

# Carb Heat

April 2016

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Next Meeting:

Thursday 19<sup>th</sup> May at the Bush Theatre,  
Ottawa Aviation and Space Museum



MWfly Presentation,  
By Lance Carr

## In this month's edition

Editor's Comments.....	1
President's Message.....	3
Meetings and Events Schedule.....	5
Fly Out Possibilities.....	6
The "Coffee Guy".....	7
Pilot Profile #6: Andrew Depippo.....	8
Taking the Ruff with the Smooth.....	11
Photo of the Month.....	15
Classifieds.....	17
Who we are.....	20
Membership Application and Renewal Form.....	21



# Warm and Cozy



Ever since Phil's Cozy took to the air I've been suffering from a rare condition known as 'joke block'. Similar to writer's block it has struck me in my prime. I thought I had a few more years left but no. The Cozy's surly bonds were finally slipped and with it went my comedic ammunition.

Before we moved to Canada, in 2003, I went on the EAA chapter 245 website and there were a few pages of 'builder's projects'. One of those was Phil's Cozy. I used to own a share in a Long Ez so the Cozy, that looked like it just needed a lick of paint to finish, caught my eye. I sent Phil an email saying that we were immigrating to Canada and that I had owned an Ez and he wrote back suggesting that we meet at the EAA. Sometime later I took a drive out to the airport and met Phil over a Saturday morning hot dog. I'm not sure if it was the familiar accent or the appreciation of all things 'canard' but we've been good friends since.

On a reasonably regular basis, and for quite a few years, I've made the trip to Phil's house for a 'plane and wine evening' where Phil would take me through what he'd done to the Cozy since my last visit. As someone who's not an engineer, but who appreciates engineering and likes to get his hands dirty, I nodded and tried to look intelligent as Phil attempted to explain the intricacies of mass airflow sensors or the finer points of electro-hydraulic actuators. Ever tried to teach a gibbon algebra? Similar end result.

I know that quite a few of you reading this have built your own aircraft and many of them have been labours of love over extended periods of time. What astounds me the most is not the quality of the work, or the even the length of time taken, but the patience required to go back day after day after day. Kids grow up, dynasties fall and yet the aircraft is still only the proverbial 90% done.

As the big day started to loom and there was nothing left for Phil to turn or mill, the realities of flying the Cozy on its maiden flight became more and more real. Having spent a generation building an aircraft I can only imagine that the temptation to fly it yourself must be enormous. As I'm current in retractables and I have Long Ez time I offered to do the first flight and we started to discuss the practicalities of this.

Phil was understandably nervous but, for a while, it seemed like the best option.

However, fortune smiled on us both when Phil bumped into Rob Erdos who just happens to be a professional test pilot. Surely Phil's fairy godmother was lurking in the back of the hangar that day. Rob owns a Smiths Falls based RV-6 and happened to be passing the Cozy hangar when Phil was there working. Impressed with the quality of the work, Rob offered to make the all-important first flight.



To help with the transition Larry Hill, who owns a Cozy in Muskoka, offered to let us do some transition training in his aircraft.

On a lovely Saturday in late April I flew Rob down in the CJ and, at my asking, he regaled me with test pilot stories on the way down and back. Rob has had a fascinating flying career and has volunteered to give a chapter presentation which will be one you don't want to miss.



Understandably Phil wanted to limit the onlookers during the big day so a small cadre of us assembled on May 1<sup>st</sup> at Phil's hangar. Matt Pearson and I would fly chase in Matt's RV, Peter Zutrauen would handle the camera paraphernalia, Malcom Penny would take Rob for a 'warm up' flight in his Long Ez and Ritz was there for moral support.

