



Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 39 No. 02

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Next Meeting:

National Aviation Museum - Bush Theatre

Thursday February 19th at 8:00 PM

Canada's Aviation History told through Art, by
Chris Terry

February 2009

President's message	Page 2
Local News	Page 3
Exhaust 20 years ago	Page 7
Proposed Airspace Changes	Page 4
Fireside workshops	Page 8
Fly-out possibilities	Page 9
For Sale	Page 10
Membership Form	Page 11



Centennial of Flight
Symbol



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President's Message



In February, we will be meeting again at the Aviation Museum in the Bush Theatre at our regular time of 8:00PM, and will continue to meet at the museum for the rest of our meetings this winter and spring.

January Meeting

At our January meeting Bill Reed gave us a brief update on the effects that the new 406MHz ELT usage will have on the operations of CASARA, the Civil Air Search and Rescue Association. George Skinner then gave a review of his experiences in building and testing his new Zenith CH601HD that is now in the air and flying well. Thanks to both Bill and George.

Air Cadet Squadron 706

I received at request last month from Captain John O'Neil representing Air Cadet Squadron 706 to make one of our aircraft available to illustrate the operation of the control surfaces. Rod Neufeld agreed to use his Cheetah as the demo aircraft and spent an early evening illustrating the operation of the controls to four cadets. Thank you Rod, the students were very appreciative and we hope that they all aced their subsequent exam.

Water Supply at Hanger

We have again had a problem with the water supply at the hanger. During the last cold spell the water tank would no longer pressurize and it was assumed that the water line had frozen. During the last month Andy DePippo and Andy Phillips took apart the line, checked for ice and found a constriction. Later Andy Phillips and I dug out the line to the well and found no ice, but that the pump had lost prime. We reprimed the pump and found that this solved the problem. At this point we are not exactly sure why the pump lost prime, but are considering modifying the setup to ensure that we no longer have a problem with the water supply freezing in the winter.

Special thanks to Andy Phillips and Andy DePippo for their help.

George Elliot obtains Flight Permit

George Elliot has been issued a new flight permit for his cyclone C-FMTV after flying off his 25 hours. George traveled directly to Transport Canada at the Buttonville airport to obtain the final paperwork and reports that the inspector especially liked all of the notes (snags and fixes) in the Journey Log. George hopes to

make CYRP one of his first cross country flights. Congratulations George!

Breakfast at CYRP

We continue to have potluck breakfasts at our Carp hanger. If you want to talk aviation and have a bite with your aviation buddies come on out on Sunday morning. There is always someone there by 10:00AM, and there are lots of materials on hand – toast, waffles, sticky buns, sometimes crepes, cinnamon buns and even omelets on occasion.

Fireside Workshops

The fireside workshops are in full swing and we have already showed DVD's on the history of military aviation in Canada, building experimental aircraft made of wood, and the details of Rotax 2 cycle engines. If you have any requests for DVD's or videos that you would like to have shown during the series, please contact Wayne Griese or Martin Poettcker. Thanks to Wayne for again providing the organization and DVD's. The schedule for upcoming DVD's is given later in this newsletter and is also in the January Newsletter.

Upcoming Meetings

At our February meeting just prior to the 100th anniversary of powered flight in Canada Dr

Chris Terry will give us an overview of Canadian Aviation History using pictures of aviation art as the focal points for the narration.

The next regular meeting will be held at 8:00PM on Thursday, February 19th in the Bush Theatre at the Canada Aviation Museum

19 Feb 2009	Canadian Aviation History Through Art and Images; Dr. Chris Terry
19 Mar 2009	Claude Roy – Trip around Great Lakes
16 Apr 2009	TBD

Hoping to see you all at the February meeting, and as always-
Blue Skies,
Martin

Aluminum Pop Can Recycling Program

As most of you know Irving Sloane has been running an aluminum pop can recycling program on behalf of the

As some of our regular Sunday Pot Luck and video attendee folks know, the water pump has been giving us some trouble.

Irving Sloane caught a couple of ground hogs working away at the problem last Sunday.

