday 21<sup>st</sup> March 2019 @19:30**

Presentation: **Homebuilt EFIS Part 2**

Presented by: Mark Cianfaglione

Where: Canadian Aviation and Space Museum

### **EAA Chapter Meeting –Thursday 18<sup>th</sup> April 2019 @19:30**

Presentation: **Recency**

Presented by Mike Lamb

Where: Canadian Aviation and Space Museum

### **EAA Chapter Meeting – Thursday 16<sup>th</sup> May 2019 @19:30**

Presentation: **Airborne: Finding Foxtrot Alpha Mike**

Presented by: Jonathan Rotondo

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](mailto:president@eaa245.org)

# Going Places



**What:** EAA 245 Young Eagles

**When:** Saturday, May 25<sup>th</sup>

**Where:** CYRP



# WINNIPEG PROPS

A little while back I saw a message asking if anyone would be interested in flying an Ercoupe to Winnipeg and bringing back a Cessna 170. Although it was not directed at me, I knew better. Seems my friend Dave was in need of my services once again. Upon seeing it was his Ercoupe he was looking to have ferried, I was just a little reluctant as the last ferry flight I did for Dave was quite the adventure.



In August of 2017 Dave had contracted me to fly his newly purchased Ercoupe from Laduc Alberta to his private strip outside of Kitchener. The flight was done over a weekend as to avoid taking time off work. Not a good plan as it can be very difficult to find a mechanic willing to work weekends in the summer. On my first leg, all was fine, until an hour into the flight when I notice my oil pressure heading to zero. What is it they say about flying? Oh yeah, long periods of boredom punctuated by brief moments of terror! This is so true.

A quick diversion to Wainright Field got me on the ground and happy to be there. They had fuel but no oil or services. A quick check of the oil found one quart in the engine. What to do now. Not much choice but to add the one quart I had in the baggage compartment and make a quick hop to North Battleford. Landing there was uneventful, only to find the FBO closed. A search of the airport led me to an Aerial Spay Company. Lucky for me they had oil and fuel they would be happy to sell me. I made a good choice in buying a full case of oil.

After a short flight to my home town of Biggar, Saskatchewan to visit family, I borrowed some tools from my uncle to find the source of my oil leak. Well that was in vain, oil everywhere. I could not find the source of the leak. Being the adventurous type of guy that I am, I carried on, hoping to find some mechanical assistance. This assistance was never found. Long story short, I made it to Dave's after 19 hours of flying and 13 quarts of oil added. Range was determined by oil rather than fuel. I was not a fan of this bird by now. Turned out to be a loose mag.

This time, Dave asked if I would fly the Coupe to Landmark, Manitoba in early October. I told Dave I would have to think about it. Well Dave kept asking until I finally gave in. He was going out of town but left me access to his home and beer fridge. After a good nights sleep and passing on the beer, I was ready to go.

The day did not start off great. No push to talk switch in the aircraft. A search of his hangar provided me with two of them, great. Once



airborne, I knew something was not right. I could not make contact with anyone on the radio. I was receiving alright but no one would respond to me.



I knew the winds would not be in my favour, but 20+ knots of headwind really bite when you are going at 95 knots. It took me 2.5 hours to go the 183 nm to Gore Bay. Upon my arrival, it was confirmed that I was not transmitting. Thanks to the helpful manager and a local instructor, we determined that I had grabbed two non functioning PTT switches. Lucky for me, the instructor let me take his brand new PTT. As long as I dropped it off on my return flight. And I did not even need to add any oil. Things were looking up.

With full tanks, it was time to head for Wawa Ontario. This leg was only 155 nm, should be easy as the forecast were VFR all the way. Well, headwinds and some marginal VFR conditions slowed me down enough to miss getting fuel by ten minutes. A call out charge of \$100 had me calling it a day. This leg only took 2.3 hours.

