

Carb Heat

July 2019

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Next Meeting:

Saturday 16th August at the Chapter Hangar



SUMMER BBQ



In this month's edition

Editor's Comments.....	3
President's Message.....	4
Meeting and Events.....	6
Going Places.....	7
A Dark Night on Canada Day	13
Photo of the Month.....	16
Birds of a Feather	17
Classifieds	21
Who we are	23
Membership Application and Renewal Form	24

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

[Join here!](#)



Editor's Comments



Despite having an extra month to get this done I find myself pulling this together at the last minute. Thanks to everyone who responded to my flurry of emails.

It's been a very quiet summer for me from a flying perspective, at least to this point, as our RV-8 has been out of commission but I'm delighted that it's now complete and back in the hangar at Carp. I now need to get back in the saddle and check back out. It's been almost a year since I last flew it and I hadn't even had time to order my, "*real pilots fly taildraggers*" t-shirt before our season was cut short.

Some late news that there has been some interesting discussion regarding a possible new IFR rating. This is something that our own Andre' Durocher has been pushing and asked me to mention. This from COPA:

"Discussion has been on-going amongst several COPA members with respect to the potential viability of a variant of our IFR rating as it currently stands. In a nut shell, a modified rating would offer something like this:

En Route IFR: a simplified IFR rating similar to the European rating called En route IFR Rating (EIR) focused on enabling a sport/private pilot to take-off VFR, fly IFR enroute, and land VFR. Essentially, the parameters would be approximately as follows:

- Take-Off: VMC (2000'±/3 miles)
- En Route: climb/descend, navigate IMC
- Approach/Landing : VMC (3000'±/5 miles)

GNSS-based only IFR: the INRAT and the IFR Flight Test would consider GNSS only, none of the standard navigation aids. Obviously, the privileges would be limited to GNSS guidance only, no VOR or ILS approval.

TCA has been approached on these possibilities and are open minded about these. One can also wonder if pilots qualified under these variants would be recognized for IFR flying in the US.

COPA is asking COPA Flight Captains to discuss this with their members and get their perspective as to the level of interest in such variants of the IFR rating, and share this feedback with the COPA office by 1 August 2019 so we can open discussion with TCCA. We are primarily wishing to identify the level of interest, how many members would go for such a rating".

You can submit feedback at:

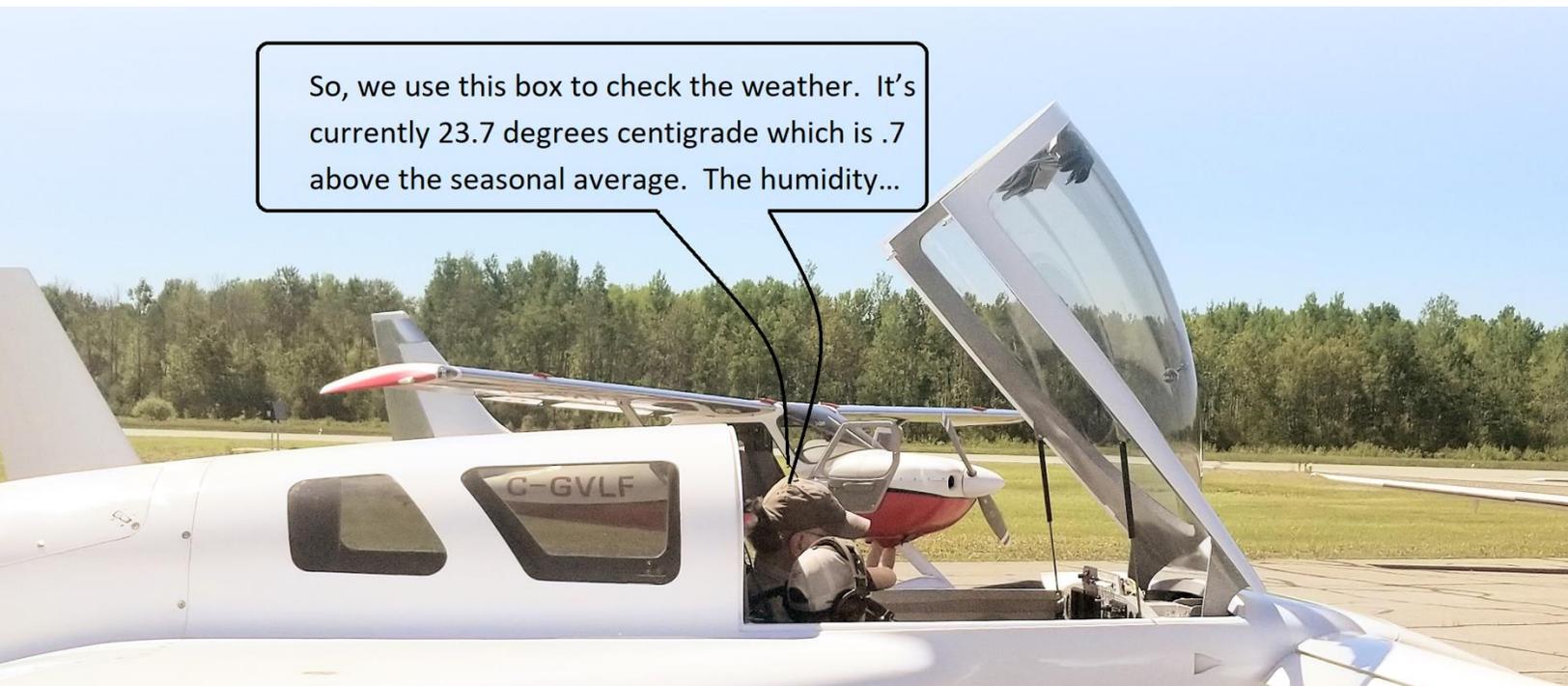
<https://copanational.org/sites/copanational.org/wp-content/plugins/civicrm/civicrm/extern/url.php?u=372&qid=140317>



