



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Published by EAA Chapter 245 (Ottawa) P.O. Box 24149 300 Eagleson Road, Kanata, Ontario, Canada, K1G 3H8

March 1995

Next Meeting: Thursday 16th March

BUSH THEATRE NATIONAL AVIATION MUSEUM

Program:-Business

-Meeting Topic: Video Night :

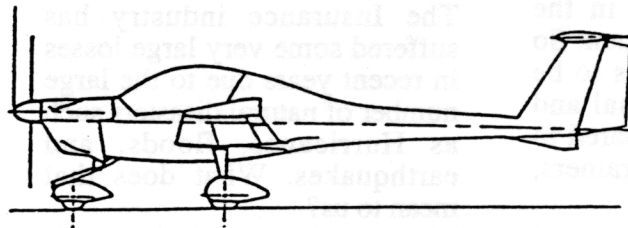
featuring -"Cmon Geese" by Bill Lishman-

FEW P-51 Auto powered 2/3 Replica, Pelican Club, Pegazair and
Cyclone information videos

Article: The new Katana Trainer - From Popular Mechanics Sept 1994

Please note our new mailing address

EAA Chapter 245 (Ottawa) P.O. Box 24149 300 Eagleson Road, Kanata,
Ontario, Canada, K1G 3H8



Diamond Aircrafts *Katana DV-20*

President:	Gary Palmer	596-2172	Aircraft Ops:	Dick Moore	836-5554
Vice Pres:	R. Emmerson	682-2058	Membership:	Barney DeSchneider	225-6003
Secretary:	Luc Martin	682-9442	Tool Crib:	Dick Moore	836-5554
Treasurer:	George Elliott	592-8327	Classifieds:	Andy Douma	591-7622
Editor:	Andy Douma	591-7622	Publishing:	Dick Moore	836-5554

President's Corner

With Winterlude now behind us, our intrepid winter aviators will soon be faced with a distinct lack of snow to fly from; in fact Garry Fancy's Husky Cuby seemed to have more brown surrounding his skis, than white fluffy stuff on the weekend of Feb. 18th.

Hopefully this newsletter will reach your doorstep a week earlier than in the past, as we have moved our internal deadline for producing the newsletter forward by 6 days. It seems that some of you were getting your newsletter on or slightly after the meeting date, I hope you see a definite improvement in future.

February Feature Speaker:

Larry Lorreto, the owner of Ottawa Aviation Services, shared with us their experience with the new Katana Trainer, and his views on the future of flight training. Larry's presentation was essentially a condensed version of the Katana ground school that OAS put all new students or Katana renters through before checkout on the Katana.

Larry strongly believes that flight training needs to be based on newer, modern technology air frames and engines. He is putting his money where his mouth is by investing in the Rotax 912 powered Katana. So far his experience seems to be that the lower operational and maintenance costs compared to the aging Cessna 150 trainers, fully justify his faith.

The Katana production line in London Ontario is apparently well worth a visit, and they welcome visiting pilots. Larry's 35 mm slides of their facility

showed an impressive facility that I definitely intend to drop in on. Perhaps we can organize a flyout sometime in the spring or summer, for those interested in state of the art composite fabrication.

The ultimate structural strength Larry quoted for the Katana wing of near 20 Gs boggled even me. I thought the Lancair at 10 Gs was strong!

Larry also indicated that the Katana factory have plans to make some of their sub-assemblies such as cabin heat boxes available to the homebuilt market, so keep tuned.

The Katana features a Hoffman constant speed prop, and apparently Hoffman are considering opening a Canadian manufacturing facility to complement the Katana production facilities. Hopefully this may eventually lead to more affordable light weight constant speed props for aircraft such as my Lancair.

The speed reduction unit on the Rotax 912 incorporates a torque limiting safety clutch designed to protect the engine from damage due to prop strikes; another operating cost advantage.

Chapter Hanger Insurance.

The Insurance industry has suffered some very large losses in recent years due to the large number of natural disasters such as Hurricanes, floods, and earthquakes. What does that mean to us?

Our previous insurer refused to renew our insurance for 1995, and attempts to gain insurance through other brokers while

initially promising, have so far been unfruitful. Consequently neither the chapter hangar nor the row hangar are insured against fire or other risks.

