



Carb Heat

March 2014

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Next Meeting: Thursday Mar 20 at 7:30 PM
Bush Theatre
Canadian Aviation and Space Museum

Presentation:

Buying and Importing a Certificated Aircraft from an Estate

Yvon Mayo

Editor's Comments



This month our new president, Phillip Johnson presents the President's Message. Wayne

Griese brings us a historical look at Carb Heat.

Alfio Ferrara present us with new and exceptional weather sites in his Gadget Corner.

Victor Thompson brings a special safety article as well as an invitation to the National Air Force Museum.

The flying season is filling up with many fly-in opportunities.

The For Sale section is filling up as well; there are 5 airplanes listed.

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

Yvon Mayo

President's Message by Phillip Johnson



February's been and gone and we are now half way through March and it's still snowing. I had hoped I would be in a position to put the fear of god into anyone driving on sodden turf and making ruts but alas that is not to be, winter is still with us.

Vice-President Position

We are still looking for someone to fill the Vice President's position on the executive and we tentatively have Thursday 20th March as Election Day just for this position. If you or anyone you know would like to help make EAA Chapter 245 a better organisation please don't be reticent in coming forwards.

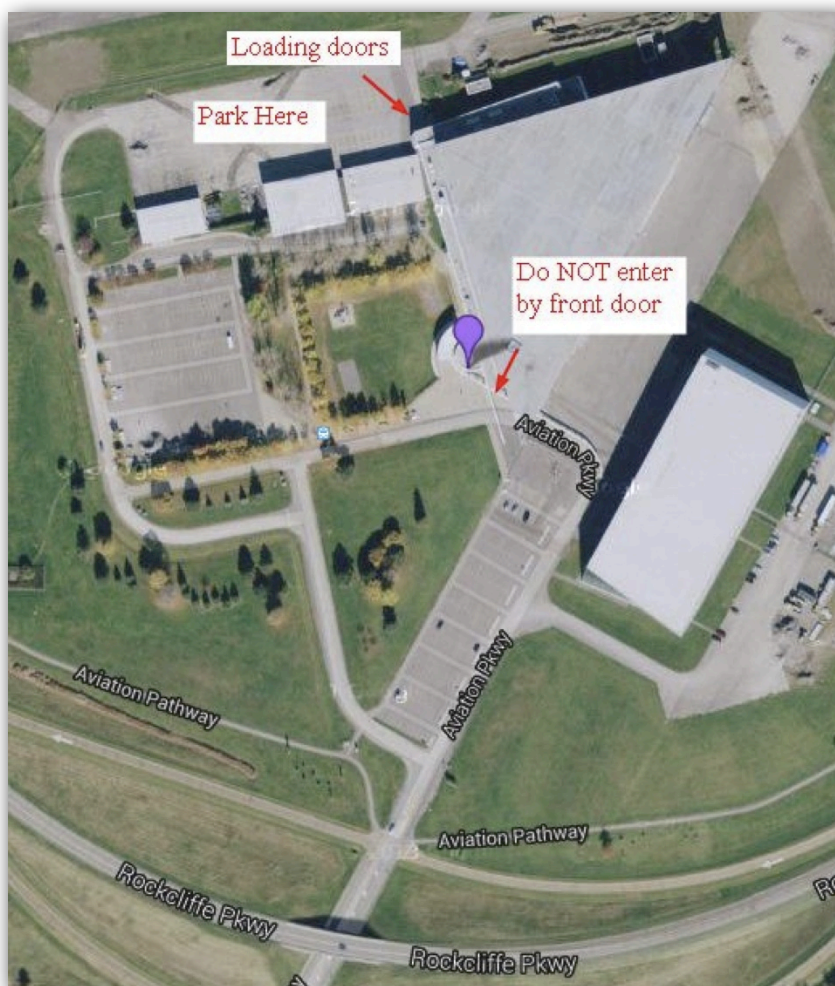
Marketing

We are also looking to find someone with marketing skills to market EAA Chapter 245 to vast number of aviation enthusiasts in the Ottawa area. The position is open to anyone in EAA not just Chapter 245 and would also expect to have a few volunteers from the ranks to support him/her. We need to market The Chapter, Chapter fly-ins, breakfasts, and potentially fly-outs.

Membership

Annual subscription renewals are slow in coming in so please see Gord Hanes and get your membership up to date.

the museum is closed for renovation. I have spoken with the curator and she informs me that our meeting is good to go as usual except we need to enter the



Presentation

Last month brought an interesting and comedic presentation from Colin McGeachy about his reasons for buying a share of a CJ-6 Nanchang. Thanks Colin. This month is brought to us by Yvon Mayo and is entitled "Importing A Certified Aircraft".

Our March meeting at the Bush Theatre is occurring at a time when

building via the back loading doors. There is a reception going on that evening so we are requested not wander through the museum during the event. The attached picture (*previous page*) indicates where we may enter the building and park our cars. On the bright side we may be able to park free of charge since we will not be using the front parking lot. Look out for a pay machine just in case I am wrong.

Scales

In doing our workshop cleanup and return to normal, I found the aircraft weighing scales were unserviceable. Only one was working correctly. We have sent the scales back to the manufacturer for repair and calibration and we expect to have them ready for the season. We do have a \$20 usage policy for the scales, which covers us for re-calibration and repairs so it is likely we will need to invoke some kind of custodian in order to collect money and to monitor the equipment serviceability. This seems like a draconian measure but experience has demonstrated that we need to do this in order to ensure a reliable service to our members.