As for this month's Carb Heat I'm sure you'll all be pleased to see that the Pilot Profile is back and thank you Charlie Martel for stepping up with not just the profile but a tale from a Canada day in the relatively distant past. We also have another great Pilots and Paws story from Alfio.

Colin

Personally I think this is a great idea as anything that encourages pilots to take an additional rating and training has to be positive. I'm sure I'm not the only one that has "scud run" in dangerous conditions when it would have been far safer to have popped up through the crud and got "on top".



So, we use this box to check the weather. It's currently 23.7 degrees centigrade which is .7 above the seasonal average. The humidity...

President's Message



Happy summer!!

Hard to believe, but I think I actually broke a sweat because of temperature and not from trying to tie my shoes. Miracles never cease...

The weather wasn't as nice on our originally intended Young Eagles day (May 25), but it sure made up for it on June 8. We had a splendiferous day with more than 20 Young Eagles and a few adults getting flights. Fun was had by all and not person lost their breakfast (always appreciated). We had six volunteer pilots and aircraft including:

- Phil Johnson
- Matt Pearson
- Mike Ayling
- Lars Eif
- Mark Briggs
- Yours truly

I'm afraid I was the slow poke of the bunch (~100 kts) while Phil showed off at about 175kts. Personally, I think he was compensating...

We had a pretty good turnout for the Chapter Fly Day/BBQ/June meeting, although the winds were straight across the runway for most of the day so some of us wimped out and drove. However, the dauntless Mark Briggs was flying. And, for those of you who skipped the BBQ because you didn't want to endure yet another meeting with me rambling on about nothing, the joke's on you. We never got around to having the meeting before someone flashed up the BBQ.

Our Chapter also participated in the Canada Day festivities at the Canadian Air and Space Museum (CASM). Ken, Colin, and John M. loaded the Zenith onto Ken's trailer on the day before the event, and then Ken and John brought the Zenith to the event. Yves was there to help man the booth, and Phil flew his Cozy in, Paul Groulx the Canuck, Pete Z. the Hummelbird, and I brought the Maule. There were lineups at each of our aircraft of parents and kids wanting to sit inside and make airplane noises. The trick was preventing the more active/rough kids from breaking knobs or switches or turning the Master on.



We had lots of interest at the booth itself as well, and I think we might have even scored a couple of new members because of it.

As I write this, we are one day short of two weeks from the start of Oshkosh. My wife and I are planning on

flying the Maule to the show on the Friday before to avoid the giant fur ball that happens over Ripon/Fiske. If you have never been to Oshkosh, you must go at least once. It is an unbelievable experience. And, if you can, you should fly in at least once. It is personally challenging, but very rewarding. I have been going since '93, but this is only the third time I will fly in.

Hope to see you there.

Check Six

Mark





Meetings Schedule

EAA Chapter Meeting – Saturday 16th August 2019

Presentation: **Summer BBQ**

Presented by: EAA245

Where: EAA245 Hangar

EAA Chapter Meeting – Sunday 29th September 2019 @07:30

Presentation: **Chapter Breakfast**

Presented by: EAA245

Where: EAA245 Hangar

EAA Chapter Meeting – Thursday 17th October @19:30

Presentation: **Elections and Oshkosh Review**

Presented by: EAA245

Where: Canadian 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

Pilot Profile: Charlie Martel



Where were you born?

I was born in Bourget, Ontario. A small town about 40 kilometers East of Ottawa.

Where do you live now?

Hammond, Ontario which is 32 kilometers East of Ottawa. We bought a 54 acre farm 33 years ago with the idea of building a household, shop/hangar and runway.....you know the dream.

We now have a lighted 2,000 ft runway, a shop with heated hangar and five open hangars that were built over the years. Eight aircraft reside here at the moment. We call it Indian Creek and it operates 12 months a year, except for spring when the runway is to soft.



What's your occupation?

Retired now . I owned/operated a truck maintenance facility and finally ended my working years as a security equipment manager at CSE Communication Security Establishment (Federal Government).

How did you get interested in aviation?

