



Carb Heat

February 2013

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Aviation Photography Insights

Presentation by Peter Handley



Next Meeting: Thursday February 21 at 7:30 PM
Bush Theatre, Canadian Aviation and Space Museum

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President's Message by Cary Beazley



It's that time of year again – time to warm up with Moe's chili!

The Montebello and Kars flyin's are also sources of good food and company.

1911 Bleriot XI project – Matthew Carson – Canadian Aviation Heritage Centre

Wow; what a beautiful project. Matt gave us the Bleriot history - from the first plane to cross the English channel to the first air meet appearances in Montreal and Toronto. He showed a number of pictures, copies of original drawings and a video trying to shoehorn the large chord wings through doors for its extended Montreal City Hall display.

More than 6000 hours went into meticulously crafting this replica literally built from scratch to closely match the original, quirks and all. No modern hardware here - a lot of research effort went into literally rediscovering the wheel to replicate custom, fittings, tires, custom aluminum lost wax castings and extras parts for other Bleriot replica projects.

The flight handling sounds challenging with the dawn of aviation wing warping compared to

today's aircraft - the flight test program reads – “forget what you know”. It made me cringe to hear the 2-seat military sister ship crashed on the maiden flight at St Hyacinthe airport recently.

Matt has a very long and distinguished aviation career – I apologize for not doing a better introduction. Perhaps we can get him to share some of his other stories sometime.

Thanks Again Matt

OTTAWA TCA Airspace Consultation, Airspace grab part 2

Here are some blogs that were recently discovered. It appears many stakeholders were not even aware of the study. See the Jan 29, 2013 blog:

<http://copa8.blogspot.ca/>
<http://copa8.blogspot.ca/2012/12/nav-canada-study-of-ottawa-tca-airspace.html>
<http://copa8.blogspot.ca/2012/11/nav-canada-to-conduct-study-of-ottawa.html>

This review is related to a previous NavCanada - Ottawa Area Airspace Change Consultation Apr 26, 2011.

It sounds like NavCanada is determined to convert Ottawa terminal airspace from class 'D' to class 'C'.

If history is any indication, expect restrictions and denied access to terminal airspace on busy days...

Billy Bishop Goes to War at the Gladstone Theatre

Last chance to catch the show:

<http://www.thegladstone.ca/billybishop.html>

Vintage Wings Updates

There is always stuff going on at VW – check out some of their latest articles and news:

<http://www.vintagewings.ca/Home/tabid/40/language/en-CA/Default.aspx>

SAM aircraft updates

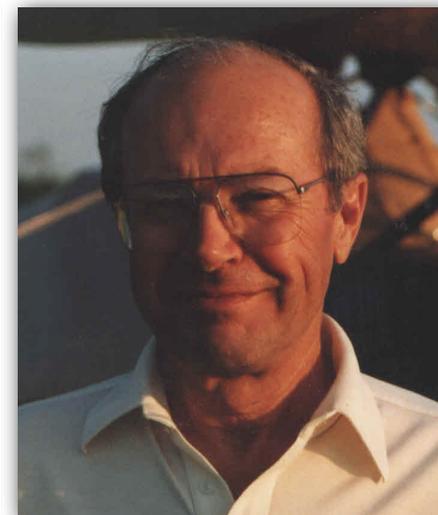
www.sam-aircraft.com

Mascouche airport petition

Sign the petition to keep Mascouche airport open.

http://www.petitions24.net/non_a_la_fermeture_de_laeroport_de_mascouche_csk3

Gone West



Another former member we have not heard from in a while, Laurent Ruel, directed us to an old article on **John Richards** in Fifty-Five Plus magazine. We have been

unable to track down the author to reprint it – but here’s a link:
www.zenithair.com/misc/55.html
Thanks Laurent.

We received more sad news that another long time member, **Stan Acres**, passed away February 6th after a brief illness.

Stan Acres was the consummate gentleman, always friendly and helpful – as nice as they come.

As many know, he has cut many lifetimes of grass.

Some people will also recall that Stan’s beloved Fleet Canuck, enshrined on a Canadian coin, was donated to the Canadian Air and Space Museum:
http://www.casmuseum.org/fleet_80_canuck.php#about

After several years out of flying, Stan purchased another Fleet Canuck and resumed his passion of floating amongst the clouds once again. It was good to see Stan’s renewed vigour and that extra

spring in his step. You will be missed Stan.

We have received a number kind notes and letters for both John and Stan.
If anyone has any pictures or stories they want to share – please pass them along.