Snow Blower

Our pedestrian snow blower is now functional again thanks to John Montgomery and Mark Briggs who spend some time with a welder and some new parts.

Short Wing Piper

The Short Wing Piper Club are holding a chapter meeting in Peterborough (CYPQ) on Saturday April 26th at 10:30AM to 12:15PM and everyone is welcome. Contact Peter at lubig@planepictures.ca for further information.

ForeFlight Seminar

International Pilot Academy is offering a seminar on the use of the iPad application ForeFlight for VFR and IFR use on March 19th at 6:30PM. This seminar will be hosted by Mark Braithwaite, CFI of the International Pilot Academy, Transport Canada Pilot Examiner and Corporate Pilot. The seminar will run for approximately 2 hours and cost is \$50.00. This seminar will be held at the International Pilot Academy Ground School room located on the second floor of the Carp Airport FBO. Contact info is given as: 613-768-2606

Smiths Falls

Smiths Falls (CYSH) are also looking to do some flyouts this spring/summer.

Schedule:

Wed, April 30th, 7:00 PM - General information, questions, update on the destinations and an outline of USA Procedures at the Welcome Center - both pilots and passengers welcome.

Sat, May 10th - Peterborough

Sat, June 7th - Picton

Sat, June 28th - Montpelier, Vermont

Details of these events may be found at <http://www.smithsfallsflyingclub.com/>

Carp Events

There are a couple of dates you should all put in your calendar's; 14th June 2014 for the Young Eagles Day, and 22nd June 2014 for the fly-in breakfast / open house.

Canadian Aviation and Space Museum Parking

The CASM is going to continue to charge \$3.00 for after-hours pay and display parking.

Dinner before Meeting

As usual, a number of Chapter members get together for dinner at Perkins, corner of Ogilvie and St. Laurent at 5:30PM. Everyone is welcome.

Phillip Johnson

Meetings and Events Schedule

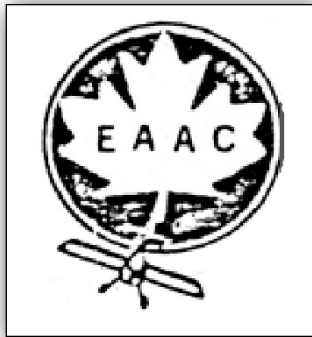
| | |
|--------------|---|
| 20 Mar 2014 | Buying and Importing a Certificated Aircraft from an Estate - Yvon Mayo |
| 17 Apr 2014 | Flying in Australia and New Zealand - Alfio Ferrara |
| 15 May 2014 | Sun'n Fun - Martin Poettcker |
| 14 June 2014 | Young Eagles Fly Day |
| 21 June 2014 | Meeting at the Hangar |
| 22 June 2014 | EAA Chapter 245 Fly-in Breakfast and Open House |

EXHAUST – from the Carb Heat Archives



**30 YEARS AGO
March 1984**

EAA Chapter 245 received another tax bill from West Carleton County, based on a \$20,000 assessment. The chapter hangar was assessed as a public facility, which carried a higher tax rate than a private facility. Current taxes were approximately \$450 per year. "Anyone who can help to address the problem of having a lower tax rate applied would be most welcome" wrote Terry Peters. Taxes in 1983 Terry noted were \$214.37.

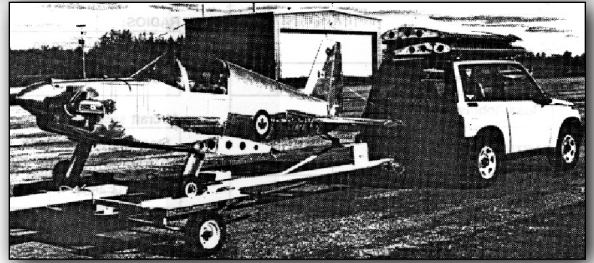


Carb Heat for March 1984 contained reports on recent presentations to chapter members. Chick Bidgood made a presentation on ultralights.

Chick, with 3800 hours of bush flying experience, already was a Lazair dealer for three years and was operating out of Finch where he provided a three-day course for ultralight pilots. One of the films in his presentation showed an interesting addition to safety in flying ultralights - the ballistic chute. The chute was to allow a safe descent of both ultralight and pilot in case of structural failure. Chick mentioned that the new Lazair with 9 HP engines, although not able to climb on one engine, would maintain altitude. He also handled the all-Canadian Toucan. It could take off on one engine and climb at 300 fpm. With two engines operating, climb was 1100 fpm.

Microlights were creating lots of news - actually most of the news those days according to the newsletter. Three Microlight dealers were based at Carp Airport:

1. Pegasus, dealers for Eipper who had an arrangement with the R.A. for running a training program;
2. Tony Taylor who had bought the Fields Air service and hangar was a Falcon (Microlight) dealer;
3. A Skyseeker franchise had been obtained by some commercial pilots who operated in front of Campeau's hangar. They claimed to have 200 students enrolled at \$600 a crack.



**20 YEARS AGO,
March 1994**

Carb Heat for March 1994 featured an extensive write-up on Rod Emmerson's modified Teenie Two and contained the above picture labeled "Trailing Home". "The Teenie Two has been advertised as possibly the simplest, easiest, and quickest metal plane to build" wrote Rod.



