



Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 40 No. 04

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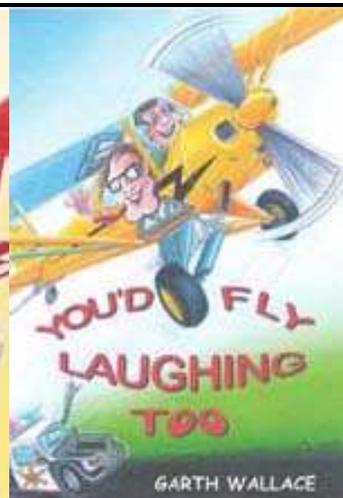
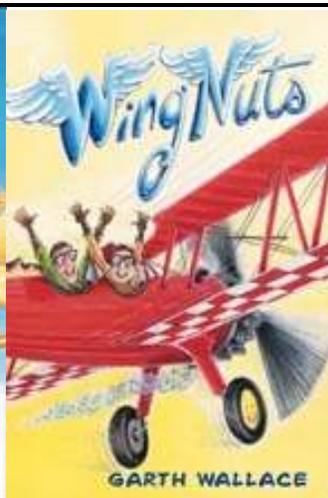
Contents

President's message	Page 2
Exhaust 30/20 years ago	Page 3
Humour	Page 4
Local News	Page 4
EAA HQ News	Page 5
Fly-out possibilities	Page 6
EAA 245 History	Page 7
For Sale	Page 9
Membership Form	Page 10
Breakfast Poster	Page 11

April 2010 Meeting
Bush Theatre - National
Aviation Museum
Thursday April 15th at 8:00 PM
Aviation Humour
by Garth Wallace

Come out and see Garth at our next meeting. Garth will probably have some of his books for sale at the meeting.

Enjoy the humour from a former instructor.



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EAA 245 Website:

<http://eaa245.dhs.org/>

President's Message



I am pleased to announce that I will be able to represent Chapter 245 at Sun'n Fun again this year, and at no cost to the Chapter!

Unfortunately this means I will be away for the April meeting so Phillip Johnson and Curtis Hillier will chair the meeting.

March Meeting

At our March Meeting Phil Johnson told us about his attempt to fly to the Rough River Fly In last year. It seems that Phil was not meant to attend in anything other than a glass aircraft, as the weather allowed only a close approach. Thanks to Phil for detailing all the flights to alternate destinations!

Maintenance Day

Our annual maintenance day has been scheduled for Saturday, 05 June 2010. We will start at 8:30AM and work till mid afternoon. Andy DePippo will finalise the list of tasks to be carried out this year and

organise the work parties. Please mark this date on your calendars and give us a hand on the 5th to keep our hanger in good shape.

Meeting Times

After our February meeting was suggested that we move our meeting times ahead by 30 minutes to start at 7:30PM instead of 8:00PM. This would allow us extra time for socializing later. An email poll of the members resulted in 35 replies, with 29 in favour of the earlier time, 2 opposed and 4 ambivalent. Based on this I will schedule next years meetings to start at 7:30PM instead of 8:00PM, as long as things can be arranged properly with the museum. Since there are only two meetings left this term at the museum, they will be held at the current start time of 8:00PM.

Tool Purchases

I noted at the March meeting that we will be purchasing some tools for Chapter use this year

and asked for suggestions from the membership of what would be useful. I gave a few examples, one of which was a punch to create holes in panels for instruments. Later, one of the first time attendees called me over and told me that he had one of these dies and that he would donate it to the Chapter. Thank you John MacLean!

I am still interested in hearing from the membership and builders what tools could be useful, so let me or Andy DePippo know and we can prioritise our purchases.

Upcoming Meetings

Our next regular meeting will be held at 8:00PM on Thursday, April 15th in the Bush Theatre at the Canadian Aviation Museum.

Garth Wallace will be present to entertain us with more of his humorous anecdotes from his long career in aviation.