Around the Patch

We have had some large Sunday morning turnouts at the Carp chapter.

A lot of the EAA folks have been actively (shovelling &) flying this winter, particularly on some of the very nice CAFB days.

Charlie Martel paid Carp a visit on a fine Feb 10 day.

Andre Beauchamp’s Zenith snowmobile sounds seem right at home – we hope to see her fly anytime now.

Mike Misener and **Ken Potter** have both been out with the Canuck twins, hopefully with heat.

Linda and Dwayne Price have been out and about with the newly clothed RV6.

Bill Reed’s RV8 is back in the air after a long rest.

André Durocher of Pontiac Airpark sent some pics of his new Seabee wheel skis. I’m waiting to see his NuVenture as well.

EAA 245 Club Stuff

Sunday morning get together continue @10am at the Carp EAA hangar. See you there.

Many Chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM. Everyone is welcome.

See you at the meeting!

Cary

Meeting Schedule

21 Feb 2013	Peter Handley shares some of his aviation photographs, stories and insights Peter does the phenomenal photography for Vintage Wings. http://photography.phdcreative.com/ http://www.phdcreative.com
21 Mar 2013	New Zealand Air Adventures – Kathy Reducka and Bruce Wheaton Kathy and Bruce will share some of the stories and pictures.
18 Apr 2013	To Be Determined

The Veebee or a Seabee on steroid by André Durocher

Every year I try to spend some time with my daughter. In the summer of 2010, we flew to the Ungava (1150 miles north of Ottawa) with a Cessna 172 XP floatplane. We saw one polar bear, one iceberg and the highest Canadian mountain east of the Rockies: Mont d'Iberville rises to a height of 5420 feet and is located in the Torngat Mountains.

For 2011, my plan was to fly around the James Bay and the Hudson Bay with a stop at the arctic circle, a 4000 miles journey.



To do this, I wanted an amphibian with an engine burning 100LL or automobile fuel. 100LL is rare, and expensive, up north. In June 2011, I test flew a Lake amphibian but this was too small of an aircraft for my mission. The same day I flew a Republic RC-3 Seabee equipped with a Corvette engine. The latter was the machine I needed and I bought it on July 22nd, 2011.

My Veebee is equipped with an LS6 2004 Corvette engine developing at least 350 HP at 4500 RPM. The original Seabee engine was a Franklin 215 HP. Republic built 1160 Seabee over a period of 12 months in 1946 and 1947. They were selling them under cost at \$4500 just to keep their employees working after the war. Then, the company got a big contract from the government and they stopped the production.

The Seabee is a big 4 seats airplane with 3 doors and 7 windows with no engine to hide your view. I feel like being in a boat in the air. The baggage compartment is huge with 200 lbs capacity. In just a few minutes I can fold the seats to make a 46 inches wide bed!!

The Veebee is in the amateur-built category. My panel is entirely

glass. Not one needle! My gross weight is 3800 lbs and my useful load is 1370 lbs which is a lot for an amphibian this size. Also, like all original Seabee my propeller blades rotate a lot so I can back up!!

My wingspan is 42' 9" compare to the original 38'. With 350 HP the take-off run is shorter and the climb rate is increased a lot. An advantage of the car engine is a fuel burn rate of 11-12 US gal/hour compare to 13 with the 215 HP. Another advantage with the car gas is that I paid \$1.14 a liter at the arctic circle. The cruising speed is about the same as the original: 100-105 MPH at 50% power or 3300 engine RPM and yes there is a gear box with a ratio of 1.7. The fuel tank is 75 gal (but I put 80!) for a range of about 650 miles.

The tail feather is big so a weak crosswind will swing you around. You need lots of brakes for taxiing. My Veebee is not equipped with cables connected to the tailwheel. It is a free swivel tailwheel but is equipped with a tail wheel lock which is almost a necessity.

There is 525 lbs on the tailwheel. The center of gravity is about in the center of the engine. The baggage compartment is under the engine and the fuel tank is under the baggage compartment. This is convenient because a change in your fuel or baggage weight will not affect much your C of G. The inconvenience is that your C of G is way behind the main gears and if the tail starts to move on one side you will not be able to stop it and you will swing around. This

happened to me a few times while taxiing and being too aggressive in the turns! Another point to be careful about the C of G is that if you take a copilot aboard the C of G will change a lot. The take-off is not a problem because if you forgot to trim before applying the power you will feel that it is tough to pull the control so you will trim nose up. BUT if you take-off after your copilot is out and you forgot to trim nose down WATCH OUT! On take-off the nose will point straight to the sky and you will not be strong enough to push on the yoke. You absolutely need to trim nose down as fast as you can while pushing as hard as you can on the yoke. The original trim is a turning handle on the roof but my trim is electric so I need to be patient. The heavier the co-pilot, the more dramatic it can be. This too happened to me!