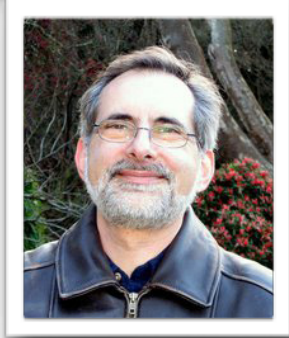
However, he noted, it often takes as long to make a little part as it does a bigger one. "One advantage", he said, "is that when you make a mistake it usually doesn't cost you much material. The little Teenie Two may be a "minimal" aeroplane, but you get a lot of performance for a few dollars. What else is going to cruise at 120 mph for 3 GPH, or less? It is cheap, fun flying, and that has to be worth something these days."

wayner@igs.net

Wayne Griese

Gadget Corner

by Alfio Ferrara



Canadian (worldwide)
Aviation Weather
Forecast Site – New
Graphical Presentation

Are you sick of the weather
yet? Got any good flying
done lately? ... any flying?

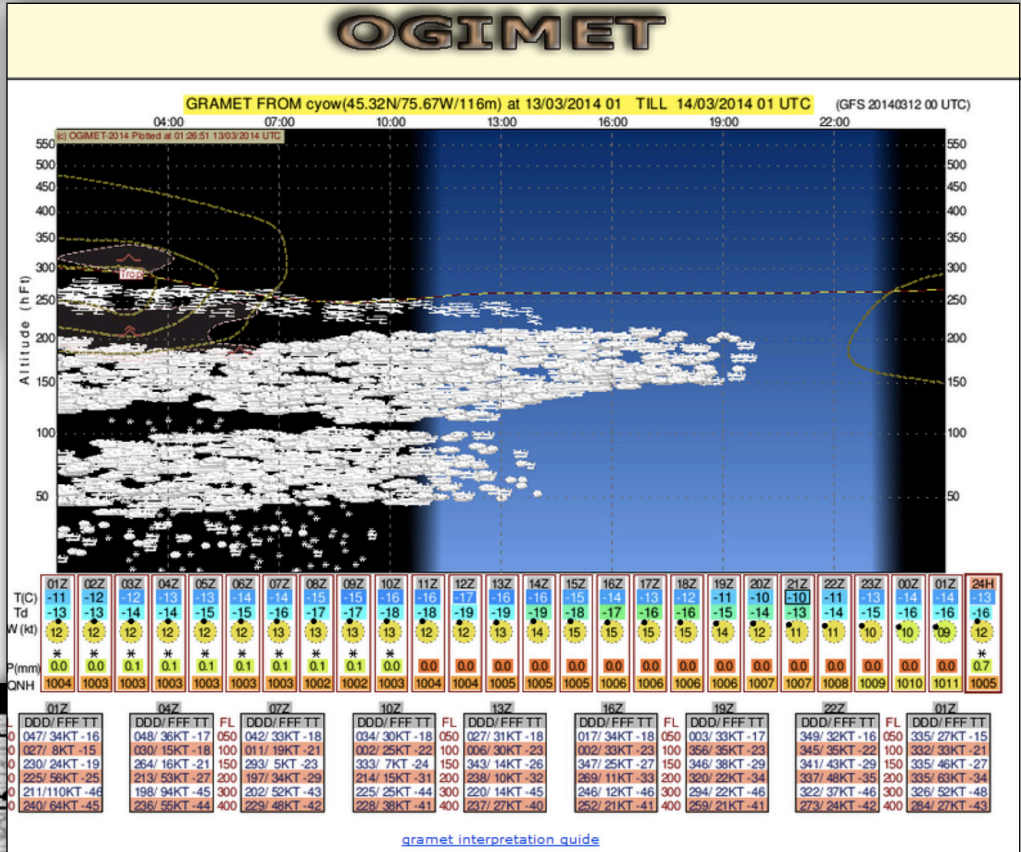


Figure 1. Gramet Aero – Graphical forecast for CYOW

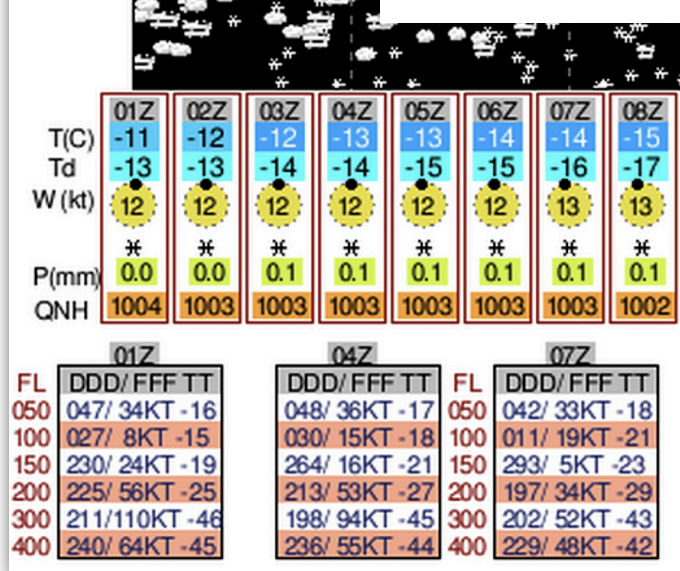


Figure 2. Gramet Aero – Graphical forecast for CYOW (zoomed-in)

OK, I hear you. A good weather forecast may not have helped, however I came across this site that digests aviation weather and presents these forecasts in a visually pleasing way. The great thing about this one is that it works for us in Canada. This of course does not absolve from obtaining the official weather information from Nav Canada, but may make the go/no-go decision a little easier especially on a long cross country light.