Being raised on a farm in a small community my only way of learning about the outside world was through books. Those that interested me the most were, you guessed it aviation related. Remember no internet, no telephone and television was introduced later in my teen years. The only thing I remember watching on television was Davy Crocket and Sky King series. Other books that interested me were the ones that covered foreign lands, mountains, oceans, cities, etc. I was very curious. That is where my yearning for travel comes from. My mother realized my love for aviation early on. She acquired some aviation books that depicted

small airplanes and space travel for me. Some of these books, I still have to this day. I did not come from an affluent family and soon learned if I wanted something I would have to make/build it for myself.

One day a small airplane landed in the neighbour's field. My dad explained to me that the pilot was the neighbour's brother and he was visiting. Pivotal moment, I figured with an airplane I could fly over mountains, foreign cities, cross oceans, etc. I now had a plan.... realistic? Well I was only dreaming, right? No sir, that's what I was going to do and did..

When did you learn to fly?

At the Ottawa Flying Club In 1972. Got married, 3 children and 10 years later, I built a Wag-Aero Sportsmen 2+2 (1982 - 1987). Flew it from 1987 to 2011. Got my night and OTT rating in the Sportsmen 2+2 and in 2008 I got my IFR rating at Rockcliffe.



What do you fly now?

I now fly a Vans RV-9A which I built (2009 -2011) with my friend Henri Monnin. First flight in October 2011. My first homebuilt, the Sportsmen 2+2 came at a time when I had a young family. It's the kind of plane that if you can put it in it will lift it, but kids grow up and go away and I did not need a four seat

aircraft anymore. The Sportsmen 2+2 brought me as far North as James Bay, South to Puerto Rico, East to Newfoundland and West to Vancouver. I sold and ferried it to a chap in Durango, Colorado. Very interesting flight that was.

Gwen and I travel quite a bit and realize we needed more speed and fuel economy. The Vans RV-9A met both those requirements.

Both the Wag-Aero Sportsmen 2+2 and the Vans RV-9A are both stellar performers in their category but the RV-9A suits my travelling needs better now that there is only two of us.



What else have you flown?

Cessna 150 and 172 for training mainly. 65 HP Champ on wheels and skis. Worked up North for a while and got to fly right seat in Norsemen, single and Twin Otters on floats. A bit of time in ultralights i.e. Robertson STOL and Challengers.

What's your favourite piece of music?

I like almost all types of music but Rock and Roll mainly ZZ top, Mettallica, Beatles, Led Zeppelin, Abba, Rolling Stone, etc.

Favourite one would be the Trans-Siberian Orchestra go figure.

What's your favourite book?

I read a lot of stuff, mostly technical and aviation related. Favourite book, don't know offhand.

What's your favourite movie?

I like aviation movies of course. Top Gun comes to mind.

What's your idea of perfect happiness?

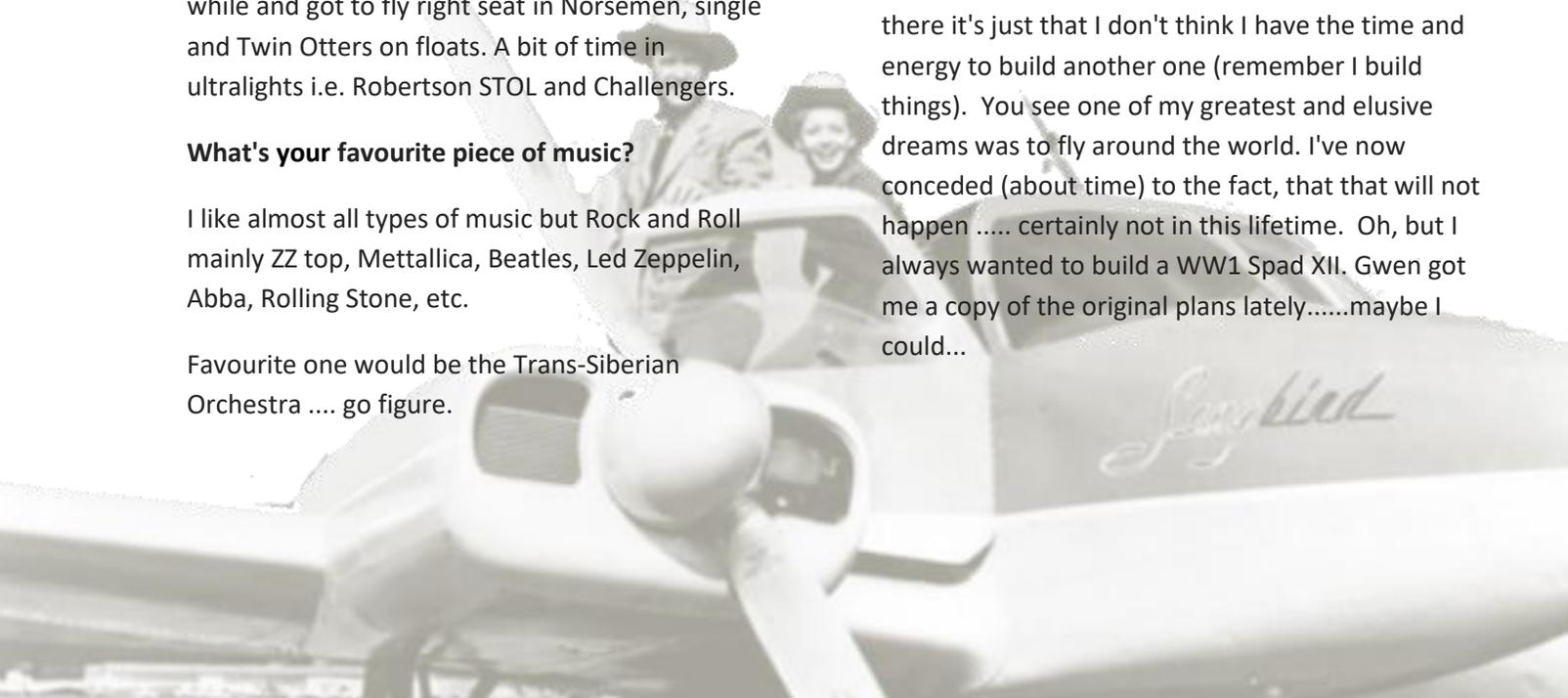
Happy wife, good friends, health, no debt, blue skies and a warm shop to work on flying projects.

