

Carb Heat

February 2017

EAA 245 NEWSLETTER Vol. 47 No. 2

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Next Meeting:

Thursday 16th February, 19:30, at the Bush Theatre,
Ottawa Aviation and Space Museum



Advances in Model Aircraft



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

Google™
Groups



Editor's Comments



Over the Christmas holiday we flew out to Whistler and I took the opportunity to drive across to Pitt Meadows to look at a possible replacement for the Nanchang. While I was there I got to look at a couple of interesting aircraft, including a finished BD-5. I used to fly a Long Ez and I always considered that to be snug but the BD-5 made the Long Ez seem like a motorhome. Great little aircraft and, in addition the piston engine example, there was also a partially completed BD-J, a la "Octopussy" complete with jet engine currently bolted to a test rig "go-kart". Fascinating.

In this month's edition, Phil regales us with tales of getting high in California, Matt Pearson (finally) takes us on a trip to see the Blue Jays in Toronto, Matt Mountain is our Pilot Profile and Hans Sander's give us some positive battery advice.

And don't forget to sign up for the Chapter's Google Group!

Colin

newsletter@eaa245.org

Despite the lack of flying, other than commercial which I did rather a lot of in January, I actually received a few articles for submission to Carb Heat! It just shows that constant wingeing and whining gets results. However, please don't take that as an excuse to put your pens down. My stock of articles in reserve is not exactly overflowing so please, bring it on.



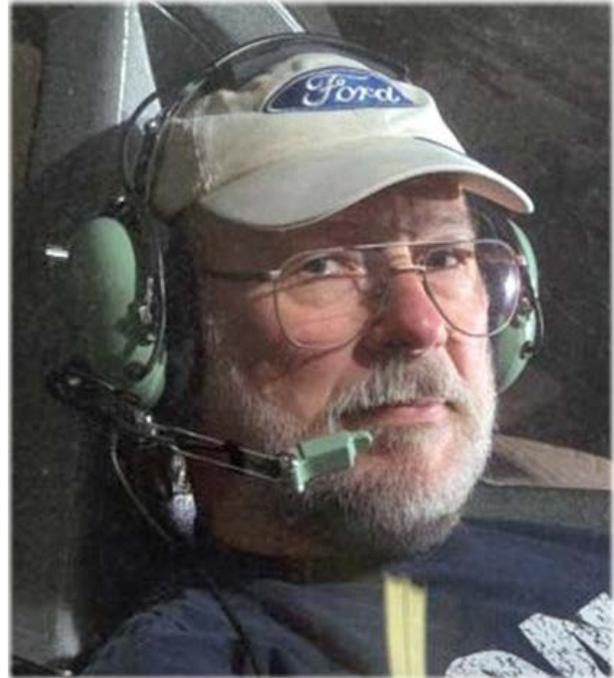
President's Message

Winter has certainly been with us this year with a lot of snow and cold weather. Unfortunately, I've not managed to get any flying in apart from that which I had in California over Christmas.

The good thing is that we are now getting longer days and soon the temperature will start to rise and that flying season we have all been waiting for will soon be upon us.

As you all know, we are now paying for hydro but I've yet to see the first bill to see how much we are using. Members are observing the goal to not waste electricity and the workshop is definitely running cooler. If you are feeling cold down there just wind a couple of hours on the timer and the heat should kick. The goal is not to make people cold, rather to just be aware of the cost to the membership. In days of old we used to have an honesty mug in which members would throw in a dollar or two when they used additional heat in the workshop. I'll leave it up to you as to how you want to contribute.