Martin and Andy Phillips dug out the hard snow to uncover the snow covered and frozen tundra. (By the way thanks to Mark Briggs for blowing most of the snow from our taxi ways over top of the well to keep it from freezing – we will get you to cover things back up after the fix is complete (the snow worked great)). (Curtis and Marin had it all cleared off by the time Andy got back to the site).

Local News

Chapter for more than a year. All funds raised are donated to the Chapter to cover our operating expenses. Please donate your pop cans to this program, either by dropping them off at the Chapter hanger

EAA 245 Hanger News



Andy and Andy (Phillips and Depippo) did an early investigation and thought the pipe was frozen 12 feet out but that news has now changed to “we may have an air leak between the pump and the sand point”.

We had thought we had a frozen point in the pipe but

at the Carp Airport or by bring them to the Chapter meetings at the Aviation Museum – let’s all support Irving’s work.

By Curtis Hillier after opening the pipe up and snaking both ways it was quickly realized that that was not the source of the problem

The well kind-of resembles a port-a-potty... doesn’t it? Note the tool of choice in Andy’s grip.

The investigation continues but we thought you all would appreciate the ground hogs at work.



Local News

Volunteers needed to help the NAM celebrate the 100th Anniversary of Flight

On Sunday Feb 22 the Aviation Museum will be celebrating the 100th Anniversary of Flight in Canada with a number of special activities at the Museum. The Chapter has volunteer to assist with the celebration by organizing the wooden wing rib building activity for kids - the same we did a few years ago. The

Chapter needs a few volunteers to help out with the set up and demonstration. If you can spare a few hours on Feb 22 to help out, please let me know - at the meeting or by email.

Reminder The Chapter will be doing a wood wing rib building demonstration at the Aviation Museum this Sunday Feb 22

from 10:30 until 2:30. I could use a few more volunteers to assist with the demonstration and training will be provided. Please let me know if you have a few hours to spare and would like to help out. Robinson (russ dot robinson at sympatico dot ca)

CHALLENGER WINTER RENDEZVOUS - JANUARY 30 - FEBRUARY 1, 2009

I was able to attend a couple of the talks at the Winter Rendezvous. The sessions were informative and interesting. I did bring back a warning from Patrick Gilligan that the procedures for entering the United States will be changing

in May of this year. COPA has updated it's crossing the border booklet to include the new procedures. After May 18th we will have to send a passenger/crew manifest to the CBP at least an hour before we plan to cross the border. The

manifest can only be sent electronically (vie email or web submission). There is a very complete training session on the web at this URL: <http://apps.cbp.gov/eAPIS-pa/index.htm>

Airspace changes- Proposal discussions

During a meeting with Nav Canada a number of Ottawa airspace changes were discussed. The reason for this article is to inform the pilots in the area of the proposed changes and solicit feedback to Nav Canada with respect to the possible changes. The changes are being entertained to improve the safety within the Ottawa airspace and to accommodate expanded use of the airspace. For example there have been a number of near missed around the Rockcliffe circuit. The Ottawa river VFR corridor passes right through the Rockcliffe circuit. Changes

to the VFR corridor have been suggested.

