



Carb Heat

Hot Air and Flying Rumours
 EAA 245 NEWSLETTER Vol 38 No. 10



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 P.O. Box 24149 Hazeldean R.P.O.,
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Next Meeting:

Nav-Canada Theater at CYOW
 Thursday November 20th at 8:00 PM
 406 MHz **ELT** News
 by Mark Briggs

November 2008

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President's Message



Photo 1 Martin trying on the Personal Flying Machine at Airventure 2008

We will be meeting again at the Nav Canada building at 1601 Tom Roberts for our November meeting, and in January will resume meeting in the Bush Theatre in the Aviation Museum. As a reminder, to gain access to 1601 Tom Roberts we must:

1. Give our names and organization (EAA Ch245) at the security gate
2. Be shown to the theatre by a NavCan employee (Dwayne)
3. Give our names on exiting the security gate

October Meeting

Our October meeting was the annual general meeting for EAA 245. The results of the elections are:

- Martin Poettcker was re-elected as President,
- John Montgomery was elected as Membership Director,
- Russ Holmes was re-elected as Webmaster
- Nathan Aligizakis was re-elected as Technical Information Officer.

Two of our members have volunteered for the Operations position. Andy Phillips and Andy DePippo will be sharing the duties and will be spearheading the ongoing activities. Please be sure to respond to any questions they may have or to help out for the tasks that take extra hands. Welcome aboard Andy!

Following the elections Andrew Phillips reviewed his trip to Oregon where he took flight training in an RV-7 and passed through both Vans and the Evergreen Aviation Museum. Thanks Andy for an excellent talk.

Air Cadets Fly Day

The fly day scheduled by Air Cadet Squadron 872 for 26 October was cancelled. The rescheduled date for the air cadet's fly in is Saturday, November 15th with Sunday, November 16th as the rain date.

SportAir Workshops

Two workshops were held at our hanger and lounge at the Carp airport on Oct 18 and 19th. The workshop on electrical wiring was held in the workshop area and had four students. Bill Reed and Mark Briggs instructed. The annual inspection workshop was held in the lounge. Five students took this course that was instructed by Jack Dueck from the High River Alberta EAA Chapter. The workshops were very successful, both from the student's perspective and from that of EAA Chapter 245. We look forward to participating in future workshops.

Upcoming Meetings

At our November meeting Mark Briggs will give us the scoop on 406MHz ELTs and what our alternatives for ELT usage are.

The next regular meeting will be held at 8:00PM on Thursday, November 20th at the Nav Canada building at 1601 Tom Roberts.

Editor's note. We are fortunate to have a report on Vintage Wings of Canada (VWoC) in this issue. Hopefully it will become a regular column.

20 Nov 2008	406 MHz ELT News by Mark Briggs
18 Dec 2008	No meeting – Christmas Break
16 Jan 2009	George's Zenith Zodiac by George Skinner (at Aviation Museum)
19 Feb 2009	TBD

Hoping to see you all at the November meeting, and as always-

Blue Skies,

Martin

Aluminum Pop Can Recycling Program

As most of you know Irving Sloan has been running an aluminum pop can recycling program on behalf of the

Local News

Chapter for more than a year. All funds raised are donated to the Chapter to cover our operating expenses. Please donate your pop cans to this program, either by dropping them off at the Chapter hanger

at the Carp Airport or by bring them to the Chapter meetings at the Aviation Museum – let's all support Irving's work.

Aviation humour

From AVwebFlash Volume 14, Number 45a November 3, 2008

Overheard in *IFR Magazine's* "On the Air"

Heard on the Detroit approach frequency while flying just north of Detroit City Airport one Sunday evening:

Approach:

"Airliner XXXX, turn left heading 350. Direct Flint when able."

Airliner XXXX:

"Left three-fifty, direct Flint."

Approach:

"Airliner YYYY, proceed direct Salem when able."

Airliner YYYY:

"Direct Salem."

Airliner XXXX:

"Airliner YYYY — hey, Dave, is that you? How's it going?"

Airliner YYYY:

"Yeah. That you, Bud? Just fine ..."
(and other pleasantries)

Approach:

"How about I go and work another frequency and let you guys chat?"

Airliner XXXX:

"That'll work."

