



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 35 No. 04

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April 2005

Inside:

President's Page	Page 2
AGING EYEFAMES	Page 3
Fly-out possibilities	Page 5
For Sale	Page 7
Membership form	Page 8

Next Meeting:

Thursday, April 21st. 8:00 PM

National Aviation Museum

BUSH Theatre

Feature Presentation:

Regaining Currency

By Adam Hunt (COPA) and Simon Garrett (RockCliffe CFI):

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President's Page

While March came in like a lion, it left as a lamb, and hopefully we will see an early start to the flying season.

As usual, spring means soggy conditions at the field. The recent rains as well as the thaw finds the grounds very spongy, and we ask for your help in keeping our field rut free. A rope barrier has been raised as a reminder to keep vehicles off the grounds; please respect it.

The chapter hanger continues to be busy with George Elliott rebuilding the Damaged wings of his Lazair, and Cary Beazley starting a Mazda 13B disassembly, inspection, and rebuild as well as further composite panel fabrication and destructive testing. Martin Poettcker continues refinement of his torsional damper system. Bill Reed finally resolved his rough running engine, and is ready to depart for Sun n Fun. Good luck Bill, we wish you fair weather and a safe flight.

Schedule changes:

With the many changes caused by the frequent rescheduling of Wayne Juniper's session, please double check the schedule below. Wayne has now moved to June 18th, with Gary Loubert back in the May 19th position. We have also rescheduled the spring cleanup to May 28th to accommodate changes in Dick Moore's schedule.

Membership Renewals:

Just a reminder, that John Montgomery will continue taking membership renewals for the 2005 season at our March meeting. March will be the last chance for renewals, and continued receipt of the newsletter & chapter privileges, so don't procrastinate any longer. Please ensure that you provide your EAA membership number and renewal date. Also check that your email address is correct.

March 17th meeting summary:

Claude Roy and **Andre Girard** gave an excellent presentation on their recent Challenger flight to North Shore Quebec/Labrador area. While they did not quite make their objective of Labrador and a hop to Newfoundland, they had a very memorable trip with the usual ample share of adventure. Andre had the opportunity to learn fibre-glassing skills after some float damage. Fortunately a nearby fully stocked CTC Aviation supply centre was near at hand. Andre's engine unfortunately failed at the airport by the very end of the paved highway. This necessitated an engine replacement using one of Claude's spare engines; after a number of phone calls to friends back home who freed the engine from Claude's hanger and loaded it into Andre's wife's van. A quick 1200 kilometre drive and an equally speedy engine transplant saw our intrepid aviators once again airborne retracing their steps back to their home nest.

Upcoming meetings/Events:

Apr 21st	Adam Hunt / Simon Garrett (RockCliffe CFI): Regaining Currency.
May 19th	Gary Loubert: Electronic instrumentation updates. Last NAM meeting till September
May 28th	Saturday Annual spring-cleaning. Dick Moore will be heading up our annual event aimed at sprucing up our clubhouse, and related facilities.
June 18th	Wayne Juniper: Aircraft Owner Responsibilities this covers CAR's Maintenance Schedule, etc., and qualifies for a recency sticker. This will start at Saturday at 9:00 AM at Chapter clubhouse.
July 16th	Oshkosh Bound: Our annual Oshkosh flight planning video session Saturday at Chapter clubhouse

Thursday April 21st 8:00 PM: Adam Hunt / Simon Garrett (RockCliffe CFI); Regaining Currency.

Adam Hunt and **Simon Garrett** will describe the requirements for regaining and maintaining flight currency. This should be of special interest to members who have let their licence expire who want to get back into flying; and will also help all others ensure they avoid allowing their licence to lapse. See you there.

Gary

News from around the PATCH

Tom Duxbury from Boundless Aviation Ltd is running an Ultralight Pilot Ground School Starting on Monday April 11th. Please call Tom at 889-4696 or go to www.boundlessaviation.com

Help get a Young Eagle airborne at Carp 28 May 2005 (rain date 29th)!