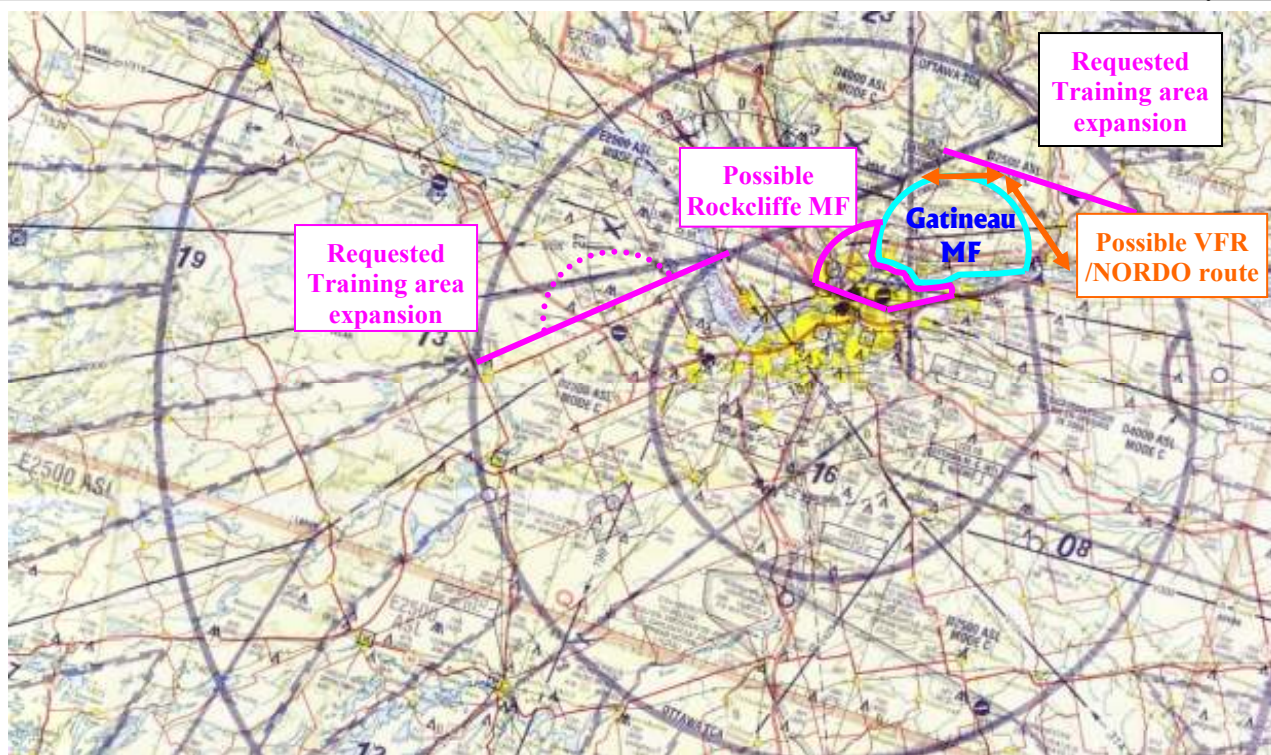
1. The training areas north west of Carp may be expanded at the request of Carp Flying Academy. But with the recent demise of CFA the push for this change may no longer exist.

2. It has been suggested that the training area be extended north and east of Gatineau airport. The map on the following page may help to illustrate the changes that were discussed. The Nav Canada minutes of the meeting are also included in this newsletter.

If you have any concerns or comments on the suggested

changes please forward your comments to me (newsletter editor) or directly to Nav Canada.

Warning! The current CFS states that the VFR traffic should approach the Ottawa airport from the north west at 2000 ft altitude and transit the training are to the north west at .1500 ft. altitude The current practice is to bring the traffic in to Ottawa (YOW) at 2000 ft altitude and leave the Ottawa airspace at 3000 ft altitude. I f you are transiting the area from east to west look out for traffic at 2000 and 3000 feet.



Ottawa Consultation Session - Residence Inn Ottawa, 161 Laurier Avenue

On Thursday December 11, 2008 NAV CANADA held a Recreational & Flight Training customer consultation session regarding VFR operations in the Ottawa area. Stakeholders were pleased with the meeting's "partnership approach" to develop system improvements.

The following summarizes issues, concerns and suggested solutions which NAV CANADA received from stakeholders present at the session.

Training areas

Flight training operators are not required to disclose the training areas they use to NAV CANADA when operating outside of controlled airspace. Despite this, NAV CANADA welcomes the opportunity to assist in identifying areas which would not only be convenient to flight training operators but also safe and efficient, given the air traffic which occurs in surrounding airspace.