Given this lack of insurance, it is vitally essential that we increase our vigilance to ensure that the chapter hangar is safe and secure. Please keep all flammable materials stored in the fuel/generator shed. That includes propane bottles for heaters, etc. If you refuel the snow blower or lawn mower, always return fuel to the shed. If we each do our part, our exposure will be minimized until the insurance industry becomes less gun shy.

The row hanger owners can get coverage separately if they wish due to the lower risk of an all steel simple structure. Please contact Rod Neufeld if you want to pursue this option.

Membership Renewals:

The membership renewal process is now in full swing, and Barney de Schneider will be eagerly waiting to accept your cheques and hand out '95 membership cards.

March 16th Meeting Topic:

For our March meeting we plan a Video night featuring **Cmon Geese** by Bill Lishman, **FEW P-51** Auto powered 2/3 Replica, Pelican Club, Pegazair, and Cyclone.

I look forward to seeing everyone at the Bush Theatre in the NAM.

Garry
Gary

Katana

Specifications & Performance

AIRFRAME: Full-fibre all composite construction.

Wing Span	35'4"	10.8 m
Length	23'6"	7.2 m
Height	6'11"	2.1 m
Gross Weight	1,610 lbs.	730 kg
Useful Load	520 lbs.	236 kg
Basic Empty Weight	1,090 lbs.	494 kg
Fuel Capacity	20.9 U.S. gal.	79.1 L

PROPELLER: Constant speed with composite blades.

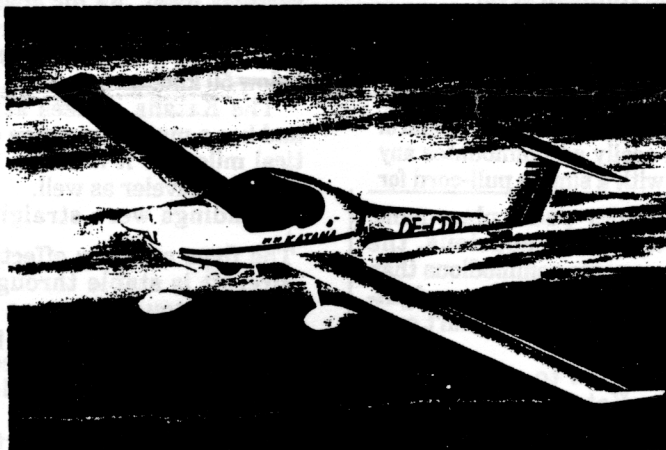
ENGINE: Bombardier Rotax 912

- 81 horsepower
- 4 cylinder, horizontally opposed
- Combination liquid and air cooling
- Dual electronic ignition

PERFORMANCE:

Never exceed speed (V _{ne})	161 kts	185 mph
Cruise speed (75% power)	119 kts	137 mph
Maximum range	523 nm	602 sm
Rate of climb (at sea level)	730 fpm	
Service ceiling	14,000 ft.	
Stall speed (flaps up)	50 kts	
Stall speed (flaps down)	44 kts	
Landing (over 50')	1,490 ft	(over 15 m) 454 m
Takeoff (over 50')	1,600 ft	(over 15 m) 488 m
Fuel efficiency (65%)	34 mpg	
Exterior noise (takeoff)	65.2 db	

All specifications, performance data and measurements are stated in U.S. standards. Operating procedures specifically mentioned or implied in this document are not intended for aircraft operation. Consult the appropriate Pilot's Operating Handbook for information pertaining to flight.



Diamond AIRCRAFT

In USA:

7395 S. Peoria Street
Box C2
Englewood, CO
USA 80112-4112

Phone: (303) 790-8859
Toll Free: (800) 226-9379
Fax: (303) 790-4377

In Canada:

690 Crumlin Sideroad
London, Ontario
Canada N5V 1S2

Phone: (519) 457-4000
Toll Free: (800) 268-4001
Fax: (519) 457-4021

Printed in Canada

 Ottawa Aviation
Services

DONNA LORETTO
General Manager

Macdonald-Cartier International Airport
R.R.#5, P.O. Box 509
Ottawa, Ontario K1G 3N3

Tel: (613) 737-2933
Fax: (613) 737-0253

Training In Style

BY WILLIAM GARVEY

● If you are an air-minded type who stays abreast of technology, finance and law, then you might have predicted the arrival of the Katana. After all, an important piece of flying hardware is hard to miss. The Katana is such a machine.

