

MAY

2011

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Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 41 No. 05
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P.O. Box 24149 Hazeldean R.P.O.,
Kanata, Ontario, Canada, K2M 2C3

Next Meeting:

Thursday May 21ST at 19:30

National Aviation and Space Museum
Bush Theatre

SUN N FUN SUMMARY BY MARTIN
POETTCKER



Experimental Aircraft Association Chapter 245 Ottawa. We are a group of Amateur Aircraft Builders, Owners, and Enthusiasts with a hangar, lounge and workshop facility located at the Carp Airport, situated just west of Ottawa

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EAA 245 Website:

<http://eaa245.org/>



May 2011

PRESIDENT'S MESSAGE

Rain, Rain and more rain! I hope the decent weather we had a month ago wasn't our summer? Several hangers and aircraft were damaged in the recent wind storm – hopefully nothing too serious. Who brought the bad weather back from Florida?

A few aircraft still have some tired looking rope in need of an upgrade.

Power was out for a few days but has since been restored.

On a positive note, Curtis' aircraft shelter survived unscathed.

We are continuing our Sunday morning get together around 10am at the Carp EAA hanger. Come on out.

MAINTENANCE DAY - JUNE

7TH

Our annual maintenance day has been scheduled for June 7th this year. The plan is to start at 8:30am and work till mid-afternoon. Andy DePippo will finalize the list of tasks this year and organize the work

groups. Please mark your calendars to give us a hand. BBQ to follow.

AIRPORT SECURITY

Additional security cameras have been installed for more coverage after the recent theft attempt.

APRIL MEETING

John Phillips of West Capital Development, gave us an CYRP status update. After many years of hurdles the airport has finally been transferred to WCD and development plans for ground breaking are already underway. We look forward to a rejuvenated airport with a new and energetic owner. Thanks Again John.

CANADA AVIATION AND SPACE MUSEUM EVENTS

CAPITAL CLASSIC WINGS AND WHEELS - JUNE 18

CANADA DAY - JULY 1ST

The Classic Air Rally has been replaced by the June 18 Capital Classic Wings and Wheels event this year at the Canada Aviation and Space Museum.

This year the event is being held on Father's Day weekend and the museum is hoping to broaden the scope of activities for the public to enjoy. Car clubs, other Museums and interested groups have been invited for a wide variety of activities and things to look at.

July 1 is primarily an aviation day. The museum is interested in EAA volunteers (and planes) to spread the word about what we do and how we build aircraft.

Marc G. Ducharme
Director of Operations
Canada Aviation and Space Museum

613-990-8974
mducharme@technomuses.ca

www.aviation.technomuses.ca

GONE WEST

Ken Mackenzie passed away in the last year. For those that didn't know him, Ken and Trish MacKenzie were the local snack dealers for those with a sweet tooth. Bye Ken.

May 2011

NAV CANADA - OTTAWA AREA
AIRSPACE CHANGE CONSULTATION
APR 26

The Pick family of Peterborough is looking for assistance in transporting a Teenie Two to Oshkosh this summer. Mr. Pick passed away shortly after completing and flying it last fall. If anyone is interested, we can pass on more details.

FLY-IN/DRIVE-IN

BREAKFAST - AUG 7TH

The Chapter will be holding its Annual Fly-in/drive-in Breakfast on Sunday August 7 at the Chapter hanger at the Carp Airport. We would like to encourage all members and their families and fiends to come out and join us for what is always a great breakfast and great entertainment. As always we will be looking for volunteers to help make the breakfast a success and to help with the hanger cleanup the day before on Saturday August 6. If you have a little time to share, please join us. As always, pray to the gods of good weather.

NEW CYOW VTA

The new Ottawa VFR Terminal Area (VTA) chart is available.

NavCanada is reviewing airspace for possible changes at several airports.

The event was well attended by local stakeholders. Absent were the commercial airlines.

Discussions between the controllers and local stakeholders were helpful. Stakeholders and controllers highlighted the challenges and concerns they faced.

Controllers discussed typical IFR approaches and routes around CYOW. A short video of a busy radar period was played back for illustration. Non transponder equipped aircraft were highlighted as "chicken feet".

NavCanada is planning to convert all CYOW class D airspace to class C. Efficiency and safety was cited. NavCanada controllers have been attempting to assert class C control over VFR traffic in class D airspace for years – exceeding their authority. Transport Canada appears

to support this arrangement.