One of the things that has been missing from the chapter over the past few years has been a means for members to communicate with other members. Much of this has arisen as a result of the privacy laws not allowing the club to pass out the members contact information to other members. Many of us have found this to be annoying to say the least. As a result, Peter Zutruen has grabbed the bull by the horns and has been working to set up a chapter mailing list similar to those found in common interest groups. Once we have completed the test phase we will be rolling this out and we will be asking members to decline this wonderful opportunity if they would like to be excluded. Once we have identified those members who wish to be excluded we



will set the list in motion. Members will be able to write to the list to ask a question, notify the group of a possible fly-in/out, or any other aviation related thread. The list will then send emails to all participants. However, their email addresses will not be visible. You will be able to respond to the list using the reply button and your responses will also be visible to everyone. We hope members will use this to inform other members of aviation related events, requests for support, requests for a ride share to the club night etc. What will not be tolerated are politics, cat videos, religion and other clearly non-aviation usage. If you want to sell an aviation part that will be completely in scope but selling your car is not. Anyway, we will be playing it by ear and see how it morphs. Enjoy.

The Zenith Cruiser Project is on the move again but it is the same old faces each week. It would be nice to see some new faces come and enjoy the fun. It's not just about pulling rivets, there is a lot of social activity too. The fuselage is now in the workshop so it's not cold working on it.

We have about 50% membership renewal so far but it would be nice if we could improve on that figure. Dues

are supposed to be paid around Christmas or the New Year. The success of the Chapter relies on subscription payments so please be prompt and encourage your aviation friends to join up too. If you know of any past members who you may feel are considering re-joining, please give them a gentle nudge to re-instate their membership. EAA has so much to offer but there are also many silent benefits that one only notices when they are missing. Renewal can be done by Cash, Check, EFT and our website also offers PayPal. Failing that you can go directly to Gord Hanes. Gord favours EFT if you are wondering about the best method. There are no increases in the membership dues this year but there will likely be one next year so I hope everyone will be quick to respond and keep their membership in good standing.

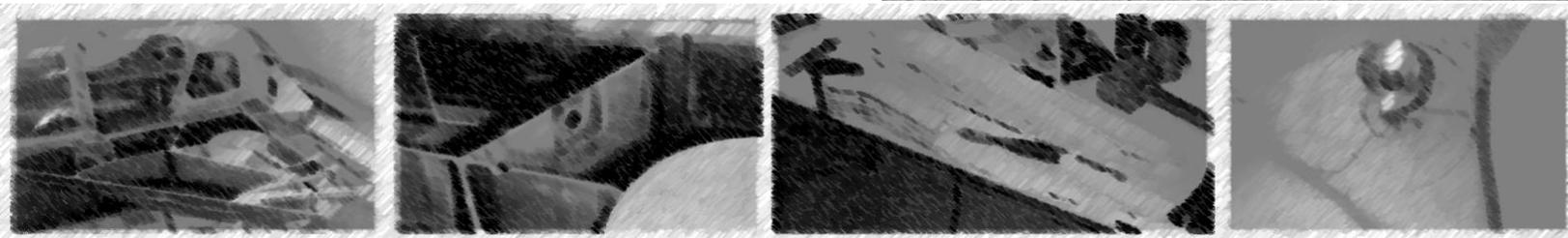
January showed an interesting presentation by Steve Bellingham on ADSB and this month, Thursday 16th February, Dalton Campbell and Brent Norman will be presenting everything they know about model Jets. It should be an exciting meeting.

As we have had no one step forward to do the coffee at the chapter meetings we are unable to provide coffee, however Russell Homes has stepped up to the plate and is providing hot chocolate and Timbits. Thanks Russ.