Check out: <http://www.ogimet.com/index.phtml.en>

If you select the METAR/TAF link on the left you can create your own weather forecast for a route. All the un-decoded information you would normally find on the Nav Canada METAR site.

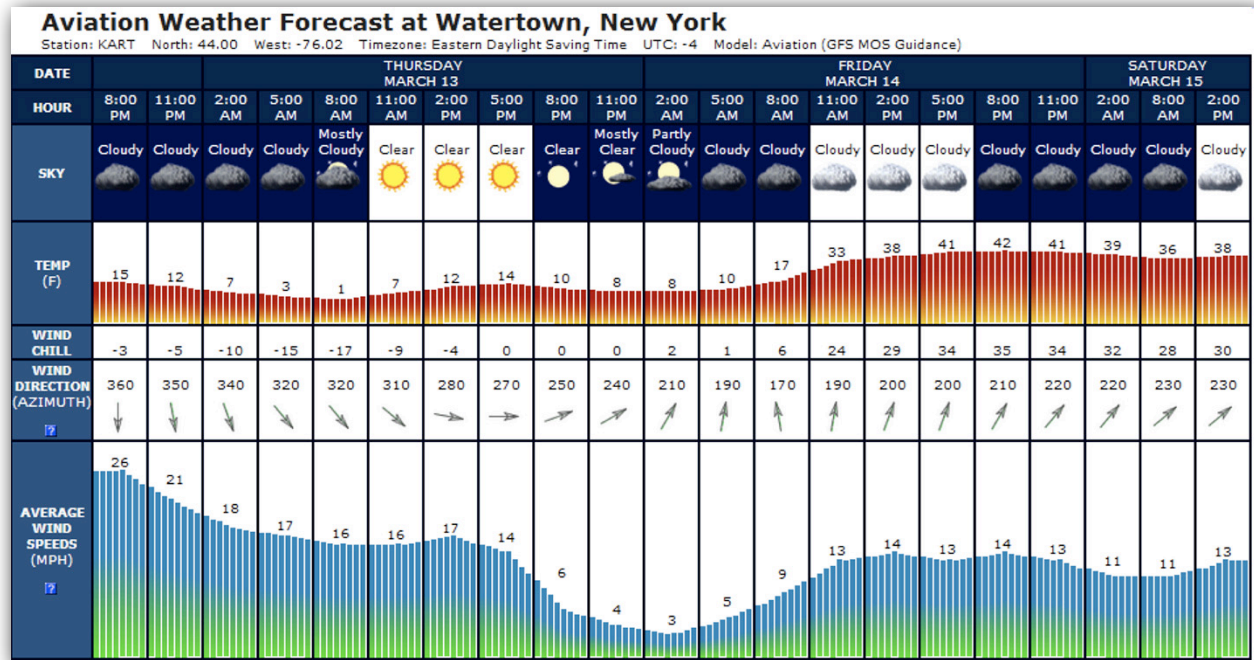


Figure 3: usairnet.com weather forecast for Watertown, NY (part I)

Now try the Meteograms (Gramet aero) http://www.ogimet.com/gramet_aero.phtml.en and enter your aviation weather airport (try CYOW). You will be presented with a graphical depiction of weather vs. time.

At the bottom of the page is gramet interpretation guide to interpret the weather symbols utilized in the chart.

This site is a one-man show, and it is running on a narrow bandwidth server. The site's Spanish author G. Ballester Valor only asks that the service not be abused. My public thanks to him.

ANOTHER USEFUL WEATHER SITE

When I fly in the states (before knowing about Gramet Aero), I would use <http://www.usairnet.com/>

In Figure 4 on the next page, you will see a graphical weather forecast for Watertown, NY:

I hear Spring is just a few days away. I just can't wait to have some more flying fun ☺.