15 Apr 2010	Aviation Humour, by Garth Wallace
20 May 2010	ADSB, by Karen Walker and Dan McDonald of NavCanada
19 Jun 2010	First Flight Awards and Sun n Fun Recap – Saturday 10AM at the Chapter Lounge

Hoping you can attend the	April meeting, and as always- Blue Skies,	Martin
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EXHAUST – from the Carb Heat Archives

Does anybody have information on EAA 245’s activities prior to 1976 – especially about the formation of the chapter and the early organization? Please let me know and I’ll add it to our archives. Wayne Griese
 Keep digging folks – information on the early years of homebuilding and Experimental Aircraft in the Ottawa area is wanted. Cheers - Wayne Griese.

30 YEARS AGO - April 1980

Where will the Chapter hangar be located on Carp Airport? This question was raised in the April 1980 edition of Carb Heat. A question on my mind for a number of years was answered in this edition of the newsletter too: Ken Martin and Jean-Paul Vaillancourt were present at the founding meeting of the Ottawa Ultralight Aircraft Association meeting in 1962, and were instrumental in organizing the group. Norm Hoye became president, Joe Collins Vice-President and Norm Avery was

Secretary. So can we have a fiftieth anniversary celebration in 2012 if my math is correct!

Below is part of a recent e-mail I received last month from Norm Avery:

“30 years ago....WOW. Bill Murray, an enthusiast of EAA, showed me your Carb Heat in which there is a mentioned of the EAA chapter origins so long ago. Well, I think I can take you back a bit farther. Myself and Norm Hoye (not Hove) were both building VJ22 Volmer Sportmans

in the early sixties and ran into other builders. We decided to get enthusiasts together and set up ULACO, the Ultralight Aircraft Club of Ottawa. The club grew quickly and evolved at some time into the current chapter of EAA. I can recall the names of a few of the members: Mike Kelly (dec.), Lionel Robidoux, Bass Bouthorn (sp?) but I'll have to dig deeper in my basement to see if I have other names to add.”

Thanks Norm

20 YEARS AGO – April 1990

Getting electricity to the EAA Chapter 245 hangar at Carp was a major concern in April of 1990. A hydro inspector viewed the site, got a ride in Dick

Moore’s Cessna 150 and went home with a smile on his face and a story to tell his children. Chapter members were a little less happy to approve spending up to \$5000 to get the job done.

Ted Slack was the feature speaker at the monthly meeting giving a talk on “Determining G of G limits”.

Old Carb Heat Newsletters Wanted

Fill in the blanks for EAA Chapter 245 Archives

Year\Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
'71												
'72												
'73												
'74												
'75												
'76												

Note: Scanned copies of 25 years of Carb Heat, from 1984 to 2008, are on the Chapter's computer for you to view or copy. If you can provide a copy of the missing issues(white) contact Wayne Griese. Thanks for your support. *Wayne can be contacted via email at wayner at igs dot net. Or by phone at 613-256-5439*

Aviation Humour from AVwebFlash Volume 16, Number 13a

SHORT FINAL

Volume 16, Number 13a
March 29, 2010

While flying an ADS-B test around NYC, I overheard this exchange:

ATC:

"Airline 123, would you like the visual for 10?"

Airliner 123:

"Let me ask the Big Guy."

[pause]

Airliner 123:

"That will be fine."

ATC:

"Visual 10 for the Big Guy!"

B. J. Riester

via e-mail

Local News

Classic Air Rallye

I work for a group called Flightworks which is planning our 4th edition of the Classic Air Rallye in cooperation with the Canadian Aviation Museum in Ottawa and the Vintage Wings of Canada scheduled for August 28th & 29th 2010. The event is held at the Rockcliffe airport where the museum resides

It is the time of the year to start the planification of the Classic Air Rallye where the public can view classics aircraft mixed with warbirds along with WWII re-enactors, vehicles and classic cars .We expect to have quite variety of aircraft attending the event such as Vintage Wings of Canada's collection such as the , Corsair, Lysander, P-40, Beaver, Staggerwing, Swordfish, Tiger Moth, Fox Moth etc... along with lots of classic Pipers, Seabees, Stinsons, Fleet Canuck, Ercoupe, Aeroncas, Stearmans, Chipmunk, Harvards, Tiger Moth, Yaks, FW-149 , C-45, Wirraway, NA Yale, Yak-52 and

CJ-6 Nanchangs. Over 100 aircraft gathered.