The Veebee is a very nice flying boat. Water taxiing is easy except for crosswind conditions because the tailfeather is so big. The propeller reverse capability helps a lot here. Going up on the step is done in just a few seconds and taking off is fast. Thanks to the



© Jean-Pierre Bonin

350 HP. The machine will easily take-off at gross weight on a glassy water. Contrary to a floatplane you cannot land crosswind because of the wing float. Taking off crosswind is possible. Also, climbing on the beach with the wheels down is lots of fun!!

As this flying machine is a homebuilt I can make many changes without asking permission to Transport Canada. So, because I

live where there is snow and I love ski flying I decided to install non certified wheel-skis from Datum Air <http://www.datumair.com>. My Veebee becomes a Skeebee during the cold season. The main skis move fore and aft with the use of an electric motor. The tail ski is a fix penetration ski with the wheel showing under the ski. The landing gear handle is locked in the down position. You don't want to put the main gears up!!



In short, the Veebee is a triphibian that I can use all year around and which is fun to fly. In just 1 ½ year the Veebee flew over the polar bear in the arctic and in the same water as the floridian alligator and is at ease everywhere!

Happy flying

André Durocher

All photographs by
Jean-Pierre Bonin

EXHAUST – from the Carb Heat Archives



30 YEARS AGO, February 1983

The EAA Chapter 245 meeting in February of 1983 was held at the N.R.C., Sussex Drive with 34 people in attendance. One topic of discussion was the ongoing construction of our hangar at Carp and the need for a floor in the basement (workshop) was mentioned. It was pointed out that this was required before anything else was done.

In the February 1983 Newsletter, the chapter recognized the efforts of **Ted Slack** and the EAAC Tech Committee in bringing in some major rule changes which affected amateur aircraft builders:

- (1) Gross weight increased to 4000 lb.

- (2) Maximum number of seats increased to 4.
- (3) Gross weight for gliders – 2500 lb.
- (4) Gross weight for gyroplanes increased to 1125 lb. to accommodate a second seat.
- (5) Specific types of amateur-built helicopters permitted.
- (6) The gross weight limitations and initial flight test time the same for all amateur-built aircraft, regardless of the type of engine used.
- (7) Initial flight test period was changed to “25 hours of trouble-free operations”.

The Chapter received a card and note from member **Laurent Ruel** who was travelling in Australia and having a great time.

20 YEARS AGO, February 1993

February 1993, Chapter president **Gary Palmer** reported that the writing of the “President’s Corner” column was coming from Melbourne Australia. Gary was on assignment there and making sure he visited every airport and museum he could.

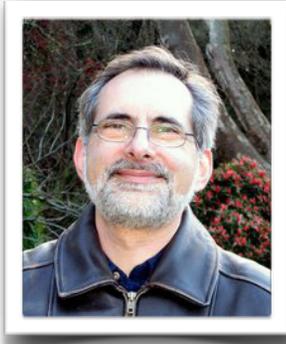
At the February meeting **Gary Fancy** brought the club members up to date on the current regulatory requirements for the Amateur aircraft builder.

Also at the meeting **Irving Slone** showed a video clip showing how not to bring in a Beaver on floats. **Dick Moore** and **Barney De Schneider** demonstrated their homebuilt engine pre-heaters. These were reported to be clever, portable, little devices and to work very well at the temperatures we tend to fly at and they could be built for under \$100.00. However, some tweaking was still to be done before drawings could be shared.

wayner@igs.net

Wayne Griese

Gadget Corner by Alfio Ferrara



This month we tackle a different product, Personal Locating Beacons. When we purchased an ELT for our RV9A back in 2006, we chose a 121.5MHz version because choices for 406MHz were very limited, expensive, and the standard was still evolving. Of course since then the manufacturers are offering 406 MHz devices (and upgrades) that will communicate with Search And Rescue (SAR) satellites, while our antiquated 121.5MHz device will only be useful for local SAR operations, and any aircraft that is monitoring the frequency and then reports the ELT activation. I have two radios now, and I do my best to monitor 121.5MHz. Please do the same if you have the capability. It could very well be my hide you are saving one day.