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 –16th Feb 2017 @19:30

Presentation: **Advanced in model aircraft**

Presented by: Brent Norman

Where: Aviation and Space Museum

EAA Chapter Meeting –16th March 2017 @19:30

Presentation: **Modernizing older aircraft engines**

Presented by: Mark Cianfaglione

Where: Aviation and Space Museum

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

Going Places



Mo's Fly-in

MO'S 28TH FLY-IN

LE SAMEDI 25 FÉVRIER 2017 | SATURDAY FEBRUARY 25TH 2017

CANCELLED

COP #10

tel. 9-682-52

3.20

122.75MHz



Coordonnées
45 26'57" N
75 55'48 W

Piste 3500x100pi, 34-16



On the Ottawa river
1 Mile west of the Ottawa VOR

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

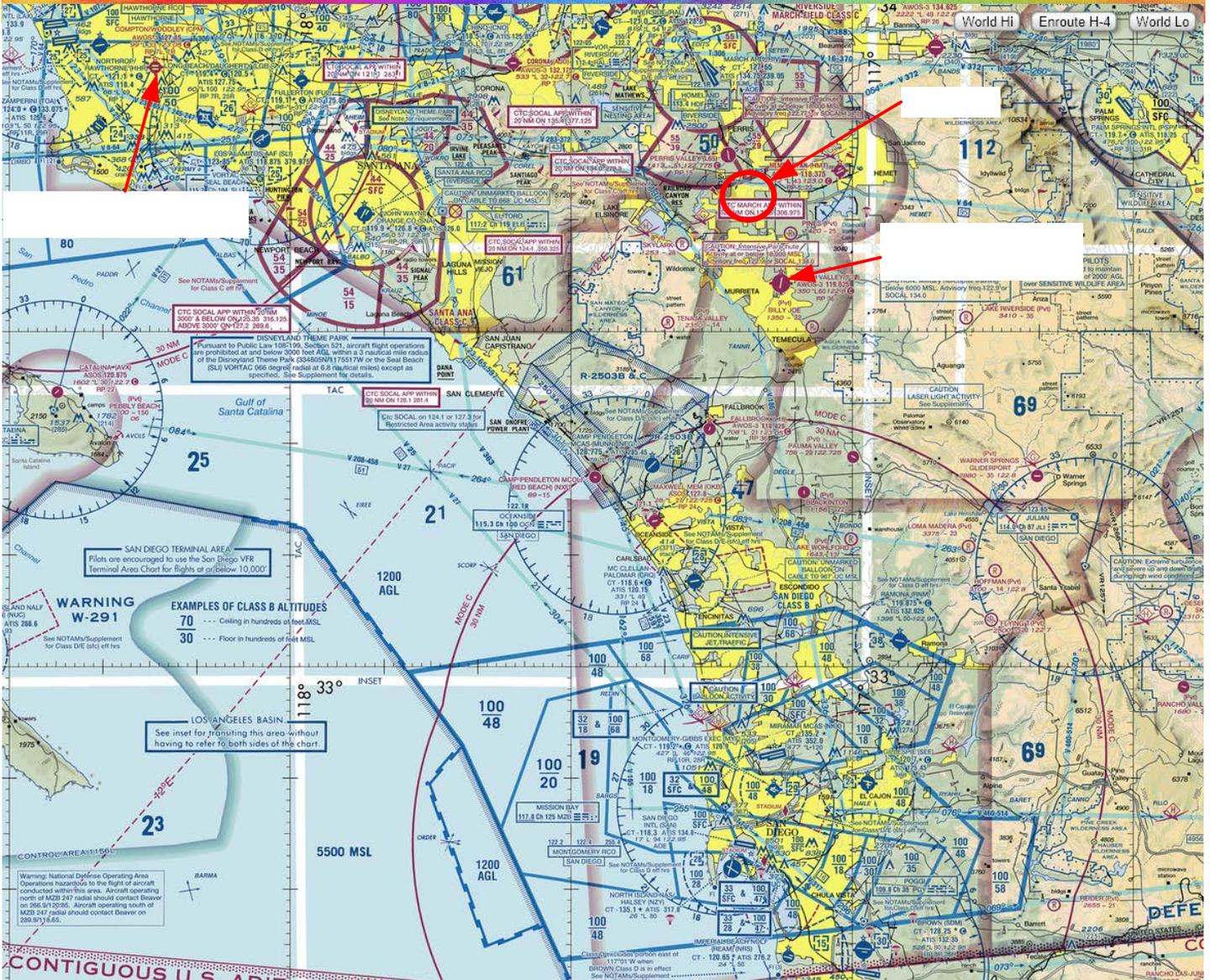
Runway 3500x100pi, 34-16

Atterrissage sur skis recommandé
Une piste d'atterrissage pour avions sur roues sera déblayée si la température le permet - Atterrissage à vos risques
Landing on skis recommended - Weather permitting, a runway will be ploughed - Landing is at your own risk