COPA Flight 8, along with EAA Chapter 245 and pilots based in the National Capital Area, need your help to Fly Young Eagles 28 May 2005 at Carp. COPA Flight 8's Darin Graham (<mailto:fly@bluesideup.ca>) is the lead Eagle for the day. He is looking for help in the following areas:

- Young Eagles
- Pilots & Aircraft
- Ramp Crew including eagle escorts, apron activities, marshals, fuelers, etc.
- Registration Helpers for advance and flight day registration, printing certificates, photos, etc.
- Ground Activities Helpers to occupy young eagles while not flying, ground school, preflight inspections on a static aircraft

If you can coordinate any of these activities Darin would like to here from you as soon as possible.

Send the names of Young Eagles, sons, daughters, cousins, friends and neighbours, between the ages of 7 and 17 who are interested in their first flight to Russ Robinson of the EAA at <mailto:Russ.Robinson@sympatico.ca>.

John Quarterman (<mailto:johnqpublic@rogers.com>) is the Pilot Coordinator. If you can fly a Young Eagle on the 28th please contact John well in advance so he can go over the requirements and procedures with you.

DO IT NOW, offer you help to Darin (<mailto:fly@bluesideup.ca>) and John (<mailto:johnqpublic@rogers.com>), and Russ (<mailto:Russ.Robinson@sympatico.ca>) by email.

Hello Volunteers:

Well this year the Air Show is all new and very exciting. The Air Show is now owned by five persons, who are also the directors of the show. The new name is the Air Show Ottawa Inc. We want you all to know that your efforts and volunteering are the backbone of the Air Show. This year's show is a tribute to our Veterans and the 60th anniversary of the end of the war. Therefore the theme is Salute to our Veterans and our Youth. The air show will again be at the Carp Airport. We already have the show line-up and static displays in place. We will require 300-350 volunteers this year to assist this very wonderful event. We have there charities that will benefit from this event; they are CHEO, Kanata Food Cupboard and the Kiwanis. It is very important that we give back to our community. We are enclosing a copy of the volunteer sign up sheet, which we really hope that you will complete and return. We also welcome you to go to our website and see for yourself what will be happening Aug 28-29,2005. www.airshowottawa.com, also the e-mail address is airshow@airshowottawa.com . Also any questions, please contact me at 613-590-1516.I so look forward to hearing from you shortly.

Debbie Cameron-Jones Director of Volunteers and Hospitality

August 5th- 7th 2005 Rockcliffe, an Air Display will be held in co-operation with the National Aviation Museum and it is expected that one of the largest static displays of wartime aircraft will be on display to the public. The Ontario Military Vehicle Association in co-operation with the Museum of Applied Military History will be in attendance on both the Saturday and Sunday shows with a variety of military vehicle demonstrations. The North Star Restoration Group, The Canadian Aviation Historical Society, and a number of other well known groups will be in attendance. The Canadian Warplane Heritage Group from Hamilton Ontario is expected to provide a number of flying vintage aircraft and the committee is also engaged in the solicitation of a large group of privately owned warbirds as well. Flightworks would like to invite all volunteers who are interested in participating to contact John Rodney at 1-613-489-1187.

Fergus Kyle of EAA Chapter 65 has made special arrangements with Bob Nuckolls of AeroElectric Connection located in Wichita, Kansas to conduct a two-day seminar at our clubhouse at the Stoney Creek Airfield on Saturday and Sunday, October 15th and 16th, 2005.

For those of you not familiar with Bob's background, the following is a very brief synopsis. He specializes in owner-built and maintained aircraft, especially in modern and creative electrics and electronics. Thirty five years for PipCessBee as well as other applications including Dick Rutan's Voyager round-the-world craft radio and electrical systems, and many years advising and championing our homebuilt practices makes him a leader in this field. He has conducted seminars across the United States but this will be his first eastern Canadian seminar.