Several parties suggested that a study should be conducted to determine if there is a problem warranting airspace changes before considering the proposed airspace changes.

It was noted that controllers can be too busy to provide service in class D during peak periods now. It was unclear how VFR service would NOT be affected if the airspace were converted to class C.

The VFR corridor over the river between Rockcliffe and Gatineau airports was discussed.

There were discussions regarding the incidents and the number of frequencies used in the no-man's land between the practice area North of Carp to North of Gatineau Airport.

It was noted that class D airspace has been designed (possibly incorrectly) around (rare) IFR engine out climb rates. Descent rates are based on a descent grade of 318' per nautical mile. Jets attempt to descend from cruise

altitude until final on idle power, the ideal approach depends on the aircraft type. Controllers are attempting to provide 1000' minimum vertical separation. Target horizontal separation was not discussed.

There were additional discussions about raising the class D airspace floor to 4000' over several outer class D training areas.

As a reminder, VFR traffic does NOT require ATC authorization to enter or conduct activities within class D airspace. All that is required is for the VFR aircraft to establish 2-way radio contact with terminal-ATC.

CYOW class D also has mode C transponder requirements, gliders are exempt. ATC is tasked with providing conflict resolution and separation between IFR and VFR traffic.

Collision avoidance is everyone's responsibility.

It is, of course, polite to state your position and intentions to assist controllers with separation

in our shared class D airspace.

Technically, this means:

* You do not need ATC permission to enter or fly anywhere in class D airspace in Canada. US class D is different * You do not need to comply with ATC instructions regarding vectoring and altitude in class D airspace

It is, however, a good idea to comply if there is a real traffic conflict - request specific traffic information.

Note that controllers are also attempting to reserve areas of airspace for separation of *Potential* IFR arrival and departures, regardless of whether the airspace is ever used. From the Kars Rideau Valley airfield, it has been observed there is little real commercial jet traffic on weekends near the Kars CYA528/534.

If a controller cites a safety concern:

* Ask for a traffic update.

* Politely remind them that altitude is a safety factor for you.

* Remind them that you are in class D airspace.

* If necessary, refuse the instructions.

* Always notify the controller if you are unable to comply with or refuse to accept instructions you consider unsafe.

Remember that altitude is a safety component for all aircraft, particularly those of us with less than 2 turbines. Even more so for gliders.

ATC is generally quite good.

However, I have personally encountered a large number of issues and abuses by a few controllers. I am aware of additional problems encountered by many other pilots. Montreal controllers were unaware of many issues and concerns with ATC service.

It is suggested that pilots file formal incident reports regarding ATC issues so that there is a record going forward.

Hopefully the dialogue started for the airspace consultations resolves these issues.

Fly Safe.

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RECENCY RUST REMOVER

Kars RAA Chapter 4928 is planning to host a CASARA (Search and Rescue) sponsored presentation Tues June 7th at the Kars Airport RAA facility, let us know if you are interested. Space is limited. More details to follow.

EAA 245 CLUB STUFF

Some of you might have noticed that there is a motorglider tied down on the flight line.

Talk to our new member John Firth about this other form of fun flying.

As usual, many chapter members get together for dinner prior to each EAA 245 meeting at Swiss Chalet (corner of St Laurent Blvd and Montreal Road) @ 5:30PM, all are welcome.

there is little real jet traffic on weekends.

If a controller cites a safety concern, ask for a traffic update. Politely remind them that altitude is a safety factor for you.

If necessary, refuse the instructions and remind them that you are in class D airspace.

Notify the controller if you are unable to comply with or refuse to accept instructions you consider unsafe.

Remember that altitude is a component of safety for all aircraft, particularly those of us with less than 2 turbines. Doubly so for gliders.

By and large ATC is quite good.

MEETING SCHEDULE

19 May 2011	Sun N’Fun 2011 - Drowned Rat Summary – Martin Poettcker
18 June 2011	Mazda 13B Wankel Rotary Engine Conversion – Cary Beazley First Flight Plaque Presentation Chapter 245 2011 Members photo - Location Chapter Lounge -CYRP
16 July 2011	BBQ at Gwen and Charlie Martel’s Hanger – 3984 Indian Creek Road, Hammond, ON KoA 2Ao. * LOCATION CHANGE * Pre-Oshkosh Review
20 Sept 2011	Annual splOshkosh Review

Hope to see you at the meeting!