Photo aérienne | Aerial photo Nathalie Huard

California Dreaming



As many of you know I plan to retire to Southern California in the not too distant future. Our plans are to set up retirement close to Lois's brothers in a small town called Sun City (Red Circle) which is about an hour and a quarter NNE of San Diego. My lovely bride, Lois, was born in Southern San Diego. As most of you probably don't care where this is, geographically, I have included the Sectional Chart which may have more relevance to the reader. LAX is in the top Left hand corner and San Diego is the bottom Centre.



Lois, Emma and I spent a couple of weeks down there with family this Christmas and I managed to meet up with my old friend, Keith Spreuer. I have known Keith for a good many years as he built a Cozy MKIV using the same Subaru engine and gearbox as me. However, unlike me, Keith finished his about twelve years ago, despite starting at pretty much the same time! I guess he was twice as productive.

Keith played a major part in me getting my High Performance rating for the Cozy as it requires instruction by an instructor, proficient on type. Transport Canada agreed to let Keith substitute for an instructor, as there was no such animal in Canada who met the criteria. This all happened a few years back but over the years I've managed to get some left seat hours in N91KS. (Keith's registration reflects the year he started building and his initials.)

We arranged to meet for breakfast at French Valley Airport (F70), 9NM SSE of Sun City, which is where we were staying. F70 is a relatively new airport and when I used to visit Lois's mum, back in the early 90's, F70 was surrounded by fields. Now there are developments to the North, South and West of the airport but it is still, in my mind, one of the best airports in Southern California. It is outside of controlled airspace with March Air Force base and Perris Skydiving close by. F70 has a 6,000ft x 75ft paved runway (18/36) with a parallel taxiway so there is no congestion due to backtracking. The mountains are to the East with

plenty of room for circuits. Due to the increasing population, circuits are all to the East irrespective of the active runway. There are about 180 aircraft based at the airport with about 150 being single engined and a number of corporate jets. It's just fun to walk around and talk to people. EAA Chapter 1279 is also based on the airport and although I did not meet with anyone from the chapter I have met up with them on a number of occasions in the past.

Keith arrived in his Cozy MKIV at about 10:00am and we had a long chat about how my Cozy was performing compared with his. Both Cozy's have the same Subaru power plant so we were interested in seeing how the two compared, bearing in mind mine has retractable landing gear and his has fixed gear. Both machines are a little different compared to standard Cozy's for various reasons but it was still going to be interesting to see how they compared.

Keith is 165lbs and of commensurate height so his canopy was standard construction. He had agreed to let me fly from the left seat but since the standard canopy causes me to bang my head on the Plexiglas we removed the seat cushions which lowered me and moved me back by three inches. Seating was very comfortable even though I was sitting right on the fibreglass. Rutan really did get the seating just right even without cushions. Keith had previously arranged to set the weight and balance to be comparable to my last flight in C-GPLE.

