



Carb Heat

October 2014

EAA 245 NEWSLETTER Vol 44 No. 9
Published by EAA Chapter 245 (Ottawa)
P.O. Box 24149 Hazeldean R.P.O.,
Kanata, Ontario, Canada, K2M 2C3

<http://eaa245.org>

Contents

Editor's Comments	Page 1
President's Message	Page 2
Long Hangar Roof Upgrade	Page 3
Upcoming Meetings	Page 5
Video Library	Page 5
Exhaust 30/20 years ago	Page 6
Gadget Corner	Page 7
For Sale	Page 9
Chapter Executive	Page 11
Membership Form	Page 11

Next Meeting:

Thursday October 16 at 07:30 PM

Bush Theatre

Canadian Aviation and Space Museum



Presentation by *Lars Eif*:
Building an RV-9A

Editor's Comments



This month Phillip Johnson gives us the President's Message.

Mark Briggs tells us about a major improvement to the roof of the row hangar.

Curtis Hillier want to pass on our video library.

Wayne Griese brings us a historical look at Carb Heat.

Alfio returns with his Gadget Corner, telling us about a remote control.

While the weather this Fall is great

for flying, the organized fly-ins are over for the season. So there are no listings this month.

The For Sale section is quite long, we list two additional airplanes and many other items.

Please take a few moments to write an article and tell our readers about your building or flying experiences.

Yvon Mayo

President's Message by Phillip Johnson



Fall is upon us, Thanksgiving has passed and the rain has started to fall so my first duty is to ask everyone to be careful when driving across the grass at the Chapter and Row Hangars. Soon we will all be leaving ruts so please exercise common sense as to where you can drive.

In order to prepare for snow clearing through the winter season, and so chapter members wishing to fly from the facility can do so, we will be re-locating aircraft on the North side of the access path to the main hangar, to the South Side. This allows us to have a place to pile the snow during the winter period.

Presentation Topics

We are looking for new presenters or topics for presentation at our Thursday night Museum monthly meetings. If any of you have any great ideas please come forwards and talk to someone on the committee, remember this is your club and we want to offer our members the opportunity to enjoy subject matter of interest to them.

Hummelbird

After a long period of hiatus Peter Zutrauen has completed his Hummelbird restoration project and can be seen ground taxiing at the weekends. This is an amazing machine and is so tiny. It looks just like a large model. As an experiment I did try to see if I could fit in the Hummelbird and to my amazement I was able to fit and close the canopy. Surprisingly enough I did have enough room to move the controls for flight but with my weight that little two-cylinder engine I think it would be a case of "the little engine that couldn't". Anyway it was an interesting experiment.

Elections

The elections are coming; the elections are coming; how many more times do I need to say this. We need fresh blood on the executive and in the general committee. This is your club and this is an opportunity to give your direction to the organisation. There are a number of positions open, I will be standing for President again but to be democratic the position is open. Vice president is also open as is Treasurer. Please come and vote on 16th October at the Museum prior to our presentation by Lars Eif on his RV construction.

Row Hangar

For those of you who have been at the hangar this last two weekends you will have seen a lot of activity by the Row Hangar group who have made an extension to the roof overhang which will aid snow clearing in the winter. We will look with interest to see the effectiveness of this modification.

Monthly Meeting

The monthly meeting at the Bush Theatre in the Canada Museum of Aviation and Space is on Thursday October 16th at 7:30PM. For new members you will need to be there on time as we have a limited access to the museum. If anyone gets caught outside after the meeting has begun please call me on my mobile phone at 613-983-9332 and I will have someone come to the door and let you in. Again for new members, many of the group meet for dinner at Perkins Restaurant on the corner of Ogilvie and St. Laurent at, or after, 5:30PM and then move down to the museum as a group around 7:00PM. Everyone is welcome.

Dinner

Again for new members, many of the group meet for dinner at Perkins Restaurant on the corner of Ogilvie and St. Laurent at, or after, 5:30PM and then move down to the museum as a group around 7:00PM. Everyone is welcome.

Regards to All.