Discussion amongst operators identified that, due to traffic volume in the northwest Ottawa training area, flight training is now occurring outside of the designated area. Operators expressed interest in working together and with NAV CANADA to establish other areas that could be designated for training in the Ottawa area. NAV CANADA committed to helping evaluate the following ideas:

1. A new proposed training area in the southeast area, 2000 ASL and below in class G airspace;
2. A new proposed training area southwest, 2000 ASL and below in class G airspace;
3. A new proposed training area northeast of the Gatineau control zone. It was suggested that the 062 degree radial (division line between the 2500 ASL TCA floor and the 4000 ASL TCA floor) should change to more of a 090 degree track, once north of the Gatineau control zone
4. The northwest training area on the Ottawa VTPC's is identified by a grey shading, but it is missing from the 5 NM class E airspace area immediately northwest of the Ottawa VORTAC.
5. An expansion of the current training area in the northwest was suggested. The 256 degree radial (division line between the 2500 ASL TCA floor and the 4000 ASL TCA floor) should be changed to the 242 degree radial. Point of note: the grey shading on the VTPC should clearly reflect the ATF area around the Carp airport if any change was made.

6. Pilot education and awareness programs have been appreciated by all stakeholders and customers encourage their continued use
7. Communication is an overarching concern in all areas outside of the TCA, particularly when more than one frequency is suggested (examples in the northwest training area include the Carp ATF 122.8 MHz, the Constance Lake ATF 123.2 MHz, the training ATF 123.35 MHz and the enroute frequency 126.7 MHz)

Charting (VTPC, VNC, VTA)

A discussion was held to develop improvement ideas for Ottawa area VTPC's. The following points were raised and require further analysis:

- Complexity is an issue. VTPC's should be reviewed to ensure common VFR checkpoints are used on each chart, as some VFR checkpoints are not listed on related VTPC's.
- VTPC's are grouped together in the CFS at the beginning of the "Ottawa" section. They should be moved to show up immediately prior to the aerodrome page for which they are used (i.e.: the Ottawa/Rockcliffe VTPC should be next to the Ottawa/Rockcliffe airport page rather than 5 pages prior)
- Procedural altitudes for entry and exit of the northwest training area may not be the same as current practices.
- On the VNC, the ultralight symbol over the Buckingham area should be removed.
- A new ultralight symbol should be added near Carleton Place.
- the inner ring of the TCA does not include information to identify the 1500 foot ASL TCA floor
- LF/MF airways are published in the same color and size as airspace boundaries. They can be misinterpreted as airspace borders.

Control Zones, VFR routes

A briefing on Ottawa airspace classifications was performed using Google Earth. The Control Area Extension around the Gatineau control zone is not identified on the VNC. An evaluation should be undertaken to determine if this current class E airspace (which underlies the class D TCA) is correctly depicted on the VNC.

Following the briefing, the Chief Flying Instructor at the Rockcliffe Flying Club raised concerns in the area immediately surrounding the Rockcliffe airport and circuit pattern. The Chief Flying Instructor established that conflicts with local pilots have decreased, thanks in part to the pilot education program undertaken during the past two years. Unfortunately, conflicts with transient pilots continue to increase. The Rockcliffe Flying Club has identified that despite being a GA friendly airport and wanting to encourage transient flights, they believe that changes are now necessary to maintain safety. The stakeholders at the meeting agreed for the most part and brought forward the following ideas:

- Alternate routes for pilots to circumnavigate the area rather than transit the Rockcliffe ATF area. One proposed change includes removal of the current bi-directional VFR route on the VTPC and establishment of a new VFR route from Cumberland to the Chelsea Dam, which would direct aircraft around the north of the Gatineau control zone. Also, the northern part of the Gatineau control zone airspace may no longer be required for airport operations and perhaps can be reduced in size. This would shorten the proposed VFR route.
- Mandatory communications are required in the vicinity of the airport circuit pattern. NORDO aircraft procedures need further clarification (since there would be no ground station), but special events that the National Aviation Museum holds appear to be workable through NOTAM.