Details of the seminar, including list of topics, map, hotel information and registration form are available at: <http://aeroelectric.com/seminars/HamiltonON.html>

Bob has intimated that an audience of 40 might be cause to reduce the registration cost.

Should you require accommodation, we have made special arrangements with the manager at Holiday Inn Express, QEW & Hwy 20 (exit #88) (905) 578-1212. The rate of \$99.00 plus tax (110.88) includes 2 double beds or one queen, free local calls, free parking, free deluxe continental breakfast, free high speed wireless internet access. To register at this rate, quote confirmation # 65581147. Please see the map which is part of the registration package, as well as the attached detailed local map, for distances and directions to the Stoney Creek Airfield.

We can accommodate a maximum of 40 persons and, as of today, 17 have already registered. Applications are now being accepted on a first come, first served basis. If you are interested in attending, please register on line at the above address

Should you require additional information, please contact any of the following:

Fergus Kyle - (905) 634-4156 – email: VE3LVO@rac.ca

Dale McCrum – (905) 662-9620 – email: mccrums@sympatico.ca

Mary Wiebe – (905) 662-7111 – email: weebee1@sympatico.ca

Aviation Humour

I have included some "funnies" that Grantley passed on:

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Never trade luck for skill.

**The four most common expressions (or famous last words) in aviation are:
"Why is it doing that?", "Where are we?" "Oh Shit!" and " Hey, watch this"**

Special Article submitted by Gary Fancy

Reprinted from The October/November 2004 issue of the International Cessna 120/140 Association
newsletter

AGING EYEFrames

by Dan Roper, M.D., AME

We are accustomed to providing our aging aircraft with the TLC that, hopefully, will keep them safe and operational for decades to come; therefore we owe our bodies nothing less. A pilot's total health is a vital component of the safety triad (the pilot, the equipment and the environment) but this discussion will be confined to issues relating to vision. For purposes of this discussion we will assume that all pre-existing refractive errors have already been corrected

through glasses, contact lenses, or some form of refractive surgery and confine our attention to those issues that tend to crop up with advancing age.

The first, universal and invariable, condition is encountered around the age of 40 when one starts having difficulty with near vision.

This is called presbyopia (Latin for 'old man eyes') and results from the loss of elasticity of the lens inside the eye as the cells become packed tighter and tighter with each advancing year. The lens needs to become thicker to compensate for the reduced focal length in the same manner as a camera has to be "focused" as the object moves closer. In the eye this is accomplished by constricting a circular muscle surrounding the equator of the lens which is attached to it by fine radial ligaments. This reduction in pressure allows the natural elasticity of the lens to tend to round up; thereby increasing its refractive power. (Imagine a trampoline having double diaphragms with an inflated beach ball trapped between them. If you could, somehow, decrease the diameter of the frame, this would reduce tension in the springs and the beach ball would attempt to assume its rightful spherical shape.) This elasticity of the lens in the eye starts to reduce at a very predictable rate and the "near point" gradually recedes each year. A teenager doesn't really care if his or her near point changes from 8 to 10 inches, because they don't read there anyway. It does become an issue when it reaches about 30 inches because this just happens to be the length of the outstretched arms, which amazingly occurs at almost exactly age forty.

Correction of this anomaly is simple, but often rejected for as long as possible. Those who already wear spectacles need to face the harsh reality of getting bifocals. At this juncture I always recommend a new bifocal wearer to bite the bullet and get the "no line" progressive lens. There is going to be an adjustment period with any bifocal and you might as well get over it at the outset. In addition to the obvious cosmetic benefit, once adjusted, the person will never have to go through the trifocal adjustment period, which usually rears its ugly head at around age 50. I tend to discourage those already "stuck" in lined bifocals or trifocals from attempting the switch, because few are successful (and they are a real pain in the neck for me). However, if one should insist, the progressive lens that has the highest conversion rate is the PANAMIC made by Varilux. For those lucky enough to still have good distant vision, they need only proceed to the nearest DOLLAR TREE and pick up a pair of +1.25 granny glasses for a buck. Of course, they will have to re-invest every year or two as the process continues to around age 55 when the lens has lost ALL of its elasticity (imagine our beach ball has been replaced with a bowling ball.) and they will max out at +2.50.