We could upgrade our 121.5MHz ELT to a 406MHz now, however the cost would be at least \$700, plus a yearly certification cost of about \$140. Presently our 121.5MHz ELT costs us \$50 per year to recertify, and cost of batteries is negligible. True, the 121.5MHz is not monitored by satellites, and not as good a performance as 406 MHz for location. They all seem to share the same G-switch however that

activates (...not always) the unit during a very hard landing or a crash.

Since our first flight in Dec 2008, we have upgraded with a holistic (I like that word approach) for emergency, tracking and alerting capabilities. Along with the ELT and PLB, we also have an Automatic Packet Reporting System (APRS) on-board. The APRS system is comprised of a small radio device that transmits beacons (on 140MHz Amateur Radio band) that include GPS data (altitude, location, speed) at regular intervals (typically a minute or two) via an amateur radio system. This allows for my flying buddy to track us when we go on trips or when we file a Flight Itinerary with him. The track is preserved on a server and accessible as needed. It is great for providing information to Search and Rescue should something happen. We will have more details on this device in a subsequent edition of Gadget Corner.

As mentioned previously, we have equipped ourselves with a Personal Locating Beacon (PLB). This device is a portable 121.5/406MHz emergency beacon transmitter with a self-contained GPS unit. Size and weight is similar to a 2000 vintage Nokia phone (when they were once so popular). The batteries are included and not user replaceable, however they will last 5 years (up to 6 years on the newer models)

and no fees or requirements for yearly certification.

Our unit is a McMurdo FastFind 210 and can be had for about \$250 now. A newer model, the FastFind 220 has a 6 year life on the battery and a re-deployable antenna (the FF210 antenna can be deployed once). There is not much to say



about it other than we carry it with us in the plane, and occasionally during some other type of excursions. There is a website (Canadian Beacon Registry) where you can register the unit. I have included additional contact information, APRS information (link), as well as aircraft and equipment description.

Advantages:

- Portable. Can exit the plane with you. Great for over-water flights (water ditching). If craft sinks (along with the ELT), the PLB can still be used to guide SAR for a recovery.
- Waterproof
- Built-in 50 channel GPS

- 5 or 6 year battery life
- No fees
- No recurrent certification cost
- Can be used for other activities (boating, hiking etc).
- Works everywhere, unlike cell phones.

Disadvantages:

- It is a PLB only, so must be activated manually. ELT devices activate (most of the time) upon impact
- Must manually deploy the antenna, then activate the unit. Older model can deploy the antenna only one time.
- Must remember to carry it with you, especially when exiting the aircraft.
- Emergency response may be different due to it not being an aircraft ELT. Including the proper information on the Canadian Beacon Registry for the PLB as to contacts and type of activity may help alleviate any response delays.

The disadvantages listed above become less important when we use a combination of devices such as in our case a 121.5MHz ELT as well as an APRS tracking system. Also, in over-water portions of our trip, we carry it on our person should be inevitable happen. Otherwise it usually is hanging from our throttle control.

As you can see in the photo below, we have used an old cellphone case as a handy carry case, and attached a FOX 40 whistle (with no ball) as well... yet another great gadget. No ball to get stuck when wet, always works.

Here are some useful links:

Mcurdo PLB web site:

<http://www.fastfindplb.com/us/>

ACR PLB web site:

<http://www.acrartex.com/>

Government of Canada web site

(list of approved PLBs): [http://](http://www.nss.gc.ca/site/emergency_beacons/plb_e.asp)

www.nss.gc.ca/site/emergency_beacons/plb_e.asp



Canadian Beacon Registry:
https://www.cbr-rcb.ca/cbr/presentation/other_autre/index.php?lang=en

Fox Whistle (no ball):
<http://www.fox40world.com/>

One last comment... I made sure to buy the PLB through a Canadian distributor and ensured that the PLB could be registered with the Canadian authorities. If you buy from the USA for instance, you must then register with the US Government. Some folks have managed successfully with that, but there are no guarantees that you can register there with a foreign address. I did not think it was worth the hassle for the savings.

This PLB is probably one of the best 'gadgets' I have purchased. Even though, it still feels strange to spend some good money on something you hope you will never use (sort of like buying insurance I guess).

If you have some information on new gadgets that you would like for me to include in this column, helpful maintenance or construction tips, or just comments (the good and the bad... please be kind), then feel free to contact me. at: [<longeron@gmail.com>](mailto:longeron@gmail.com)

Until next time ...