Andrew C. Taylor

Ann Arbor, Michigan

EXHAUST – from the Carb Heat Archives 20 YEARS AGO October 1988

October's meeting was held in the Chapter Lounge at the Carp Airport. Twenty-five members attended this annual General Meeting and business dealt with included changes to the Chapter's by-laws, fees and dues increases and the annual elections.

Gord Standing, the guest speaker, gave an informative and interesting presentation on building his Bi-wing version of the Fly Baby.

"Flight Lines" by Nina and Olav Peterson brought members up to date on news from Nova Scotia, the

Alexandria fly-in breakfast and St. Hubert Airport, Montreal, which celebrated its 60th Anniversary. 1988 was a year of several significant 60th anniversary celebrations, the Petersons reported, including those by the deHaviland Aircraft Company of Canada, the Canadian Aviation

magazine, the Ottawa Flying Club as well as the St Hubert Airport.

EXHAUST – from the Carb Heat Archives 20 YEARS AGO November 1988

Carb Heat, November 1988, warned EAA Chapter 245 members that 100LL may be introduced as early as 1989. 100LL was destined to replace 80/87 Octane fuel which in October 1988 was selling for between 69 cents to 73 cents per litre in the area.

During the November 1988 meeting held at the NRC on Sussex Drive, Dave Stroud gave a very informative talk on converting a ½ VW engine for installation on his Fisher 202.

Club Secretary Andy Douma presented two sound/slide programs from DOT about the perils of winter flying and also took the opportunity to announce that CASARA was looking for volunteers in the Ottawa area, specifically wanted were pilots with high wing aircraft, search navigators and spotters.

Also reported in the November 1988 newsletter was news of an informal association of aviation enthusiasts called the “Glass

Cockpit Project” involved in developing an avionics system utilizing computer technology for the amateur-built and general aviation market. The “Glass Cockpit Project” hopes to use the Georef global mapping coordinate system with most of the information to be derived from Transport Canada and FAA aeronautical charts and airport and navaid data.

EAA Chapter 245 Newsletters - Scanned for Archives (SHADED) - 01 November 2008

Newsletters have been scanned from copies loaned/donated by:

Bill Argue; Stan Acres; Andy Douma; Gary Fancy; Terry Peters; Russ Robinson; Wayne Griese.

	January	February	March	April	May	June	Jul/Aug	September	October	Nov./Dec.
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CAN YOU PROVIDE A COPY OF A MISSING “CARB HEAT” FOR OUR ARCHIVES?

Vintage News

Happenings @ Vintage Wings of Canada

After almost a year of restoration work, the Vintage Wings CL-13 Canadair Sabre emerged in temporary graphics ready to celebrate the Centennial of Flight starting in February 2009 with an overflight of Bedeck Nova Scotia. This former RCAF Sabre (or "Sword" as they were sometimes called by air crew) and formerly a member of Experimental Aircraft Association's vintage aircraft fleet where it was known as "The Huff", this aircraft has emerged ready to resume its former association with the RCAF Golden Hawks aerobatic team of the 1960's.

While not one of the original Golden Hawk team aircraft, it was used to evaluate prospective Golden Hawk team members at their base in Chatham, N.B. . It is also not an all original airframe since the fuselage is a former RCAF Mk. 5 with donor wings of a Mk. 6 aircraft equipped with the leading edge slats. So for all intents and purposes this aircraft has all of the attributes of a Mk. 6 Sabre as it is also powered by an Avro Orenda 14 one of the later Marks of this Canadian designed and developed engine. The Orenda when first introduced was the most advanced axial flow gas turbine engine in the world and father to later axial turbine designs from all major engine manufactures.



Photo: Don MacNeil ↑

Profile: Jim Belliveau ↓



Vintage Wings as owners of the aircraft are loaning it to a consortium known as Hawk One and which is headed up by former Snowbird Lead Lt. Col. Steve Will and comprised of National Defence, Discovery Air and Vintage Wings. Marks Work Warehouse is providing flight suits and other clothing for the air crew. National Defence has been participating

in the preparation of the aircraft through donation of new engines, spares, the fitting



of a CT-114 Tutor ejection seat, technical support and painting of the aircraft at Cold Lake in Golden Hawk colours.

The aircraft will be flown with the Snowbirds throughout Canada at centennial celebrations and airshows by Canadian astronaut, Chris Hadfield and other distinguished pilots. At the end of Centennial celebrations the aircraft will be returned to the Vintage Wing collection. Any proceeds from the Hawk One project will go to the Military Family's Benevolent Fund.