Following Rob's guidance it was agreed that the purpose of the day was **not** to fly, unless we could find no reason not to! This simple reversal of the goal really did take some of the stress out of the process although you might not have guessed that had you witnessed Phil who was, quite understandably, pacing like an expectant father outside a delivery room. After a high speed taxi Rob and Phil brought the aircraft back to the hangar for a final briefing. Rob's professionalism was evident and the briefing was short, to the point, and everyone was clear on the plan and the various contingencies. The reality didn't really hit home for me until, at the end of the briefing, Rob suggested that it would be a prudent if someone took down his wife's phone number. Watching Phil attempt to enter the passcode into his phone, followed by the number, while his hands were shaking like a dog after a bath, lightened the moment ever so slightly.

There was now no reason anyone could think of for not flying so Matt and I got C-GIME ready while Rob settled himself into the Cozy. We backtracked together while the Air Cadets gliders and tow planes flew overhead. Rob radioed that he was ready so Matt and I took off and kept an eye on the Cozy as Rob accelerated down the runway.

Once airborne Rob started to climb to circuit height and Matt brought GIME round and slotted in at a 5 o'clock position behind him. The plan was to climb above the

field but as Rob approached circuit height he noticed that the gearbox oil temperature had exceeded the programmed red line and made the decision to complete the circuit and land. The Cozy looked stunning in the air and I can't wait to see it with the wheels tucked away. After what looked like a long shallow approach, Rob made a perfect fist landing and taxied G-GPLE to the apron.

Despite the high gearbox temperature the first flight was an undoubted success and Rob reported that the Cozy flew well and was perfectly rigged. The group then retired to the Smiths Falls club house for some celebratory champagne and hot dogs. Quote of day came from Rob as he was cooking the hot dogs on the BBQ, *"if it gets too hot I'm shutting this thing down"*.



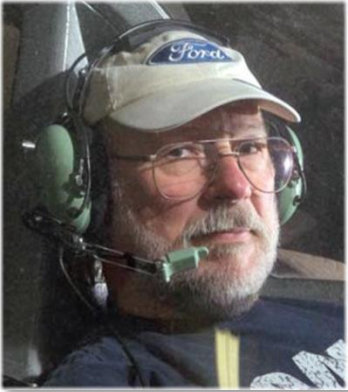
Also in this month's edition you can read about the status of the Zenith build, courtesy of Mike Asselin. Dave Matheson and the Pilots and Paws posse completed yet another canine caper and Andy Depippo is our Pilot Profile.

*Colin McGeachy*





## President's Message



Spring has arrived and hopefully we will be having a great flying season. We will be preparing the grass runway for those of you who favour the softer feel. Please remember to call 10 Grass or 28 Grass when in the circuit if you are planning to land on the grass. Remember, it is not a parallel runway so don't take off when someone is landing. Just consider it an extension to the width of the runway.

Smiths Falls (CYSH) has started its gliding season. When gliding ops are in effect there is no overhead join as the gliders are using a right hand circuit while you are using a left hand circuit. Gliders have the right of way as power gives way to no-power. Joining the circuit is from the extended downwind but you should check the NOTAMS prior to visiting.

Our Fly-In breakfast is scheduled for Father's Day (19th June) with the setup the day before. We need your support in doing the setup so please contact Ken Potter if you can help.

The Zenith program is moving ahead slowly and with the same faces each week. It would be nice to see some new faces there on Sundays. The project has now been moved down to the hangar space and final assembly has started. Yes, the rivets are going in now so it looks less like a porcupine. We are still trying to make an engine choice but we have a lead on a Lycoming O-290. Please don't stop looking until we have made a final decision, the O-290 may not be suitable.

By now many of you may have heard the rumor that my Cozy has taken to the air. This historic event took place on Saturday 30th April with Rob Erdos at the helm. There was a quick circuit as the gearbox temperatures were very high. Hopefully that will be resolved shortly.

Last month we had a presentation by Sandy Odebunmi of Nacora Insurance Brokers who represent the EAA C-PLAN insurance scheme for Canada. Although usually thought of as a dry topic the meeting was very lively with the participants asking many questions. As a result of the interest the meeting ran a little longer than usual.



