

Carb Heat

January 2019

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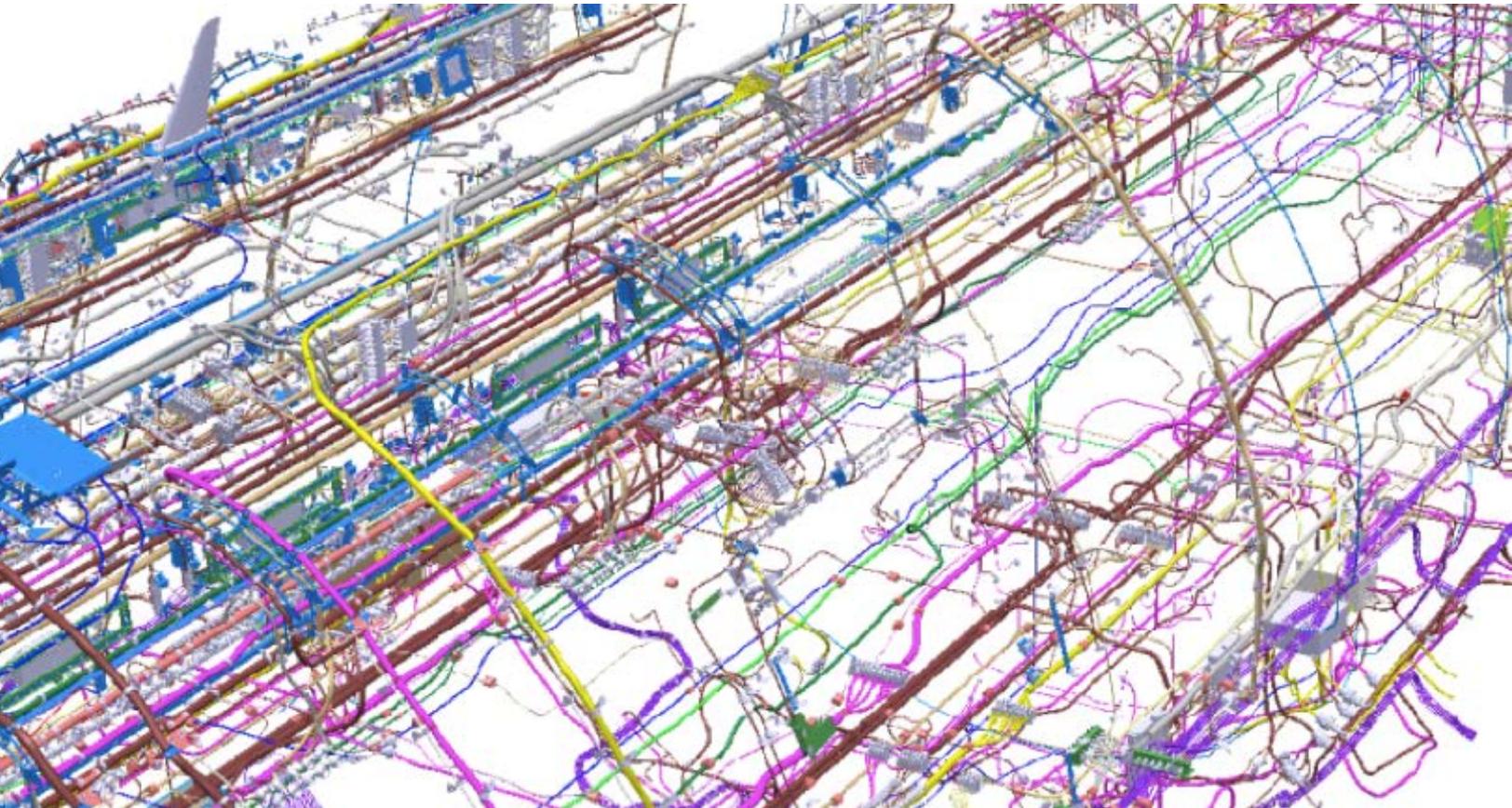


Next Meeting:

Thursday 17th January at the Aviation
and Space Museum



AIRCRAFT WIRING – TRICKS OF THE TRADE



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

[Join here!](#)



Editor's Comments



and scrape ice seems to have less and less appeal every year. I have been very lucky to have access to C-GIME (RV-7A) and I was able to take a couple of colleagues from work who had bid on silent auction flights. Both seemed to really enjoy the flights, down to the St. Lawrence and back, despite (on one flight) the rapid loss of colour and use of the of the easily accessible air sickness bag. It had been going so well up to that point.