Cheers Cary

EXHAUST – FROM THE CARB HEAT ARCHIVES

30 YEARS AGO – MAY 1981

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According to Frank Cianfaglione, club president in May 1981, members were about to begin covering the

outside of the hangar with steel siding and were ready to sow some grass seed. From the Wanted section of Carb Heat – physical,

financial, and moral support for the club project at Carp. Also wanted – contributions to the Newsletter

20 YEARS AGO – MAY 1991

The Ninety-Nines were featured at the May 1991 meeting, held at Carp in the club hangar (it was dubbed the “Great Carp Mosquito Feast”). Did you know that back in 1929 an attempt was made to unite the women pilots of the world? This initial membership drive evoked ninety-nine

replies – hence the name. Its first president was Amelia Earhart. After the Ninety-Nines made their presentation President Lars called on several EAA 245 members to share information on the Chapter’s activities. Irving Slone was first up and spoke of his experience in

joining the chapter and participating in a 23 member group – circa 1967 - who were building a Pietenpol. They finally got it up into the air in 1982. We are not sure if the women were impressed or not.

BARNTOON

<http://www.barnstormers.com/eFLYER/2011/168-barntoon.jpg>



AVIATION HUMOUR AVWEBFLASH VOLUME 17, NUMBER 15A

SHORT FINAL

April 25, 2011

I was a controller at Albany Georgia tower back in the '70s, and a Cherokee was on

downwind, with the instructor introducing his student to radio procedures. Fortunately for me, their intercom locked on for a bit and I got all the dialog between

the student and the instructor. It went like this:

instructor:
"Say 'Albany tower.'"

student
"Ah – Al-Albany tower?"

pilot:

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instructor:

"This is Cherokee 76 Whiskey."

student:

"This is — is — Ch-Cherokee — ?"

instructor:

"76 Whiskey."

student:

"Seven — 76 Whiskey?"

instructor:

"We are on left downwind for runway 22, touch and go."

student:

"We are on — ?"

instructor:

"... 'Left downwind for 22."

student:

"Left down-downwind —"

instructor:

"... 'Downwind for 22, touch and go."

student:

"I don't want to learn to fly no more!"

Richard Pike
via e-mail

LOCAL NEWS

CANADIAN AVIATION HISTORICAL SOCIETY

Date The last Thursday of the month from September through May (*except December*)

Location Bush Theatre, [Canada Aviation and Space Museum](#), Rockcliffe Airport

Time 1930 hours

Landing Fee: \$1 for refreshments

SHELTER UPDATE APRIL 2011

By Curtis Hillier

The trial shelter will remain for present. *editor*

I would like to thank the Carp Airport for allowing us to

proceed with the shelter project and we hope more talks will enable us to move forward with shelters at the Carp airport.

EAA CHAPTER EGRAM

You can read the latest Chapter egram at http://www.eaa.org/chapters/newsletter/110222_web.html

APRIL 2011 EAST END NEWS BY CHARLES MARTEL

APRIL FLYING ACTIVITY (OR LACK THEREOF)

3rd, 10th.and the17th April No flying activity. Both Indian Creek and Bearbrook airfields are too soft for safe aircraft operations.

20th of April While we were working in the workshop, Henri and I heard this 2 cycle engine noise coming from above. We attributed the noise to our neighbours to the East that fly Delta powered wings. But the noise persisted around the hangar, we looked around but could not see



