

Carb Heat

May 2017

EAA 245 NEWSLETTER Vol. 47 No. 5

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1500 B Thomas Argue Rd
Carp, Ontario
K0A 1L0



Next Meeting:

Thursday 18th May, 19:30, at the Bush Theatre,
Canada Aviation and Space Museum



They Fly Like They Look -
An exploration of handling
qualities



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

Google™
Groups



Editor's Comments



As usual my 'Future Articles' folder was empty so a big thank you to all of you that stepped up at the last minute and sent me articles and photos.

Oshkosh is rapidly approaching and, as you'll see from Phil's message, the plan is to have a 'communal' camp. If, like me, this makes the hair on the back of your neck stand up in horror, I can assure you it really is the best way to appreciate Oshkosh. A four star hotel may have the turndown service, the bar, cable TV, gym and a fine restaurant but it simply doesn't all the great things



you'll find in a communal camp like mosquitoes, John Weir snoring, ants etc.

In this action packed edition, John Montgomery saved the day and has provided an update on the Cruiser progress (looks more and more like the crate it came in every day, Ed) as well as motivational article aimed at getting more people interested in aviation. Something John works tirelessly at. I'd also like to thank Thom van Eeghen for a really fascinating pilot profile.

In the house this month we have a real live test pilot so I'd urge you to come down to the museum and listen to the talk by Rob Erdos entitled, "*They fly like they look*".

Colin





President's Message

Huh! Remember last month when I said; *"Finally there is a break in the weather and we can all come out of hibernation."* Well the cold and snow has changed to cold and rain so spring has yet to have sprung. I hope this is not a sign of things to come.



ground firms up so those of you wishing to fly on/off grass should be supporting John in his preparations.



The big event this month is that the Chapter is putting a new roof on the hangar/lounge at Carp airport. The executive has decided to fit a steel roof, rather than replace the old shingles, as the shingles were inadequate for the very shallow roof angle and periodically let in water. With the new steel roof the snow should slide off more readily and, since the roof is pitched to let this happen to the sides, this will not impact anyone.

I said the Chapter is putting on a new roof but, at the time of writing, this has not happened. The scheduled date for the job was Saturday 6th May but, with the heavy rain we had that weekend, it did not happen. We are looking at doing the job this weekend Saturday 13th May but the forecast is not looking good at present. Can the volunteers please keep in close touch with Mark Cianfaglione at secretary@eaa245.org for schedule issues as Mark is the responsible individual for this project?

John Montgomery has been working hard at the hangar preparing for the spring flying season to start. We anticipate reopening the grass runway as soon as the

AirVenture is only a two and a half months away now and I would like to start preparing for a communal camp site in Camp Scholler. In order to make this happen I'll need to know who is interested. This year I would like to see if we can arrange ride sharing by air or road in addition to just the camping venue. According to the EAA web pages (<https://www.eaa.org/en/ea/eaa-chapters/ea-chapters-at-eaa-airventure-oshkosh/chapter-camping-at-airventure> or just google EAA Chapter Camping) we can arrange up to six co-located sites. We can arrange sharing arrangements once we have established who wishes to participate. It's a great location close to the Fly-In theatre, the nature centre, and the main entrance to the AirVenture event.

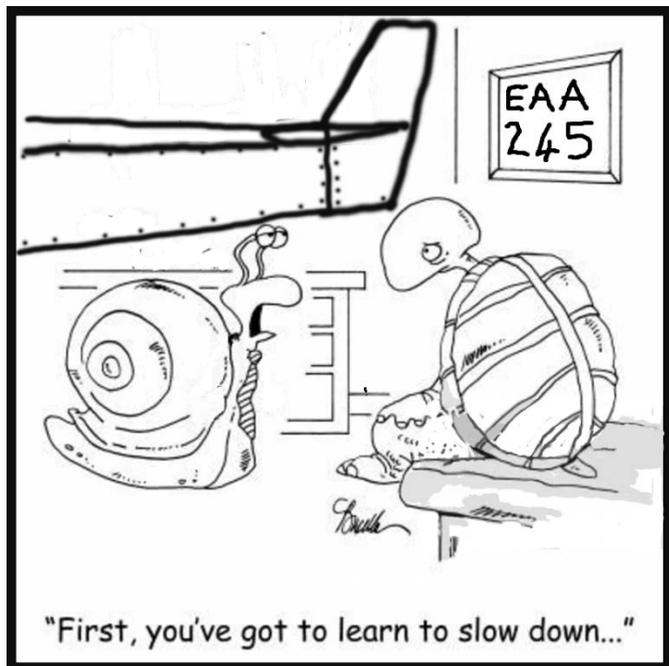


If you are flying in then I would like to see if we can arrange some transportation of camping equipment, by those who are driving, to make it a more comfortable stay.