Our website will be updated soon with the 2010 details.

Here is the address:
<http://www.flightworks.ca/>

Please pass the word to all the members.

Thanks

Michel Côté

Vintage Wings of Canada

Flightworks

Tour of the North Star

At the last meeting we discussed the tour of the North Star at the National Aviation Museum. Ted Slack has arranged for a previous flight engineer to take us through the partially restored North Star. We suggested that the tour take place on the third Thursday of June (June 17th). Since the June meeting will be held on the third Saturday at the EAA 245 hangar, the Thursday evening is open for the tour.

The Field is soft

The area in front of the row hangar at Carp is in better shape than previous years but the ground is still soft. Please do not drive on the grass until the ground firms up. We will have to do some road repair on the recently graveled path into the main hangar because of the traffic over the road when it was soft.

The work done by the row hangar owners seems to have paid off because the area at the back of the hangars is drier than other years even though the airport uses the area as a snow dump.

EAA Annual Breakfast August 8th 2010

Hello everyone, this year's annual fly in breakfast will be on August 8, 2010, with the clean up set up on the Saturday August 7, 2010.

Once again this year I am the overall organizer with my Daughter Jennifer working the food provisions, Russ is running all publicity and Martin Poettcker running the clean up / set up day.

The day of the event (8 August 2010) I will assign jobs and do the overall food operations and Lars will once again be running the air, car and foot traffic team.

If you will be able to help out we strongly urge you to check your calendars and sign up early, we seem to always have enough folks help out but too many of them show up the day of the clean up or fly-in day. Send Lars, Martin or myself an email (depending on when and what you can help with) so we can get you on our lists.

Remember: if you have high school youth who are looking for

community service hours and do not mind helping with food or car and foot traffic, we can use them and encourage them to contact us to get on our lists.

Thanks everyone, let's all hope for lots of sunshine, plans are afoot for a more eventful fly-in this year.

Curtis, Jennifer, Russ R, Martin and Lars

EAA HQ News

EAA e-Hotline

If you have not signed up for the EAA e-Hotline you can see it at <http://www.eaa.org/ehotline/issues/100402.html>

EAA newsletters

EAA HQ is offering free newsletters for the following topics. Go to http://www.eaa.org/newsletters/100405_enewsletters.html to sign up for the various newsletters.

1 EXPERIMENTER
All homebuilding, all the time.

2 Light Plane World
For EAA's ultralight and light-sport community.

3 Vintage Aircraft Online
A staple for vintage and antique aircraft fans.

4 Warbirds Briefing
Warbird owners, fliers, and enthusiasts debrief here.

5 Aviation Insider
Young Eagles participants, flight leaders, and volunteers get their news here.

6 Bits and Pieces
Dedicated to builders and fliers in Canada.

7 Reach for the Sky
For those who are interested in learning how to fly.

8 In the Loop
Showcasing the world of aerobatic flying and competition.

EAA AIRVENTURE OSHKOSH'S DC-3 75TH ANNIVERSARY CELEBRATION TAKING SHAPE FOR GRAND ENTRANCE

Mass fly-in arrival to highlight July 26 air show at Oshkosh

EAA AVIATION CENTER, OSHKOSH, Wis. - (March 4, 2010) - Possibly the largest gathering of DC-3 aircraft since the 1940s is committed to the aircraft's 75th anniversary commemoration during EAA AirVenture Oshkosh, coming July 26-August 1 at Wittman Regional Airport in Oshkosh.

That celebration includes what could be a 40-airplane mass arrival at Oshkosh on Monday, July 26 – the opening day of the 58th annual edition of AirVenture. Aircraft and DC-3 enthusiasts from around the world have already committed to participate in the event, including many aircraft that have never before been seen at Oshkosh. In all, as many as 50 or more DC-3s (or its military counterparts, the C-47 and R4D) could be at the event.