The next anomaly a senior citizen WILL encounter is a discoloration of the lens, which we have just been discussing. Once the lens becomes inflexible, the next inexorable step is a gradual discoloration (much like an amber beer bottle) known as a cataract. An interesting phenomenon occurs when the changing clarity also results in an increasing density of the material composing the lens itself. This results in an increase in the refractive power of the lens, thus causing a change in the spectacle refraction. Persons who were formerly farsighted (with a plus refraction) now find their prescription has reduced and often find they see better at distance without their glasses. Conversely, those who formerly had excellent distant acuity now find themselves nearsighted, requiring glasses for distance, but now able to read without correction, a condition sometimes referred to as second sight."

It is never mandatory to remove a cataract since the discoloration of the lens is in no way damaging to the rest of the eye; it is only interfering with the passage of light through it. However, once the vision deteriorates to a level that significantly interferes with the performance of required visual tasks, a person may decide that something needs to be done. Thus a pilot (or eye surgeon, for that matter) might elect to take action at an earlier point than a retired bricklayer might. Interestingly, the FAA will allow a person to continue flying with a class 3 medical certificate with 20/40 acuity. Most insurance companies (including Medicare) will not allow cataract surgery until the vision drops to 20/ 50. This measurement is normally taken in the confines of a darkened exam room, which frequently captures an acuity that is not reflective of what is actually is in real life conditions of bright sunlight. If a person truly feels handicapped, but doesn't meet the criteria, he should ask for a "glare test" in order to replicate normal environmental conditions.

Removal of a cataract is a straightforward procedure, usually performed under local anesthesia, lasting approximately 20 minutes. After the opacified lens is removed an artificial lens is implanted to restore the normal refractive state of the eye. Here exists a marvelous opportunity to manipulate the power of the implant to correct preexisting refractive

errors. Even if perfect uncorrected distance vision is obtained, a person will still need reading glasses for near. However, there are multifocal intraocular lenses that provide for uncorrected near vision as well, but the down side is unwanted halos around lights at night which causes the FAA to frown on their use in pilots. Newer multifocal lenses are on the horizon, so the FAA may adopt a more lenient policy if they prove to have fewer side effects. A word of caution for those who have had previous PRK, LASIK or any other type of refractive surgery: Previous alteration of the corneal surface makes it much more difficult to calculate the correct implant power when cataract surgery becomes necessary. Essential components of this calculation are several of the measurements that were taken PRIOR to the refractive surgery. It is ESSENTIAL that these records be obtained and safeguarded before the refractive surgeon retires or dies.

The next malady a really aging airman might encounter is Age Related Macular Degeneration (ARMD). They don't call it "age related" for nothing, because it becomes far more prevalent in the 70's and 80's. The macula is the small portion of the retina that contains most of the "cone" photoreceptors and is responsible for fine visual acuity and color perception. Without a macula one is dependent only upon the "rods" which are only capable of 20/200 monochromatic acuity. Macular degeneration comes in two forms: dry and wet.

Dry macular degeneration is simply a deterioration of the cones; most likely due to reduced supply of nutrients from the blood supply. A recent nation-wide scientific study recently proved that the use of a combination of antioxidant vitamins (Vit. C--500 mg., Vit E--400 units, and Zinc-80 mg.) Significantly retarded the progress of this dry form as well as its conversion to the wet form. They did not look at normal individuals to see if this combination reduced the likelihood of getting it in the first place, so it is up to you to make that leap of faith if you so desire. (I personally take a combined C-500/E-400 capsule along with a 60 mg. Zinc tablet, which is much cheaper and less trouble than taking four of the widely promoted eye vitamins, necessary to achieve the same dose.)