We fired up the engine and Keith did the necessary checks as everything is placed differently to mine. Keith gave me control and told me to taxi and take off. Talk about confidence. We taxied to the threshold of 36, which was about a 4,000ft taxi using the parallel taxiway, lined up and I gave it full power. N91KS has a finer prop than C-GPLE and the RPM soared to 5,300 compared to GPLE's 4,650. At 70KIAS I pulled back on the stick but it was much heavier than GPLE and took until 80KIAS before we became airborne. It seemed like we used more runway than I had been accustomed to even though we were operating at similar density altitudes to my last flight in GPLE. Once we were airborne the higher power of the higher revving engine (5,300 RPM N91KS verses 4,650 RPM GPLE) even with GPLE's gear retracted was very noticeable. N91KS was making some 400fpm to 500fpm better climb performance than GPLE but once we were at altitude the speed was about ten KIAS slower for the same RPM. This was not a fair comparison as GPLE has a cruise prop so one would expect to have slower climb and better cruise but it was interesting all the same and it leads me to believe I need to re-pitch, or make a new propeller.

We flew to about 5,500 feet and did some comparative testing of the slip performance that had been bugging me for the last few flights. Rob Erdos had been concerned that the need for no rudder in a turn would also make the ability to slip problematic and we even demonstrated this in flight over Smiths Falls. With this in mind I replicated the properties in N91KS and both aircraft behaved the same. We then went on to repeat the test at lower speed, 80 to 90KIAS, and it was a completely different animal yielding 20 to 30 degrees of slip which was contrary to Rob's expectations. Clearly, I

need to re-visit the slip properties of GPLE at landing speeds as this impacts the cross wind landing performance.

After completing a number of comparative tests we decided to shoot some approaches as I had anticipated a big difference here. N91KS is a fixed gear Cozy whereas GPLE has retractable gear and is very slippery with the gear up and drag monster when the gear is down. So far Keith had not touched the controls since start up and I anticipated he might need to have some input in this next phase but he just sat there patiently watching what was going on with the occasional comment on how I might make it work better. On the third approach I had just called base, I had planned to land on this one, when a Citation jet called long final so, not wanting a jet engine integrated with the Subaru, I broke of the approach for the third time. By this time I was beginning to get the feel of his aircraft and was prepared to do the landing(s). I managed six touch and goes with only one not being good but like they say any landing you can walk away from is a good one.

I had a great day and Keith enjoyed it too. It boosted my confidence in flying GPLE and I believe Rob and I need to address the approach to landing differently to the way we have in the past. Flying a shallow approach seems to make the aircraft wallow when slow but this does not happen when away from the ground so the steeper decent seems to work better. It's something I need to try in the spring.

Keep the blue side up and the rubber down.

Phil

Phil



Pilot Profile #12: Matt Mountain



Referred to affectionately within our local CYRP group, as *"Fire Matt"*, it will come as no surprise that Matt is an Ottawa based firefighter rather than a pyromaniac. He's great to have along on a trip, and not just in case of accidents, as he's become our *"go to guy"* for rules, regulations, frequencies and all things the more 'chronologically challenged' of us can't remember. An avid 'Pilots n Paws' member, Matt has done a number of long distance flights ferrying dogs, and even owls, across Ontario and all the way to the East Coast.

Where were you born?

In the Civic hospital! I grew up in North Gower and when I was 14 I went to a boarding school in Pennsylvania. After that I went to university in California and Virginia. I ended up with bachelor's degree in philosophy, which isn't very practical, but was a good foundation. I worked in a few different places in the US and the Middle East for a few years but ended up back in Ottawa.

Where do you live now?

Stittsville. I've built 3 houses in and around Stittsville and after selling the third I settled into my current home. We actually bought the house we are currently in from the people who bought my third house! The switch made sense for both of us. I kept building bigger and bigger, which was fun, but eventually we ended up with a house that was way too big for us. We are still in a place that is too big for us, but it's a great spot with great neighbors (*I think he means John Weir, Andy DePippo, Alfio and myself, Ed*).

What's your occupation?

I'm a firefighter for the city of Ottawa. In university I ended up helping the local fire department with a forest fire that was encroaching on our dorms. Before that I had never thought of fire as a career. My plan was to write the LSAT and go to law school.