Tailwinds.
Alfio

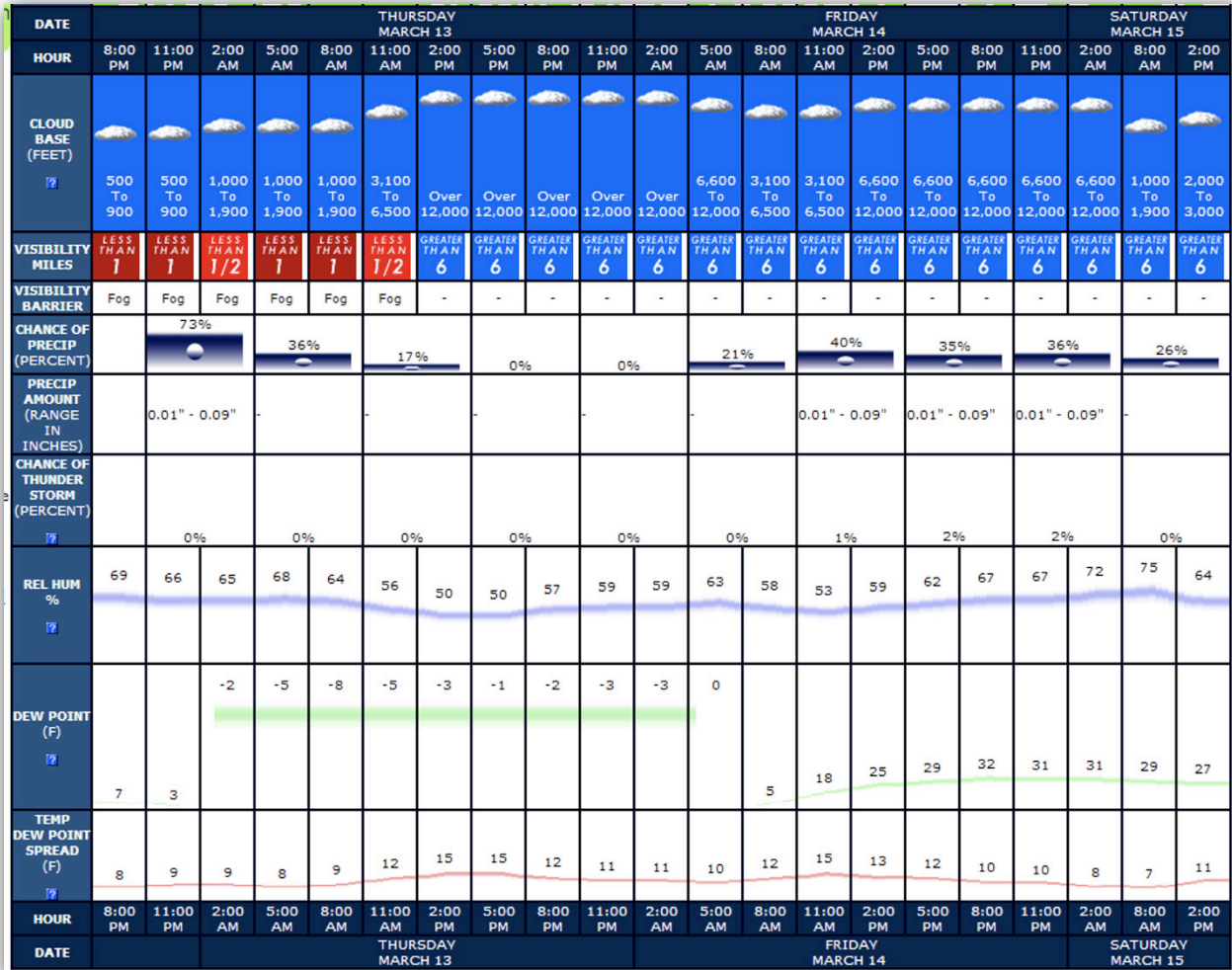


Figure 4: usairnet.com weather forecast for Watertown, NY (part II)

Denial

by Victor J Thompson



Denial has a way of catching up to you. In aviation denial is even more life threatening. Denial is an unwelcome mind set that can occur to all pilots. Pilots exhibit denial symptoms when assessing the safe condition of their aircraft.

Have you ever walked away from an aircraft only to wonder if you fully completed the last task you undertook on your aircraft? Most of the time, you have closed and locked fuel caps, oil caps or panels, but yet you trod out to the aircraft for your peace of mind.

This is a healthy attitude; often we can be easily distracted with life's events robbing our full attention to the task at hand.

Here are a few examples of denial. My favourite is "this is the last". As soon as I hear those words I cringe. I am reminded of an event that a friend of mine had. He had been putting off servicing a tail wheel and on the day of the event he forgot his grease gun. You guessed it, the conversation started out "this is the last flight that I will make before I grease the tail wheel"

his tail wheel seized and caused him to severely swerve on landing, fortunately he did not damage the aircraft (...well almost). He did put himself and passenger thru extra excitement and it did cost him a tail wheel. Denial.

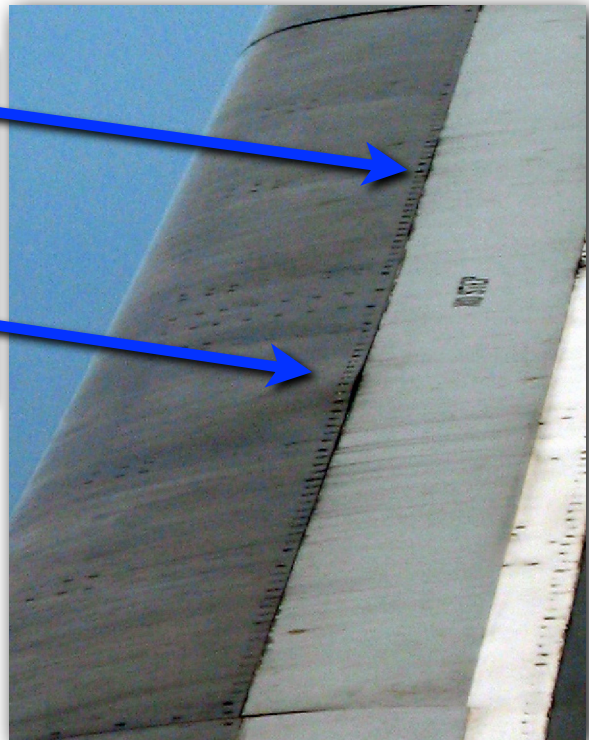
I remember Transport Canada's accident monthly circulars giving us words of wisdom, which proclaimed: "learn from the mistakes of others as you will not live long enough to make them all yourself". There are old and bold pilots but no old bold pilots. Aircraft fuel is important stuff; it keeps the fan in front, behind or above you turning and they really do keep you

register just volume, so watch what you have in that tank. Denial.