The wet form results when new blood vessels grow underneath the retina, having usually gained access through a defect promoted by the dry phase. These new vessels are not of normal quality and usually bleed into the macula, causing permanent and severe loss of central vision. At that point, little can be done. However if the new vessel is identified prior to bleeding, it can often be eradicated with a laser. The laser damages the overlying retina, but if the vessel is some distance from the macula, the resulting blind spot off to the side of the central vision is an acceptable trade-off. If the vessel is right under the macula, then an intravenous compound (Visudyne) can be injected which renders the vessel exquisitely sensitive to low power laser application which has much less damaging effects on the macula. Other compounds are being investigated that are injected directly into the eye in the hopes of stimulating these abnormal vessels to regress.

While far from being the only remaining disorder that can affect the aging eye, the final one we will discuss is glaucoma. Unlike a tire or basketball which remains inflated with the same molecules of air, the eye maintains its rigidity through a very dynamic system of continuously producing and eliminating a watery fluid. When an imbalance between the production and elimination occurs the pressure within the eye can increase to a level that may cause damage to the optic nerve which is responsible for transmission of visual impulses from the retina to the brain. Initially, damage to the optic nerve results in a constriction of one's peripheral vision that can go unnoticed until it becomes profound. In extreme cases the center visual acuity may remain normal while the periphery is reduced to the point that the person appears to be looking down a gun barrel. Lost peripheral vision cannot be recovered, but further progression can usually be prevented by judicious treatment, often as simple as a single eye drop a day. Unlike the medicines of yesteryear, modern anti-glaucomatous medications have very few visual side effects and the FAA doesn't really care. Since the symptoms of glaucoma are insidious and subtle, the only way to catch it early is through your "annual inspection."

IF ALL ELSE FAILS, and vision in one eye becomes seriously reduced or lost, it is reasonably easy to still get FAA certification for monocular status. Stereopsis, the form of depth perception that results when each eye sees an object from a slightly different angle only works out to about 100 feet; after that the angular difference is so small to render the difference negligible. Beyond that monocular cues to depth perception, such as relative motion, shadows, texture, relative size, etc. take over anyway. Loss of binocular vision is more problematical in everyday tasks such as shaking hands, stepping down from a curb, pouring a glass of water, etc. than it is in flying. (Even on landing, one should be

focused further away than 100 feet.) Many helpful hints can be gleaned from the book: A SINGULAR VIEW: The Art of Seeing with One Eye, by Frank B. Brady who lost an eye secondary to a bird strike while flying a C-47.

Mark your Calendars:

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

Apr. 12-18, Lakeland, FL: 31st annual Sun 'N Fun fly-in at Lakeland Linder Regional Airport.

April 12, Haliburton/Stanhope (CND4): Our annual Safety Seminar will be held at the Stanhope Fire Fighters' Hall at 7 pm. Since Lynne is expecting, Martin Laplante of 1st Class Flight Training will be our teacher. Cost is \$5. Call John Packer at 705-754-2611.

Apr. 20, Toronto, ON: Transport Canada Aviation Safety Seminar - Splashdown Seminar. Our annual float-flying seminar held in conjunction with the Ontario Seaplane Association. This challenging seminar will provide accident details, water and weather hints and tips as well as including a maintenance refresher/update geared for the unique considerations of amphibious/float-equipped flyers. COPA President Kevin Psutka will also attend to provide his perspective on seaplane safety. For more information contact Transport Canada System Safety at 416-952-0175, or visit www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm.

Apr. 24, Hanover ON: Flight 54 COPA Rust Remover: "How to be a Professional Pilot or How to be a Know it All Pilot" presented by Transport Canada's Wayne Juniper and Lindsay Cadenhead. : There will be a fly/drive in breakfast and BBQ lunch available from the restaurant at a reasonable price.: The whole day will run from 0700 to 1530. Morning session 9:30 to 12:00. Lunch 12:00 to 13:00. Afternoon session 13:00 to 15:30. For more information contact Phil Englishman at 519-881-3775, email mickeyd@wightman.ca or write to Box 323, Walkerton, ON, N0G 2V0.