In this month star studded edition, Mark and John complete their journey and the Maule makes it to Arnprior. Malcolm Penny is this month's pilot profile and Mark Briggs provides us with a delightful retrospective of his 2018.

Colin

A relatively quiet couple of months for me as our RV is under repair and the thought of having to shovel snow



President's Message



Happy New Year, everyone.

By now, the bloating from the kilos of turkey and Christmas sweets should be dying down and serious thought is being given to perhaps reducing your empty weight before flying season. Well, at least that is my case...

The dead of winter is upon us and like many of you, I've hung up the headset until spring. While I don't have any choice as I can't physically get my airplane out of my hangar, I probably wouldn't be flying anyway as I'm becoming a wimp in my old age and don't really like freezing my nether regions off in temperatures below -10C.

That doesn't mean that the aviation addiction has abated, however. I still surf YouTube for cool aviation videos ([FlightChops](#), [310 Pilot](#), and [Back Country Aviation](#) are some of my favourites). While on vacations and business trips I try and visit at least one aviation museum. Just over Christmas my wife and I went to the Pima Air and Space Museum in Tucson, AZ. Incredible.

And when I need a fix of riveting or welding, I head into my shop and work on my 4 seat Bearhawk.

While all of that stuff is fun and interesting, it isn't helping my piloting skills that are atrophying little by little over the winter. Now, am I (or you) going to forget how to fly before March? Not likely. However, are you going to be on top of your flying game on that first flight of the year? Again, not likely. So, what can we do about it?

If you are computer nerd (guilty) you probably have a flight simulator installed on your PC at home. I actually have several (See?? Nerd...) I have the old standard Microsoft Flight Simulator (FSX) that I fly a lot because I have bought/downloaded a raft of aircraft types, mostly WWII, and it is fun to zip around the (virtual) sky in a Spitfire or Lancaster.



I also have Rise of Flight, a WWI flight simulator that really shows you how underpowered and clunky some of those aircraft were. Even a 152 seems high performance in comparison to some of them. Actually flying and fighting these aircraft is a real challenge with the performance limitations.

Finally, I have XPlane. It is a pretty high fidelity sim with respect to flying characteristics and realism of the various avionics. It is fun to plan a flight between a couple of cities and then fly the airways in 737,

although that is obviously not what the majority of us do when we fly.

Is all of this enough to make me sharp for that first flight of the new flying season? No, I don't think so. It certainly is entertaining, and it does allow you to look and think in 3D, especially in the circuit, but there are more skills than that. Simple things, like the walk around. I'll admit that I don't use a checklist when I do my walkaround, but maybe I should. There is a possibility that I could miss something the first few flights as I'm not "in the groove" yet.

The checklists themselves for the pre-start, start, and pre-take off. That isn't something that you normally use in a PC based flight sim because normally everything works correctly. What if something isn't quite right when you are doing your checks? Are you going to notice?

The next bit is the critical part in my opinion; take off. Are you ready for an engine failure? And I mean both emotionally and technically. If you are at 500' AGL and suddenly it is quiet, what's the plan?

I know that we have all trained for this over the years, but if you are like me, you haven't had much in the way

of recurrent training/refresher training since your last licence/rating. I recently bought an airplane and received some instruction in it with a real instructor. It was great. In between the big things (fly this speed on downwind, use this flap setting in this crosswind, etc), he was able to pick out one or two things (habits) that I hadn't realized I had picked up.