Phillip Johnson

Eastern Long Hangar Roof Upgrade!

Article and Photos by Mark Briggs



As many EAA245 members know, there's a long steel-clad row hangar adjacent to the chapter hangar. This row hangar is owned by several chapter members, most of whom can be found hanging around on weekends, and some of whom can be seen actually taking their airplanes out to fly from time to time. Ok, there's even a stubborn old curmudgeon who insists on trying to build an airplane in one of those hangars, despite the lack of heat or insulation. This row hangar has been a part of the EAA245 landscape and culture for more than two decades.

Last winter a few of the "flying" hangar owners almost gave up in disgust as the frequent snowfalls and varying temperatures resulted in hangar doors that couldn't be opened as a result of being bowed like bananas; the snow from the roof would melt on a sunny day, and when totally sodden with melt water, would slide off in great sloppy chunks, impacting the ground with such force as to bow the doors inward. As soon as the temperature dropped this two or three-foot high snow bank froze solid, with the bottom foot or so being clear ice like one would expect to find on a lake. The only way to get into the hangars was to hack ones way in with an axe or

grub hoe. To free an airplane from a hangar took two men the better part of eight hours of hard work. Not fun. Heck, one member even complained of having broken a finger while chopping his way into his hangar. See photo below for a view of the "hangar entry process"...



Photo 1 - The Hangar Entry Process

A couple of years ago two intrepid hangar owners, being of an experimental mindset, decided to install "Snow Guard" material on their hangar roof. This proved to be a wonderful means of keeping the snow from sliding off in huge chunks. Soon it was decided this product would be installed along the entirety of the hangar roof. Then

another light bulb came on when we heard tell of the Tee hangars at the west end of the field getting a two-foot extension to their eaves. Why not combine the installation of an extended eave with the installation of Snow Guard? This would stop the snow from sliding off and would ensure melt water no longer dribbled down the hangar doors, freezing them shut in the process. What a great idea!

Thus was born the great hangar upgrade project completed in late September.

Dwayne Price was looking for an excuse to use his woodworking tools at home and as a result he volunteered to cut the 120+ pieces of lumber to be used to extend the roof trusses. Mark, lacking anything better to do in his spare time, procured most of the other materials required for the project and had them delivered to the site. In traditional EAA form, Hugh Thayer offered to loan us a pair of scaffolds to facilitate the installation work. (Thanks, Hugh – this was a fantastic help to our project!)



Photo 2 -Scaffolds Made The Job Easier

Our first planned work day for the project dawned with a perfectly clear blue sky. All participants realized this would be a fantastic day to be flying. Alas, duty called. With some excellent volunteer assistance from André Beauchamp as well as from hangar space renters Mike Misener and Pete Zutrauen, we accomplished a huge amount of work that day. Temperatures soared and the sun was relentless. Those who brought water jugs soon found them empty. This wasn't the late September weather we had been expecting but rather the weather we were hoping to see in July and August! Lunch was eaten in the shade of the cedar trees and much good conversation was exchanged – lots of hangar flying and more than a few humorous jabs to keep everybody on their toes. As the afternoon wore on, the work crews started to wear out. Still, above the din of air nailers and screw guns, good-natured banter could be heard, not to mention more than a few outbursts of laughter as a good joke lightened our spirits. This kind of environment makes work fun.

Sunday brought the same kind of weather and a slightly different complement of volunteers to assist with the project. Most of us were sporting some very serious farmer's tans, thanks to skies that once again proved to be perfect for flying in the sky and frying on the roof! Many airplanes landed and took off – it was a pleasure to see so much activity at our home airport. By the end of the day we had the eave extension in place across the entire building and Snow Guard on half the building.

Once again we were at it on Monday, blessed with another perfect weather day. The much smaller work crew (Lars Eif, Bill Reed, Mark Briggs and, later, Pete



Photo 3 - Day 2, Almost Done

Zutrauen) finished the Snow Guard installation and completed the fascia trimming, then installed soffit material from one end of the building to the other (when you're doing this you get the idea the building is even longer than a wet Sunday). It was to be yet another long but rewarding day. After cleaning up tools and materials it was good to look at the fruit of our labour in the light of the setting sun. A good job, well done.