To fully appreciate this airplane, you have to review the times in which it has emerged.

No basic 2-seat trainer—arguably the cornerstone of general aviation—has seen manufacturing in a decade or more. One big reason: The product liability laws in the United States hold manufacturers liable for the integrity of every aircraft they've ever produced, regardless of age. So rather than spend their time and money defending against lawsuits involving old planes, they've simply stopped making light planes altogether.

Consequently, flight schools have had to win and train students in 152s, Skippers and Tomahawks that are cold, tired and hungry for maintenance. Enticing nervous novices to aviate is tough enough. But it's all the more difficult when the trainer planes are decades old. Concerned about the absence of new trainers, the Federal Aviation Administration and its foreign counterparts have simplified certification procedures to stimulate light-plane development.

To complete the picture, consider the advanced state of composite technology. The manufacturing is well understood, and the durability of the finished material is pretty much accepted.

That's where Christian Dries comes in. A German industrialist and avid general-aviation pilot, Dries saw this scene ripe with opportunity. In 1991, he purchased HOAC, an Austrian firm that made the Super Dimona, an all-composite motor glider powered by the Rotax 912. Dries immediately set about new-product development, and the result was the DV 20 Katana, a tricycle-gear machine obviously derived from the Dimona.

As the Katana was winning its European approval, a group of Canadian entrepreneurs approached Dries with the idea of setting up a manufacturing facility in North America and going

for the gold—making the Katana the world-standard training plane.

Clearly the proposal had appeal. In 1993, Dimona Aircraft Corp. was established in London, Ontario—immune from the product-liability plague in the United States (Canadian courts frown on frivolous filings). And now an immense factory that once cranked out Mosquito bombers is building trainers. Lots of them. The first one rolled out amid fanfare on June 29.

I recently flew a Katana from Toronto to the London factory, and both the airplane and the facility made strong impressions. You see, the firmament of my aviation experience is stamped aluminum from Cessna, Piper, Beech and Grumman American. Rightly or not, it's the undeniable measure for all that followed. The Katana challenges such fuddy-duddy standards.

First off, it looks different—low and lean, with an unobstructed canopy, wingtips, cinched empennage and T-tail. All-composite from prop to tail, the airplane's rivetless finish is mirror-smooth. Its European motor-glider roots are obvious.

Second, what drives this head-turner is a Bombardier/Rotax 912. The 4-cylinder mill puts out 81 hp while sipping 100LL or auto gas at a miserly 3.2 gallons per hour. That's a welcome development when the price of fuel is upward of \$2 a gallon—and climbing. Power flows to a constant-speed 2-blade Hoffman prop.

Third is the flying experience.

Pull the side levers, and the entire canopy yawns open, F-16 style. Grab the panel handhold, put your foot on the forward step and climb aboard. The Katana easily accommodates any pilot height with a simple pull-cord for

adjusting rudder-pedal placement. While no trainer is spacious, the Katana seems more commodious than most. I'm a 6-footer, and my right-seater was 6 ft. 5 in. We weren't even rubbing shoulders.

By comparison to yesteryear's trainers, the Katana's panel is low-profile, enhancing the plane's spectacular visibility. Although the panel design is being reworked slightly, the arrangement is standard: flight and navigation instruments on the left, Bendix/King radios in the center,

power/systems indicators, right. The center console has throttle, carb ice and prop levers, but no mixture control—dual altitude-compensating carburetors keep things lean automatically. And significantly absent are yokes. You fly with a stick, as all pilots should. Just above the throttle is a 3-position electric flap and a most effective cabin-heat control knob. Although my airplane had a manual trim wheel, this is being replaced with an electric system.

Since this was the day's first flight, I pulled the choke before hitting the ignition. The engine started instantly. All little planes are noisy, but the Katana's din level was quite acceptable.

Because the Katana's nosewheel casters freely, you dance on the brakes to steer on the ground—a system that struck me as sluggish and ineffective. After a tortuous trek around Toronto International, I longed for a steerable nosewheel.