So, other than try and fill up the first President's Message of the New Year with a lot of words, what am I trying to say? If you aren't flying over the winter think about getting some professional assistance when the flying season begins. If you are a renter, head out to the flying club and get an instructor to go with you, even if it is for just a few circuits. If you are an aircraft owner, find a qualified instructor that is familiar with your airplane (especially true with taildraggers) and get them to do the same thing. Spend a few minutes with the instructor before heading out to the airplane to figure out exactly what you want to do. Remember, this isn't a flight test, it is getting a living, breathing insurance policy to fly with you and get back in the groove before that next \$100 hamburger.

Check six

Mark





Meetings and Events Schedule

EAA Chapter Meeting –Thursday 17th Jan 2019 @19:30

Presentation: **Aircraft Wiring – Tricks of the Trade**

Presented by Mark Briggs

Where: Canadian Aviation and Space Museum

EAA Chapter Meeting – Thursday 21st Feb 2019 @19:30

Presentation: **Paramotoring**

Presented by: Chris Skaarup

Where: Canadian Aviation and Space Museum

EAA Chapter Meeting – Thursday 21st Mar 2019 @19:30

Presentation: **Homebuilt EFIS Part 2**

Presented by: Mark Cianfaglione

Where: Canadian Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: president@eaa245.org

Going Places



MO'S 30TH FLY-IN

LE SAMEDI 23 FÉVRIER 2019 SATURDAY FEBRUARY 23TH

Votre hôte Maurice Prud'homme is your host!

COPA Flight #169

Tel: 819-682-5273

Air - 123.20MHz

Au sol - 122.75MHz
Ground

Élévation ASL 200pi/ft

Rivière des Outaouais
1 Mille à l'ouest du VOR d'Ottawa
Piste 3500x100pi, 34-16

Coordonnées
45 26'57" N
75 55'48 W

Co-ordinales
45 26'57" N
75 55' 48 W

On the Ottawa river
1 mile west of the Ottawa VOR
Runway 3500x100ft, 34-16

MAULE HAUL

Part Two

In the last episode of this saga, John Perrin and I had been thoroughly humbled by the Maule M5-235C I had bought and by the gusty crosswind conditions we encountered while getting checked out on the airplane. We both discovered how 500 hours of RV-8 tailwheel flying had not really prepared us for the combination of weather conditions and the COMPLETELY different kind of airplane that the Maule is. Personally, I felt like a complete noob without a clue and was wondering if I had made a huge mistake.

Once the instructor at QL Aviation in Lethbridge actually signed our logbooks (which allowed the insurance to kick in for solo flight), I called in the first of two flight plans for the day. The first leg was going to be Lethbridge to Brandon, MB. We topped off all four tanks (there are two main 21 gal tanks and two 11 gal aux tanks in my Maule), loaded the back of the airplane with our bags and all of the spare parts 'n stuff (including two extra winter doors) and blasted off for Brandon.

Our planned enroute altitude was 7,500' with a slight headwind (yes, heading east, we had a stupid headwind which was to plague us for a couple of days). We got to altitude and trimmed the airplane out. I was looking out the windows thinking both

a) the views out of this airplane, especially with the patroller doors, is spectacular and

b) there must something wrong with the altimeter as the ground is way too close for 7500'.