For more information about the project and a complete history of this aircraft see the Hawk One web site: www.HawkOne.ca

While the Sabre has certainly occupied a major portion of the restoration time over this past year at the VWoC hangar, it is not the only project that has been moving ahead. The following provides a status of other restorations underway.

Bob Fassold's Chipmunk Restoration

Once the Sabre is out the door and on its way to Cold Lake, the Chipmunk will receive more manpower to complete reassembly after having been completely dismantled, inspected wings recovered, stripped, repainted and an engine overhaul. This aircraft will be housed with the VWoC collection but will be operated by Bob at arms length from the Vintage Wings collection for now. Bob is a former RCAF Comet captain.

Stocky Edwards "Kittyhawk" Arrival

Pioneer Aero in New Zealand has been doing their magic in rebuilding yet another Kittyhawk. This Vintage Wings edition should be test flown in December, loaded in a container and shipped to Canada in February 2009, reassembled and test flown in March 2009. The aircraft will be painted in the markings of Stocky Edwards, Canada's third highest scoring ace. We hope to have Stocky present for

the dedication and first flight of this aircraft.

Westland Lysander Inspection & Flight Preparation

Undergoing a skin-off inspection and waiting for the Bristol Mercury engine to return from overhaul in England, it is anticipated that the Lysander could be back in the air by June of 2009.

Fairey Swordfish Flight Preparation

VWoC is patiently waiting for the Swordfish engine to also return from the UK. Now that the Fleet Air Arm Swordfish is back in the air, it is hoped that the VWoC Bristol Pegasus engine overhaul can now be completed and returned to Canada. Overhaul work was held up due to a problem finding replacement sodium filled valves and an overhaul facility backlog.

2009 Vintage Wings Open Houses

- Saturday, June 6th-D Day
- Saturday, September 19th

[Canada Day 2009 – Telling the story of the Mk. XVIe Spitfire](#)

Don MacNeil

Historian - Vintage Wings of Canada

EAA Member



FROM "THE OLD AND THE BOLD"

by Ken Cavers

"A CHAMP ALL THE WAY!"

[Editors Note: This report was submitted by Russ Robinson. What follows is an account of Ken Cavers' flight from Regina, Saskatchewan, to Carp, Ontario in the Aeronca Champ which he had just purchased in Regina. Ted Slack was his 'Back-Seater' for the trip and helped with the navigation and the tough spots.]

Q. When is a "Champ" a champ?

A. When it's a champ all the way; all the way from Regina, Sask. To Ottawa.

Heading south out of Regina with the Lumsden "Stubble Jumper" across the flat prairies that were totally bare of snow on an approximately 2 hour hop, we arrived at Estevan or what our map said was Estevan. A quick look would tell anybody that the old wartime training field of the standard triangle pattern was totally non-usable as all the buildings were demolished and the runways were barely visible; besides, the powerline across the runways made it a hazard.

Now what? Well, as luck sometimes smiles through, there was a cross strip grass field almost adjacent to the first one, so we landed. We taxied up to the gas pump and went into the terminal building which was wide open, only to find no one at home, not even in the hangar next door. We walked across a field to a house, rang the doorbell to get a lady out of her shower. After explaining our problem, she was very helpful and made a phone call to the "New Estevan Airport" located 3 miles north and 1 mile east of the town. I was told by the lady that we had landed at what is

known as Estevan (Blue Sky) with an ident of JU2. The kind lady also said don't feel bad as we were not the first pilots to make that mistake. I thanked her very much as kindly as I possibly could and we departed on a 15 minute hop to the brand new Estevan Airport opened in 1989.

This was the beginning and a good indication of what it was to be like for the remainder of an IFR & R & R flight of some 1600 miles and 18 hours of flying.

With Estevan now out of our hair, we headed for Minot, N. Dakota, to clear US customs and to refuel. It was at this point that it became clear that we were going to have a problem with very strong winds, especially while taxiing crosswind, but we overcame.

Next on the list was Devil Lake, N.D. 110 miles east of Minot. This is where the winds were the strongest. After turning a couple of unwanted circles at the main intersection to try and taxi crosswind, it was clear to see that one of us would have to get out and "walk" the tail of the aircraft to the ramp area to

eliminate any further steering problems.