This project was a major undertaking for such a small group of hangar owners, and one that couldn't have been successful without the hard work of both the hangar owners and a small group of much-appreciated volunteers. The depth of knowledge and experience, as well as the varied abilities found in our chapter members are what make a project like this possible.



Photo 4 - A Job Well Done

Many positive comments have been received by those who have seen the finished product – even our airport manager has mentioned how good the job looks, and how much more quickly we completed the task in comparison to the “hired guns” who were contracted to do similar work on the Tee hangars.

This is what EAA 245 is all about – members applying equal parts of skill, knowledge, and hard work in combination with a heaping helping of generosity and good humour, working together to accomplish a common goal. While we might not conquer Old Man Winter, you can rest assured we’ve made it that much harder for him to keep our flying machines locked behind frozen hangar doors this winter!

Many thanks to all who helped make this project both fun and successful.



Mark Briggs
EAA 795537

Meetings and Events Schedule

16 October, 7:30 PM - CASM	Building a RV-9A, plus Elections, by Lars Eif
20 November, 7:30 PM - CASM	Tour of the Restauration Workshop at the Space and Aviation Museum
15 January 2015, 7:30 PM - CASM	Subject to be determined

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

Video Library

Hello Fellow EAA 245ers, some of you may not know that we have an extensive and wide video library. Some videos are out of date, but others are still relevant. I have been babysitting the library for years (back some 20 years now as far as I can remember), and want to get these into another babysitter's hands to promote and care for.

If you are tech savvy you might even convert them to DVDs or if possible Blu-ray Disk or just video files. They should not be subject to the temperature extremes nor the dust and dirt we often see in the work shop, so we would like to have these stored safely in someone's cool dry basement. They are currently kept in a cooler which tends to be airtight and temperature moderate in my air-conditioned basement.

If you would like to help the chapter out, promoting the use of them and willing to take charge of them please let me now and we can arrange the transfer.

Thanks in advance to anyone willing to take over the babysitting duties.

Curtis Hillier

EXHAUST – from the Carb Heat Archives



30 YEARS AGO October 1984

- In October of 1984 our reporter attended the Oktoberfest Air Show at Kitchener and had a chance to tinker with a Telidon aviation briefing system. “It’s really neat,” he reported. “It has a map showing everything between Windsor and Ottawa. Colours to shade VFR and IFR areas. Weather charts, sequences, and forecasts. The bad news is that this is only an experiment of 2 years duration. I wonder what it costs and how many briefers it would replace.”
-
- Earlier that year Ontario Minister of Transportation and Communications, James Snow, held a news conference to promote the Telidon Aviation Briefing System – TABS. “Ontario pilots will soon have access to reliable pre-flight weather information at the touch of a button” noted Mr. Snow.
-
-

- Videotex terminals already installed in 14 airports will offer pilots an extensive package of weather information including regional forecasts, radar maps and surface weather maps. They can display enroute weather patterns in the form of a vertical cross section extending to cruising altitude while portraying the location of surfaces, freezing levels, hazards and winds aloft. Such sections can be updated as new information becomes available or the route is altered. It’s a giant step for the aviation industry,” Snow said.
-
- On Friday, October 19th, approximately 30 members of EAA Chapter 245 took part in an evening tour of the Department of Transport Flight Services Directorate hangar at Uplands Airport. During the tour of the hangar, members were given the opportunity to board all the aircraft with the exception of the Challenger, which was undergoing some maintenance work. “This was a golden opportunity for the light plane drivers to visit the cockpits of some pretty sophisticated aircraft” according to our scribe.
-