"When we first suggested the DC-3 75th anniversary party, we thought as many as 25 aircraft might make for an outstanding program," said Tom Poberezny, EAA president and AirVenture chairman. "The response has been far beyond our greatest expectations and now will be one of the greatest aircraft reunions ever seen at Oshkosh, with more surprises to come."

The mass arrival fly-in was capped at 40 aircraft, which will stage at Whiteside County Airport in Sterling/Rock Falls, Ill., beginning on Saturday, July 24, with support provided by M & M Aviation. Following a media day and dinner on July 25, the formation's pilots will have their full safety briefing on Monday morning, July 26, prior to the public departure for Oshkosh. The full group, with a combined 96,000 horsepower, is scheduled to arrive at AirVenture in time to open that day's afternoon air show with an unforgettable flyover.

The previous world record for a DC-3 formation is 27 aircraft in 1985. Those aircraft not participating in the mass arrival will arrive at Oshkosh on their own schedule and be part of the many

activities surrounding the DC-3 anniversary.

In addition, a special guest "mystery aircraft" - rarely seen in flight - will be part of the mass arrival. That's airplane's identity and pilot will be announced on the www.thelasttime.org website that is the host website for the mass arrival. That website is also posting "Hero FBOs" that are offering fuel and food discounts for DC-3 crews heading to Oshkosh; as well as a diary section that welcomes DC-3 fans to post their own fond remembrances of the iconic airplane.

Other activities honoring the DC-3 and its military cousins include an evening program at EAA's Theater in the Woods; a series of forums and presentations throughout the week at AirVenture; DC-3 aircraft flying skydiving teams during the afternoon air shows; special movie presentations at the Fly-In Theater; and other activities. A number of aviation personalities involved with the development and flight operations of the DC-3 will also be guests at AirVenture.

"We appreciate all the efforts of dedicated volunteers who are helping make this celebration

possible," Poberezny said. "There is already an enormous 'buzz' around this once-in-a-lifetime event for the DC-3, and the military C-47 and R4D versions, which also fits very well with this year's 'Salute to Veterans' activities at Oshkosh."

Complete presentation schedules will be posted at www.airventure.org as they are finalized.

EAA AIRVENTURE OSHKOSH is The World's Greatest Aviation Celebration and EAA's yearly membership convention. Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at www.airventure.org. EAA members receive lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at <http://twitter.com/EAAupdate>.

EDITOR'S NOTE: High-resolution images of DC-3s/C-47s at Oshkosh in previous years are available at http://www.eaa.org/news/2009/2009-11-25_dc3s.asp

Mark your Calendars:

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

APRIL

April 10, Hawkesbury, ON (PG5): The Hawkesbury Flying Club - COPA Flight 131 is hosting a free aviation safety seminar on Saturday, April 10 starting at 1 PM. The seminar will consist of two parts: a Transport Canada presentation of "The Flight Crew Dirty Dozen" followed by a Search and Rescue presentation on the 406 ELT. Attendance at this seminar will satisfy the recurrent training requirement as

per CAR Standard 421.05 (2). There is no charge to attend and the seminars are open to everyone. Pre-registration by email would be appreciated:

HawkesburyFlyingClub@gmail.com or contact Will Boles at 416-952-3858.

April 13, Haliburton/Stanhope, ON, (CND4): Our annual Safety Seminar will feature special guest Lynne McMullen of Seneca College. Lynne will cover timely safety items and go over the currency review topics.

Stanhope Fire Fighters' Hall at 7 p.m. Cost is \$5. Call John Packer at 705-754-2611.

April 13-18 Lakeland Florida-Sun n Fun fly-in event Spring Break for Pilots

April 17 -April 27th Lakeland Florida-International Air Rally 10th edition - Caribbean Air Challenge - From "Sun n Fun" Florida. Thirty crews from different parts of the world will celebrate the first edition of the Caribbean Air

Challenge. From the beautiful Islands of the Bahamas on the Caribbean. Organised in collaboration with local authorities. Mild competition, professional supervision, spectacular Flying experience. Visit www.airrally.com info: ctobenas@airrally.com. For more information please call 450-969-2247.