Mosquito helicopter

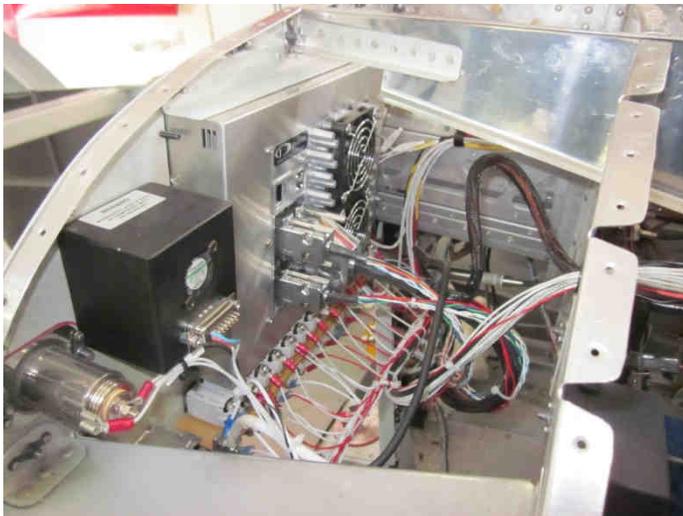
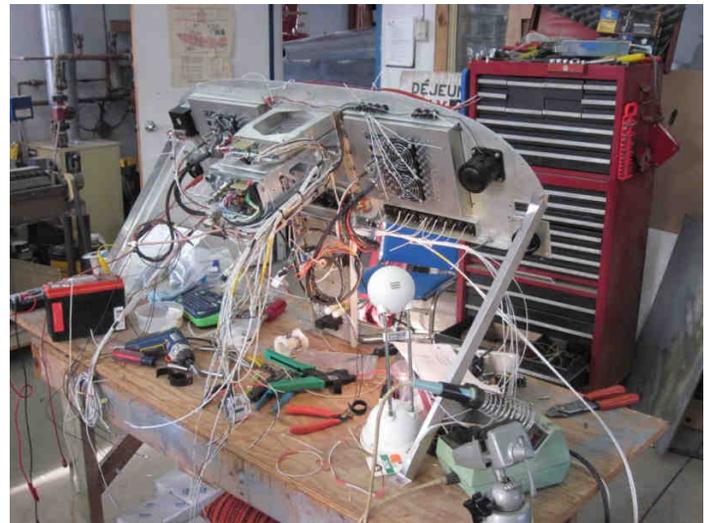
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anything and it seemed to be coming closer and closer. Eventually the noise intensified on the North side of the hangar and I went outside to see what it was. It was Michel Boucher and his Mosquito helicopter. WOW, what a sight. We waited for the rotor to stop and a frozen Michel got out and into the shop to warm up. We appreciated the work break and the opportunity to show our RV9 handiwork. The Mosquito seems like a wonderful aircraft, for a different kind of flying, but a little breezy on this cool April day. Apparently doors are available for the Mosquito which would help in this weather but I think no doors is best in Summer. Must be a blast to fly.

24th April Andre in his Titan Tornado made the 1st flight this month out of Indian Creek . I took C-GMTL out and started the new engine for the first time to finish the annual. I had a notion to try a first flight but after walking the runway I found the field too soft for the heavier airplane.

30th April 1st test flight of the Sportsmen 2+2 C-GMTL with it's new engine. It lasted 30 minutes. The engine with the new cooling plenum seemed to perform well.

Since there was little flying activity to speak of in April, I will use this opportunity to bring everyone up to speed with the Charlie and Gwen RV-9A project. I bought a RV-9A quick built kit from Vans in 2009. Work started on it in December 2009. By



This looks much better

OK...what do I do now?

March 2010 I had the wings, tail and all flying surfaces finished, rigged and painted and work had started on the fuselage and engine installation.

In Mid September 2010 I started working on the Cad drawings for the aircraft wiring. Three weeks later I had a rough draftall 20+ drawings of it. The panel is now wired, after many, many changes. The picture to the right shows the copilot side of the panel installed. The panel took at least four times longer to build than the estimated time allotted.

I bought the James cowl and plenum to replace the Vans cowling. In retrospect I think I should have kept the Vans cowling. Anyway it turned into a nightmare installation.....long painfull story. Needless to say some changes had to be made to the cowling, this meant composite work. Traditionally I have stayed away from composite. After making all these changes to the cowling, I've developed a healthy respect for composites. Do I like composites nowAHhh.....no..... but I don't dislike it as much.



Business end of C-GGXY

The canopy is now completed. It was by far the most demanding installation of the aircraft, second only to the James cowl. Some may wonder at the paint scheme on the spinner.....not exactly pretty, but it is meant for another purpose ??????. Apparently it scares birds, so they say well. I wonder how they figured that out, maybe they asked onebird that is. Personally I think it is for the birds..... pardon the pun.

C-GGXY is the RV-9A identification. I tried to get C-GWEN for the registration but as it turns out, there is a regional jet with those markings. SOoooC-GGXY it will be.

I am now working on building a paint shop at Indian Creek. With all the projects, past, present and future, I think it is has become essential.

The above project is a sample of the activity/projects that Indian Creek Skunkworks experienced over the years 2003 to 2011. Does includes full built, partial built and final building of projects.