How many pilots will fly an aircraft that has a known rough running engine? I think it will run better as soon as it warms up, they say. Lycoming engines can idle rough however, once you have performed the magneto check and taxied to the runway, the engine should be warm and idling smoothly. I remember reading about a rental aircraft following a 100 hour check on a basic trainer that had the lower right side cylinders 2 plug wires disconnected. Apparently the mechanic was preoccupied; he did

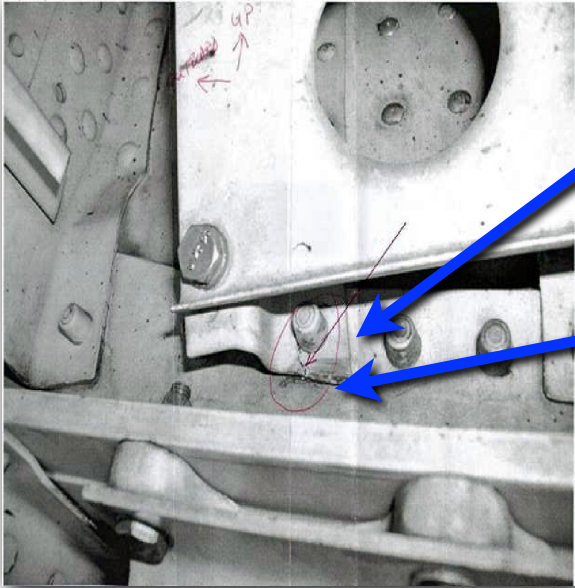
Smoking rivets relieve stress and wear both the upper and lower structure. The black streaks are the 1st signs.

As the rivets and skins wear the load is past to the next rivet and so on. There is no structural support at this point. Often fretting (rubbing due to vibration) will cause support ribs, stiffeners to fail, accident waiting to happen.



cool. How many accidents are the result of running out of gas? How many flights have been completed using the 45 minute fuel reserve in fair day flying weather? What would you do if your engine was unusually thirsty, or if you flew in bad weather? Did you check for water in your fuel tank? Your fuel indicating system doesn't know the difference between water and petrol. Most fuel systems

not go back and check where he left off. Someone else installed the engine cowlings. So 2 of 4 cylinders would be putting out only 60% power. In a warm high



Early signs of fastener failure, crack is made, weakens the structure which is almost impossible to detect from the outside.

Early signs of fretting on the inside support surface.

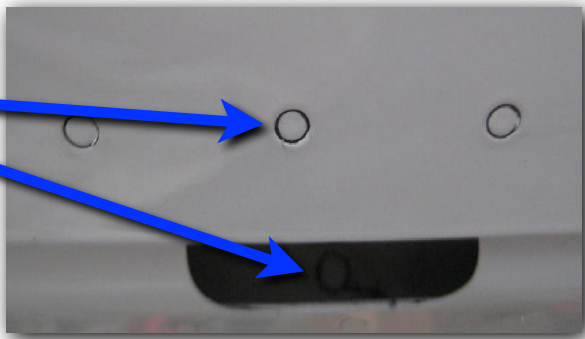
altitude, high density altitude take-off would this aircraft clear the obstacle? I doubt that the warmed up engine would run smoother either. Denial.

Smoking rivets always are an exciting topic. The rivet wears to relieve stress, right? Oh that crack can be stop-drilled, but the crack continues to grow and spreads to the stop drill hole. So no problem, stress has been relieved. Often the lower rib or support skin is loose and is prone to fretting (rubbing with vibrations). The support structure can fail and is often undetected.

I worked in 444 Squadron whose mascot was a python. The Squadron motto was **STRIKE SWIFT STRIKE SURE.** Denial is like a Python, always near and ready to strike. When someone suffers from get-home-itis, or someone impatiently utters, "let's go...", denial is ready to strike. Be on your guard for denial as it can sneak up and bite you.

Victor J Thompson
C-GIRQ

Rivets worn, skin worn and nearly undetected is inner skin cracked to rivet. Weakened lower structure, possible failure?



Special Invitation - Tour by Victor J Thompson

EAA Chapter 245 Trip to [National Air Force Museum of Canada](#)
Canadian Forces Base (CFB) Trenton, 220 RCAF Rd, Trenton, ON K0K 3W0

The RAA Ottawa / Kars Chapter is inviting the 245 Ottawa EAA Chapter to join in a trip to CFB Trenton for a guided tour of the National Air Force Museum of Canada.

Date: Saturday 26-April 14

Tour Time: 1 PM (to allow travel from Ottawa region)

Admission Cost: Free / guided tour cost \$3.00/person

Transportation: Members are encouraged to carpool

Flying into CFB Trenton: A former Air force pilot is investigating permission to fly in to the base.