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

I've flown all over North America and the Caribbean's but I think the two that sticks in my mind the most is flying to Vancouver Island and the Caribbean down to Puerto Rico. My imagination as a child brought me across countries, strange lands, mountains, oceans, islands, etc... My two airplanes did that for me and more.

If money was no object, what would you fly?

Well I think it's too late for that (too old). The Vans RV-9A is doing a great job of keeping me happy at the moment. Please don't take that the wrong way, there are a lot of other great airplanes out there it's just that I don't think I have the time and energy to build another one (remember I build things). You see one of my greatest and elusive dreams was to fly around the world. I've now conceded (about time) to the fact, that that will not happen certainly not in this lifetime. Oh, but I always wanted to build a WW1 Spad XII. Gwen got me a copy of the original plans lately.....maybe I could...





What trait do you most deplore the most in yourself?

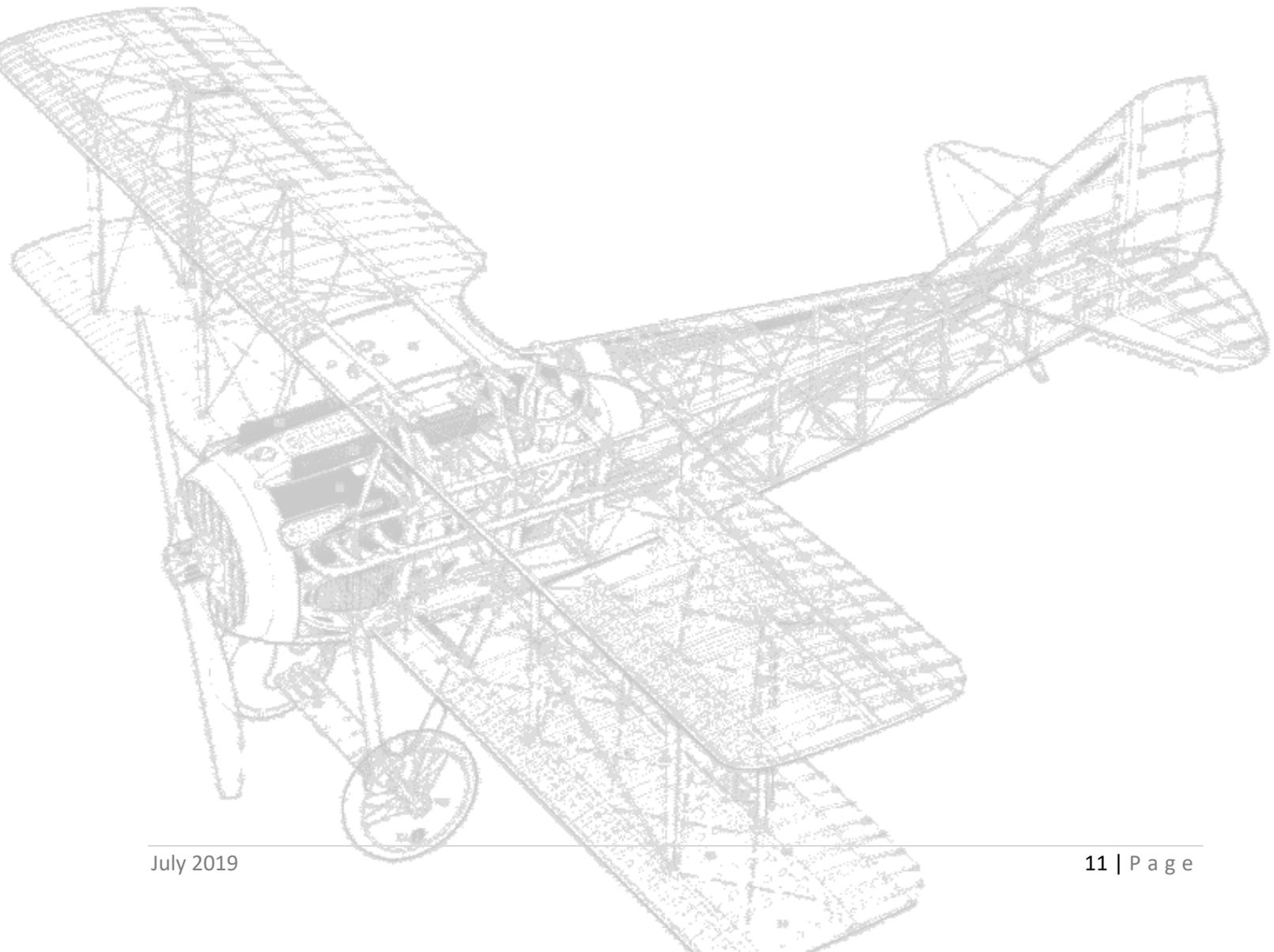
Procrastination.