The group also raised the following points of note:

- Floatplane pilots will always (whenever possible) choose to fly over water unless above 2000 feet.
- The area between the VORTAC and the Gatineau control zone suffers from the same communication difficulties as the Rockcliffe airport. Eight separate frequencies can legitimately be used by pilots in this area between the surface and 2500 feet ASL. Further analysis is required on this area to determine possible solutions.
- Delegation of the class D TCA from 1500 to 2500 feet ASL, between the tower and the northwest training area does not appear to be an issue with customers. It will reduce radio calls for aircraft heading to the training area from Ottawa MCIA, but depending on the track, it may increase the calls required for aircraft leaving Rockcliffe and heading towards Carp.

EXHAUST – from the Carb Heat Archives 20 YEARS AGO February 1989

For the February 1989 meeting of EAA Chapter 245 at the NRC 100 Sussex Drive guest speaker Lars Eif brought in a sample of his gorgeous workmanship in the form of a wing panel for his Steen

Skybolt. This project began in 1985 and Lars reported that he was at least now counting down in terms of months rather than years to finish.

Also in February 1989, chapter 245 members were being

encouraged to protest vigorously and quickly against the implementation of Mode C transponders in certain revised airspaces. Remember?

EAA Chapter 245 Newsletters - Scanned for Archives (SHADED) - 02 February 2009

Newsletters have been scanned from copies loaned/donated by:

Bill Argue; Stan Acres; Andy Douma; Lars Eif; Gary Fancy; Terry Peters; Russ Robinson; Wayne Griese.

	January	February	March	April	May	June	Jul/Aug	September	October	Nov./Dec.
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CAN YOU PROVIDE A COPY OF A MISSING “CARB HEAT” FOR OUR ARCHIVES?

One last call for issues of Carb Heat for our archives for this period of time. The effort made by contributors to pass on their old copies for our records is greatly appreciated, but this project, which started in the fall of 2007 is not over yet. We still have to find copies back to approximately 1972 or earlier. To be continued next month. Wayne.

The Fireside Workshop DVD Series - 2009

EAA Chapter 245 Lounge Carp Airport **Everyone Welcome**

Sunday, February 22nd, 2009.

The ARROW

"Building The Arrow" Follow the Arrow's progression from the drawing board to the roll out ceremonies. See in detail how the Avro CF-105 Arrow was built as it moved down the assembly line. Produced from original Avro Aircraft colour film footage. Coverage includes the Arrow's design, construction of wooden and metal mock-ups, building on the assembly line, construction of all major components and their assembly into a complete Arrow. Colour, 48 minutes.

"Testing The Arrow Design". Wind tunnel and free flight models were used extensively in testing and refining the Arrow design. This video shows the construction and use of these high precision models. Eleven free flight models were launched between 1954 and 1957. Nike rocket boosters were used to launch nine Arrow models. Colour, 31 minutes.

"Avro's Flying Saucer". The Story of Avro's experimental "flying saucer", the Avrocar. It was the result of Avro research into vertical takeoff and landing (VTOL) aircraft. Research and development started in the mid 1950's but development was cancelled in 1961 after flight stability problems could not be overcome. Rare footage includes: design and construction of the craft, wind tunnel tests, and many

of its tethered and free flight tests. Colour, 25 minutes.

Sunday March 8th, 2009

The Annual Inspection – Power-plant

Annual Inspection for Power-plants: Follow A&P/IA instructors Tim Guerrero and Vaughn Dowell through a step by step demonstration of a 100 hour inspection of the power-plant section of a Lycoming 0-360 powered Piper Archer. This video explains every segment of the inspection process from an initial AD search to the final log entries. It details each procedure along with the techniques, tool and material usage, and plenty of professional hints and tips. Although written for the A&P student, this film is equally applicable for the experimental aircraft owner needing to perform his/her own condition inspections, and the certificated aircraft owner simply wanting a better understanding of the inspection process.

A final 5 minute sequence covers safety wiring techniques with demonstrations of various related applications including propeller bolts, the alternator tension bolt, and the oil filter. 55 minutes

Sunday, March 15th, 2009 (Tentative)

Repairing Structural Tubing

A vintage training film produced by the U.S. Department of Education demonstrating the inspection and repair of 4130 Chromolly steel tube airframes. In the film, a truss tube is found bent

and set back into shape with forms and clamps. Then a longeron is found to be cracked and so the section is replaced with a welded inner sleeve and splice. Although this is an older film, the methods demonstrated are still appropriate and valid when maintaining or restoring these vintage tube and fabric type airframes.