This month will be a talk by Lance Carr who has become the dealer for the MWfly aircraft engines from Italy. MWfly have four engine variants of differing powers and weights to meet the needs of most homebuilders. These engines are liquid cooled and designed for aircraft applications. They are not auto conversions.

I must make yet another reminder for annual dues. At the time of writing we have thirty six members who are still outstanding in their payments. If you haven't paid you dues for 2016 you can expect to have Gord Haynes chasing you. Remember a large part of our survival depends on the membership revenue so if you can secure new members it benefits our finances as well as our diversity. We are also looking to grow our membership as that benefits everyone. If

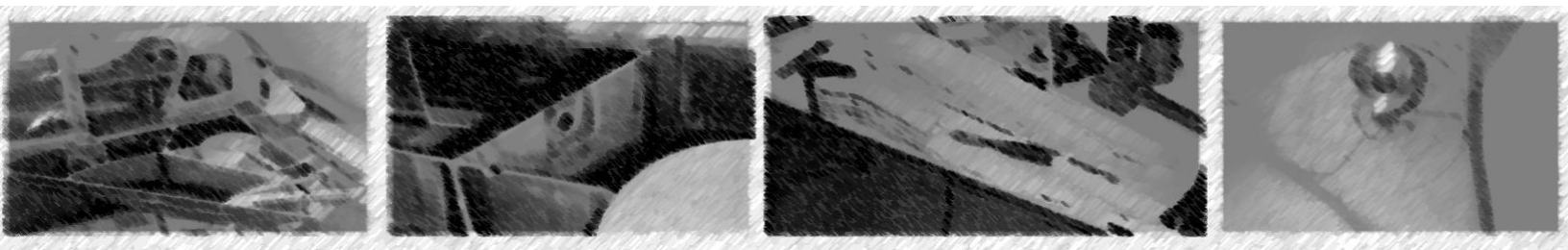
you know of any aviation enthusiast who may benefit from our organisation have a chat with them and invite them to our monthly meeting or to the Chapter Hangar in particular on a Sunday when the Zenith construction is underway. This month will be the last meeting at the museum with June's meeting being the Fly-In breakfast. Please mark your journals as I wouldn't want to have any lonely faces waiting at the museum in June.

Unfortunately this month I will be away travelling but some members will be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at 1730 to 1800 on Thursday 19th May prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and the executive looks forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt.