This is where we were truly introduced to "American Hospitality". Checking in at the terminal building and enquiring about motels and taxis and a good place to eat, we were handed the keys to the airport 1/2 ton pick-up and told to use it for the night, which motel to use, and which restaurant to eat at. Now, that is "Hospitality First Class!"

It turned cold that night of the last day of March only to find, the next morning, a very heavy layer of frost build-up on the wings. After the sun came up to help soften the hard crust, we finally removed it after at least an hour of work. We refuelled and had to preheat the engine and soon departed to our next stop, Bernidji, Minnesota.

This, to say the least, was an uneventful stop. We refuelled, had a coffee, made a pit stop, filed a flight plan and then it was on to our next stop at Ashland, Wisconsin. As we approached Duluth, this is where we saw the first significant amount of snow on the ground. At Ashland, there

was plenty of snow, but we had no problems. From the air, it looked like a new north-south runway had been added to an existing east-west runway. As we taxied to the ramp area, the first thing we saw was a 414 Cessna, gear up Hat on its belly, all the prop tips curled back like someone missed a landing. Now the hospitality here even surpassed that of Devil Lake. The Airport Manager already had a weather report for us and advised us of a snow storm at Marquette, Michigan, which was our planned overnight stop. We accepted and tied down for the night. Now comes the good part: we did not need a taxi to get to a motel as the motel operator came to the airport, picked us up and drove us into town only 3 miles away. He booked us into a very adequate room for two at a cost of only \$28 for the two of us, the same as at Devil Lake.

The next morning, we were driven back to the airport to continue our journey. This is where this Canadian learned a lesson in hospitality. But wait, the best part is yet to come! A young lady, who appeared on the scene as we were coaxing a balky engine to life, suggested that some heat might be in order. We then pushed C-GEDB to her hangar very close by. When she opened the hangar doors, "Wow!", What a surprise to see a Spezio Two Holer and a Smith Miniplane both in show plane condition. Needless to say, a lot of talking was done. The engine started and we took off, waving

goodbye with the wings as we climbed out.

Winging our way to Marquette, Michigan, and seeing an increase in the snow level on the ground, we were soon introduced to what lay in store for us. Marquette has an east—west main runway with no apparent signs of a cross strip, but it could have been there, still under snow from the snowfall the previous day. With a 90 degree crosswind at 25 knots directly out of the North, we circled the airport to plan what to do. With no other airport close by to divert to, we chose to land on a very short taxi strip that faced directly into the wind. We estimated the taxi strip to be 300 feet long. A power-on approach was in order because I knew I would have only one shot at it. The tail wheel touched first, then the mains and I was on the brakes "toute suite". When everything stopped, there was roughly 100 feet to spare. "Whew!" Another quick turnaround here as the FAA had an inspection aircraft overhead. In the words of the Airport Manager, "I never saw anything; I never heard anything." Taxiing to the main runway for take-off, the FAA aircraft touched down right in front of us. As soon as he cleared the runway, we simply got the Hell out of there.

Ice-covered Lake Superior soon came into view as we followed the south shoreline and Sault St. Marie soon carne into view. At this time, I was surprised to see the large upper lake steam ships having to

break their own path through the ice in Lake Superior. One would think that an ice breaker would have been used. Approaching S.S. Marie, our fun began again as our radios seemed to have given up the ghost, just when we needed them the most, especially on entry into Canada. We followed the laid—down procedure, thanks to Ted, as I am sure I would have been lost. A green light from the tower allowed us to land. Here again the cross wind for taxiing was wild and again Ted was called upon to walk the tail in. With an explanation to the FSS and the tower, all was OK. Again another quick turnaround and departure to make use of a lovely tailwind we were now enjoying.

This leg of the trip took us on a direct flight over rocks, swamps and mountains. Elliot Lake came into view some distance away. It looked like a single strip, paved and very serviceable. Time to transfer fuel into the main tank as this was to be a long leg.

Sudbury was now in view and those huge smoke stacks are a real good beacon. Sudbury Airport was now visible, but a low level fuel situation now existed, so it was straight to the button, no circuit, and land, taxi clearance to the Sudbury Flying Club to tie down for the night as it was close to 6 pm local time.

At this time it was a rude awakening to the harsh world of reality: a \$28 taxi ride to a hotel downtown for a room at a

cost of \$88 to be within walking distance of a restaurant. A prearranged phone call was made to verify our location and condition and ETA to Carp Airport. Old friend Gord Standing was waiting for the call. It was good to hear his welcome voice as he was to relay the call to other appropriate people here in Ottawa.