We've now done our measurement of quiescent power drawn by the step-up and step-down transformers to our Chapter hangar so we will soon be in a position to arrange fair billing for hydro across all users.

We **still** have not heard anything from the RCMP regarding the Dilawri hangar and its eventual demise nor how this may impact our hydro service now that we are the official owner of the service. Stay tuned on this one.

The Zenith project is still moving forwards but at a glacial pace. We do need to have more support in the form of leadership and from the general membership if we are to make a real go of it. With spring coming we anticipate bringing the fuselage out into the main hangar to allow us to work in much better surroundings.



I'm still not getting any feedback from the membership regarding starting a flying club for the Zenith. My words seem to be falling on deaf ears but for this project to be a success we do need to establish a flying club to take over the project once it is complete. Please, if you have

and ideas how we might do this then please come forwards and present your case. We have a lot of the membership investment tied up in this programme.

If you haven't signed up to Peter Zuttrueun's intra-club mailing list you may want to do so as it is working well, thank you Peter for setting this up. Members are now communicating through this method with relative frequency. If you are not on the list and would like to be then please contact Peter at webmaster@eaa245.org

Most of the membership are up to date with their dues but there are still a few outstanding members who are not in good standing. If you are not in good standing by the end of June the chapter will consider you not to be a member with the removal of all privileges. The success of the Chapter relies on subscription payments. Renewal can be done by Cash, Check, EFT, our website also offers PayPal or you can go direct to Gord Hanes. Gord favours EFT if you are wondering about the best method.

April showed an interesting presentation by Bill Reed on "*The Fleet Canuck*". Thank you Bill. This month's presentation will be by Rob Erdos and is entitled "*They Fly like they look*".

As usual, I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at about 1730 to 1800 on Thursday 16th prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt

Regards to All

Phil Johnson



Meetings and Events Schedule

EAA Chapter Meeting –18th May 2017 @19:30

Presentation: **They Fly Like They Look; An exploration of Handling Qualities from First Person Case Studies**

Presented by: Rob Erdos

Where: Aviation and Space Museum

EAA Chapter Meeting –11th June 2017 @08:00

Presentation: **Chapter Breakfast**

Presented by:

Where: EAA Hangar (CYRP)

EAA Chapter Meeting –15th June 2017 @12:00

Presentation: **Oshkosh Planning**

Presented by:

Where: EAA Hangar (CYRP)

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



What: Westport (CRL2) Fly-in Breakfast

When: Sunday, May 20th 08:00 to 11:00

What: Smith Falls (CYSH) Fly-in Breakfast

When: Sunday, June 4th 07:30 to 11:30

What: EAA245 Fly-in / Drive-in Breakfast

Where: Carp (CYRP) Airfield

When: Sunday, June 11th from 7.30 am



The Greater Ottawa Fly-out Alliance is also planning another outing on May 27th.



CruZer News

In the early days of the Zenith 750 Cruzer project, during the winter of 2016, we were able to make very quick progress on the build. However, this was because we were working on the larger assemblies with relatively clear and straightforward construction procedures. That made it easy for many people to be allocated tasks and for them to work simultaneously.

Things seemed to slow down with the arrival of the warmer weather as, over the summer, everyone became distracted by their own projects, family vacations, and of course flying.

The pace of work started to pick up again in the fall and a small group of dedicated builders have made slow but steady progress. All control surface assemblies including the flaperons, rudder and horizontal stabilizers have been completed and are sitting in the hangar waiting to be mounted on the fuselage along with the wings that were built at AirVenture.



Things slowed down a bit over the last winter, but not because of the number of builders available, but rather because we were now working on areas that were less well documented and required more reading between the lines in the plans, assembly manuals, and other sources of information.

More than a few hours were spent discussing fuel lines and how to route these through the fuselage.

We ended up deciding not to use the rubber fuel line supplied in the kit and, instead, we fabricated and are installing a very nice looking set of aluminum fuel lines from the wing routes down the front fuselage. Fish lines have also be routed in wiring channels to allow for the wiring to be installed at a later date.



While work on the fuel lines was underway, another group was learning new skills by creating flared access holes in the baggage floor areas. It was decided to use nutplates for securing the access covers and we learned how to use a rivet squeezer to dimple the holes and then rivet on the nutplates with flush rivets. We also learned how to use a tool to install rivnuts to allow easy access to the area under the centre console, another enhancement we had decided on.



Along the way we've had a number of visitors look at the project, as well as pull a rivet or two.