20 YEARS AGO, October 1994

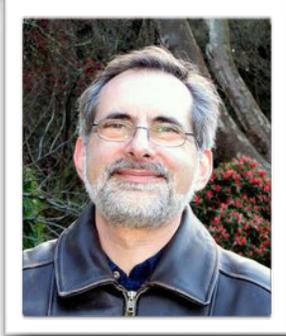
- The weather gods have been very kind to us this October, with good flying weather each weekend, despite many forecasts to the contrary wrote Gary Palmer.
-
- The October meeting was very well attended, with many new attendees, and potential new members. Fred Rendell, the owner of Canus Plastics, and Myles Smith, one of his key craftsmen covered Plexiglass and Fibreglass applications for home built aircraft. Fred extended an open invitation to visit the Canus shop to anyone interested in seeing their operation.
-
- Nick Wolochatiuk, September’s featured speaker, had mentioned that he had flown in 97 different aircraft types and was aiming to reach 100 by year-end. In appreciation for his fine talk, members promised to help him achieve that goal. In mid-October, with a weather forecast looking OK, a quick phone call lined up the Pietenpol, and George Elliot’s Zenith, along with Gary Palmer’s Lancair to reach Nick’s objective. In addition, Nigel Field, with his Subaru EA81 powered VariEze arrived at Carp airport to take Nick up for number 101.
-

wayner@igs.net

Wayne Griese

Gadget Corner

Article and Photos by Alfio Ferrara



Hangar Winch – Wireless Remote control

Our plane is stored in what basically could be described as a 30'x40' shed. From the taxiway, there's about 20 feet of grass with a slight up-slope. Pushing the plane back into the hangar would require the help of several people.... This is not very practical; I don't have that many friends.

The previous hangar owner had a hand-operated winch mounted at the back of the hangar wall, and other end of the cable is attached to the airplane's tail tie-down ring.

This arrangement has worked very well for my friend's C-150 which we kept in the hangar during the years we were building our RV-9A. The only issue was that two people were needed to, one to crank the winch, and a second to steer the plane back into the hangar. On a hot and humid day, the person at the crank would get quite the workout as well.

As mentioned earlier, our hangar is just a shed in a field, with no electricity. We remedied that with some 2nd hand solar panels and a Costco marine battery. That gave us the 12V needed to operate small tools when using a 12V to 115V inverter, as well as providing some lighting for the hangar and power for our winch.



Photo 1 12V winch with starter relay on top

Photo 1 shows extension cord (orange) to activate relay.

The battery was located at the back of the hangar, just below the 12V electric winch.



Picture 2 - Wireless Remote Control

12V Wireless Winch Remote Control Switch Unit for Truck ATV SUV Winch

Item condition: **New**
 Quantity: More than 10 available / 542 sold

Price: **C \$13.77**
 Approximately US \$12.32
 140 watching

Buy It Now

[Add to watch list](#)
[Add to collection](#)

Free shipping | Experienced seller | New condition

Shipping: **FREE** Standard Shipping from outside Canada | [See details](#)
 See details about international shipping here.
 Item location: Hong Kong, China
 Ships to: Worldwide [See exclusions](#)

Delivery: Estimated between **Tue, Oct. 28 and Mon, Nov. 3**
 Please note the delivery estimate is greater than 11 business days.

Payments: **PayPal** | [See details](#)

Returns: 14 days money back, buyer pays return shipping | [See details](#)

Guarantee: **ebay** MONEY BACK GUARANTEE | [See details](#)
 Get the item you ordered or get your money back.
 Covers your purchase price and original shipping.

Seller info:
 edea18 (17)
 99% Positive feedback
[Follow](#)
 Visit store:
[See other items](#)

I purchased a starter solenoid (actually stole the one from the airplane kit, and later replaced it). The starter relay can easily handle hundreds of amperes, which the winch might require when starting in a loaded or near stalled condition.

In order to have simultaneous control over the winch while controlling the airplane's nose wheel with the tow bar, I finagled an extension cord and a switch to allow the primary of the relay to be shorted to ground. This allowed only one control on the winch, which is to retract. If I wanted electrical control to reverse the direction, it would require multiple relays and an interlock mechanism (I decided to keep it simple). This arrangement worked well, however over time the extension cord was getting frayed, and it was especially difficult to unravel in the cold of winter as the extension insulation stiffened.