A couple years ago I had a call at work for a fatal crash of a Cessna Cardinal going into Ottawa. It was just before I started my PPL. It opened my eyes to how difficult SAR operations would be in the real world. Trenton told us they had his ELT pinpointed to Woodroffe and the train tracks and gave us a 2 mile radius. Rough math has that at around 12 square miles. Even knowing he was on approach to 07 and with the info from Trenton it still took over 30 min to find the crash site. Ten fire trucks and a few police cars and we eventually found him just behind the old JDS building on Merivale. We expected fire or smoke and neither were present. None of the wreckage was over 3 ft off the ground which made it almost impossible to see. We

only found it because he hit power lines and broke a hydro pole.

That incident reminds me to maintain a good situational awareness while doing cross country trips and have an idea of where I am all the time. I'm almost always using flight following and if I'm not I still listen to a centre frequency on the off chance I may need help. ELT's are great but I've seen how tough a search can be under optimal conditions in an urban area. Unfortunately the accident resulted in 2 fatalities.

How did you get interested in aviation?

It is something I have always been interested in, but it was never a priority. One of the companies I worked for in the US did primary flight training for foreign military cadets. I was in the management side but got the bug from watching those guys.

My younger brother flies a Challenger 605 for a gold mining company out of CYYZ. My sister's brother has a PPL and my brother in law, Matt Pearson, has been flying forever. Lots of pilots in the family.

When did you learn to fly?

After I sold my last house I decided it was finally time to get in gear and go for it. I started in the winter of 2013 – got my PPL that summer, and I've just completed my CPL check ride (Thanks Mark).

I did my PPL at the Ottawa Flying club. I had been told that learning in a busy environment would be beneficial, which it was. There is nowhere I would hesitate to fly and part of that I think, comes from the busy environment I started in. After that I did the majority of the CPL in CYSH. CYSH was a bit of a further drive but their prices are so good it was a much better choice. They also have the cheapest SIM time around. A few of my CPL hours were with Andy Boyd in his Maule, but the majority were in a 172.

What do you fly now?

Matt Pearson has been generous enough to let me fly his airplanes and, currently, he has an RV-7A and a Cirrus SR22. I have about 125 hrs on the RV and 2.5 on the Cirrus so far.



What else have you flown?

Cessna 152 and 172 in PPL and CPL training, as well as a few hours on the Maule

What's your favourite piece of music?

Toby Keith – Courtesy of the Red white and Blue

What's your favourite book?

Pretty much anything by Tom Clancy. I read '*Without Remorse*' in High School and that got me hooked.

What's your favourite movie?

Probably '*Christmas Vacation*', but only around Christmas (*Oh dear, just when I thought everyone was coming around to my way of thinking, Ed*)

What's your idea of perfect happiness?

I thought about this one a lot. A few years ago my wife (Matt Pearson's sister) had brain surgery to remove a tumor. The day after the surgery, late in the evening, she went for an MRI scan. After the MRI I was pushing her wheelchair back to her room and the hospital was quiet and peaceful with no one but us around. We had this incredible sense of peace and optimism and I can honestly say there was nothing else I wanted in the world. I remember that night as one of the happiest times in my life. I guess that is all to say that being with

the people you love and being grateful for what you have is my definition of happiness.

What's been your most memorable experience?

This is a hard question. My first trip to Oshkosh with a group was a great experience. Dave Matheson and I have done a lot of Pilots and Paws trips that have also been really memorable. Transporting two great grey owls to Cochrane with Dave and then releasing them back into the wild was a very cool experience. I also love flying into Billy Bishop for quick Toronto day trips. It's impossible to pick the most memorable.



[A memorable trip to Oshkosh in 2015](#)

If money was no object, what would you fly?

Phenom 100. Lets you get cool places quickly but isn't too flashy...

What trait do you most deplore in yourself?

I can find a reason to wait until the last minute for most things, I am pretty sure this profile is due tonight!

What trait do you most deplore in other people?

People who take friends for granted and don't stick to their commitments

What's your motto?

No matter what happens the sun will come up tomorrow

How would you like to be remembered?