May 14th Saturday Annual spring-cleaning. Dick Moore will be heading up our annual event aimed at sprucing up our clubhouse, and related facilities

May 28th at Carp: Young Egles Day

June 2-5, Ottawa, Ontario (University Of Ottawa): The 8th biennial Canadian Women in Aviation Conference. We are planning speakers and topics guaranteed to inspire, motivate, educate and entertain you. Networking skills, career panels, aviation humour, aircraft accident investigation and recovery, and Canada's aviation history are just a few of the sessions available. Whether you are female or male, a student, professional, military personnel or aviation enthusiast, this conference will have something for you. Our location will be the University of Ottawa, near the beautiful Rideau canal and close to downtown attractions and entertainment. Exciting conference activities include the Canada Aviation Museum, banquet dinner, city tours, Pub Crawl and a golf tournament. Don't miss out on the fun! For more details as they become available please visit our website at www.cwia.ca/conference.htm or contact us at cwiaconference@hotmail.com

June 12, Kars Ontario (Kars Rideau Valley Airpark): RAA chapter 4928 8th annual Kars 'n' Planes Fly-in. Homebuilt, antique and certified aircraft, antique and collectible automobiles and motorcycles, flea market, hamburgers, hotdogs, soft drinks etc. served from 11 am to 3 pm. Dilworth Road off Highway 416. An all day event, this is not an airshow. Rain or shine

July 23-24 2005 The first annual Alexandria Volleyball Tournament .To be held at the Alexandria Airport. Up to 400 teams of 4 players with 2 spares, entry fee is 300\$ with prizes totaling 20,000\$ A percentage of the proceeds will be donated to CHEO .More information can be seen on Web site " alextournament.com/volleyball "

July 25 - 31, 2005 Oshkosh, Wisconsin EAA Airventure 2005 EAA's annual convention at Oshkosh will feature the only public viewing of the White Knight and Space Ship One mated together before Space Ship One goes to the Smithsonian Museum. The Virgin Atlantic Globalflyer will also be at Oshkosh this summer. Globalflyer has just completed a round the world flight with out refuelling in 67 hours, 1 minute and 46 seconds. More information on the Globalflyer is available at <http://www.globalflyer.com/Home/index.jsp>

Aug. 24 to Sunday August 28, 2005 Goderich ON: 50th anniversary of the first Registered Amateur Built Aircraft in Canada at the Sky Harbour Airport. This event will include general aviation safety and technical seminars, hands-on workshops, a Kids' Day, static and flying displays.

Aug 28-29,2005. Carp Airport (CYRP) Air Show Ottawa Inc Salute to our Veterans and our Youth Volunteers required call Debbie Cameron-Jones at 613-590-1516

October 15th and 16th, 2005 Stoney Creek Airfield The AeroElectric Connection seminar contact Mary Wiebe – (905) 662-7111 – email: weebee1@sympatico.ca

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:	Price
NARCO transponder, Model AT50A-TSO Overhauled "green Tagged" and can be used in certified aircraft	\$950
FALCON ALTITUDE ENCODER, made by Rosetta Micro Systems. New Never used	SOLD
03/05 Evangelos Bakas (613) 744-7631 ivanbakas at sympatico dot ca	

For Sale	Price
TAYLORCRAFT BC12D	\$32,000
<p>TOTALLY RESTORED AND CANADIAN REGISTERED AS "AMATEUR BUILT" IN 2004 CONTINENTAL A65-8A 65 HP MCCAULEY 74/45 METAL PROP NEW SPARS, NEW CECONITE FABRIC NEW POLY PAINT AND CUSTOM UPHOLSTERY PANEL MOUNT INTERCOM, ELT PORTABLE COMM AND GPS MODS INCLUDE: CABIN SKYLIGHT, REAR CABIN WINDOWS, MATCO TAILWHEEL & FIBERGLASS SPRING SHOLDER HARNESS, STAINLESS YOKES, EXPANDED PANEL</p>	
04/05 Mark at 613-489-2988 hawllmark@magma.ca	