Then I found a wireless remote control on good old eBay. (see **Picture 2** on the previous page)

For \$14 and free shipping I could have my very own wireless remote. Credit card in hand I ordered it and waited the customary couple of weeks.



Photo 3 Top of the wireless control board

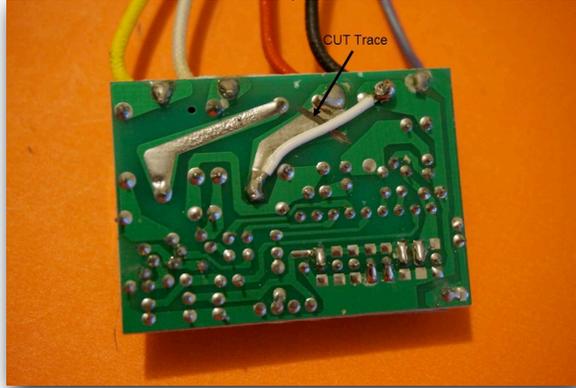


Photo 4 Modifying the Board

Upon receiving the unit I checked out the enclosed schematic and instructions detailing the device's operation. It turns out that the receiver activates an external relay by providing 12V to it. My relay required ground activation, not 12V. No problem, we can fix that.

I opened up the black receiver box, which also includes two relatively low current relays (see Photo 3). Each relay is for a particular winch direction, but as mentioned earlier, I preferred to only utilize one direction.

The above photo shows the cut (just under the white wire) I made to disconnect the power being fed through one of the relays, and I then jumpered the connection (white wire) to provide a ground, which is then fed to the external starter relay. Voila, problem solved.

The remote system has worked well for a few years, but just this summer it died (some water got into the remote control). After some troubleshooting, I determined it was easier to just fork out the \$14 and get another one.

Of course, if you choose a different main relay to be activated with 12V, instead of a starter relay that requires a ground, then this modification is not required.

The unit comes with the remote control, a receiver, and batteries.

See you guys again next month.

Tailwinds.

Alfio

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to yvonmayo@rogers.com or ea245@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 - Davis DA2A

With reluctance I have decided to sell our Davis, built by repeat-builder and long-time EAA245 member Jim Bradley. TTAF 600hrs. Engine is C85-12, approx. 150SMOH. Warp Drive 3-bladed Prop. Dynon D100 EFIS with BrightScreen glass & internal battery, steam ASI, ALT, VSI, electric T&B. Moving map GPS, ICOM IC-A200 comm, GTX320A Xpdr, 2-place intercom, 406MHz ELT. New main tires. This aircraft is both economical to own/operate and an amazingly fun flier. Please contact me for additional details.
Mark Briggs cgjoy@yahoo.ca 613-725-4361

FOR SALE - Pietenpol Air Camper

Total time since new (engine and airframe): 548:15;
Fuel: 2 tanks, 10 gallons each, 4 gallons per hour;
New icom radio with two head sets, intercom and push to talk;
4-point harness, new tires, removable canopies, skis, custom tow bar;
Year manufactured: 1972. Log books since new.
Engine Model A65 - 8F;
Last annual inspection Dec 9, 2013, last flown Aug. 15, 2014.
Cruise speed 80, stall speed 40 mph.
Aircraft has always been hangared.
Asking \$12,000.00 or best offer.
For more information please call George Lockhart 1-902-243-2164.(or Terry Peters – 613-491-8000)

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 clecoc. 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 0-235 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-1 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.

FOR SALE

G meter + 6 to -2 g
Quartz clck 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

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 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC,
130 to 135 mph on 8.5 gal/hr \$39000.
Hans Sanders, 613-446-7728

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. Send us an email: info@eaa245.org

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	eea245@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.eeachapter.org/



Experimental Aircraft Association Chapter 245

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: _____

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

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

Newsletter Subscriber: ___ \$40.00
Newsletter only

Associate Member: ___ \$40.00*
Newsletter plus Chapter facilities

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

**Credit Card payment available, Contact Membership Coordinator for details.