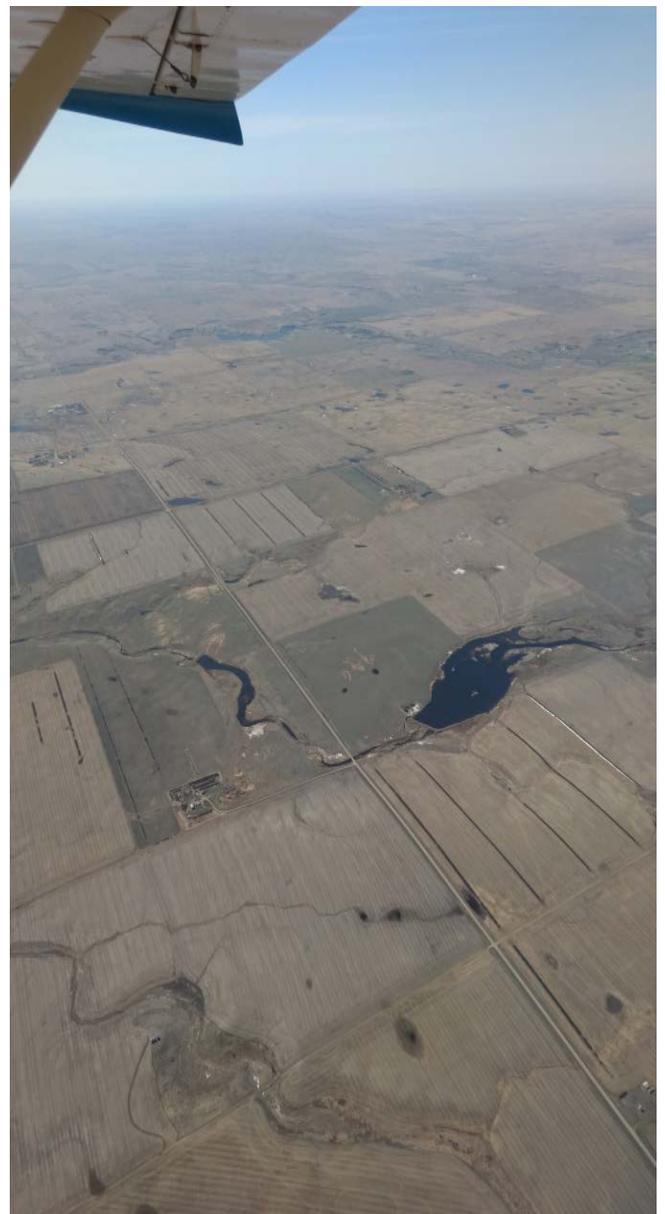
Thankfully, I didn't utter this out loud before I realized that Lethbridge is at 3,200' so we were really only 4,300' off of the ground. Moron.

The next trick was to get the engine leaned back so we aren't burning so much fuel. Now, on my RV-8 I had a fancy engine monitor that gave me CHT and EGT for each cylinder, as well as fuel flow. The Maule has a single EGT on one cylinder...and it died a couple of hours after take off. And there isn't any fuel flow indication. We used the old standard "lean until it gets rough, then richen it until it gets smooth".



That did the trick, but I vowed to put in a real engine monitor when I got home. I was nervous as a cat not knowing what my fuel flow was.

This leg of the trip is where it also hit me that this airplane is NOT an RV. I could easily count on 165kts at altitude. In fact, just tooling around Carp /Arnprior /Smiths Falls throttled way back I would always be 145-150kts. The Maule rips along at a blinding 115kts, and if you have any kind of headwind this means sub-100kt groundspeeds. Ugh, this could be a loooong trip.



The flight across Alberta, Saskatchewan, and the first bit of Manitoba was dead smooth. Just beautiful, although there is no real way to know what province you are in as everything is just flat. Flat, flat, flat. Beautiful, but flat.

Four and a half hours later we let down into Brandon. Brandon has two runways; one long paved one that the winds were 25kts directly across, or a gravel one where the winds were about 45 degrees across. That was an exciting landing. However, we gassed up, had a bit of a break stretching our legs, then kicked the tires and lit the fires for Thunder Bay, about 3.25 hours away.

Again, the flight was dead smooth although the topography changed and there were trees...lots and lots of trees...and lakes. Even though it was late April, the lakes were still frozen over so at least we had lots of landing spots if the weather tanked or the engine quit.



We touched down in Thunder Bay just at sunset. It was beautiful weather and we really enjoyed that leg.

The next morning the airplane was covered in frost, so John used his “made for purpose” frost removal tool (a pair of socks) to wipe down the airplane before we headed off for North Bay, about 3.5 hours away. We flew up over top of Lake Superior which was still frozen over near the shore, as were all of the lakes underneath us the whole way to North Bay. Again, lots and lots of trees, but it is starkly beautiful up there.