For Sale:	Price
Skybolt Project	Call
Fuselage on 600x6 wheels. All metal components completed. All wing componets completed (NO spars). Lots of other odds and sods	
04/05 613-24-2974 CaptDo@AOL.com	

For Sale	BEST
GARMIN GPS 96C Colour Almost NEW,	OFFER
Icludes all accessories	OVER
	\$800
02/05 Garry Fancy 613 836-2829 cherokee at magma dot ca	

For Sale:	Price
Mazda RX7 engine, new still in box	\$3,600.
Reconditioned starter motor	
4 x LS1 coils Many other extras.	
01/05 Paul 613-253-1314 vrydag007@yahoo.com	

For Sale:	Price
Engine mount for a Rotax 503 (inverted) bulkhead mount	\$100.
Engine mount for a Rotax 582 (upright) bulkhead mount	\$200.
180 deg exhaust system for a Rotax 582	\$150.
Composite cowl for a Pelican club	\$350
Warp drive prop- 3 blade 68" dia.	\$500
Parts for Rotax 582 including a Ducatti ignition system and many carb parts. negotiable.	
06/04 Grantley Este 613-832-1797 este@compmore.net	

For Sale:	Price
Trimble Flightmate GPS in leather case with all attachments & manual.	\$100.
ICOM-IC-A20 handheld nav/com in leather case with charger.	\$150.
09/04 Bill Wilton 613-259-2605	

For Sale:	Price
SKY-Tec lite weight starter model 122-12 approved for most Lycoming 4 cylinder engines "NEW in the box" cost \$496 CDN tax incl.	\$400.
Cleveland Brake discs (two) model 164-17 for 500-5 main wheel assemblies "NEW in the box" cost \$304 CDN tax incl.	\$250.
INFINITY (right hand) military style pistol grip (3/4 size copy of that used in F-16) Pre-wired and shielded with 4-way hat switch, PTT trigger switch, plus 3 other push button switches. Can handle 8 functions as wired, but can handle 13 functions with switch changes. "NEW" Cost \$235 CDN tax incl.	\$185.
11/04 Stan Ironstone 613-293-2495 stan.ironstone@sympatico.ca	



EAA Chapter 245 Membership Application

NEW: ___ RENEWAL: ___ DATE: _/ _/ _
 EAA NUMBER:.....
 EXP Date: _/ _/ _
 NAME:.....
 ADDRESS:.....
 CITY/TOWN:.....
 PROV:.....PC:.....
 PHONE:(.....).....H (.....).....W
 EMAIL:.....
 DISTRIBUTION Preference: email..... post.....
 AIRCRAFT & REGISTRATION:.....

OTHER AVIATION AFFILIATIONS:
 COPA: ___ RAA: ___
 OTHER: _____

Annual Dues: January 1st to December 31st. (porated after March 31st for new members/subscribers).
 Associate Member ___: \$30.00 Newsletter plus Chapter facilities
 Full Member: ___: \$55.00 Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)
 Newsletter subscriber ___: \$30.00 Newsletter
 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

Articles wanted

I am always interested in receiving submissions for this, your Newsletter. You may bring articles to the monthly meetings, or mail information to the post office box, or email bill@ncf.ca

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 3 weeks before the next meeting. A short example follows:

December shifted to January 2005

January – Jan 6th

February – Feb 3rd

March – Mar 3rd

April – Apr 7th

May – Apr 28th

June – May 26th

July – Jun 30th

August – No newsletter

September – Aug 25th

October – Sep 29th

November – Oct 27th

December – Jan