Regards to All

*Phil Johnson*



## Meetings and Events Schedule

### EAA Chapter Meeting – 21<sup>st</sup> April 2016 @7.30

Presentation: *Insurance*

Presented by: Sandy Odebunmi, of C-Plan

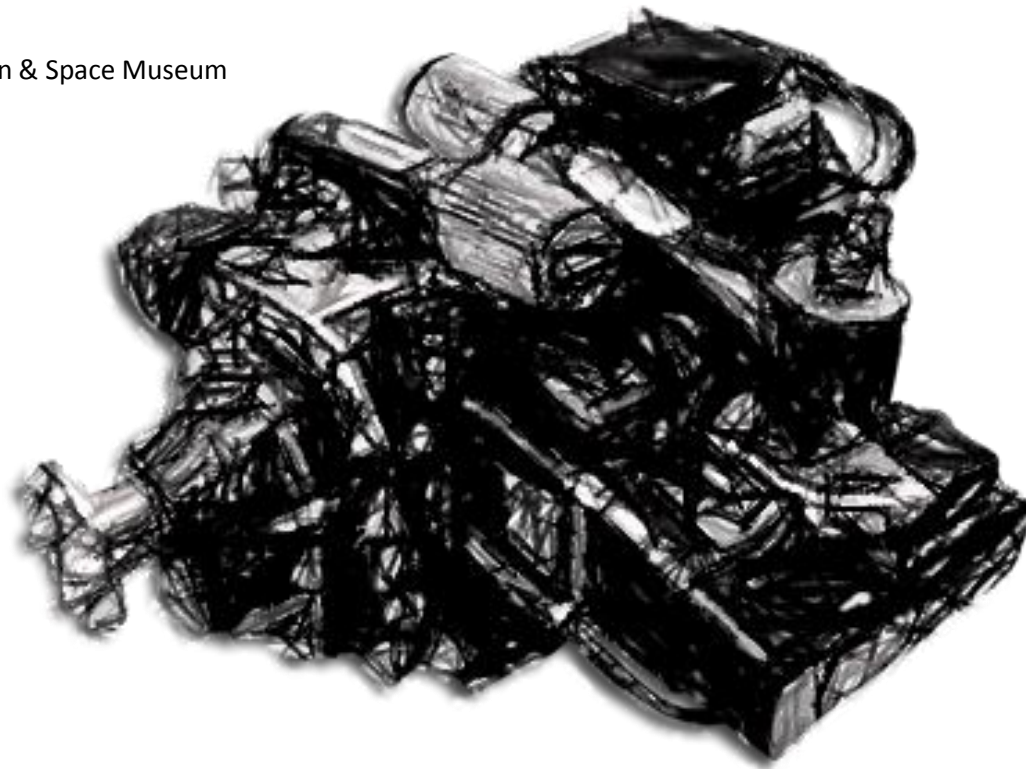
Where: Canadian Aviation & Space Museum

### EAA Chapter Meeting –19<sup>th</sup> May 2016 @7.30

Presentation: MWFly

Presented by: Lance Carr

Where: Canadian Aviation & Space Museum



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)

# Going Places



## **Fly Out Possibilities**

### **June 19<sup>th</sup> EAA Chapter 245 Breakfast Fly-in**

EAA 245's annual Fly-In Breakfast and Open House Sunday June 19th. This year it falls on Father's Day so bring Dad out to check out homebuilt and certified aircraft including our Chapter project, a Zenair 750 Cruiser . A breakfast of eggs, sausage, ham, beans, rolls, tea/coffee/juice will be served from 07:30 until 10:30. Price is \$ 8.00 for adults, \$5.00 for kids 10 and under. Young Eagle and Eagle Flights will be available as WX and pilots/aircraft availability permits... Contact Ken Potter 613 791 6267 or [treasurer@eaa245.org](mailto:treasurer@eaa245.org) for more info.

### **July 16th, Seventh Bernie's fly-in**

Patry island on the Gatineau River

6 miles south of the Maniwaki airport or 1.75 mile south of Bouchette. N 46 10.411, W 75 57.302.

For seaplanes (including ultralights) and helicopters only. Frequency: 123.2



# The “Coffee Guy”

The year was 1996. Gary Palmer was President of EAA Chapter 245. A bunch of us were sitting around Gary’s coffee table in his living room for our regular Executive Committee meeting.



The discussion centered around Dick Moore’s workload as the Chapter Operations Officer. Dick also provided coffee for the Chapter meetings. Without any warning, Dick pointed to me and said, “Lars, you’re the new coffee guy!” What? Hey, wait a minute... Anyway, that’s how I was appointed to provide coffee and snacks for Chapter meetings.

In the 1990’s we put out coffee and donuts. Members put money in a donation jar to cover the costs. Many people felt that a whole donut was just too many calories to consume, especially after a big supper at home. For a while, we cut the donuts in half. I tried putting out cookies, but several members complained that they didn’t like cookies. In the early 2000’s, Tim Hortons came out with Timbits, or donut holes as other coffee shops called them. We also stopped charging for the coffee and snacks. The costs are covered from Chapter revenue.

Over the years, I’ve had requests to put out decaffeinated coffee and one person asked for hot water for tea bags. Sorry, but there is only so much that one person can do. Regular coffee and Timbits, that’s it. Many members have made a point to tell me that they appreciate the coffee and snacks. That always makes me feel good.

I remember receiving only one negative comment, but in hindsight it was actually kind of funny. I was pulling the Skybolt out of the hangar one day to go flying when a Chapter member came over and asked, “Did you build this airplane?” to which I replied “Yes.” His response floored me: “Gee, I thought the only thing you made was coffee!” Who knows, maybe it was meant to be a compliment.