For takeoff, it was full throttle and prop to 2500 rpm. When the airspeed indicator hit 45 knots, I began tugging on the stick, and the machine got light on its gear. Moments later, we were climbing out at 65 knots. During climbout, you retard the prop 100 rpm, and you don't touch the control again until landing.

The sensitivity and responsiveness of the control impressed me immediately. Despite its light weight—1610 pounds gross—the Katana has a surprising heavy-plane feel, a characteristic that students will welcome.

Additionally, stalls—the maneuver that most often terrifies students—are docile beyond imagining. Neither power-on takeoff stalls nor full-flap landing stalls produced anything more than a horn blast, a shudder and altitude decline. Pop the stick forward, and the situation immediately rectifies itself. As for speeds, I held altitude and had full aileron control with the airspeed indicator fluttering below 50 knots.

The Katana cruises at 119 knots and has a maximum range of 523 nautical miles, so it makes a fine cross-country traveler as well.

Landings were straightforward.

The flaps are very effective and the aircraft is stable through descent. You can touch down as slow as 45 knots, but for a squeaker, put in 15° of flaps and hold the airspeed at 75. The steel spring gear will dampen any heavy-handedness.

One more feature worth noting in the trainer is its 14:1 glide ratio. Lose an engine at 2500 ft., and 7 miles of landing choices lie in any direction.

Back at the factory, I could see how the company's confidence in its product is underscored by the enormity of its investment. There's no doubt that these guys intend to be a major force

in aviation. Dimona sank \$40 million into refurbishing the plant. The facility is to build 60 Katanas this year, 250 more in 1995 and 360 the next year. It has the capacity to manufacture 600 trainers a year. To attain that number, the company is targeting flight schools. While the Katana lists at \$98,500, schools can realize substantial discounts off that figure with multiple buys.

And what of the students who earn their wings in a Katana and are ready for something more? A 4-place version is in the works... but then that's another story. **FM**

BY RICHARD L. COLLINS

ON TOP

DIAMOND TAKES OFF

Over the years I've been to a lot of groundbreaking, plant openings and roll-outs. One year I made it a point to go to the roll-outs of three off-the-shelf turbine airplanes for the military. The contrast was interesting. At one, they played the national anthem on a tape machine. The high school band played at another. The third had a full professional orchestra and a bevy of heavy-hitting politicians. I need not tell you which airplane was the military version of the Gulfstream.

The most recent roll-out I attended didn't involve a band or an expensive airplane but it was one of the more memorable on record. It was in London, Ontario, and was the debut of Diamond Aircraft Industries (formerly Dimona) as well as the maiden flight of the Katana DA20, the two-place, composite, Rotax-powered, very sexy airplane that will be built in North America. It has been built in Austria as the DV20, and 19 of those have been delivered in the

U.S. but will be replaced by DA20s as they become available.

There were almost 1,000 people on hand for the ceremonies. Many were locals, but there were some from afar who simply were not aware of the magnitude of the effort behind the Katana. I don't think a single stranger managed to roll up in front of the factory without saying, "Wow." The factory is, simply, the most modern aircraft production facility that any of us have seen. Crafted from a relatively old building that was used to build Mosquitoes during World War II, the place is modern, spotless and huge—like 200,000 square feet. It is ready to go, too, with all the ovens and paint booths in place. The investment is \$30 million.

The company has orders for 185 airplanes, virtually all of which will be used as trainers. Central Missouri State University is in the order book to replace its Cessna 152 fleet.

The DA20, licensed in the very light aircraft category, will be approved for day and night VFR, and the Rotax engine will be certified. IFR approval will be sought as soon as lightning protection is addressed. A number of changes have been made in developing the DA20 (as opposed to the DV20 that we reported on in January). Many address comfort, others utility. The electrical system generating capacity has been increased from 20 to 40 amps, tie-down provisions have been improved and the canopy locking mech-

I DON'T THINK A SINGLE STRANGER PULLED UP TO THE FACTORY WITHOUT SAYING "WOW."

anism has been improved. The panel has been changed to allow installation of more avionics and, finally, all the hardware has been changed from metric to standard.

Production starts this year and by next year they'll be up to a rate of 30 airplanes per month.