In keeping with the theme of the last three days, the winds were high and gusty across the runway at North Bay, but we managed to get the whole airplane to the ramp in one piece. But now we had a different issue; there was a massive weather system with its centre north of Montreal that wasn't moving, it was just rotating. There was no way we could fly into the meat of that system so we might have to spend the night in North Bay. However, the more we watched the weather radar, we realized that there was an "opening" between arms of the storm that, if we timed it right, we could get into Arnprior (which is where I was basing the airplane for a couple of months.

We waited for a couple of hours doing the mental math of determining when we should leave to arrive in the weather break. We finally said "now or never" and launched into the severe clear blues skies that we had been in since Lethbridge. All of the way to Arnprior we were continuously monitoring the dark skies ahead and updating our alternate airports. We finally hit clouds and some light showers near Renfrew, but they soon stopped and we landed in Arnprior with wet pavement but no rain and fairly high ceilings. Rather anti-climactic after all of the worrying we did in North Bay and on the flight down.



It was an epic (for us) two day, 13.5 flying hour, cross country that was both exhilarating and intimidating. However, now that we have done it, I realize it wasn't that big a deal. Maintain your airplane well, do your flight planning properly, and you can go pretty much anywhere you want. In the words of Nike, "Just Do It".

Mark



Pilot Profile: Malcolm Penny



Another émigré to these shores and another fascinating profile. Despite some similarities, Malcolm and I were both born in the North West of England, we both owned and flew Long-Ez's and we both emigrated to Canada, I'm not sure I would have had the courage to make a complete mid-life career change.

Where were you born?

I was born in Manchester, England, a long time ago. When I was about 5 we moved to south Manchester, just a bike ride away from Ringway aerodrome which later became Manchester International airport. Back then we used to watch civilian airliners land and a paratroop regiment jumping out of DC3's.

Where do you live now?

In Chaffey's Lock on the Rideau system, where we have had a place for over 10 years.

I came to Canada in March 1975. The British economy was really bad there were even currency controls. I went to Spain for 2 weeks and was only allowed to take 9 pounds out of the country. I had completed my apprenticeship and thought there was more opportunity abroad, plus it was an

adventure, what could go wrong! Ah, the innocence of youth.

When I was looking for work abroad Montréal was not a common choice and it was generally a prerequisite to have a job. I looked at Australia, South Africa and Canada. The job was the only one available at the time and I came across in 1975. It was quite a culture shock as I didn't speak French and there had just been a large snowstorm. After a career change I moved to Toronto for work.

What's your occupation?

After school I went to the Manchester College of Art and then worked in the printing industry. Printing used to be a really well paid job and I had an uncle who was a printer and had talked to him about how to get into it. My original plan was to join the RAF but that was shot down on a school careers day when the recruiter basically told all of us who were interested that we would not qualify for pilot training due to our education. Ask yourself why was he even there? I went to grammar school so I wasn't a complete idiot. Printing was really a fall back position not a life ambition.

After 20 plus years working in printing I faced a mid life crisis and threw it all away and went back to law school.

What sparked an interest was that I had lost and then regained my pilot medical. In order to regain it I had to present my arguments at a Civil Aviation Tribunal hearing. I enjoyed flight as well as the preparation and learning and, after being successful there, I thought law may be a good fit. I sat the LSAT and got a really good mark, but we had a 1 year old baby so I could only really go if I got accepted somewhere near Toronto as my wife worked there and she was going to carry the load. I got my first choice and went to Osgoode Hall, then articulated with a Toronto criminal lawyer.

After graduating I practiced criminal law in the Toronto area until retiring.

How did you get interested in aviation?

Living close to the airport we used to stand on final approach and have the airliners fly over us. When I was a kid the school used to take the kids to the airport for a flight in a plane. I was the first year they did not do it. There was one plane they used to fly the kids in. It was a deHavilland Dragon Rapide, (my older brother has a picture of his class and the airplane.) After missing out on that I was determined to find a way to fly. I was interested in the RAF but didn't have the requisite GCEs to be considered for pilot training. Unfortunately I did not get to fly until I flew to Canada in 1975.

When did you learn to fly?