Well, it’s been 20 years. That’s almost one third of my lifetime. I think you can see where I’m going with this. It’s getting more difficult

for me to get out to the meetings, even though Sam Holman was always kind enough to stand in when I was out of town. Starting in September 2016, it’s time for someone else to step in to set up the coffee urn and the snacks for the Chapter meetings.

If you are willing to be the EAA 245 Coffee Person, even for just a couple of years, please speak to me or any member of the Executive Committee and we will hand the electric coffee urn, supplies and the little pull cart over to you. All members of EAA Chapter 245 will really appreciate it!

## Pilot Profile #6: Andrew Depippo



**Building** one aircraft is enough of a lifetime achievement for most people but Andrew Depippo clearly needs to have something on the go all the time. Having completed two aircraft, multiple cars, 3 boats and 2 cottages, Andrew is perhaps only now just starting to slow it down. Well, at least until the next project comes along.

**Where were you born?**

Weston, Ontario. It's not too far from Pearson. It's where I grew up and I stayed there till I went to Bermuda when I was 20.

**Where do you live?**

We are in Stittsville. Right across the road from John Weir and just around the corner from Alfio and you.

We both quit our jobs and moved to Ottawa, on a whim, in 1989. Nat went to work for a bank and I got a job in Fire Restoration. At the end of the day you'd think I'd been down a coal mine. I'd get home, strip off and spend the evening lying on the couch. Nat told me I was becoming a couch potato so I booked some flying lessons. I then called my Dad and told him I wanted to build a plane and he suggested the Zenair.

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

Commercial electrician. I was working at the gas station and came home one day when my Dad said he'd just put some drapes in for an air conditioning guy and said I should think about getting into air conditioning. So, I applied to a few colleges and then thought this isn't what I want to do. Then our neighbour said to me, "what do you want to be, a millwright or an electrician?" I didn't know what a millwright was so I said "electrician". I got into the apprenticeship program and never looked back.

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

My Dad worked for Avro in Toronto. He was a machinist and worked on the Arrow. He had his pilot's license and his claim to fame is that he did a low pass over his brother's house and Jan Żurkowski, the Arrow test pilot, lived on the same street and reported him to Transport Canada. He had a Comanche and we used to go everywhere. My Mum in the front and the 3 brothers in the back. First one brother would puke, then the next and then all 3 of us. He built a Starduster Too which won Grand Champion at Oshkosh and he flew that until he was in his late 70's.

We used to go to Oshkosh every year or Fond du Lac for the aerobatics. One kid would fly in the Starduster and the others would drive with my Mum. None of us really liked as we'd get sick and we couldn't see out.

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

With the Air Cadets. My Dad put me and my brothers in Air Cadets so we wouldn't get into trouble and into boxing in case we did.

I got my glider license in 1977 when I was sixteen. The same year Elvis died and Star Wars came out! I did my power license at Carp and it took me 3 years, and 4 instructors, as we raising a young family at the same time.

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

A Murphy Rebel on floats which I built. I built a Zenith 701 before that but, on a hot day, with a mate on board, it just wouldn't get off the lake. I had to dump

my buddy and fly back to the in-laws cottage on my own. He had to swim to shore and turned up 3 hours later. My wife was mad at me, his wife was mad at me. After than I decided I needed something with a bit more power.

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

Air cadet glider and Cessna 150s. The Zenair 701 which I built in our house in Kanata. I built it in the basement and one day, when Nat was out, I cut a hole in the living room floor and brought it out. My Dad sold and laid carpet after leaving Avro so I had all the tools to put it all back before she got home.



I also built and flew a bamboo hang glider called a Batso that we first saw in Popular Mechanics. We used to jump off "Mount Centennial" which was really the garbage hill in Etobicoke. We also used to tow it behind a mini bike! When we crashed it my Dad would sleeve it back together with aircraft aluminium.