What do you most deplore in other people?

Dishonesty.

What's your motto?

Go ahead do it.



Going Places



What: Iroquois, (CNP7) The Iroquois Flying Club's Fly-In Breakfast

When: Sunday, July 21st

Where: Iroquois, (CNP7)

What: Aviation Fun Day

When: Saturday, August 17, 2019 (10 a.m. to 4 p.m.)

Where: CYKF (Waterloo)

A Dark Night on Canada Day



For a long time now Gwen, I and the kids have been participating in Canada Day celebration by going to see the fireworks on parliament Hill. Now that the kids have grown up, Gwen and I participate by ourselves.

On all these occasions my attention was always drawn to the airplanes that were circling these fireworks displays. Boy did I ever envy these intrepid pilots who dared to brave the control zone at night. Since I did not own an airplane or even hold a current license, the prospect of flying up to see the fireworks from above were bleak indeed. To Gwen's question "*Why do you want to fly up there, the fireworks look good from here?*" I always answered "*Because I want to*".

Move forward a few years and I now own a homebuilt Sportsmen 2+2 four seat aircraft affectionately nicknamed "Slowpoke". I built this aircraft between 1982 and 1987. In the winter of 1996, I acquired my night and over the top rating. That year my wife Gwen, daughter Lisa and her boyfriend Jeff coaxed me in attempting the flight. I had talked about it for so long. Nobody had figured I had cold feet about the whole thing.

Anyway we went up, Ottawa Tower cleared me to the 3,000' level and instructed us to circle the Parliament Hill in a counter clockwise direction and keep our altitude because they had airplanes stacked up every 500 feet from 1500 feet up. By the time the fireworks started we were stacked all the way up to 5,500 feet, and there was another stack developing over Hull. I'll always remember that night because there was a pilot who blundered through the stack over Hull. He seemed confused about his whereabouts since he was always reporting his position to be near Champlain Bridge. Ottawa Tower informed the intruder of his position according to radar several times and instructed him to go to the Champlain Bridge. All to no avail, he remained in the vicinity of the two stacks. This raised the apprehension I was feeling because I never got sight of him. Finally with a serious tone the controller told him to take a 270 degree heading and hold it until he would get

there. When he finally got there the controller informed him he was now at the Champlain Bridge and to establish a circle there since there was no room closer. The pilot declined and headed for the airport.

Fireworks from that level (3000 feet) are not that impressive since you are looking down at them and they seem almost lost in the sea of lights down below. The fireworks were really only an excuse to do this flight, but I was happy as I had accomplish what I had dreamed about for so long. It most certainly is an experienced like no other I can tell you. The remainder of the flight was uneventful.

The following year Mary Redmond and her husband Vincent wanted to go up and have a look since Gwen had told them about the experience. Mary is an eager flyer and would not miss a flight if her life depended on it. That flight was not to happen because the Queen was in town that year and there was a NOTAM prohibiting aircraft traffic below 5000 feet over the Parliament. Remembering the experienced from the year before I was not keen on watching the fireworks from that height, so I cancelled the flight.

This year proved to be very different. Canada Day started with low ceilings and rain the likes you would think would never stop. Mary in her usual enthusiastic fashion was still hoping to go. Gwen invited them for supper with the option of flying to see the fireworks if the weather ever cleared up. Well what do you know the skies cleared up and it was VFR all the way..... well under a heavy overcast. A check with Gatineau FSS at 8.30PM did not seem to promising, since he could see four aircraft in the Parliament area. I was not eager to repeat the experience of two years prior.

Undeterred, I pressed on, push the Poke out and a good walk around. The fireworks usually start at 10:05PM so we wanted to be off by 9:15 at the latest. Since it had rained most of the day and the week before the taxiway to the runway was a sea of water and mud. Unfortunately I had topped my fuel tanks the week end before and along with four adults on board it would make for a good load. After taxiing through the mud and to the other end of the runway and back I felt confident. As usual the Poke ignored all this fuss and lifted off positively at the 1200 foot marker.