Currently a team is working on the landing gear assembly and another is starting to assemble the sliding seats. Very soon we will need to move the fuselage out of the workshop and into the main hangar, at which point we can rivet on the steel cabin frame.



We are only weeks away from having an airplane looking thing sitting on its own wheels! We build every

Sunday. Come have a look, drink some coffee, lend a hand and help us plan the next steps.

See you Sunday!



John M

Pilot Profile: Thom van Eeghen



Le

If, like me, you've been driving through Kanata and had your curiosity peaked by roadside signs for the "Elk Ranch", I'd urge you to drop by and say "hi" to Thom van Eeghen and his wife, Fay. Better still, say "*I'd like a kilo of sausages please*"! Like many of the subjects of our Pilot Profile, Tom is another emigre to these shores and one with a fascinating story to tell of moving across the world (twice), helicopters gunships and mutiny on the Bounty.



Where were you born?

In was born in Amsterdam but the family emigrated to New Zealand when I was 3 years old. My parents had a farm and I was pretty much left to run wild until I went to school.

Where do you live now?

I own the Elk Ranch in Kanata and that's where Fay and I have our home.

In New Zealand our family had farmed a variety of things from crops to beef but we'd moved into deer and elk. Red deer were a huge problem in New Zealand where they'd been introduced over 150 years ago by European settlers.

Unlike their native lands, New Zealand had no large predators, and so deer population grew quickly out of control, resulting in damage to various plants and ferns.

In the 1920's, deerstalking became a popular sport and, until 1923, deer were protected by law. By 1932 game seasons, bag limits and most other restrictions were dropped, as the deer population had grown to such an extent that the government now classified deer as "noxious animals".

Commercial culling began in the 1960's, and helicopters were utilized to spot and shoot deer in large numbers - a single hunter could kill several hundred deer in a one day.



We then realised there was a growing demand from Europe and North America for the meat, so we started farming the animals. I was visiting Canada to look at how we could raise the genetic quality of our stock and it was during one of those visits that I met Fay. We started a farm, in Kanata, as a staging point for Canadian Elk being shipped down to New Zealand. However, we got hit hard by 'Mad Cow' disease and the border pretty much closed down.



In the end we decided that Canada was closer to the US and European markets, and as my family had moved away from New Zealand, we sold the operation back home to focus on Canada.

What's your occupation?

Elk meat wholesaler & Elk Farmer. If you visit any of the local farmer's markets you may well see our stand.

How did you get interested in aviation?

We were hunting wild deer in New Zealand with helicopters and although I was shooting, not flying, it got me interested and I have a natural aptitude for things mechanical.

When did you learn to fly?

I gained my PPL in Nelson, NZ, when I was 18. I'd almost failed high school and my Dad was asking me what I wanted to do.



I'd let my license lapse for over 20 years but decided I wanted to get back into flying a few years ago. I was able to use some of my previous NZ time but I had to take the Canadian ground and flight tests.

What do you fly now?

I recently bought a 169hp Murphy Elite Amphibian, which I've based at Carp. I got my float rating with John Chapman, in Arnprior, on the Elite.

What else have you flown?

Just the usual fleet of training planes and, unfortunately, nothing really exciting.

What's your favorite piece of music?

Symphony number 5 by Mozart.

What's your favourite book?

I could hardly read before the age of 15 but I taught myself by reading instruction manuals. Not sure why I had such trouble learning but it may have been due to changing languages at a young age and not being

immediately immersed in the new language. We lived out in the country so pre-school wasn't an option. If I have to choose a favourite then it would be James A. Michener and either "*Chesapeake*" or "*Mexico*".

What's your favourite movie?

James Cameron's "*Avatar*".

What's your idea of perfect happiness?

The summer sun, friends, water and the outdoors.

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

It's a tie between flying between the Alps of Fiordland in South Westland, New Zealand, or flying a single engine, unpressurised Piper Comanche, with tip tanks a DME and VHF/UHF, from Nelson New Zealand to Sydney Australia.

We departed our home base of Nelson and routed via Auckland on the North Island. From there we flew the 830 nautical miles to Lord Howe Island which really is in

the middle of nowhere. We overnighted and then flew to Sydney.



On finals to Lord Howe Airport

One of the highlights was Sydney ATC, who were suspicious about the two mad New Zealanders flying single engine all the way across the Tasman Sea, wanting to know the expiry date of our life vests, which we were sitting on, and what type life raft we had. As we didn't have one we faked some static and quickly switched frequencies from approach to tower. Then, upon landing, the immigration officers confused us for a film star we had never heard of and rolled out the red carpet. They then realised their mistake but at that point they lost interest and we strolled right in.