Next morning, April 3, we paid another \$28 taxi ride back to the airport and prepared for the next leg of the trip. A visit into the hangar where we were tied down explained the strange aircraft to the locals. All was OK with them, so we refuelled and departed.

Here again, it was a straight out direct flight to Pembroke over Algonquin Park. Passing North Bay, we had to cross over Lake Nippising to clear the control zone. Wow! is that ever a long runway at North Bay! Over Lake Traverse and on to Pembroke, land and refuel as the time is almost noon.

Another phone call to Gord to verify our ETA, a coffee, a cookie and away we go again.

Now we were in the "Valley", so a chart and compass were not really needed as this is home turf. Just follow your nose down the mighty Ottawa River and on to Carp Airport to land at approximately 1:20 pm April 3, 1992. It sure felt good to be home with my little bird to the waiting arms of my wife, my daughter and baby granddaughter.

Thanks go to old friend Gord Standing who prepared a tiedown spot, with all the snow that was still here. What a welcome to Ontario for the "Ol' Stubble Jumper!"

So we came to the end of a long trip, many trying hours of flying over a long period of time. I am more sure than ever that the success of the trip was due to the expertise of Ted Slack and his navigation. Many thanks, Ted!

Trip Resume

Depart Regina 1030 March 31, 1992

Arrive Carp 1320 April 3, 1992

Distance Flown: 1600 sm

Duration: 3-1/2 days

Flying Time: 18 hrs

Average Speed: 84 mph

Altitude: 3500' or 5500'

Fuel Used: 438.6 litres

Oil Used: 5 litres

Gasoline: 100 LL

Gasoline Prices

Regina	\$0.83 /l.
Estevan	\$0.73 /l.
Minot, ND	\$1.81/US gal
Devil Lake	\$1.95/US gal
Bernidji, Min	\$1.92/US gal
Ashland, Wis	\$.215/US gal
Marquette, Mich	\$1.90/US gal
SS Marie	\$0.85/l.
Sudbury	\$0.92/ l.
Pembroke	\$0.75 /l.

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website

Picton, ON: Breakfast on the second Sunday of every month - starting in April (call for runway conditions during winter) at the Prince Edward Flying Club - Picton Airport (CNT7). For more information call 613-399-9076..

NOVEMBER

November 29th, Kingston, ON: 12th Annual Aviation Christmas Dinner, Italo Canadian Club Montreal St at hwy 401. Ted Barris will be back by popular

demand to be our guest speaker. Tickets will be available for \$26.00 per person and can contact myself, Lois Tisdale at 613-548-3753 or by email tisdalel@kingston.net.

DECEMBER

GLENN CURTISS MUSEUM / GENESEO AIRSHOW JULY 10-12, 2009

BUS TOUR ALL INCLUSIVE FROM OTTAWA

OUR FIRST ANNUAL ALL INCLUSIVE BUS TOUR PACKAGE INCLUDES RETURN BUS TRANSPORT, TWO NIGHTS ACCOMMODATION AT THE QUALITY INN GENESEO, (LARGE OUTDOOR

POOL) , ADMISSION TO THE GLENN CURTISS MUSEUM IN HAMMONDSPORT, NEW YORK, ADMISSION TO THE GENESEO AIRSHOW (THE GREATEST SHOW ON TURF), FREE STEAK DINNER ON SITE AT THE AIRSHOW SATURDAY NIGHT, COMPLIMENTARY ACCESS TO OUR TOUR TENT DURING THE SHOW FOR RELAXATION, BEVERAGES AND SHADE.

ITINERARY:

Friday July 10, 2009 07:30 am Depart Rideau Valley Airpark
 08:00 am Clear Customs Ogdensburg
 12:30 pm Arrive Hammondsport for 1hr. Lunch
 1:30 pm Enter Glenn Curtiss Museum
 4:00 pm Depart to Geneseo
 5:30 pm Hotel check in
 6:30 pm Depart to airshow grounds for preview night
 9:30 pm Return to Hotel, Complimentary breakfast next morning

Saturday July 11, 09 8:30 am Depart to Airshow. Four free return hotel shuttles daily
 All Day Visit our complimentary airshow tent for refreshments
 5:30 pm Complimentary BBQ steak dinner at airshow
 9:30 pm Final bus departure to hotel