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

Anything by Johnny Cash. Especially Folsom Prison. Or Blue Rodeo.

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

I only really read manuals so it would probably be the last book I read which was probably *Huckleberry Finn*.

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

*Zulu*. That was a great movie and I also liked *Stand by Me* because it reminds me of my childhood. The three of us would spend the whole day in the Toronto storm



sewers. We'd have lunch down there. My mother never knew. Good times.

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

Right now, perfect happiness would all the kids' finishing school and getting jobs. All three are at Queens.

**What's been your perfect flying experience?**

Flying to Oshkosh in three 701 amphibians. Carl Bertrand, Ray Jones and I flew and Mo was our ground support. He'd turn up in the van 20 minutes after we landed, which shows how slow we were going, with a big pot of radishes that he was eating like apples. Took us 2 days to get there because of weather. When you build a plane you have to take it to Oshkosh. It was the trip of a lifetime.



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

A Beaver on floats. I had a flight in one when I was a cadet and I've always loved the Beaver. The Avid is not too far off. I'm a low and slow, float kinda guy.

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

My Irish temper. I'm half Irish, half Italian!

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

Lying. I've run my business for 27 years on a handshake. I can't stand people that lie.



**What's your motto?**

Life's tough and it's even tougher when you're stupid.

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

As someone who was prepared to help out. I've helped a lot of kids through apprenticeships and I like doing that. I have a lot of friends and we've all learnt through building the cottages, boats etc. I also took a position as a shop teacher for a year so they wouldn't close the wood shop in a middle school. I felt like superman changing my clothes to teach and running the company at the same time. That was a very rewarding experience.



## Taking the Ruff with the Smooth



On April 19, Matt Mountain, Alfio, his wife Shirley and I had the pleasure of flying another *Pilots n Paws* rescue mission. This was the fourth mission that Matt and I have flown and the first for Alfio and Shirley.

The mission was to transport three puppies from Chibougamau, Quebec (CYMT) and fly them to Brampton (CNC3), with a fuel stop in Carp (CYRP). A total distance of 926nm. Two of the puppies were strays and one was an owner-surrender. Initially Matt and I were going to fly two puppies alone but, the day before the flight, we were notified that there was a sick puppy that they wanted to add to the group. Graciously, Alfio and Shirley quickly stepped up to plate to help out, flying in their RV-9 (conveniently the same speed as Matt Pearson's RV-7 that we fly).

because of our smooth flying skills (*It will be the hypoxia, Ed!*). We landed at CYRP for a quick lunch break, fuel stop, washroom break and photo-op with a PnP photographer. Matt Pearson's family came to meet the puppies and we were starting to wonder if we even needed to bring the dogs to Brampton – they seemed to have a potentially great new home at the Pearson residence. Shortly after lunch we left CYRP for Brampton. A quick 60 minute flight in clear skies.



The weather along the route couldn't have been much better, especially considering the distance that we had to travel. We had a strong headwind on the way to Chibougamau, grinding us down to a ground speed of 125kts, but that meant cruising at about 185kts on the way back south. The weather in Chibougamau was a chilly -31C, with gusting winds, so we tried to keep our time there to a minimum and get back to CYRP after we got some fuel and our fur-filled cargo.

The dogs behaved extremely well, as usual. It might be the effects of hypoxia but we like to think that it is

Landing in Brampton, we were greeted by Jan Hannah, a local veterinarian who volunteers for the International Fund for Animal Welfare – Northern Dogs Project. Jan played a huge role in arranging this mission and was



going to look after the dogs until they could find suitable new homes.

All in all, it was another successful mission and we're looking forward to the next. This was the second mission in 6 days for Matt and I as we flew a lab from Carp to Tillsonburg, Ontario the previous weekend. Everyone involved agrees that it's a very rewarding experience and a great opportunity to visit airports that we would likely never go to. If anyone is interested in becoming involved with PnP, please follow up with me. There are lots of opportunities for multi-plane rescue missions and we would love the company.