We spent a week in Sydney and then we flew up to Brisbane at tree top level skimming along over a never ending line of sharks. From Brisbane we headed back out over the sea and routed via Norfolk Island which is still inhabited by descendants from the mutiny on the

Bounty. All in all it was an unforgettable 4,000 mile adventure.



Norfolk Island

If money was no object, what would you fly?

A Hughes/MD 500D. One day I'd like to get my helicopter rating.

What trait do you most deplore in yourself?

My BMI.

What trait do you most deplore in other people?

Egocentric types.

What's your motto?

Being thankful for the ones that care about you.

How would you like to be remembered?

As someone who walked the path less used.

Profile photo by Laura Snyder.



WE WANT YOU!

Do you remember when you were a kid? Back then there were several occupations that were highly visible to you at that time. Perhaps you pronounced “I’m going to be a policeman!”, or fireman, doctor, wrestler, Prime Minister, race car driver, or even a super hero. You were not constrained by piddly details like tuition costs, family expectations, future employment prospects, or if you would even fit in that skin-tight super hero suit.

A common dream is “I’m going to be an airplane pilot”. So, even though you may not have grown up to be that super hero you envisioned as a seven-year-old, many of those dreamers put you as a pilot up there in the same area as those super heroes.

One of our goals in the EAA is to help promote – and share our love of aviation. We need to keep those dreamers engaged and to help as many of them as we can realize those dreams.

Over the past number of years EAA 245 has participated in several events where we have engaged, excited, and encouraged several dreamers – young and old – to have access to various aspects of aviation. We have our Young Eagle Flights that provide that incomparable thrill of a first flight in a small plane. Annually we invite the public to share our secret joys of munching on a tasty breakfast in the fresh air with the musical accompaniment of the engines of aircraft arriving and departing at our Fly in breakfast.

Some of the dreamers have been local Air Cadets who have volunteered to help the chapter with our events (while earning community volunteer hours needed for high school graduation). A very high percentage of our recent volunteers have gone on to become power or glider pilots themselves, or have gone on to enroll in post-secondary aviation programs.

For the past number of years the Chapter has been invited, by the Canada Aviation and Space Museum, to participate in their Canada Day celebration. Our airplane wing rib building table and the display of our member’s aircraft is very popular. The Chapter has been asked to participate in this year’s 150th celebrations at the museum and we are looking for members to display their aircraft.

You know you want to be that super hero that those dreamers see. If you want to help share the dream, and can help us on Canada Day, please contact me. The skin-tight super hero suit is optional.

John M.



Photo of the Month

It saddens me no end that this month I had to go to begging for photos but who better to beg from than multiple award winner, John Weir. Fantastic shot of Matt Person's Cirrus SR-22.

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





ZENAIR HORIZONTAL STAB

The May edition of COPA Flight included the following article regarding Zenair Horizontal Stab Mandatory Action. In the interest of flight safety it is being republished here with the permission of COPA.

ZENAIR HORIZONTAL STAB MANDATORY ACTION

THOROUGH INSPECTION REQUIRED BEFORE NEXT FLIGHT
BY RAA CANADA



Zenair has told owners of its kit-built aircraft to inspect the inner structure of the horizontal stabilizer.

In September 2016 an Advanced UL Zenair 601 was on approach to Guelph Airpark when the nose pitched abruptly downward and crashed, killing the one crew member on board. The Canada Transport Safety Board did a comprehensive investigation and found preexisting internal damage to the forward spar of the horizontal stabilizer. The build quality of this part had been exceedingly bad, with only half the required number of rivets holding the left forward attach bracket to the spar. In addition, there were many extra holes randomly drilled through the spar and the bracket, which weakened the spar. It appeared that these mistakes had been ignored during the build, and once the skins had been installed they could not be seen even during an annual inspection.

In the 1990s the builder of an Advanced UL signed off his own work without any Transport Canada requirement for an inspection, and based on that signature the plane became legal for the carriage of a passenger. Later this was changed to require that the manufacturer or his representative

signed the document, but there was still no specific inspection requirement. The quality and extent of inspection was left to each manufacturer to decide.

Zenair has looked further into the situation and they have issued instructions to remove and inspect the horizontal stabilizer of the 601 and 650 series, the 701 and 750 series, and the STOL 801. The lower skin must be cut open to reveal the internals so that the brackets and spar may be inspected for loose rivets, adherence to plans, and quality of build. A new closure piece is then riveted over the inspected area using their specified procedure.