The morning had me spending two hours scraping ice and snow off the wings. While charging up a dead battery. Seems I left the master on. Silly me. After finally getting it started by hand propping the engine, I was on my way again. The trip around the north shore of Lake Superior can be challenging this time of year. I was prepared to go back if the snow squalls prevented me from getting to Thunder Bay. Headwinds had not improved at all. I had to fly at 3,000 feet with 25+ knots headwinds as at 5,000 they were 50+. I had to deviate around one rather large snow squall. That was one ruff ride. Up at 1,000 feet per minute and the down at 1000 fpm.

But after that all was clear and sunny.

I had a great view of the Sleeping Giant as I approached Thunder Bay.



Coming in to land at Thunder Bay, I was aware of the NOTAM that forced me to land with a 23kt direct crosswind. Time to see what this baby can do. The closed runway had no crosswind, just my luck. The Coupe made it look easy. I was glad Dave would be footing the bill for fuel here. Expensive and a surcharge of 20 cents per litre for them to put it in the tank. Of course there was no self-fueling.

Having taken 3 hours to fly the 201 nm to Thunder Bay, I had to get a move on if I was to get to Landmark before dark. Time to head to Fort Frances for more fuel. 165 nm should not take that long. Just 2.6 hours later, I was getting fuel again. Getting sick of headwinds by now.



One more leg to go. Only 146 nm left to Landmark. Only 2.2 hours, do these winds ever give up? I did make it there with lots of daylight left, happy to be done with headwinds. The new Coupe owner was there waiting to see his new purchase. Landmark has a nice single grass strip, just not where Foreflight said it would be! I was looking for the strip on the north east side of town. Turns out it was on the south west side. I was quite exhausted after two days of fighting headwinds. After a hearty meal, I was off to a well deserved nights sleep.

Up before sunrise, we were off to the airport. After a thorough inspection and loading up my gear, I was ready to go. Just had to let the sun peek over the horizon. The forecast called for severe clear skies, and yes, tailwinds. The return flight should be fun.



Airborne at the crack of dawn found me blasting along at a ground speed of 158 kts, yahoo. By the way, I was indicating a mere 90 kts at 7,600 feet, I am liking this!



Coming into Thunder Bay had me grounding 180 kts. Now that's moving for the old C-170. This landing only had a direct crosswind of 17 gusting 23 kts. Deciding slow as possible would be best, I put in full flaps. It was like slow motion with a little dancing, the 170 did it with ease.

Not a bad flight, 306 nm in just over two hours, at this rate I should be back to Dave's place before dinner. After some more of that nice expensive fuel I was off around the north shore of Lake Superior once again. Back up to 7500 feet again saw me doing 152 kts ground speed. This time I can skip landing at Wawa, Gore Bay here I come. I made the 353 nm to Gore Bay in 2.7 hours. Oh yeah, I am have fun now.

Once again, the staff at Gore Bay were ready for me. Fuelled up in no time, return the PTT, I was ready for the last leg of my adventure.

A quick check of weather had a layer between 3000 and 5000 that was broken, but forecasted to break up to scattered. Time for some VFR OVER THE TOP. Going under this layer would be way too rough.

In just 1.5 hours I was in the clear with the field in sight. There was Dave at the end of the runway looking very excited.



I was happy to be done with this adventure. As promised, Dave had a large steak and cold beers ready for me. We had a great evening discussing the flight there and back. Dave still can't believe how fast the flight east was. We arranged to do a checkout first thing in the morning before I drove back home to Carp.

The happy owner of a beautiful Cessna 170B

Well that was quite the adventure. 845 nm in about 6.5 of flight time, a personal best for me. Thanks Dave, it was fun. Enjoy your new toy.

# Pilot Profile: Mike Misener



**Finally, someone local! Originally from Ottawa, Mike moved around Canada a bit and has been back in the capital for just over 20 years. Mike learned to fly as a teenager, out of Carp, and became a hanger rat, fueling the aircraft and manning the radio. After a long absence from flying, he got back into it and bought a Canuck, a Canadian classic.**

## **Where were you born?**

I was born in Ottawa and grew up in Bells Corners. It was a great place to be a kid. Like many of us we wandered around the neighbourhood unsupervised. I had a great

group of friends that played sports all year round, softball, football, hockey and even golf. I learned to play golf in a hay field behind my house, eventually moving up to playing in the school yards – can't do that anymore!