This class teaches measuring, geometry, straightening, cutting fish mouths, fitting, splicing, and welding to repair some fuselage damage. 22 minutes

Ups and Downs of Takeoffs and Landings

Whether a seasoned pilot or a new student, this video has much to offer. Covers short and soft field operations, crosswinds, climb out performance, night operations, POH performance specifications and density altitude. Also view actual landings as they occurred at a large fly-in. Color, (1 hr.)

The Bush Angels

This video is about The Canadian Bush-plane. The Bush-plane Heritage Centre in Sault Ste. Marie, Ontario is dedicated to preserving the history of Bush Flying and Forest Protection in Canada. Volunteer members actively acquire, restore, preserve and display floatplanes, bush-planes, water-bombers, and forest fire-fighting equipment along with other aviation and forestry-related artifacts in order to celebrate the achievements of Canada's aviation and forest fire fighting pioneers. 20mins.

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website

Picton, ON: Breakfast on the second Sunday of every month - starting in April (call for runway conditions during winter) at the Prince Edward Flying Club - Picton Airport (CNT7). For more information call 613-399-9076..

FEBRUARY

February 14th, Westport, ON, (CRL2): Rideau Lakes Flying Club, Ski Fly in with Chili and a bun from 10:00 am till 2:00 pm. Transport from the Aerodrome / downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication. Subject to runway conditions. Contact # 613-359-9951.

February 15th, Cobden, ON: COPA Flight 124, Champlain Flying Club hosts their annual "Ski Plane Only" winter fly-in from 10:00 a.m. to 14:00. CPF4 in the Supp. For more information please contact Larry Buchanan at 613-638-2792 or email lbuchan@nrtco.net.

February 20th-24th, Baddeck, NS: Centennial of Flight will celebrate the flight of the Silver Dart Centennial Anniversary and a National Aviation Art exhibit. Visit our website www.flightofthesilverdart.ca. For more information please contact Leanne Beddow at 902-488-3256 or email lj.beddow@ns.sympatico.ca.

February 21st, Hawkesbury, ON: Hawkesbury Flying Club / COPA Flight 131 invites you to join us celebrating 100 years of flight in Canada. Skiplane Fly-in (or drive in) for a "Sloppy Joes" lunch at noon. Located at the Hawkesbury East Airport PG5. For more information please contact Steve Farnworth 613-

632-3185 or email HawkesburyFlyingClub@gmail.com.

February 21st-22nd, Haliburton-Stanhope (CND4), ON: First Flight Fly In. Come help celebrate the Centennial of Canadian Aviation History. 100 years ago, John McCurdy flew the Silver Dart over Bras D'Or Lake in Nova Scotia. Fly over the frozen lakes of Ontario and enjoy a cup of hot chocolate and some hot chili. Call John Packer at 705-754-2611. Visit our website for information and current weather www.stanhopeairport.com or email airport@halhinet.on.ca.

**Sunday, February 22nd · 2009
Fireside Fireside Workshop in the chapter 245 lounge at the Carp Airport**

**Sunday, February 22nd, 2009
Volunteers building wingribs at the National Aviation Museum.
Contact Russ Robinson**

Samedi, 28 Février, 2009

Fly-in Chez MO (Tous les jours)
Maurice prud'homme célèbre le 20 anniversaire de son RVA, le 30e de l'APBQ et le 100e du premier vol...

Info Contact : Maurice Prud'homme 819-682-5273

February 28th, Ottawa River, 5km NW Aylmer, QC: Fly-in chez MO 2009. Come Celebrate: Mo's fly-in turns 20, Canada first flight 100 years ago and the 30th anniversary of the APBQ. For more information you can call your host Maurice Prud'Homme at 819-682-5273 or click [here](#).