Their website shows other build problems with mounting brackets and the fuselage tabs to which those brackets are bolted. The easiest path to find the information is to Google "Zenair 601 horizontal stab". Some builders have not paid attention to a good fit and have just tightened bolts to close a gap, rather than shimming to fill the gap. The site also shows brackets that have been badly drilled so that the bolt holes are ragged and oval. In many cases, because of edge distance requirements, it is not safe to up-

drill to use a larger diameter bolt. Some brackets also show cracks near the bolt holes, possibly from the bolt heads' biting into the curved area of the brackets if the builder located the hole too close to the corner of the bracket.

For Advanced UL aircraft this is definitely a Mandatory Action before next flight. Failure to comply means that the plane no longer meets the manufacturer's specification, a requirement in this type-defined category. There is no AD process for Basic UL or Amateur Built aircraft but owners would be foolish to ignore the manufacturer's concerns. Many in these two categories were built from plans so dimensions can vary from ideal. Amateur Built planes receive MD-RA pre-cover and final inspections but a Basic UL receives neither. A couple of 3/8" wrenches will remove the tail, and if nothing is wrong the plane can be flying in a day. If there are discrepancies it is far better to find these on the ground.

Anyone considering the purchase of one of these aircraft should verify that the work has been done and that it has been logged. ☐

Classifieds



FOR SALE: Baby Great Lakes Biplane Project

Complete project ready for final assembly at the airport and inspection by MDRA

Single place 65 HP Continental (Information on Aircraft Spruce Website)

\$11,000 - Contact Russ Robinson for more information



russ.robinson@sympatico.ca

FOR SALE: Long Ez - \$29,000

Hangered at CARP. 480 hrs airframe. Engine Lycoming O-235-L2C. 10 hrs SMOH.

Engine Major Overhaul by Aero Atelier (Lycoming Service Center).

Annual inspection May 28 2016. Many new parts.



Andrew: 613-836-3968

613-295-7451 (Cell)



ricketts@teksavvy.com

FOR SALE: 1973 Piper PA28-140

5400TT, Lycoming O-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$35,000.



Hans Sanders: 613-446-7728



FOR SALE: MIG Welder

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



Andrew Ricketts: 613-836-3968



ricketts@teksavvy.com

FOR SALE: Canuck Share

The Canuck Group at EAA 245 in Carp has shares in the 1946 Fleet Canuck CF-DPZ for sale. The aircraft has 1250 hrs TTSN engine and airframe since being built in 1946 and has always been hangered.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.



Ken Potter: 613 259-3242



kjpotter@sympatico.ca

FOR SALE: Mustang 2 and RV-4 Plans

Mustang 2 plans set (not used)

RV-4 plans set (not used)

RV-4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools.



Michel: 819-685-2194



andre04@teksavvy.com

FOR SALE

G meter, Burton MA 2 +8, -2G . EGT weldolets pair, new. All prices negotiable.

 johnfirth0@gmail.com

FOR SALE: Anderson Kingfisher

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

 **Ken Potter: 613 791 6267**

 kenpotter@veritasmarine.ca

FOR SALE

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

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

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

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

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00

 iammcnally@yahoo.com

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

FOR SALE

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

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

 **Bob Crook: 613 225 6653**

 bcrook@sympatico.ca

FOR RENT: Tie-Down

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

 info@eaa245.org

FOR SALE: Hangar(s)

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

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

WANTED

WANTED

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

 bartcameron112@gmail.com

WANTED

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

 **613 733-2198**

WANTED

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

 Richard_Terzi@hotmail.com



FOR SALE: Aircamper

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

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

 harvey.rule@bell.net

FOR SALE: Bearhawk Plans and Positech Oil Cooler

Positech P20004C 9 row, used 1 year, \$100.00

Complete Bearhawk 4 seater set of plans never used \$100.00

Contact Charles Martel

 crmartel45@gmail.com

 613-862-4961

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 are considering starting 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: \$40 Newsletter only	
Province: _____	Associate Member: \$40	
Post Code: _____	Full Member: \$90* Newsletter, hangar, workshop, tie-downs. Note; there us a one time \$200 initiation fee when you become a full member.	
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)



2017 EAA Chapter 245

Fly-In Breakfast and Open House

Sunday June 11th, 07:30 – 11:00

(Rain or shine)

EAA Hangar, Carp Airport.

Breakfast; Adults \$ 8.00, Children \$ 5.00



Flying:

Airport ID = CYRP

Unicom: 122.8

Runway 10 / 28

Taxiway Bravo

Driving:

- Queensway to Carp Rd. North
- Carp Rd to Russ Bradley Rd (left)
- Google Maps;

<http://tinyurl.com/eaas245>

Questions; Please contact Ken Potter; Treasurer@eaas45.org or 613 791-6267