### **Where do you live now?**

I still live in Ottawa. My wife and I moved around a bit after graduation, living in Hamilton, Toronto, Kingston and Calgary. We moved back in the mid 90's and were fortunate to find our current house in Britannia Village. The village is a bit of a hidden gem in the city. We live next to the river, across from the BYC yacht club and down the street from Mud Lake conservation area. There is always something to do here.

### **What's your occupation?**

My wife and I are both engineers. I studied Mechanical Engineering at McMaster. Since moving back to Ottawa I got into high tech. I now work at Nav Canada looking after their IT infrastructure. I have been there 10 years and will likely finish my career there as long as they will have me. Nav Canada has been a great place to work. I can use my technology background in an aviation related company and I get to travel to many airports across the country. Some of my favourite locations have been Vancouver Harbour Tower, Toronto and Dorval Towers and Gander Area Control Center.

### **How did you get interested in aviation?**

My father was a private pilot when he was young and he could tell I was developing an interest. I used to build models, mostly WW2 stuff. Eventually he suggested I give it a try.

### **When did you learn to fly?**

I started at G. Fields Air Services at Carp in 1980, I was 16. At some point that year I got a part time job with the flying school. It was a pretty good gig. I fueled aircraft (no self serve then), booked planes and manned the Unicom.

### **What do you fly now?**

I bought a Fleet Canuck CF-DYP six years ago as a way to get back into flying. I had not flown for almost 30 years! The Canuck has been a lot of fun and a great way to learn to fly again. It keeps me honest and on my toes!

### **What else have you flown?**

I learned on Cherokees and a Warrior. The school also had a 150 and 172 which I eventually got checked out on. My favourite rental was a Cub which G.Fields had. It was bare bones, NORDO but it was my favourite by far.

### **What's your favourite piece of music?**

I tried to think of something cultured but I would have to say my long running go to album is Boston's '*Don't Look Back*'. I had a grade 8 exchange in Calgary and my billet had his own stereo in his room. I was quite impressed! His only album was '*Don't Look Back*'. My favourite song on the album is '*More Than a Feeling*'. It's a bit tired now, but I still like it.

### **What's your favourite book?**

I'm not a huge reader but I recently enjoyed '*Wild*' by Cheryl Strayed. It is a true life story of a young lady that hikes the length of the Pacific Coast Trail. I also recently enjoyed '*Into Thin Air*' by Jon Krakauer, another adventure story about a failed Everest expedition. I am now planning a hike in the Everest region with a friend in 2020.

### **What's your favourite movie?**

My wife and I are definitely not movie goers. When we watch movies they need to be light and cheesy – think Austin Powers.

### **What's your idea of perfect happiness?**

I distinctly remember one day when I was in high school. I had a flight in the morning, a run and then played golf in the afternoon. It was a happy day. Those are probably my three favourite activities.

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

Although I was not the pilot I have to say my most memorable experience was flying with the Nav Canada Dash 8 to Baffin Island. I run a program through Nav to deliver donated hockey equipment to northern communities. Last year I went with the Dash 8 to drop gear off at three communities; Pangnirtung, Pond Inlet and Hall Beach. We also visited another twelve sites performing flight inspections. The flight crew was great and let me sit in the jump seat for most of the trip. They also let

me take the controls for a while. It was a chance for me to see what flying a commercial plane might be like. The scenery, as you can imagine, was incredible.



### **If money was no object, what would you fly?**

I would probably look at a Carbon Cub, lots of power, modern avionics. I still would not get anywhere fast but that's fine by me.

### **What trait do you most deplore in yourself?**

Now for the hard questions....The trait I most deplore in myself is spreading myself too thin. Too many interests and not enough time!

### **What trait do you most deplore in other people?**

Can I say I deplore people that ask difficult personal questions? (*You can, Ed*)

If I must, a trait I am less fond of in others is being self-centered. I have a limited tolerance for people that like to tell me all about themselves without listening. There!

### **What's your motto?**

How about '*don't look back*'. I aspire to the words but probably don't do a good job of living by them.