I started flying in 1977 with the Montreal Flying Club at St Hubert airport. I was working the night shift in



printing so I could go fly everyday and I got my license in just over 3 months. Checking my logbook I had 37 hours logged when I passed my flight test. At the time it was \$2,000 to get your license with a 10% discount for cash up front. (The picture of me and the 172 shows a friend in the background, my first passenger after getting my license, one of the bravest people I know.

In 1983 I was bored renting aircraft for an hour at a time so I signed up for my commercial license which I got in 1983. There were two older guys doing the commercial, me and a guy named Ladi Bezak, a Czech who was the first world aerobatic champion, (the Canadian government wouldn't give him a commercial license based on his Czech license. The

flying instructors used to fight to go flying with him so he could teach them to roll and loop a Cessna 172. (Editors Note, In 1971 Bezak, defected by flying to West Germany. He loaded his wife and four sons into a two-seat Zlín Z 226. He flew from Prague to Nuremberg, where all six were granted political asylum by West Germany).



What do you fly now?

I fly a 1967 Piper Cherokee 140 (yawn). Hard to wax lyrical about it's exciting flying characteristics.

What else have you flown?

I learned to fly in a 172 and have time in a 140 - some exciting spin time in a Tomahawk. Also a Warrior, an Archer and I briefly flew a Seminole while back in the UK. A Citabria, Super Cub, Cessna 180 on straight floats. The first plane I owned was a Grumman AA1A, then a Zenith CH250 tail wheel and then a Rutan Long-EZ for 10 years. I went to Mojave while visiting California in the 1980s, met Burt Rutan and my wife bought me the plans there and then for the Long. I would haul the plans out every year to start building but never did get started, (see the trait I most deplore in myself), eventually got the chance to buy a flying Long-EZ.



What's your favourite piece of music?

I don't have a favourite piece of music it is more a genre and I like blues. However I have a broad taste in music going back to the big band era and my Granddad played the piano in a band and at the silent movies, so as a kid I listened to him and most of what he played was from the 40s. Glen Millar is one of my favourites from this era and I have a mandolin that was left to me from my uncle that survived WW2. (The mandolin, not the uncle). If you have to pressure me (*I do, Ed*), it would probably be 'St. James Infirmary', by Louis Armstrong, originally done by Cab Calloway. Boy I'm feeling old.



What's your favourite book?

It's a trilogy, Isaac Asimov's Foundation series. I can remember in 1969 he was the guy on the BBC who explained some of the issues behind the moon landing while it happened live.

What's your favourite movie?

I think Star Wars must have left an Impression, it wasn't much later when I first saw theVarieze then the Long-EZ, who didn't want to fly an X-fighter.

What's your idea of perfect happiness?

Flying around the Caribbean seems to tick all the boxes (trying to talk the wife into it, don't know why she's resisting, maybe the pilot)

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

Flying to Oshkosh in the Zenith with only 15 hours tail wheel experience in 2003 hundredth anniversary of flight. It took 10 days to get back, there's not enough room for that story.

If money was no object, what would you fly?

Grumman Widgeon, love the old flying boats!

What trait do you most deplore in yourself?

My wife wants to answer this she has a list. But moving on Procrastination is near the top of the list - maybe — sure.

What trait do you most deplore in other people?

Can I have more than one? Authoritarian, self important, rigid thinker

What's your motto?

Live and let live

How would you like to be remembered?

For my integrity.



John Weur's Photo of the Month



This month's effort only goes to reenforce that photoshop can only help so much.

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

2018 IN RETROSPECT



Yesterday marked 12 months since the first flight of our Glasair Sportsman 2+2. It's hard to believe until one looks at the logbook; 88 hours of air time, nearly 110 hours of flight time in my pilot's logbook.

As one would expect, the first few flights were somewhat tense, learning a new airplane, expecting all the new equipment to take me by surprise in one way or another. I was watchful, wary, on edge, just waiting for that moment when something would go wrong.

I still remember the flight where I discovered myself relaxing and enjoying the airplane. I was very close to the required 25 hours of the initial flight test phase. I had checked off almost everything on my test cards - the few remaining items were proving elusive as a result of consistently-crappy winter weather.