I informed my passengers that we would try for the 1500 foot level. When I called Ottawa Tower and explained my intentions, the controller nonchalantly cleared me to the 1,500 foot level. Great, everybody cheered. I established a counter clockwise circle over the Hill and looked at the time, it was 9:30 PM. After a few circles, boredom set in. Vince suggested we call the Tower and see if they would reserve our spot/level, while we visit the town. *"They will never agree to this"* I thought to myself. Well guess what, the controller agreed and we proceeded West along the Ottawa river to Carp, Corel center, back on a wide swoop over the city. This offered my passengers an enjoyable bird's eye view of the city at night, a site reserved for flyers. Ottawa is a very pretty city indeed.

Back over the Hill, 1,500 feet, 9:57PM, not bad. By then a 172 Cessna and a Seneca were circling overhead. At 10:07 we were surprised by a fiery colored burst of light on the port side at about the 1,200 foot level. From this close they looked spectacular unlike at 3,000 feet the fireworks were sooo obvious and clear. Keeping a good lookout down on the Parliament we could see them coming. It made me think of what bombers in the war experiencing flak. Felt like a sitting duck up there, but this was friendly fire. It was an absolute blast. This went on for several orbits until Gwen pointed out that visibility was getting darker at times. The smell of gunpowder soon explained the phenomena. The Westerly winds were pushing the clouds of powder residue East. When East of the Parliament we experienced a darkening of the lights below us. We were that close.

Soon thereafter an aircraft incoming from the West asked to be cleared at the 1500' level we were at. The controller asked me to establish a counter clockwise circle on the East side of the Parliament and cleared the incoming aircraft to establish the same on the West side of the Parliament. I complied but we had lost our focal point (the Parliament). The sea of lights offered no guidance on how to turn. I had no focal point anymore and without that it meant I would only get guidance when I was looking at the Parliament. Trying to see the other aircraft was nearly impossible in the sea of lights and if I did see it, trying to figure its distance was guesswork at best. So I elected to abort. In retrospect if the controller would have cleared him in the same circle I was in, it would have made more sense. It would have been much easier to navigate and definitely safer.

I headed home, it was one of those really dark nights that you experience on overcast nights, made sure to land in the middle of the runway (sides were soft from the rain).

I wrote this 23 years ago and I have a few things to add. I probably had my old Loran C at the time. If it was today, I would have had the GPS establishing a breadcrumb trail and that would have gone a long way in helping with space orientation. I don't know if they would allow anybody to do this nowadays but if they do, you're surely be cleared at 3000' feet or above not worth it.



Photo of the Month

Jeff Whaley took this nice rainbow shot after flying through a rainstorm.

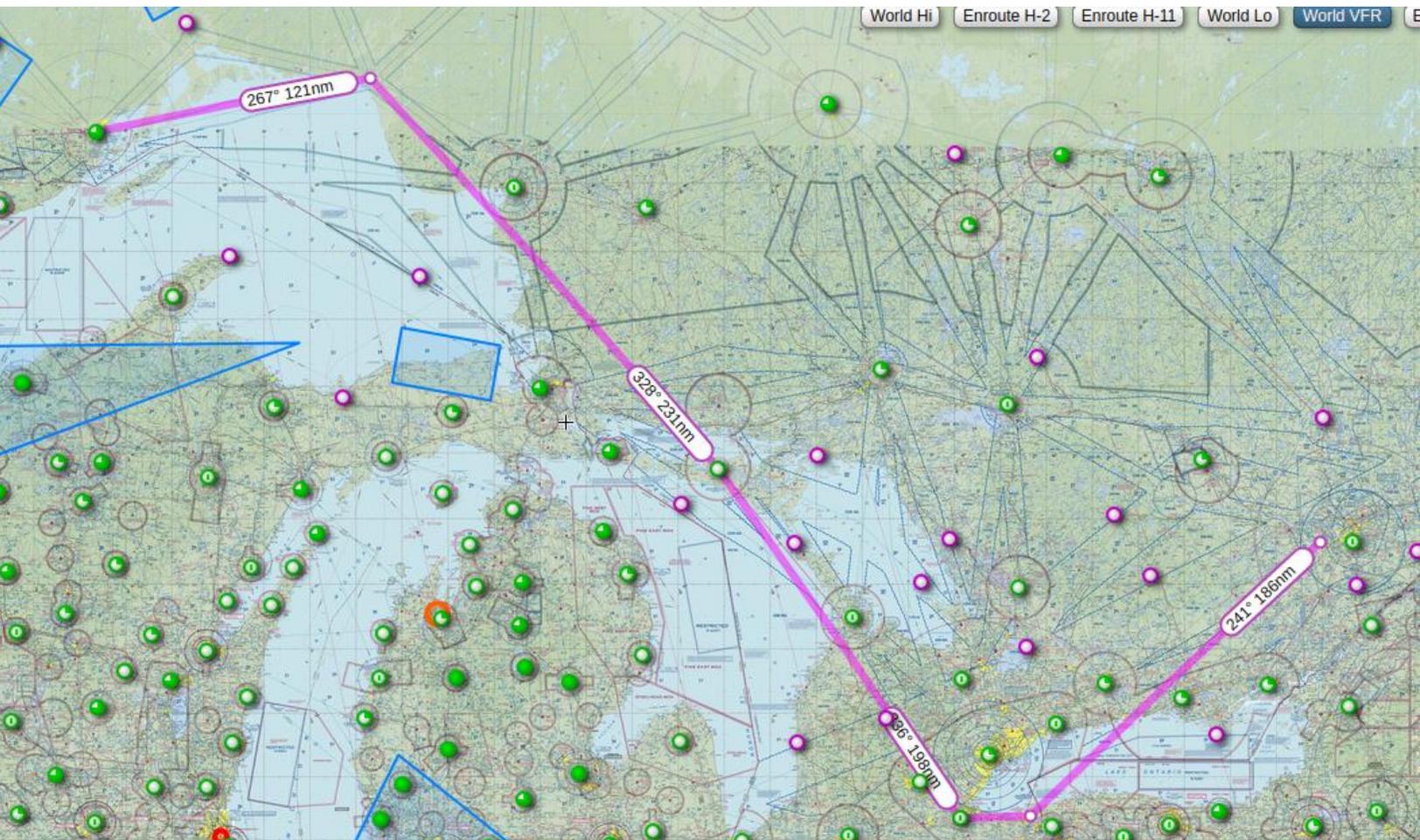
Please send any photos for next month's edition to me at newsletter@eaa245.org.