Sunday July 12, 09 8:30am Complimentary breakfast at Hotel
 9:30 am Depart Geneseo for Home, lunch stop along the way
 3:30 pm Arrive Rideau Valley Airpark

RESERVATIONS ARE MADE ON A FIRST COME FIRST SERVED BASIS WITH A LIMIT OF 40 SEATS. FULL COST INCLUDING ALL TAXES IN CANADIAN DOLLARS IS \$359 PER PERSON WITH TWO PERSONS PER ROOM, KING BED OR \$279 PER PERSON WITH QUAD ACCOMMODATION, TWO DOUBLE BEDS. A DEPOSIT

OF \$ 100 PER PERSON WILL HOLD YOUR RESERVATION, WITH FULL PAYMENT REQUIRED 90 DAYS PRIOR TO DEPARTURE, APRIL 10, 2009. RESERVATIONS CAN BE CANCELLED WITH WRITTEN REQUEST UP TO 90 DAYS PRIOR TO DEPARTURE AND ARE SUBJECT TO A \$25 CANCELLATION FEE. FOR

FURTHER INFORMATION OR RESERVATIONS, CONTACT DAVID STROUD dstroud@storm.ca OR CALL 613-227-8852.

CHECK THESE LINKS:

www.glenncurtissmuseum.org
 AND www.1941hag.org/ and click on 2008 airshow

Time to renew your membership in EAA Chapter 245 Fill in the application form on page 12 and bring it to the meeting or mail it to the address on the front page of the newsletter.

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [bill at ncf dot ca](mailto:bill@ncf.ca)
 Deadline is first of the month. Ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

For Sale	\$250.00
David Clark 10-40 Headsets. 2 pair \$150 each, both for \$250 06/08Call Bill Wilton at 613-259-2605	

For Sale	\$5,500.00
Certified Rotax 912F 2000 hours on condition" program, without oil tanks or radiators. This engine was showing a little metal, most likely gear box, normally this goes away after the next oil change, A complete 50hr oil analysis history is available . 10/08 Call Larry Loretto. at 613 675 2301	

For Sale	\$6,000.00
Certified Rotax 912F 2000 hours on condition" program, without oil tanks or radiators A complete 50hr oil analysis history is available 10/08 Call Larry Loretto. at 613 675 2301	

For Rent
Chapter 245 members can rent a tiedowns near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. 11/08 call Curtis Hillier 613 831-6352

MAP 2



Figure 1 Map to NAV Canada Control Tower at the Ottawa Airport. The arrow points to the gate at the entrance to the airport on the West Side.

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 2 weeks before the next meeting.

A short example follows:

- Meeting date – 2008 Newsletter deadlines
- December – Jan (December shifted to January 2009)
- January 15th – Jan 1st
- February 19th – Feb 5th
- March 19th – Mar 5th
- April 16th – Apr 2nd
- May 21st – May 7th
- June 20st (CYRP) – June 6th (At the Chapter hangar)
- July 18th (CYRP) – July 4th (At the Chapter hangar)
- August – no newsletter
- September 17th – September 3rd
- October 15th – October 1st
- November 19th – November 5th

This is the last newsletter for this year, 2008! Those that are equipped should be ski flying by the time the next newsletter appears.

Seasons Greetings to all!

The Chapter 245 exec wishes you all Safe holidays a Happy New Year.



EAA Chapter 245 Membership Application

NEW: ___ RENEWAL: ___ DATE: ___/___/___

EAA NUMBER _____

EXP Date: ___/___/___

NAME: _____

ADDRESS: _____

CITY/TOWN: _____

PROV: _____ .PC: _____

PHONE: (___) ___ - ___ .H (___) ___ - ___ .W

EMAIL: _____

N/L DISTRIBUTION Preference: email ___ post ___

AIRCRAFT & REGISTRATION:

OTHER AVIATION AFFILIATIONS:

COPA: ___ RAA: ___ UPAC: _____

OTHER: _____

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

Newsletter subscriber ___: \$35.00 Newsletter only

Associate Member ___: \$35.00* Newsletter plus Chapter facilities

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

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

Make cheque payable to:
EAA Chapter 245 (Ottawa)
Mail to - P.O. Box 24149, Hazeldean R.P.O., Kanata,
Ontario, K2M 2C3