MARK YOUR CALENDARS:

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

MAY

May 28, Westport, ON (CRL2):
Rideau Lakes Flying Club is hosting a Breakfast-Fly/Splash-in. Breakfast of ham, eggs and baked beans from 8:00 a.m. until 1:00 p.m. Transport from the Aerodrome / Waterfront /

downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication. For more information please contact Bill greenwj@rideau.net.

May 28, Collingwood, ON (CNY3):
99s Annual Poker Run. Rain Date

May 29, 2011. Participating airports are: City Centre, Burlington, Brampton, Lake Simcoe Regional, Peterborough, Lindsay, Oshawa, Buttonville with Collingwood as the terminus. Landing fees will be waived at City Centre. For prize donations contact Lesley Page (h) 416 287 2975

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lesley@genesis.com
welcome! Great prizes!

Everyone

May 28, Orillia, ON (CNJ4): COPA Kids Day / Flyin Splashin. Hosted By the Ontario Seaplane Assc. Copa Flight 110 and Orillia Lake St John Airport. Come enjoy the day by the lake and watch the planes. Flyboys Outdoor Grill will be open. For info call 705-325-6153.

JUNE

June 2-4, Haliburton/Stanhope, ON (CND4): Young Eagles' Evenings and Young Eagles' Day. Help us give local kids the thrill of flight or fly with one of your local kids up to see us! We are flying kids Thursday and Friday evenings 5 p.m. - 8 p.m. and also Saturday 9 a.m. - 2 p.m. Call John Packer at 705-754-2611. Visit our website for information and current weather at www.stanhopeairport.com or airport@halhinet.on.ca.

June 4, Peterborough, ON (CYPQ): Copa Flight 34 Fly-in/BBQ. Copa Flight 34 Peterborough (CYPQ) is hosting a Fly-In and BBQ. Rain date Sunday June 5th. This event is open to all types of aircraft. There is an active Trike community at Peterborough so we anticipate many Ultralights will be on display. We are encouraging our members to open the hangar doors from 9am -6pm, show off their aircraft, our expanded runway (7000') and the new Terminal. The general public is welcome and there will be lots of information for people interested in learning how to fly. Copa Flight 34 will be hosting the BBQ

from 12-2 at the Aerotrike Aviation hangar in the new Recreational area. For information call Cathy Montgomery 705-741-3269

June 5, Smiths Falls, ON (CYSH): COPA Flight 100, Smiths Falls Flying Club/Smiths Falls/Montague Airport annual Fly-In Breakfast 7:30 a.m. - 11.30 a.m. For more information, please contact Phil at 613-769-0406. Visit website at www.smithsfallsflyingclub.com.

June 7, Kars, ON (CPS4) RAA Ottawa Rideau Chapter 4928 is planning to host a CASARA (Search and Rescue) sponsored presentation Tuesday June 7th at the Kars Airport RAA facility, For a \$7.00 fee you will receive a chilli and bun dinner with a soft drink. let Bill Reed or Cary know if you are interested. Space is limited.

June 10 - 11, Pembroke, ON (CYTA): COPA Flight 178 COPA for Kids (in conjunction with Expo 150, the 150th anniversary celebration of the County of Renfrew) with a rain date of June 18. For more information, please contact Natalie Granter at 613-687-5300 or pembrokeairport@vianet.ca.

June 11, Midland, ON (CYEE): Zenair Open Hanger Day and Builder Gathering, see what Zenair is doing. Drive or fly. John Smith, Airport Manager, Huronia Airport is building a STOL CH 750. For more information, please contact Anita at 705-526-2871. For directions and

information on the airport, please see <http://www.huroniaairport.com/>.

June 11-12, Midland/Huronia ON (CYEE): Annual RAA Chapter Fly-in. Amateur-Built aircraft, displays, food, fly-market (Bring your surplus a/c parts/materials for redistribution), fuel discount, camping available (no hook-ups), aviation vendors welcome. Contact: raa.midland@gmail.com or Ray at 705-533-4998. This years event is coincident with the Zenair Ltd. Open Hangar Day (June 11 only). Zenair is adjacent to the airport. Late Addition: Transport Canada has offered to conduct a recurrency seminar on Saturday only, at 10:00 a.m.