Birds of a Feather

In the early morning of June 22nd, Shirley and I commenced our PNPC (Pilots and Paws Canada) Animal Rescue mission to deliver a hawk to Thunder Bay and return with an owlet to St. Catharines (near Niagara Falls).



The routing was CYRP - CYSN - CYZE - CYQT - CYZE – CYSN which is about 1280 nm (2370 km) in one day (Saturday). In total it was 11 hours of flight time with a 1h15 return to Ottawa from St. Catharines on Sunday. Amazing weather. "Severe clear" all the way.

PNPC (Pilots and Paws Canada) Animal Rescue is an organization that, through a forum that matches pilots with the end-user animal organizations, arranges for the transport of dogs, felines and birds. We have participated in several animal transport missions and all, with the exception of one which was planned for the summer of 2018, have been both successful and personally rewarding.

As an aside, the summer of 2018 trip had to be cancelled at the last minute, as we were taxiing to the pumps, when we noticed that our alternator was exhibiting charging problems. We had issues with this alternator brand a few hundred hours earlier and due to its reliability history, we thought it may be best to give it a silent 21 gun salute. In the end, this cost us some down time (and \$\$ of course), for purchasing a competing, more

reputable system. So far so good – with the new alternator - but in the interim, the puppy we were going to transport lost its window of opportunity of being transferred by us and, as luck would have it, other airplanes that volunteered also exhibited technical or weather problems to complete that mission. I sure hope that, in the end, that pup got a seat to Brampton.



Upon receipt of an email notice for the need of a hawk transport to Thunder Bay, we figured this excursion could be a one day return trip starting and ending in Carp. Given the sojourn to Fort Albany (James Bay) and back in a day, this would be a walk in the park. Weather forecasts looked promising for the next couple of days, however some weather from the west was due to be over Thunder Bay on Sunday. Our best bet was to launch early morning Saturday. But, as with all best laid plans, a little twist - an additional request was made: could we transport an owl back to St. Catharines on our return trip. For us, this was not really a problem as long as the weather was to hold but we would need to make lodging arrangements in St. Catharines.

I was up at 4am checking weather forecasts and planning the route again. The final decision was to file IFR for preferred routing to St. Catharines (minimize over-water legs), and then file a round-robin VFR flight plan from St. Catharines, Thunder Bay, and back. We would be flying around Lake

Superior to avoid being beyond gliding distance over water. This meant that fuel margins would be lowered. I'd rather have lots of fuel in the tanks, especially in such a remote area. Plan was to stretch our legs and fuel the plane in Gore Bay, Manitoulin Island.

We departed Carp airport at 0630, arriving at St. Catharines about 0745. Bob, our contact from the Owl Foundation, upon our request, had arranged to meet us at 0800, if they could manage to crate the hawk in-time. Well, they obviously did a good job because Bob was there to welcome us with the package. We still had to wait a few minutes for the fueling truck to be available but we were soon on our way to Gore Bay.



Bob and Shirley with the precious cargo

Toronto Centre provided us with flight following and we were using our specially assigned call-sign "PP127". Controller asks what country the call sign was from (inner-chuckle), we explain that it is a vanity call sign for pet rescue. He then compliments us on our RV9A and says he flies an RV7. I compliment his craft by saying his is likely faster than ours, and he responds in the affirmative :-([there's always someone that is faster, higher, more expensive...]