As someone who was there for a friend when they needed it.



BETTER LATE THAN NEVER!

There comes a point in every man's life when the persistence of our esteemed editor becomes too much to bear. This is my story.

This past summer, my 8 year-old son, Sasha, became really interested in baseball – and the Blue Jays. He joined a little league team and I “helped out” as an assistant coach. He had a fantastic season, and through it all we kept talking about taking our Van's RV-7A on a flight to Toronto to see a Jays game. Towards the end of the summer the timing and the weather all aligned, so off we went!

First step was to go online and buy some overly expensive tickets for the afternoon game. I then did a quick check of the weather, and we headed for CYRP. I had done this trip several times already this summer for work, so knew what to expect when flying into CYTZ.



There is really something special about strapping into your own airplane and jetting off for an afternoon in a different city. We spent most of the 1h 10m flight talking about baseball and the perfect weather. Sasha followed along on the EFIS, watching the “Time Remaining” count down as we sped towards Toronto at 165 knots TAS.

Toronto Terminal led us along the shoreline towards CYTZ, then passed us over to City Centre Tower for landing. It was very uneventful, which is exactly what you want with an 8 year old in the right seat. We parked at the east end of the field, right near the terminal building. The RV-7A carries 4 hours of fuel, so we did not even need to fill up in Toronto.



The tunnel from the island airport to the mainland is open, and it is a great upgrade from the old ferry. When you come out the other side, there is a free shuttle that takes you downtown, conveniently right



near the Rogers Centre. We were at the game about 30 minutes after landing.

We got to the game early and Sasha was in heaven. As a father there is really nothing better in the world than hearing your son say, *"Daddy, this - is - awesome"*. We really are lucky to have these airplanes, and right then I resolved to take better advantage of mine in the years ahead.



We stopped for dinner after the game, then back to CYTZ around 7 pm. The sun was starting to go down, but that Toronto skyline is still hands-down the best approach / departure of any airport I have ever come across.

The game started slow, with the Jays falling behind early. But, midway through they rallied back to win – including an *"in-the-park"* homerun! Just when we thought it could not get any better, the kids were invited to run the bases after the game!

We, along with 6 million other kids, lined up for 300 hours, and it was well worth it. We got led through the bullpen and right onto the field, where Sasha got to run the bases while I took photos.



The sun set behind us as we flew back to CYRP, and it was dark by the end of our 1h10m flight. Sasha helped push the plane back into the hangar, and we headed home to tell people all about it. It was a really special trip, and quite a story for the kids at school!

This December I bought a Cirrus so, at the moment, I accidentally have two airplanes (*Accidently! An accident is when you trip over the cat, not buy another aircraft, Ed*). That is not sustainable, but is admittedly a nice problem to have. With the Cirrus we hope to have similar adventures as a family of 4, so stay tuned for a future Carb Heat article! (It might still be 5 months late).

Matt



Photo of the Month



At last, someone has come to our rescue and beaten Jon Weir into a dim and distant second place. Thanks to Peter Zutrauen for this wonderful shot of him landing (?) his Hummel at Oshkosh. A trip that we need to encourage Peter to write about for Carb Heat.

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





E Salt and Battery

My previous Gill 35 battery had lasted for 10 years and, based on this, I purchased a new Gill 35 battery four years ago. This battery seemed to be one perfect example of why many pilots swear that they will never touch a Gill battery and will always buy Concord. The first year it performed flawlessly but started to degrade rapidly from then on to the point where I had to boost the battery if the plane stood for more than 2 weeks.

Recently it would not even take a full charge and I checked for a replacement with several suppliers. Try as I may, I could source no cheaper price than \$ 335, delivered, for a Gill 35. Since I had nothing to loose, I took my battery and emptied the electrolyte into a pail and then flushed each cell with a water hose and turned the battery upside down to empty what appeared to be black mud until the cells were clean. It was lead oxide that had accumulated at the bottom and shorted the plates. I ran the electrolyte twice through a coffee filter to clear the fluid.