Contact/ Info: Victor Thompson

Phone: [1-613-269-7952](tel:1-613-269-7952) (call any time answering machine)

E-mail: victorthompson14@gmail.com

<http://www.airforcemuseum.ca/> for museum details.

The [National Air Force Museum of Canada](#) features a recently restored Handley Page Halifax Bomber and a newly completed hangar facilities. The Museum also has large number of aircraft displayed inside and outside. Aircraft collection can be found at: <http://airforcemuseum.ca/en/aircraft-2#H>

Looking forward to see you out for the day trip.

Victor J Thompson
[613-269-7952](tel:613-269-7952)
C-GIRQ

Fly-Out Possibilities

Most Items Taken from the COPA Website

May 3, Cornwall, ON (CYCC): Cornwall Flying Club/COPA Flight 59's Transport Canada Safety Seminar from 10:00 a.m. until 12:00 p.m. Hangar 4, Cornwall Regional Airport. Our presenter is; Will Boles, Standards Coordinator - Airworthiness, Transport Canada - Ontario Region. There is no cost to attend. All pilots are welcome to attend. Please contact Jack Hawley explorers11@live.com for additional details.

May 25, Stirling, ON (CPJ5): COPA Flight 53, Annual Spring Fly-In. Oak Hills Flying Club is celebrating their 50th Anniversary by welcoming everyone for a FREE lunch. We are a General Aviation and Ultralight friendly airport. Prizes for visitors arriving with links to 1964 for example, airplane flying in 1964, cars built in 1964 etc. 50/50 draw. Free overnight camping and we have low price 100LL fuel. For more information in English contact Christine Kilgore at 613-243-4384 or christinekilgore1@gmail.com. For more information in French contact Maxime Drolet at 613-394-9979 or maxplane@hotmail.com.

June 1, Smiths Falls, ON (CYSH): COPA Flight 100, Annual Fly/Drive-In Breakfast. Rain or shine. Co-ordinates for this event are N44 54 03 W77 00 38. For more information, please call 613-283-1148 or visit our [website](#).

June 8, Cobden ON: COPA Flight 124, Champlain Flying Club host their annual Fly-In Breakfast from 07:00 until 11:00. CPF4 in the Supp. For more information, please contact Larry Buchanan at lbuchan@nrtco.net or 613-638-2792.

June 14, Carp (CYRP): EAA Chapter 245 Young Eagles Fly day taking place in Carp. We are looking for pilots for this event. If you are available, please contact our Young Eagles Coordinator, Alfio Ferrara at 613-836-8285 or longeron@gmail.com

June 15, Cornwall, ON (CYCC): Cornwall Flying Club/ COPA Flight 59's Father's Day Fly In Breakfast. Please contact Jack Christie navy1950@cogeco.ca for additional details.

June 22, Carp (CYRP): EAA Chapter 245 Fly-in Breakfast and Open House taking place in Carp. We are looking for volunteers for this event.

June 28 - 29, Sherbrooke, QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the aviation community to its 20th annual fly-in. No air show and no aerobatics! Menu: A lot of aircraft of all kinds, fly market, static displays, workshops, (metal, composite, weight & balance), exciting conferences/seminars, homebuilt/ aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special super followed by a dancing party, restaurant on site. A lot of fun! For more information, please contact Real Paquette 819-878-3998 or lesfaucheurs@hotmail.com or visit our website at www.lesfaucheurs.com.

July 6, Bancroft, ON (CNW3): COPA Flight 119, Annual Fly-in Pancake Breakfast from 08:00 until noon. Held in conjunction with the Town of Bancroft's annual Water, Wheels and Wings weekend. Festivities in town all weekend. Static Displays, Vintage Cars. Jet A and 100LL available by credit card. No landing or tie down fees. Camping allowed on the airport. For more information, please contact Gary Gaudreau at info@bancroftflyingclub.ca.

July 20 Iroquois, ON (CNP7): The Iroquois Flying Club's 48th Annual Fly-In Breakfast beside the beautiful St. Lawrence 8:00 a.m. to 11:30 a.m. For more information, please phone 613-657-1646. On July 20th call 613-857-5630.

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.

FOR SALE

RV9/9A project for sale. Tail and wing kit complete with extras. Tail done with MDRA inspection and sign off. Wing kit - right wing to quickbuild stage, left wing still in clecos. All small parts sorted in labeled bins included. All logs, docs and plans included. Pics avail. \$5,500. email holbrog@gmail.com or phone Greg Holbrook at 613-867-8084.

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 hangared. 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

Wanted

I will be starting to do fabric covering soon on Supper Pelican and Fisher 101, finally....mostly elevator and aileron parts.
If anyone has surpluses/leftovers fabric (Dacron or Stits in the 1.7 oz, 1,8 oz to 2.1 oz area for ultralights) I could be interested in buying. These parts are long but not wide and can be made in two pieces (top & bottom). So these parts are ideal for leftovers.
Elevator parts are about 95 inches long by 14 & 19 inches wide. Ailerons are about 110 inches long by 12 inches wide.
Thank you,
Michel Tondreau
Tel: 819-685-2194

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 SALE

1986 Rutan LONG EZ FOR SALE: Price Reduced \$34,000

470 Hrs airframe. Engine: Lycoming O-235 L2C. Engine overhauled by Aero Atelier in September 2013. 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. Hangared at CYRP. Extra prop (Silver Bullet). Andrew 613-836-3968, cell 613-295 7451 andrewr@magma.ca Aircraft will not be flown till Spring 2014 and fresh annual to be done. For specs see http://en.wikipedia.org/wiki/Rutan_Long-EZ

FOR SALE

Mc Caulley Prop
Klip-tip Met-I prop
Lm 7249 ser 28108 Spacer 2141A C1210 with bolts; never overhauled, checked by BL aviation. Prop in very good shape \$1,500.00
contact Bernie 613-293-6527 also 1 set tires 800. 6 brand new valued \$470.00 plus tx. asking \$400.00 plus a set of 6.00 x 6 check in for price.