April 25, Hanover, ON (CPN4): COPA Rust Remover held at Saugeen Municipal Airport. Transport Canada Civil Aviation Safety Inspector, Audra Oakes will openly share essential knowledge that every pilot should know regarding Aerodrome Safety. Topics include: the differences between an aerodrome, an airport and a heliport; operating procedures at uncontrolled (MF and ATF) and controlled aerodromes. Can you build your own aerodrome or can you land on your friend's property or a road/golf course/lake/river. Also, effective methods to resolve potential conflicts with other traffic (both VFR and IFR) when operating near an aerodrome will be discussed. Joe Thompson will hold a seminar titled Safely Summer Flying. Joe is an instructor at Seneca College at Buttonville Airport. Fly/Drive In Breakfast at 7 a.m. followed by sessions at 9 a.m. and 1 p.m. Lunch will be available at reasonable price. For more information please contact Phil Englishman at 519-881-3775, 519-377-3770, or email mickeyd@wightman.ca.

MAY

May 1, St. Thomas, ON (CYQS): Air Rally and Landing Contest Start at either Chatham CNZ3 or Brantford CYFD. Briefing 10:00 a.m. Terminus St. Thomas CYQS. Great Prizes. All pilots welcome to join in the fun. Rain

date May 2. Hosted by the Ninety-Nines. Info: Contact Anna Stromenberg astromen@uwaterloo.ca 519-807-0547 or Janet Chesterfield jchester@wincom.net 519-326-6875 or click on www.excel.on.ca/mapleleaf.

May 1-2, Mount Hope, ON: The Canadian Aviation Expo is Canada's Largest Aviation Trade Show and Canada's Largest Fly-In earning it the title of "Canada's Premier Aviation Event. Held again this year at the Canadian Warplane Heritage Museum located at the Hamilton International Airport. Visit <http://www.canadianaviationexpo.com> for more information.

May 8, Sundridge, ON (CPE6): South River Sundridge Airport. Beat the fly season. The SRS flying Club will host a Brunch from 0900 to 1400. Breakfast Sandwich till 1100ish Barbeque fare till 1400ish. Hope to see you all there to kick off another flying season. Remember the G8 will affect us in June. Contact Bill 705-386-0755.

May 9, Brockville, ON, (CNL3): 3rd Annual Mother's Day All you can eat Pancake Breakfast. Brockville Flying Club/COPA Flight 111 starts celebrating it's 50th Anniversary with it's annual Fly-In pancake feast. 8am to noon. For more information contact Byron Boone at 613 345 3788 or bboone@ripnet.com

May 29, Edenvale, ON (CNV8): 99s Poker Run. Open to all pilots...Everyone welcome. Peterborough, Lindsay, Oshawa, Buttonville, City Center, Brampton, Burlington, Lake

Simcoe Regional and the terminus Edenvale. Lots of fun and lots of prizes! For more information please email Akky Mansikka at akkymansikka@hotmail.com.

May 29, Westport, ON (CRL2): Breakfast Fly/Splash-In. Breakfast of ham, eggs and baked beans from 8:00 a.m. till 1:00 p.m. Transport from the Aerodrome / Waterfront / downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication. For more information please contact # 613-273-5282.

JUNE

June, 05 2010 Saturday. Carp (CYRP) Maintenance Day at the EAA 245 Hangar. Come out and help put the hangar back into a useable state after the winter storms/neglect.

AUGUST

AUGUST 7 Carp, ON (CYRP) Set up for the annual Breakfast

August 8, Carp, ON (CYRP) EAA 245 Annual Breakfast Contact Curtis, Russ, Martin, Lars. Contact numbers on the front page.

August 28th and 29th Rockcliffe (CYRO) 2010 The dates for the Classic Air Rallye at the Canadian Aviation Museum are August 28th and 29th. Contact Michel Côté at either Vintage Wings of Canada or Flightworks or check the Flightworks website <http://www.flightworks.ca>

Aviation EAA 245 History: Reprinted from the Ottawa Citizen 1963 Submitted by Norman Avery

Wanted: one association for amateur plane builders by

By Norman Avery

The department of transport's chief aeronautical engineer says the amateur-built aircraft enthusiasm current in Canada could develop more soundly with a national organization.