Gore Bay is very scenic, and with the severe clear weather we were observing, we could see forever. A quick bathroom break while the plane was being re-fueled. Paying for the fuel, was a time travel

back to the mid-20th century – a credit card imprinting machine and handwriting the payment amount in ink, just like in the ‘good old days’ of no cell phones or internet (I kid about it being the ‘GOOD old days’). The paper imprint is their way of tracking payments and particulars that would not normally be associated with the automated terminal. We still had to pay with the automated terminal, however we were assured that there would be no double dipping.

We quickly departed and made our way north bound. It would be another 2 1/2 hours, before we reached our destination. Shirley and I don’t have music on board (we tried that in the past), but we find our time just flies by listening to controllers, enjoying the scenery, and talking about anything and everything. We flew north to our waypoint, Marathon (CYSP), and then headed to our Thunder Bay destination hugging the shoreline.

We arrived around 1300, and thanks to Deanna, our Pilots and Paws coordinator, our \$65 ramp/parking fee was waived. This seems to be a fairly new charge, as I don’t remember it being mentioned when we last flew there 2 years ago.



We deplaned our precious cargo to the FBO and, while the plane was being refueled, took the time to enjoy our inflight boxed lunches. Jen and her assistant (representatives from the region’s local pet rescue organization) met up with us bringing with them another much larger pet carrier housing

a much smaller owl. We decided that it would be more convenient to handle the smaller pet carrier so Jen offered to transfer the birds. That was a real treat seeing her expertly handle the hawk as well as the feisty little owl. Both such beautiful animals.

Before leaving Thunder Bay, we re-fueled at about \$2.40 a liter at the Shell FBO. Ouch. At least we didn’t have to pay the ramp/parking fee.



Although the return trip is basically along the same route, the scenery and the flight itself only reaffirms why we love to fly. It was just after 1700, when we, again, landed in Gore Bay for our last fuel stop of the day and one last step back in time to the chunk-chunk of the card imprinting machine.



Toronto Centre was always at the ready to provide us with flight following, though there were a couple of times that they lost track of us and forgot to give a frequency change. No big deal, we would quickly find the closest frequency from our GPS device or Fltplan Go app and give them a holler.

Just as we had planned, we arrived back in St. Catharines at 1915 and were met by our hosts who would also take care of the owl. Our round robin flight plan was good until 2000, and we remembered to close it.

As one of our hosts is employed by the Owl Foundation, we were treated to a guided tour of the Owl Foundation site, that evening. It is difficult to describe, but both Shirley and I were impressed with the recovery process set up in the facility. There were large two-storey cages allowing birds, in their final stage of rehabilitation, to build up their flight capabilities and catch live food. These cages measured at least 20 feet by 50 feet (I'll let you figure out the metric equivalents). There must have been at least 20 such cages, that could be interconnected to give them a greater flight range. Medical facility, live mouse storage for feeding the flying birds, and frozen mice for the grounded ones. Thousands of mice. What work! Only 3 full time employees and tons of volunteers. If you want to read more, see here: <http://www.theowlfoundation.ca>



After our gracious hosts had already provided us with dinner and lodging on Saturday and a Sunday brunch, we were treated to a touring of some wineries in the Niagara and St. Catharines area (sipping some samples – Shirley...not me) and sightseeing. (Time flies and so do we.... we were off again for a short 1h15 flight back to Carp. What a weekend.

If you would like to volunteer your flying, please see <http://www.pnpanimalrescue.ca/> There is some compensation available for your direct expenses via a tax donation receipt.

Alfio



Classifieds

CHALLENGER II ADVANCED ULTRALIGHT - \$26,500

320 HRS TT Rotax 503, Puddle Jumper Floats,

Electric retractable wheel skis. Garmin 496 GPS,

Transponder, Radio, Intercom. 15 gal tank.

Turbulence aviation seats and interior. Owner built and maintained.

Allways hangered.

Canopy cover, engine cover, extra prop.

Located Carp (CYRP)

Contact: Andrew Ricketts aricketts@teksavvy.com



Transponder

Bendix King Transponder KT-76 A with an ACK ENCODER and a Bendix King Shark Fin KA-60 Antenna.

It has been checked by TORONTO AVIONICS LTD and never installed since.

All for **\$975.00**

Contact: James B. McKinley, Curran, Ontario .

Tel: 613-851-8424

Anybody want to sell something? If so, send an email to newsletter@eaa245.org



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 have 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"/>	Annual Dues: January 1 st to December 31 st (pro-rated after March 31 st for new members)
Street: _____		Newsletter Subscriber: \$50 Newsletter only
City/Town: _____		Associate Member: \$50
Province: _____		Full Member: \$100* Newsletter, hangar, workshop, tie-downs.
Post Code: _____		Note. Associate and full members must also be members of EAA's parent body.
Phone () _____		Note: Credit Card and PayPal payments are available.
Aircraft Type: _____		
Registration: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: RAA UPAC		
Other _____		

Please make cheques payable to:
EAA Chapter 245 (Ottawa)