Hangar for Rent

On the North Field, Hangar T1, No. 1 is available for rent immediately. October 2013 to May 2014, Additional months negotiable.
\$300/month (includes winter snow removal right to the hangar door)
Contact Matt by text or call cell phone at 613-851-2300
(Continued on the next page)

FOR SALE

G meter + 6 to -2 g
Quartz clk with timer function
Facet electric fuel pump 50l/hr 12v
prices negotiable
Glass cloth, medium weight, close weave about
1.2 x 0.5 m FREE
Contact John Firth johnfirth0@gmail.com

FOR SALE

Jabiru 2200 serial # 842, 200 hrs very good
compression \$8,000.00 or best
Sensenich 54x48 composite prop 20 hrs
for a 2200 Sonex \$600.00
Sonex tail dragger engine mount \$450.00
Grand Rapids EIS 2000 with probes \$350.00
2 1/4 Uma instruments Alt, AS, VS \$75.00 each
ELT \$100.00
Aeroflash strobes \$150.00
Comant antennae model C1-121 \$75.00
Contact Chris McNally at:
Email: iammcnally@yahoo.com
Phone: 1-613-291-1254

FOR SALE

1996 Murphy Rebel on 1800 Murphy floats,
730 hrs airframe, 271 hrs Lycoming O-320-E2D,
ICOM 200, Garmin 196 GPS, Head Sets, \$45,000.
Denis Charbonneau 613-897-4070

FOR SALE

2010 Glastar, 80 hrs TT,
Mattituck IO-360, Hartzel C/S Prop, Dynon D120-
D100, HS34, Garmin 155XL GPS TSO, Garmin 496
GPS, Garmin Transponder, ICOM 210, True Track
A/P, Kannad 406-AF ELT +, \$95,000.
Denis Charbonneau 613-897-4070

FOR SALE

1973 Piper PA28-140
5400TT, Lyc 0-320 1495 TT, 40 hrs STO,
KX170B, KI201C, KR86 ADF, AT150 trans pponder,
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 \$39000.
Hans Sanders, 613-446-7728

FOR SALE

My Piper PA-12 seaplane is now listed for sale on
Barnstormers. This aircraft is hangared whenever it
is not in use, and comes with working wheel gear
that is in excellent condition. The plane has an
O-320 A2B engine (rebuilt in 2010) for excellent
takeoff performance and optimal useful load; plus 6
major design modifications to improve floatplane
performance. As a floatplane, it has about 600-650#
useful load; cruises between 80 and 90 knots, with
just stunning takeoff and landing performance. The
plane's had 3 owners in the past 20 years, and we've
kept it up to date, plus in tip top condition.

My reason for selling is to free up funds for an
investment opportunity.

The Barnstormer ad is here:

<http://www.barnstormers.com/listing.php?id=811871>

As an alternative to selling, I would be interested in a
4-way partnership agreement, with safe, experienced
pilots, consisting of 4 shares at \$21250 each, plus a
1/4 share of monthly hangar, maintenance, and other
fees. As a CPL I could even help a partner get their
floats endorsement.

Telephone: 613-323-2214 or 613-733-2544

Andrew Greenlaw: andrewgisme@gmail.com

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.

| | | | |
|--------------------------------|---|--------------|--|
| President: | Phillip Johnson | 613-983-9332 | president@eaa245.org |
| Vice President: | Open Position | | |
| Treasurer: | Curtis Hillier | 613-831-6352 | echillier@yahoo.ca |
| Secretary: | Martin Poettcker | 613-832-1210 | Martin.Poettcker@marpoe.ca |
| Operations: | Ken Potter | 613-259-3242 | kjpotter@sympatico.ca |
| Membership Coordinator: | Gordon Hanes | 613 565 0521 | membership@eaa245.org |
| Webmaster: | Russell Holmes | 613-226-8273 | billy.bishop@sympatico.ca |
| Newsletter Editor: | Yvon Mayo | 613-830-1935 | eaa245@gmail.com or yvonmayo@rogers.com |
| Technical Information Officer: | Victor J. Thompson | 613-269-7952 | victorthompson14@gmail.com |
| Young Eagles Coordinator: | Alfio Ferrara | 613-836-8285 | longeron@gmail.com |
| Chapter Historian: | Wayne Griese | 613-256-5439 | wayner@igs.net |
| Carp Airport Liaison: | Martin Poettcker | 613-832-1210 | Martin.Poettcker@marpoe.ca |
| Hangar Group Liaison: | Bill Reed | 613-831-8762 | 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: |



Experimental Aircraft Association Chapter 245

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

Newsletter Subscriber: _____ \$40.00
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Associate Member: _____ \$40.00*
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Full Member: _____ **\$90.00***
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

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