Equal in importance to the airplane is the training system that is being developed for the DA20. Everyone makes

noise about getting more people to learn to fly, but without a training system, a product, there's really nothing to sell. Diamond is addressing this, complete with DA20 flight simulators that will be built in the factory at London. The development of this system is under the direction of Chuck Robards, who developed the marketing system for the Cessna Pilot Center program. Add this training system to a neat-looking and -flying airplane and the future looks bright as well as offering a lot of fun.

Once the DA20 is underway there's no doubt that Diamond Aircraft Industries will expand its product line. It's an exciting project. The aircraft are marketed in the U.S. by Diamond USA in Englewood, Colorado; phone 800/226-9379.

Customs customs

The differing Customs experience between Canada and our country that I underwent flying to and from London, Ontario, for the DA20 maiden flight made me hope that the North American Free Trade Agreement will eliminate Customs, at least on our end, where it borders on onerous. After landing at London, I parked at Executive Aviation Fuels, a top-notch FBO. The Customs man was there when I parked. He asked a couple of questions and then filled out a simple form. That was it.

Returning to the U.S., I had to give our Customs two hours' notice, by phone. I chose Erie, Pennsylvania, to reenter. As I approached Erie, there was the question of one humongous thunderstorm right over the airport. I had checked which other airports might be available for Customs and asked the air traffic controller how it looked in various directions. He allowed that everywhere was a lot like Erie. There was a major outbreak of bad stuff. So I waited, and made a visual approach and landed at Erie between downpours. The Customs person was pleasant enough, but there were forms upon forms to fill out and \$25 to pay for a one-year permit. I asked her what would have happened if I had gone somewhere else because of the weather. She didn't really answer the question, but did say that she had once handled a weather diversion from Baltimore. I guess the main thing is to have with you a list of airports with Customs and if a diversion becomes necessary,

**General Meeting NAM
16 Feb 1995**

We welcomed several guest at the meeting, Jim Davis, Richard Short, John Hache, Chris Moore. They are all involved in aviation and wanted to see what the chapter is all about.

General Items.
Don't forget to renew your membership about 75% of us have already done so but there are always some who are a little late. The work out at our hanger is progressing in fits and starts, it is progressing though.

George Elliot presented the quarterly and year end statement and the numbers are always accessible to those who want to view them. The town Hall meeting in Kars organized by the RAA is canceled.

Congratulations to the electrical crew for their efforts on our behalf.

George Skinner needs some 6061 T-6 aluminum.

The Feature presentation of the evening was made by Larry Lorreto accompanied by his wife Donna. Both are experienced pilots who have flown numerous general aviation aircraft types and are experienced enough to form an educated opinion of the Dimona Katana

Larry who is vice president of Ottawa Aviation Services stated that he and the staff of OAS have deliberately mishandled the Katana and found that it has no bad habits and is very forgiving.

Larry finds that the aircraft is endowed with light responsive controls good gear which is rugged enough to take a lot of punishment. and is very cheap to run and maintain. The low costs and rugged construction make an ideal trainer when compared to a 150 and 172 aircrafts with their mega dollar engine overhauls.

The Katana is built of glass, nomex and features Kevlar in all its load

carrying members. The lay up at the plant is done in molds that are accurate to 5 thousands of an inch.

The Katana is equipped with a Rotax 912 liquid cooled engine and constant speed prop.

Overhaul of the engine and prop cost 5000,00\$.

The propeller is driven by a gear box that incorporates a slip clutch, in case of a prop strike the engine should not suffer any ill effects.

The engine provides 88 HP and consumes 4 gallons of fuel an hour.

The cruise speed is in the area of 115 knots, the Vne is at 161 knots.

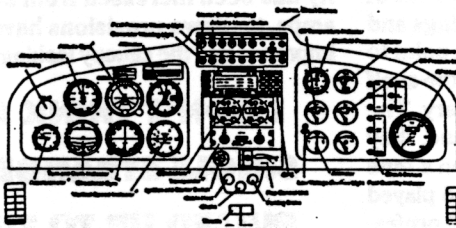
Standard automotive plugs are used along with automotive type wire.

The aircraft is quiet , it generated only 55 decibels at 300 meter compared to 110 decibels for a Cessna 172 at the same altitude.