Alfio

All photographs by Alfio Ferrara

Stan Acres – a good friend and neighbour

I first met Stan Acres in, I think it was 1976. I had just moved to the 9th Line of Fitzroy, West Carleton Township, in January of that year and Stan and his wife Lisa became our new neighbours shortly thereafter. I remember seeing this tall man with a cheery smile regularly walking his large sheepdog Jeb along the country road.

As I got to know this friendly fellow our conversations invariably ended up in talking about flying. Stan would mention his Fleet Canuck, and where he had been, and where he was going next, and of course his last or his next trip to Oshkosh. Stan soon introduced me to the EAA area of the Carp Airport, his hangar space and his airplane. Then it wasn't long before he offered me a ride in his pride and joy. It was my first introduction to a careful pre-flight check, the proper pouring of fuel with a ground strap, and, of course, checklists.

Although Stan grew up in Kinburn, his mother was a schoolteacher there, and he considered it home, he had returned to that area in preparation for retirement and to be close to the airport. Stan spent many summers keeping the hangar area grass mowed as well as the five or so acres he maintained on the 9th Line (now Diamondview Road). He also looked after

the EAA Fly-in Breakfast for a number of years, as well as attending as many of the area breakfasts as he could every summer in his Fleet Canuck.

Over the past few years, after several of Stan's flying buddies either passed away or stopped flying, I had the pleasure of his company on the long journey by car to and from Oshkosh. We shared accommodation at the University there and made sure to spend as much time as we could each day at Airventure, taking in all the sights, with Stan reminiscing of his previous trips to and from Oshkosh by air.

Here are three pictures I took a couple of years ago on the way back from Oshkosh at the



Stan Acres John Richards

Photo by Wayne Griese

Seaplane Museum in Sault Ste. Marie



Photo by Wayne Griese

"Two Old Friends - on the way home from Oshkosh in 2008"

One of my last conversations with Stan had him expressing concern over my accommodation there for this year's trip. He knew he wouldn't be going again. I said I'd pass for this year.

Wayne Griese

Members and Friends About Stan Acres

All I know is that Stan was a good natured character and a person you would like to be acquainted with. During a recent trip to Oshkosh I acquired a John Deer Cap with the purpose of presenting it to Stan as an award for his devotion to operating the John Deer Tractor. The presentation was made by Martin our then President.
Irving Slone

On behalf of the EAA Canadian council I would like to extend our sincerest condolences on the passing of Stan. He was a big influence in the EAA movement in Canada and the Ottawa area in particular and will be missed by many.

Lloyd Richards BNO
EAA Canadian Council



Photo by Wayne Griese

A number of years back I looked after organizing the breakfast for a few years. Stan was always a major contributor to both the clean-up on the Saturday and the breakfast on Sunday. Normally, he would cut the grass. Because of the need for aircraft parking space, that meant that he would groom a much larger than normal area, particularly behind the row hangar, where he would create additional space for two or more rows of aircraft to park. It was usual that he begin enlarging the groomed space well ahead of the breakfast, so that everything would be pristine for the event. On the Sunday, he would lead on the toast line for the breakfast. As many have said, Stan was modest and friendly, and always had a good word to say about everyone and everything.

Barney de Schneider

Ah, yes, in fact I took over running the breakfast from Stan and as I did, he provided sketches and a detailed list of planning notes to make the transition effortless.

Not sure if he did up the notes or not but what he provided was detailed and clear, if we know how many years he ran the breakfast we should note that, those of us who have done so know it is no small feat.

Curtis Hillier

Gentlemen:

Stan was always ready to volunteer in any EAA 245 activity, especially the row hangar.

He was always cheerful. Sadly, Stan will be missed.

Rod Neufeld

I just knew Stan as the nice guy who always seemed to be riding the lawn tractor.

Phillip Johnson
Vice President EAA245

Fly-Out Possibilities

Most Items Taken from the COPA Website

February 23, Ottawa River, ON:

COPA Flight 169, Mo's 24th Fly-In starting at 10:00 a.m. Located on the QC side 1 Mile West of Ottawa VOR. Co-ordinates N 45 26 57 W 75 55 48. Ground frequency 122.75 MHz and air 123.20 MHz. Ski landing recommended. A strip for airplanes on wheels will be arranged weather permitting. Landing is at your own risk. See poster. For more information, please contact Maurice Prud'Homme at 819-682-5273. RAIN OR SHINE.