I'd like to add a special shout out to Mark Braithwaite and Mike Lamb at the CYRP FBO for the fuel discount and their huge support of PnP.

*Dave Matheson*



# Cruzer News



I was reminded passing of a good friend (age 59), that we are earlier this month, by the all on this planet for a limited amount of time with no certain control of the end date. The saying “live each day like it was your last” is so true and will ensure that you get the most out of this life. We, at EAA245, are fortunate to have a group of people that become good friends and benefit from having a meeting place to share our passion of flight. This would not happen without the efforts of many former and current members and I thank you all for this.



As noted in earlier editions the Zenith 750 Cruzer project is part of a larger EAA initiative called Give Flight- Learn Build Fly. The intention was to jumpstart five different building projects within EAA chapters that would lead to the formation of five different flying clubs. The project was also intended to inspire a lot of chapters to consider taking on a building project, provide countless of hands-on learning opportunities for those chapters that end up building the rest of the aircraft, and provide an opportunity to highlight chapters all over the country. We have seen a few new faces on the build and hope to continue to expand the member interest in the project. Have you been out to the project yet? If not then it may be time to plan a trip to the EAA245 hangar!

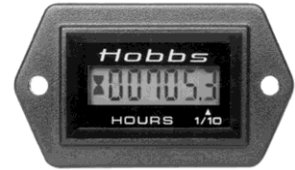
Attempts will be made throughout these articles, regular meetings, and Sunday discussions to further crystallize the plans of the chapter with respect to aircraft features schedule, fundraising, flying club, and the lofty goal of flying the aircraft to Air Venture in 2017. In the meantime, the focus will be to keep up the momentum on the project and a short term goal of having the fuselage riveted together and set onto the main gear over the next month.





## Progress Report as of May 11, 2016

Total hours logged on the master log sheet is 705 hours to date but there is likely time that has not been logged. Members are encouraged to review the log to ensure that their time has been documented and that any new time spent on the build is logged on the computer on Sundays.



The “BIG MOVE” of the fuselage from the clubhouse lounge to EAA 245 hangar has happened and the final assembly of the fuselage is well under way. The portion aft of the baggage area has been riveted together which has provided rigidity to the structure. The progress is encouraging. The fairly involved forward portion of the fuselage will provide several hours of chin scratching and forward thinking to get the parts assembled in the correct order. If you like puzzles come on out and pull some rivets on this 3D project.

In parallel work crews have been doing great work on the Horizontal Stabilizer and other control surfaces which are looking fantastic.

Outdoor temperatures have hit the + 20 degree mark for a couple days prior to dipping back to near zero. We are certain there is better weather on the horizon and many great build days ahead over the summer and fall months.

As noted in earlier editions, the project will greatly benefit from any sponsorship that would lead to being able to acquire the remaining required materials. If you feel that you have some time and skills towards preparing promotional materials and or letter writing to various suppliers please identify yourself to the executive and we can start.

See you at the hangar on Sunday!

*Mike*



Photo of the Month



Last night I was up for one of my typical weeknight hops in our Davis DA2A. After the stresses of a work day, one sometimes feels the need to find a little solitude aloft, to reconnect with our soul. For those of us who are fortunate enough to have the ability to take flight, a quick evening flight can be a wonderful tonic.

The weather last night was predicted to be poor, with lowering ceilings and rain showers in the forecast. Nonetheless, I thought I might squeeze in a few minutes of flight before the weather went too far downhill.

Imagine my surprise when, only a mile or two north of our home base in Carp, the setting sun appeared in a blaze of orange, sandwiched between the overcast and the horizon. My, my, what a sight! Instantly I felt better, as though the final rays cast by that setting sun were warming my very soul. I'm certain those less fortunate folks down on the ground weren't able to see the incredible beauty that was afforded my eyes, thanks to the humble flying machine that carried me aloft.

How lucky are we who see the world from the lofty perch of a pilot? Perhaps we should invite a friend or family member to join us and discover the soul-warming vistas available only to those who chance to discover them from the sky?