The Katana is certainly not cheap it is priced at 130,000 \$ Canadian. It certainly seems to have a future in flight training and we will be seeing more of them as time goes by.

See you at the next meeting

Luc.



CLASSIFIEDS
3 March 95

AIRCRAFT FOR SALE:

Cessna 150, 1967, 2500hrs TT, 750 SMOH, factory reman, needs some paint, excellent \$18,000.00

Cessna 150, 1966, 3500 TT, 1000 SMOH, recent paint, fresh C of A \$16,500.00

Mike Sacoutis (613) 729-3774.
94/10

Zenith CH250TD taildragger, aerobatic waiver from DOT, 8G+-. Low total time, Lycoming O-320, 160hp. Quality built with solid rivets.
Jim Robinson (613) 830-4317
Tim Robinson (613) 824-5044.

PROJECTS FOR SALE:

!!! NEWCOMERS !!! Looking to start or finish a project? These partial to nearly completed projects will save you years of building time and barrels of money.

NEW!!!!

7AC Champ Project, complete \$4500.00
11AC Chief Project, 60% done, many new parts \$6000.00
Baby Ace, 70% complete with Continental A40 Engine \$4000.00
Lots of parts, mags (new) Tons of A/N/ hardware
Larry Loretto (613) 675-2301
(613) 737-2933
95/3

RV-4 Empennage Kit. With plans, dimpling and rivetting tools, jig materials, etc
Invested to date - \$1600.00. Will sell for \$1200.00. Offers?
Alex Clanner 736-0555

PARTS FOR SALE:

Fuel selector valves.
Parking brake valve.
Accelerometer (G-meter) 2 1/4 inch.
Randolph butyrate dope in unopened gallon containers; 1 gallons clear; 1 gallon Juneau white; 1 gallon Piper Lockhaven yellow (Maule yellow); 1 gallon insignia blue.
- 2 large oil coolers (~8x9")
- 1 hydraulic pump

- 1 vacuum pump
 - 1 Lycoming dual accessory case adapter for above pumps.
 - Spinner, pointed, 11" base.
 - piston rings for Continental E-185-3.
Cylinders, four, Lycoming IO/HIO-360, wide deck, fresh chrome.
Propeller, Hartzell HC82XL-2C constant speed plus governor for 320 - 360 Lycoming engines.

Garry Fancy (613) 836-2829

From Tim's parts bin

KR-2 Canopy frame \$50.00
 -Cleco pliers, U.S. made, new. \$10.00
 -Bute-dope, insig. white -unopened gallon. bahama blue \$40.00
 -Automatic pilot gyro, Piper, horizon unit P/N 52R21 \$100.00
 -Autopilot gyro, Tactair, horizon \$100
 -Mach meter \$50.00
 -A.C. tach, 0-3500 rpm \$30.00
 -ASI, high speed, 0-300 mph \$30.00
 -Control panel, three levers with bowden cables \$20.00
 -Brake disks, chrome, C-150, for six hole 3 piece wheel. \$200.00
 -Rudder pedals, Mooney, castings only \$20.00
 -VSI, 0-6000 fpm \$100
 -Operators handbook, Beech Sierra 200 B24R \$20.00

Tim Robinson 824-5044 94/10

Cessna master cylinder
 Dave Stroud 226-7889h
 727-9304w 3/95

Lots of parts; Throttle cable, mixture cable, cabin hot and cold air cables, electric flap motor c/w transmission Cessna 150, control yoke assembly, 2 sets of seat tracks & doublers from Cessna, main landing gear shims Cessna, 2 Grumman canopy tracks, COM and VOR antennae, inspection covers Cessna,

Ron McMillan 837-6865,

Butyrate dope, 5 gallon pail, new \$?

Mike Sacoutis (613) 729-3774.
 94/10

PROPELLERS:

Harzell constant speed - HC82VL-1D1 to fit O-320 plus governor and vernier control, zero timed. OFFERS.

Mike Sacoutis (613) 729-3774.

Propeller, Hartzell HC82XL-2C constant speed plus governor for 320-360 Lycomings
 Garry Fancy (613) 836-2829

Propellers, VW 48/30 & 60/38, wood plus adapter for 1600cc VW engine.