### **How would you like to be remembered?**

I would like to be remembered as someone that tried to get the most out of life while also trying to help others.



## ~~Ron Wier's~~ Photo of the Month

Surprise, surprise. This month's winner is Tom Weichert with his impressive photo of Arnprior at Sunset. Not only do we have a winner, but poke me in the eye with a sharp stick, we have a 2<sup>nd</sup> place. Jeff Whaley sent in this nice picture of early ice on Otty lake. It's so uplifting to finally have some quality photos for a change.



Please send any photos for next month's edition to me at [newsletter@eaa245.org](mailto:newsletter@eaa245.org).





# EARLY DAYS

## BACKGROUND

In the 1960s as an Engineer in the Royal Canadian Air Force, I (as in Garry) was posted to 3 Fighter Wing, at Zweibrucken Federal Republic of Germany, and then down to 1 Air Division HQ. In 1970 I returned to Canada after four years and having left a half-completed EAA Biplane in storage at Trenton. During its construction, I had no fellow homebuilders to talk to or consult with, so it was with great anticipation that I attended an airshow at CYRP where another homebuilt aircraft was on display, accompanied by advertisements concerning a local EAA Chapter (our Chapter 245.)

A group within the chapter was building a Pietenpol as I was working on my EAA Biplane. They were still working on this Pietenpol as I was building my second aircraft. They were still working on this Pietenpol as I was working on my third aircraft.... and so on. They were a dedicated, if not exactly time-sensitive group!

Early meetings were held in the Ottawa Flying Club, as I recall, and later, in the NRC facilities, on Sussex Drive. My earliest memories of chapter executives (really only a president and a few others, don't think they were organized enough to be called executives), included Ted Slack, Gord Standing and Ken Cavers (recently deceased).



## CHAPTER HANGAR

Of course, the biggest event at this time was the location and “*building*” of a permanent hangar for Chapter. Ted Slack was the driving force behind this. He arranged to buy, for a nominal sum, the remains of the old Ottawa Flying Club hangar.

The actual location of the proposed new facility was the subject of much heated discussion. By this I mean heated as in welding torch hot. Frank Cianfaglione was our president and the discussions as to location (east end v. west end) stirred up emotions in those present that would make a contested divorce seem like a church picnic. Frank actually threw the blackboard chalk brush at no one in particular in the audience, just in utter frustration. In the final analysis, reason prevailed and a west location (i.e. CYRP) was chosen. Of course I voted for west since it was close to my end of town. After one of the more violent meetings, I went up to Frank and said I shared his frustration... “*would you like a tranquiliser or a cold beer first?*”

As I recall, there was protracted negotiations with Transport Canada as to the actual location of the hangar at the airport. At the time Transport Canada had control over all airports in Canada. By negotiations, I mean we would suggest a location and TC would say " *no,... go somewhere else.*"

In any event, construction was started in that most ideal of Canadian construction periods... the month of November, or whenever the freezing weather came. I remember well, thawing the cement foundation blocks with torches so we could cement them together.

Our "farmer" members, Jim Bradley and Bill Argue were most helpful, bringing their farm machinery over to help with construction. I recall many who helped to build the hangar, but memory fails to recall all or other details and dates.



At some point after the workshop and lounge portions of the project were completed, it was time to build the hangar. I think the walls went up with relatively little fuss, but the wide-span roof trusses were another story. Luckily for all concerned, a chapter member who operated a mobile crane arranged to use it to hoist the heavy and cumbersome trusses unto the walls—just for the cost of the gas. Again, controversy arose as to whether to take time to position the trusses accurately, or just get them up quickly and position them later. I'm pretty sure the latter option prevailed because I recall some colourful cussing, heated exchanges, and adjustments with sledge hammers—you don't budge 40-foot trusses with a framing hammer! As was the established pattern by now, I think the roofing was completed in frosty conditions. (Those of us who built the long row hangars obviously learned nothing from this because we started building, as I recall, the 240 x 40 foot building in the late fall when most sensible people were heading south.)