*Mark Briggs*

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





## Classifieds



### FOR SALE: 1973 Piper PA28-140

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5400TT, Lycoming 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: MIG Welder

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I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V) for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 **andrewr@magma.ca**

### FOR SALE: Canuck Share

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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.

 **Ken Potter: 613 259-3242**

 **kjpotter@sympatico.ca**

### FOR SALE: Mustang 2 and RV-4 Plans

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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 \$2,600 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**

### FOR SALE: Lycoming Cylinder

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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

 **hnsanders@yahoo.ca**

### FOR SALE

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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**

### FOR SALE: Anderson Kingfisher

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Anderson Kingfisher Amphibian rebuild project.  
New fuselage, rebuilt Piper wings, Includes  
2nd Kingfisher for parts, Valid CofA

 **Ken Potter: 613 791 6267**

 **kenpotter@veritasmarine.ca**

### FOR SALE

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Jabiru 2200 serial # 842, 200 hrs very good  
compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200  
Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each  
ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

 **iammcnally@yahoo.com**

 **Chris McNally: 613-291-1254**

### FOR SALE

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Rivet squeezer and the tube bender \$150.  
Large assortment of rivets, various machine screws  
and lock nuts. I can send pictures of these by Email.  
If interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade  
plywood.

 **Bob Crook: 613 225 6653**

 **bcrook@sympatico.ca**

### FOR SALE

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Cowling for RV9 - \$600.00

 **Charlie Martel: 613-862-4961**

### FOR RENT: Tie-Down

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Chapter 245 members can rent a tie-down near the  
EAA 245 hangar at Carp Airport. You can rent the  
tie-downs by the month or for the full year.

 **info@eaa245.org**

### FOR SALE: Hangar(s)

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Two hangars for sale at the Carp (CYRP) airport;  
one measures 41'7 x 31'9 and the other 50'x 31'9.  
For more information please call.

 **Mark Braithwaite: 613-839-5276**



### WANTED

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Continental C85 or C90 engine with low time SMOH  
for install to certified aircraft.

 **bartcameron112@gmail.com**

### WANTED

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Vaguely interested in purchasing a Challenger with  
a 582 engine. Any sellers???

 **613 733-2198**

## WANTED

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Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.


 [Richard\\_Terzi@hotmail.com](mailto:Richard_Terzi@hotmail.com)



## FOR SALE: Aircamper

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Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)  
613-797-5568 (C)

 harvey.rule@bell.net

## 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:	Phillip Johnson 613-790-4929 <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>
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>
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Hangar Group Liaison:	Bill Reed 613-858-7333 <a href="mailto:Bill@ncf.ca">Bill@ncf.ca</a>
Past President:	Cary Beazley 613-226-4028 <a href="mailto:cbeazley@innovista.net">cbeazley@innovista.net</a>

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

# Membership Application and Renewal Form



## Experimental Aircraft Association Chapter 245

*Make cheque payable to:*

EAA Chapter 245 (Ottawa)  
1500 B Thomas Argue Rd  
Carp, Ontario  
K0A 1L0

### Membership Application

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

Date: \_\_\_\_\_

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

Address: \_\_\_\_\_

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

Prov: \_\_\_\_\_ PC: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ H(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ W

Email: \_\_\_\_\_

Newsletter Distribution Preference:

Email \_\_\_ or Canada Post \_\_\_

Aircraft & Registration: \_\_\_\_\_

Aviation Affiliations:

EAA Number \_\_\_\_\_ EXP Date: \_\_\_ / \_\_\_ / \_\_\_

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

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

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

**Newsletter Subscriber:** \_\_\_ \$40.00  
Newsletter only

**Associate Member:** \_\_\_ \$40.00\*  
Newsletter plus Chapter facilities

**Full Member:** \_\_\_ \$90.00\*  
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

\*\*Credit Card payment available, Contact Membership Coordinator for details.