H. S. (Howie) Rees, speaking to a recent meeting of the Ultra-Light Aircraft Club of Ottawa, said the department would much prefer to deal collectively with aircraft builders than follow the present piece meal basis. "It would save work for the builders and for us," he said. "We rely on you people to provide the leadership in this field."

Explains changes

Mr. Rees, who has been chief aeronautical engineer since 1947, outlined the department's feelings towards ultra-light aircraft and the recent change to more liberal regulations.

He said the government was pressed to permit aircraft building after the Second World War and decided that Canada should either "get right into or stay out of this activity. After a study of British and American experience a policy was adopted restricting aircraft to 1,200 pounds gross weight. Modified aircraft and kitted machines were permitted in the fixed wing class only. Under the guidance of Keith Hopkinson of Goderich, the ultra - light movement got started and it was upon his recommendations that the regulations were overhauled a year

ago. Gross weight was hiked to 1,500 pounds, Mr. Rees said, because several very suitable aircraft designs were being excluded from Canada under the rules. But while weight and test period restrictions were generously relaxed; the government gave the axe to certain of the earlier rules. Taking an existing aircraft and modifying it for reclassification as an ultra-light was stopped and building from kits was cut out.

Close loop holes

The latter regulations were written to stop abuses by pilots who wanted to bend the law to escape the rigid rules of certificated aircraft maintenance.

Mr. Rees referred to a U.S. organization that built aircraft but left the last bolt for the buyer to install. Technically, the plane was "amateur built." In the new regulations gyrocopters and gyro gliders were permitted for the first time but the DOT turned thumbs down on the restoration of antique aircraft for ultra-light classification.

The main point stressed by DOT is that the work be at least 50 per cent amateur. Aircraft grade materials are recommended but not insisted upon. The department, choosing to allow builders as much freedom as possible, was reluctant to impose an inspection by a DOT expert during construction. But the builders insisted and now two inspections are carried out by then regional airworthiness inspector-one during construction and one before flight.

Quality high

These check only workmanship, Mr. Rees said. Experience so far shows the majority of workmanship equals or surpasses that of commercial builders. Only two cases have been rejected. Insisting on recognized aircraft practices in construction, Mr. Rees said the department limits its concerns mainly to protection of third parties. DOT has found the self-policing of builders quite satisfactory so far and expects the hobby to expand. At present there are 97 ultra-light aircraft registered in Canada, 78 of them flying or licensed to fly. Two are gyroplanes, 33 are reworks of standard commercial designs, 28 are gliders. There are 45 "pure" homebuilts.

With a big foot in the door, where do the builders and prospective builders go from here? Mr. Rees recommends some co-ordinated effort to gather and channel information to DOT. This, he suggested, would speed the handling of amendments to regulations if necessary and provide a "voice" for the builders. Up to now the Ultra-Light Aircraft Association of Canada has existed in name only, without actual members and without official corporate existence. Some builders feel this is good enough since it served to smoke through the present regulations. Others in Calgary, Vancouver, Edmonton, Winnipeg and Ottawa are working on support for activation of the ULAAC. One fly in the ointment is the Experimental Aircraft Association with headquarters in the United States and to which most Canadian builders belong. This progressive organization

actually recognizes no boundaries and international members have a strong loyalty to EAA.

EAA, however, is put in a delicate position dealing with the Canadian DOT on regulation questions.

Establishment of the ULAAC with Canadian clubs as members would likely damage the EAA chapter system in Canada and established chapters would not likely want to change. Thus there would appear

to be a division among builders in Canada.

If some diplomat can successfully stickhandle through to a solution, there would be few thorns in the path of amateur airplane builders in Canada.

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 two weeks before the next meeting. 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.