I added 3 tea spoons of Epsom salt to each cell and refilled it with the electrolyte before putting it on a charge. Whereas previously the battery would only charge to about 11 volts it was not long before it charged to 13.75 volts after about 2 hours. Left disconnected from the charger over night it still held 12.75 volts the next day.

When I put it back into the plane it started the plane like a new battery would and checking my charging voltage it stood at 14 volts. I use a solar battery maintainer purchased from CTC for about \$18 and after getting back into my Piper a week later, the battery showed 12.75 volts and enthusiastically started the O-320 Lycoming.

If you are having battery problems, you might try my method of revitalizing your power source.

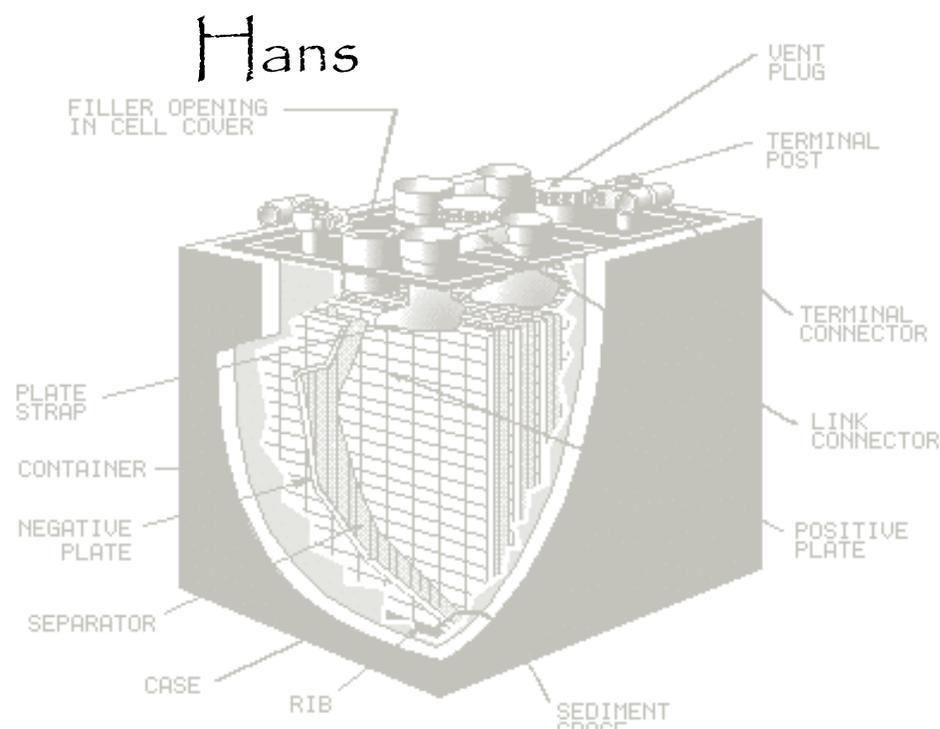


PHOTO FRAME



Mike Lamb juggling power and elevator



Andre snaps a photo from the back seat. 10,300 feet over Megève, France



Andre has a chance encounter with Chris Hadfield

Classifieds



FOR SALE: Long Ez

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.

More information and pictures at:
<http://www.magma.ca/~andrewr>.

 **Andrew: 613-836-3968**
613-295-7451 (Cell)

 **andrewr@magma.ca**

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**

 **andrewr@magma.ca**

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 hanged.

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.

Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper.

Asking \$2,600 for camper or best reasonable offer. Will consider partial trades for aluminium sheet materials and machining materials or 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

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.

President:	Phillip Johnson 613-790-4929 president@eaa245.org
Vice President:	Mark Richardson 613-983-7764 vice.president@eaa245.org
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 treasurer@eaa245.org
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Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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)