VFR weather with a 10,000'+ ceiling wasn't happening. Instead I found myself threading my way between walls of clouds and snow showers just to stay VFR at 2000'. On this day I was flying over the icy surface of White Lake, looking down at the ice fishing huts and snowmobilers zipping along the lake while keeping the wingtips out of the clouds. That was when I realized that I was relaxed, comfortably humming along, dipping and banking around the clouds in an aircraft that easily obeyed my command. It was a moment of sheer bliss.

Since that first moment of bliss there have been many others. Touching down in the middle of the white dot on RWY 9 at Oshkosh is a moment I'll never forget. Picking up my wife in New Brunswick and delivering her home in a fraction of the time we would normally have spent driving that

same trip on the roads was another tremendously satisfying moment. Watching all the local fireworks displays on Canada Day from our comfortable perch at 2000' had been on our bucket list for years, just waiting for the Sportsman to make it happen. Taking my 84 year old father for a first flight together was another moment 38 years in the making, made possible by the easy access afforded by the Sportsman.

Our Sportsman came to us as a work-in-progress following the death of its original owner and EAA 245 member, Bill Gignac. In September I was able to take Bill's widow up for her first flight in a light aircraft, and then her first night flight in a light aircraft. Tears flowed as we both recognized the significance of the moment; her husband's dream had finally become reality. Then there was that first Young Eagles flight, and the young person's smile that would have lit up the darkest day. Likewise for the flight with the young man who was anxiously awaiting acceptance into the pilot training program of the Royal Canadian Air Force. It wasn't his first flight with me, but it was his first flight in the Sportsman. He often visited the hangar as the Sportsman was being built, keenly

observing and probing every aspect of its construction. During our flight he handled the airplane smoothly, building confidence with every maneuver; he nailed the turns and held altitude beautifully in the pattern, establishing us on a smooth, stable final approach, finally relinquishing control only moments before the wheels touched down. Six weeks later he contacted me to jubilantly proclaim that he had been accepted into the RCAF and that his flight training would start in January. I can't wait for the day when he descends upon our little airport in a thundering military machine. Who knows, maybe the tables will turn and I'll be the one riding along, learning.

Looking at the calendar I think, "Wow, has it been a year already?" Reviewing my pilot's logbook causes me to reflect on all the experiences this airplane has enabled. I'm left asking myself, "Wow, all that in only a year?" The Sportsman truly has been a magic carpet for us - I can't wait to see where she'll take us next!

Mark Briggs



Classifieds



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



AIRCRAFT FOR SALE DHC-2 BEAVER C-GBUL

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

Year: 1953. S/N: 588

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

Colour: Brown and beige.

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

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

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

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

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

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

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

All wiring were replaced with Teflon coated aircraft wire.

New Cessna switches and breakers were installed in 1986.

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

Engine instruments: - standard.

EI Electronics fuel flow connected to GPS. (2006)

Communication radios: - 1 VHF King KY 96A

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

Navigational aids:

- 1 GPS Garmin 150
- 1 ADF King KT96

Special equipment: - Wipaire electric driven flaps pump system.

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

Wipaire water-rudder retract handle.

Wing tip tanks.

External power receptacle and boost cable.

New battery April 8th, 2013.

Solar power plug in for the battery.

-pare parts.

Flush doors latches, Citabria type, with lock.

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

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

Kenmore seaplane finlets.

Ventral fin (part of PZL engine installation).

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

Gross weight: 5370 LBS.

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

Damage history: small bump in the right wing.

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

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

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

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

Power settings, speed and GPH:

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

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

OPTIONS:

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

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

History:

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

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

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

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

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

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

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

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

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

Contact: André Durocher (Owner)

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

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

info@pontiacairpark.com

AIRCRAFT FOR SALE: Challenger

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

320 HRS TT Rotax 503, Puddle Jumper Floats,

Datum electric retractable wheel skis. Garmin 496 GPS,

Transponder. Intercom. 15 gal tank.

Turbulence aviation seats and interior.

Owner built and maintained.

Always hangared.

Canopy cover, engine cover, hydraulic lift for changing gear

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



Who we are

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

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

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