Jacques Pilon (613) 446-4175

ENGINES:

O-300A 1750 SMOH, O-300C bottom end, C-85-12 Continental 1200hrs

Propellers for above

Exhausts for above

Mike Sacoutis (613) 729-3774.

Engines, VW 1600 cc, Continental 2 cylinder ground power unit 30 HP.

Jacques Pilon (613) 446-4175

RADIOS:

Genave 100, \$250.00

Andy Douma 591-7622

STS7600 Handheld tranceiver, \$259.00

Dave Stroud 226-7889h
 727-9304w 95/3

AIRCRAFT SUPPLIES:

Steel. Aluminum. Plastic. Wood and Hardware.

Available from - Grass Roots Aviation
 648 Adelaide Ave West, Oshawa, Ontario

Dave Drain (905) 434-4651

Sheet Aluminum - 2024T-3, 6061-T6 and other grades. Available from - Ridalco Industries Ltd.
 1551 Michael Street, Ottawa, Ontario
 745-9161

INSTRUMENTS:

Gauges

-Altimeter \$50.00.

-ASI \$50.00

-Mach meter \$75.00

Autopilot, Federal, new, 2-axis, STC included for installation in C-172 A.B.C., \$250.00.

Tim Robinson (613)824-5044 evngs.

Flight controls from Piper Tomahawk: hanging rudder pedals with brake cylinders, control wheel yoke assembly.

Garry Fancy (613) 836-2829

OTHER:

Murata M720 Thermal Fax/Phone \$275.00

Apple Macintosh Powerbook 100 4/20 meg, \$800.00

Colin 613-789-7469 95/3

CHAPTER CRESTS:

Sew-on, \$6.50 each.

Luc 744-5347

Campers!!! one large tent for sale. Large outer with smaller suspended 5 person inner. Light weight cotton material. You can live in this one quite comfortably. \$100.00

Garry Fancy 836-2829 7/94

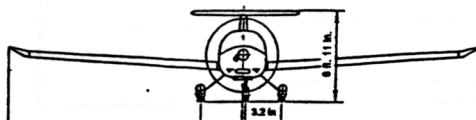
The "Canadian Amateur Built Aircraft Registry" is now available from CASTC.

A registered version of shareware will soon be available for \$30.00

Ted Slack at 226-8373.

PLEASE NOTE:

ADS DEADLINE IS THE 1st OF THE MONTH PLACE YOUR ADS BY PHONING ANDY AT 591-7622 Classifieds Editor



MEMBERSHIP APPLICATION

EAA Chapter 245 (Ottawa)

Box 8412 Main Terminal, Ottawa, Ont., K1G 3H8

NEW: ___ **RENEWAL:** ___ **DATE:** _____

EAA NUMBER: _____ **EXPIRY DATE:** _____

>>See Annual dues note<<

NAME: _____ **PHONE:** _____ - _____ **H**

ADDRESS: _____ - _____ **B**

ext _____

_____ **PC** _____

AIRCRAFT & REGISTRATION: _____
(or aircraft of interest) _____

OTHER AVIATION AFFILIATIONS:

RAAC: | ___ | **COPA:** | ___ | **Other:** _____

ANNUAL DUES: January 1st to December 31st. (Prorated after March 31st for new members / subscribers).

>>> **Note:** Associate and Full Chapter members must also be members of the EAA parent body based in Oshkosh, Wisconsin - \$35.00US.<<<

| ___ | **Associate Member:** \$30.00 Entitles one to the newsletter plus Chapter lounge privileges.

| ___ | **Full Member:** \$55.00 plus a "one time only" initiation fee of \$200.00. This entitles the member to full hangar, workshop and tie-down privileges. (Tie-downs are billed extra at \$20.00 per month).

| ___ | **Newsletter subscriber:** \$30.00. No requirement for parent body membership. Entitles the subscriber to the Chapter Newsletter.

Make cheque payable to: EAA Chapter 245 - Ottawa
Mail to : Box 8412 Main Terminal, Ottawa, Ont. K1G 3H8

OFFICE USE:

EAA NUMBER: _____ **EXPIRY DATE:** _____

MEMSTAT: _____ **RECEIPT ISSUED:** _____

CARD ISSUED: _____ **DATA ENTERED:** _____

(95/01)

\$ TRANSFERRED: _____