MARCH

Saturday 7 March 7th, Kars, (CPL3) ON: RAA Chapter 4928 Fly In / Ski In, Come out and join us, we are 3 miles to the North of town of Kars Ont. Refreshments and lunch available. Co-ordinates Latitude N (45 06) Longitude W (75 38). For more information please contact Victor Thompson 613-269-7952 or Thompson.VJ@forces.gc.ca.

March 11th, Arnprior, ON: COPA Flight 33, Rust remover currency seminar starts at 7:00 p.m.. St Andrews Presbyterian Church Hall. Cost \$5.00. Located at 80 Daniel St N Arnprior. For more information please contact Rick Raymond at 613-832-2399 or email tricky@xplornet.com.

March 14th, Pendleton, ON (CNF-3): Mid-way between Ottawa & Montreal. Ski fly-in hosted by Gatineau Gliding Club. BBQ lunch and a big log fire in the clubhouse 11:00 to 14:00. In case of bad weather all delayed until Sunday, 15/03/09. For more information please contact Martin Lacasse at (h) 613-446-1183 or (o) 613-734-1442 or David Smith at 613-678-6565.

APRIL

April 14th, Haliburton/Stanhope (CND4), ON: Our annual Safety Seminar will feature special guest Lynne McMullen of Seneca College. Lynne will cover timely safety items and go over the currency review topics. Stanhope Fire Fighters' Hall at 7 p.m. Cost is \$5. Call John Packer at 705-754-2611.

April 19th to 25 Lakeland Florida(KLAL) Annual Sun n Fun Fly-in

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [bill at ncf dot ca](mailto:bill@ncf.ca)
 Deadline is first of the month. 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.

<u>For Sale</u>	\$5,500.00
Certified Rotax 912F 2000 hours on condition” program, without oil tanks or radiators. This engine was showing a little metal, most likely gear box, normally this goes away after the next oil change, A complete 50hr oil analysis history is available . 10/08 Call Larry Loretto. at 613 675 2301	

<u>For Sale</u>	\$6,000.00
Certified Rotax 912F 2000 hours on condition” program, without oil tanks or radiators A complete 50hr oil analysis history is available 10/08 Call Larry Loretto. at 613 675 2301	

<u>For Rent</u>
Chapter 245 members can rent a tiedowns near the EAA 245 hangar at Carp Airport. You can rent the tiedowns by the month or for the full year. 11/08 call Curtis Hillier 613 831-6352

Time to renew your membership in EAA Chapter 245 Fill in the application form on page 12 and bring it to the meeting or mail it to the address on the front page of the newsletter.

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 2 weeks before the next meeting.

A short example follows:

- Meeting date – 2009 Newsletter deadlines
- March 19th – Mar 5th
- April 16th – Apr 2nd
- May 21st – May 7th
- June 20st (CYRP) – June 6th (At the Chapter hangar)
- July 18th (CYRP) – July 4th (At the Chapter hangar)
- August – no newsletter
- September 17th – September 3rd
- October 15th – October 1st
- November 19th – November 5th
- December – Jan (December shifted to January 2010)
- January 21st – Jan 7th
- February 18th – Feb 4th



EAA Chapter 245 Membership Application

NEW: ___ RENEWAL: ___ DATE: ___/___/___

EAA NUMBER _____

EXP Date: ___/___/___

NAME: _____

ADDRESS: _____

CITY/TOWN: _____

PROV: _____ .PC: _____

PHONE: (___) ___ - ___ .H (___) ___ - ___ .W

EMAIL: _____

N/L DISTRIBUTION Preference: email ___ post ___

AIRCRAFT & REGISTRATION:

OTHER AVIATION AFFILIATIONS:

COPA: ___ RAA: ___ UPAC: _____

OTHER: _____

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

Newsletter subscriber ___: \$35.00 Newsletter only

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

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

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

Make cheque payable to:
EAA Chapter 245 (Ottawa)
Mail to - P.O. Box 24149, Hazeldean R.P.O., Kanata,
Ontario, K2M 2C3