Getting power to the hangar was another hurdle that showed the inventiveness and resourcefulness of our members. We had to get electricity from one side of the taxiway to the other without digging it up. Luckily, a pipe ran under the taxiway, but how to run a wire through that? Solution: start with fishing line tied to a wad of cotton on one side and a vacuum cleaner on the other. (There are some things wives are better off not knowing.) Once the vacuum pulled the fishing line through it was just a matter of increasing the size of cord until we could pull the appropriate electrical cable through, and voila, "Fiat lux" as God said when he turned the power on in the world.



Sadly, Frank Cianfaglione, who was our president at that pivotal time, died of cancer many years ago at a relatively young age. Frank had built an amphibious aircraft called a Coot A. This invention featured every known method of construction from the time of the Wright brothers to Bert Rutan, and then some. My young son at the time could never pronounce his last name so settled on the rather expedient moniker of Frank Coot. The aircraft had a few interesting episodes better left unsaid and I think eventually found a home away from Ottawa.

Back when my horseless carriage still had points and a condenser, I (as in Roger) had a mental cramp and accepted the role of chapter secretary. The job was fun. Getting it into print form was not. I had to type the minutes on a stencil on a manual typewriter without the use of a ribbon so the keys would cut the stencil better. A mistake involved painting the error with a pink liquid, letting it dry, then hammering the correct letter several times. Once the typing—with an appropriate amount of cussing—was completed, I would take the stencils to Bill Pepler at the COPA office and have him run off enough copies for the all the chapter members. These were then collated on our living room floor, stapled, stuffed in envelopes and mailed. It wasn't uphill both ways in 40 below in my Dad's pyjamas but it came close! As I recall, getting material for the newsletter was as difficult as publishing it. Interestingly, although we've progressed (?) to the digital age with easy mass communication, it seems that aspect of the newsletter hasn't changed. I can't remember if Garry was ever secretary, but we definitely both sympathize with the editor, hence this contribution.

*Garry Fancy and Roger Fowler*



# Classifieds



Anybody want to sell something? If so, send an email to [newsletter@eaa245.org](mailto: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: 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.

President:	Mark Richardson 613-983-7764 <a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Mike Lamb 613-790-4929 <a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 <a href="mailto:treasurer@eaa245.org">treasurer@eaa245.org</a>
Secretary:	Mark Cianfaglione 613-600-4501 <a href="mailto:secretary@eaa245.org">secretary@eaa245.org</a>
Operations:	John Montgomery 613-286-8543 <a href="mailto:ops@eaa245.org">ops@eaa245.org</a>
Membership Coordinator:	Phillip Johnson 613-790-4929 <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>
Webmaster:	Chris Skarup 613-296-4330 <a href="mailto:webmaster@eaa245.org">webmaster@eaa245.org</a>
Newsletter Editor:	Colin McGeachy 613-301-5123 <a href="mailto:newsletter@eaa245.org">newsletter@eaa245.org</a>
Technical Information Officer:	TBD
Young Eagles Coordinator:	Mark Briggs 613-725-4361 <a href="mailto:young.eagles@eaa245.org">young.eagles@eaa245.org</a>
Hangar Group Liaison:	Bill Reed 613-858-7333 <a href="mailto:Bill@ncf.ca">Bill@ncf.ca</a>
Past President:	Phillip Johnson 613-790- <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>

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

# 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: \_\_\_\_\_

New:       Renewal:

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

Annual Dues: January 1<sup>st</sup> to December 31<sup>st</sup> (pro-rated after March 31<sup>st</sup> for new members)

**Newsletter Subscriber:      \$50**  
Newsletter only

**Associate Member:      \$50**

**Full Member:      \$100\***  
Newsletter, hangar, workshop, tie-downs.

Note. Associate and full members must also be members of EAA's parent body.

Note: Credit Card and PayPal payments are available.

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

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

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

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

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

Phone (    ) \_\_\_\_\_

Aircraft Type: \_\_\_\_\_

Registration: \_\_\_\_\_

**Aviation Affiliations**

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

COPA:      RAA      UPAC

Other \_\_\_\_\_

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