<u>For Rent</u>	Negotiable
One half of my hangar T2-5 at CYRP, Carp	
11/09 Contact Pierre Brunet 613-769-4430	

<u>For Sale</u>	
RV-6 fiberglass odds and sods for sale	
Wing tips, fairings, fuel tanks,	
07/09 Call Bill Reed 613-831-8762	

<u>For Sale</u>	\$50,000
Murphy REBEL	
320 hours, Lycoming O-320, Icom A200, AT150 Transponder, Garmin 196 GPS, Scott tail wheel, David Clark Headsets,	
11/09 Rollie Acorn 613-830-5346 or email: sacorn@travel-net.com	

<u>For Sale</u>	\$3,100
Lazair 1, steerable tricycle landing gear, Pioneer engines with spare engines, skis and nose cone.	
11/09 Contact Michel at 819-685-2194 or email at andre04@sympatico.ca	
<u>For Rent</u>	
Chapter 245 members can rent a tiedown near the EAA 245 hangar at Carp Airport. You can rent the	

tiedowns by the month or for the full year.
 07/09 call Curtis Hillier 613 831-6352

<u>For Sale</u>	See Below
Two Volkswagen 1600cc "Beetle" engines.	
One Completely rebuilt - \$1,000,	
One partially rebuilt - \$275	
Larger (6-cyl) Continental Oil Cooler (8"x9") - \$50	
Lycoming accessory case dual take-off adapter (ie hydraulic and vacuum pump) - \$150	
Piston Ring Set for E-185/0-470 Continental series - \$100.00	
Continental C-85/0-200 ring set and rocker pins	
Lycoming dynafocal engine mount - \$100.	
Two shoulder harness inertia reels \$10.00 each	
Four seat belts metal to metal like new - \$20.00 each	
MIL W83420D 1/8" control cable	
Two Scott parking brake valves (new value \$150 U.S.)	
Scott solid rubber tail wheel and yoke	
Lightweight automotive starter and bracket for Lycoming	
Miscellaneous older instruments,	
Misc. wing tip lights	
Lycoming valve cover gaskets	
Misc. inspection panel covers for fabric, metal	
Piper trim wheel and cables - \$15.	
Garmin 96C (colour) GPS used once	
Cessna 140, 100 hrs since major rebuild, many STCs	

01/10 Contact Garry Fancy (613) 836-2829
 cherokee1970@rogers.com



**EAA Chapter 245
 Membership Application**

For Sale: **\$8,000
 OBO**

Diamante CP605 Project Aircraft.
 This aircraft has commendable workmanship (this comment from Transport Canada at time of documentation for pre-cover inspection March 21, 1988.)

Work to be Done

- 1) Purchase Lyc.0320 engine to fit dynafocal mount.
- 2) Finish engine cowling (needs 2 layers fibreglass, etc.
- 3) Requires 2 wing tanks, for leading edge.
- 4) Assembly required.
- 5) Final inspection
- 6) Fly....Fly.....Fly

Specifications

Top Speed	180/hr	Empty Weight	1150 lbs.
Cruise	150/hr	Gross Weight	1875 lbs.
Stall	51/hr	Seats	3-4
Climb	1100/ft	Span	30.6

Main gear Ercoupe
 Nose gear Cessna 150
 Sliding Canopy
 Low Wing - elliptical design
 Seats (Cessna Adjustable)
 Misc. - Assy Bolts, paint, electric flaps, etc.

For more details contact: ednaredl@hotmail.com
 Phone: Elmer @ 306-374-5340

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

Join Us For Breakfast

SUNDAY AUGUST 8th 2010

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 245



OTTAWA 245

EAA 245 Hangar, Carp Airport

8:00 AM TO 11:30 AM

RAIN OR SHINE

Breakfast: bacon, eggs, tomatoes,
toast and beans
(includes orange juice and coffee/tea)
cost \$6.00



Flying:

Unicom 122.8, Airport ID = CYRP

Parking Taxiway Bravo, East end

Rwy 10/28

Driving:

-Queensway west to Carp Rd.
(North)

-Carp Rd. North to Airport
(on left across from Irish
Hills Golf Course)

-Free Parking

*Come and enjoy good food, good
company & see many light aircraft!*

INFORMATION: CALL CURTIS AT 613-831-6352 or RUSS AT 613-831-2485