February 24, Cobden, ON:

COPA Flight 124, Champlain Flying Club hosts their annual "SKI Plane Only" winter fly-in from 10:00 until 14:00. CPF4 in the Supp. Beans, chilli and beverages. For more information, please contact Larry Buchanan at lbuchan@nrtco.net or 613 638-2792.

March 2, Kars, ON (CPL3):

Ottawa Valley RAA Chapter 4928 (Kars) 11th Annual Ski Fly-In. Comm 123.4 MHz, RWY 26 / 08, 45°06'N 075°38'W. One week after Moe's world famous ski Fly-In. Homestyle food served from

11 a.m. until 2 p.m. in our Clubhouse. Public Welcome. Dilworth Road just East of 416. For more information, please email Dave Stroud dstroud@explornet.com. To check on field conditions 24 hours prior to the event call Dave Stroud at 613-489-2347.

Weekend of 9-10 March

Fly-in breakfast at Constance Lake Lodge (identifier CNQ5), Constance Lake, ON. Coordinates are N 45 24 10, W 75 58 32. For more information, contact Chuck or Sylvie Haddad at 613-832-3695 or 832-2097. Use 122.8 MHz (Carp frequency) for communications.

Editor's Comments

This month as usual, Cary Beazley presents the President's Message and Wayne Griese brings us a historical look at Carb Heat.

André Durocher tells us about his very special SeaBee.

Alfio Ferrara continues his Gadget Corner, with an article on Personal Locator Beacons.

Wayne Griese wrote a short article, telling us about Stan Acres. Other members also provided comments on Stan.

With the new year, there are more listings for flyout possibilities. And check the For Sale section where there are new opportunities listed.

We need more stories and information to pass on to our readers. If you go to fly-ins, take notes, pictures and write a short article so others find out what they missed.

Yvon Mayo

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or eea245@gmail.com. The deadline is two weeks before the next meeting. The 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.

WANTED

A **5x5 tire** in usable condition.

Contact: John Firth

johnfirth0@gmail.com

FOR SALE

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. Please call Ken Potter at 613 259-3242 or email at:

kjpotter@sympatico.ca

FOR SALE

Bilmar 2003 **Amphib floats** 1850 kevlar, fiberglass composite with rigging, electric hydraulic, hatches, rigging, dual water rudders, emergency back up pump.

Must sell, Contact Paul Sicard

Tel: 613-487-2614

Cell: 613-884-9575

lise.sicard@xplornet.com

FOR RENT

Chapter 245 members can **rent a tiedown** near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. Call Curtis Hillier 613 831-6352

FOR SALE

1986 Rutan LONG EZ FOR SALE: \$36,000

470 Hrs airframe. Engine: Lycoming 0-235 L2C 2430 hrs TT.(with original logs). 5.0 hrs since Top overhaul & other new parts: Impulse Mag , Vacuum pump, Starter & alternator. Avionics: Xpndr Collins TDR-950, Garmin 296 GPS, Kannad 406-AF ELT, ICOM A5 Radio, Flightcom 403mc Intercom. Hangered at CYRP. Extra prop (Silver Bullet).

Andrew 613-836-3968, cell 613-295 7451

andrewr@magma.ca Currently in flying condition.

Last annual Nov 2011. For specs see [http://](http://en.wikipedia.org/wiki/Rutan_Long-EZ)

en.wikipedia.org/wiki/Rutan_Long-EZ

EAA Chapter 245 Executive

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@the Carp Airport, just west of Ottawa.

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Hangar Group Liaison:	Bill Reed	613-831-8762	Bill@ncf.ca
EAA 245 Website:	http://eaa245.org/	and	http://www.245.eaachapter.org/



Experimental Aircraft Association Chapter 245

Make cheque payable to:
EAA Chapter 245 (Ottawa)
 P.O. Box 24149
 300 Eagleson Road
 Kanata, Ontario,
 Canada, K2M 2C3

Membership Application

New: Renewal:
 Date: _____

Name: _____
 Address: _____
 City/Town: _____
 Prov: _____ PC: _____
 Phone: (____) _____ - _____ H(____) _____ - _____ W
 Email: _____
 Newsletter Distribution Preference:
 Email or Canada Post
 Aircraft & Registration: _____

Aviation Affiliations:
 EAA Number _____ EXP Date: ____/____/____
 COPA: _____ RAA: _____ UPAC: _____
 OTHER: _____

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

Newsletter Subscriber: _____ \$35.00
 Newsletter only

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

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

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