June 12, Owen Sound, ON (CYOS): COPA Flight 144 Owen Sound Wings and Wheels holds its 3rd Annual, from 8 a.m. - 4 p.m. 250 classic cars, 60 aircraft, B-25, Harvards, YAK50 + local aircraft, vendors, displays. Visiting pilots free food voucher + free "Wings hat". Unicom 123.00. For more information, please email Steve Meades at stevemeades@bellnet.ca. Visit our website at www.os-wingsandwheels.com.

June 12, St-Lazare, QC: St-Lazare Flying Club/COPA Flight 43, holds its traditional Fly-In Breakfast. From 7:00 a.m. until we run out of food. For more information, please contact Pierre Senneville at 514-453 4530 or sennepw@holtmail.com. Visit <http://www.aeroclubstlazare.org/en/Home.html>.

June 12, 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 information, please contact Larry Buchanan at 613-638-2792 or lbuchan@nrtco.net.

June 13, Brampton, ON (CNC3): Monday Night BBQs begin! Every Monday night until September 7 at 7 p.m. Join us for our Legendary Monday Night summer BBQ. Going strong into our 11th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, North end of Brampton airport. For more information, please contact President Brian Heinmiller at 905-877-7947 or b.j.heinmiller@sympatico.ca. V.P. Alain Ouellet at 416-709-2020 or aouellet@icecanada.com.

June 15-18, Montreal, QC: Canadian Women in Aviation 11th Biennial Conference for you (if female) or your women colleagues/family that are connected to aviation: pilot (any level/type -civil/military), flight attendant, CFI, AME, dispatch, Airport Management, avionics, Nav Canada, etc. For more information visit <http://www.cwia.ca/conferences.htm>. For an application form and hotel info visit <http://www.cwia.ca/conference.htm>.

June 18, Brantford (CYFD): Aircraft Spruce Canada 3rd annual Super Sale and Fly-In. Free admission. Vendors will display their products as well as answer questions. Hourly raffles and a free BBQ lunch. All raffle proceeds and donations made to the BBQ go to COPA For Kids www.copaforkids.org. COPA will have a booth there and President Kevin Psutka will be there to meet and greet as well as help promote our COPA membership deal when you purchase a 406 ELT from Aircraft Spruce. For more information, please contact info@aircraftspruce.com or visit our website at <http://www.aircraftspruce.ca/canadasuipersale.html>.

June 18-19, Hamilton, ON (CYHM): Canadian Warplane Heritage Museum 2011 Father's Day Weekend Fly-Fest Airshow. The Canadian Warplane Heritage Museum plans to re-introduce the CWH Hamilton Airshow this year. For preliminary information check our website at www.warplane.com in the next few weeks.

June 19, Cornwall, ON (CYCC): Annual Father's Day Fly-in Breakfast. Cornwall Regional Airport from 0800-1200. Best eggs, pancakes, sausages, juice & coffee around! Visiting Aircraft & Static Displays. For more

information please contact Barry Franklin, barry.franklin@sympatico.ca. Visit our website at www.copaflight59cfc.ca.

June 19, Picton, Ontario (CNT7): COPA Flight 53, Annual Fathers Day Fly-In Breakfast. Many visiting aircrafts including Vintage and Military. Tour the most intact BCATP base in Canada. Beginning at 8 a.m. Unicom 123.2. For more information, please call 613-393-3152.

June 25-26, Sherbrooke, QC: COPA Flight 37 and "Les Faucheurs de Marguerites" are proud to invite all COPA members and the Aviation community to its Annual Fly-In at the Sherbrooke airport (CYSC). No airshow and no aerobatics! Menu: A lot of aircrafts of all kinds, fly market, static displays, workshops (metal, composite), 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 for breakfast, lunch and diner. Free camping on site. A lot of fun! For more information visit our Website www.lesfaucheurs.com or contact Réal Paquette at 819-878-3998 or lesfaucheurs@hotmail.com.

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [eea245 at gmail dot com](mailto:eea245@gmail.com)
Deadline is two weeks before the next meeting. Ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been so

For Rent

Hangar space in a steel hangar with a concrete floor and insulated ceiling at Arnprior CNP3. The hangar has 110 and 220 V. service and a hoist capable of lifting 4000 lbs. It is 48'x 40' with a 42'x12.5'. door. There is one plane in there now but there should be room for 1or 2 additional aircraft depending on the type. The hangar is on the field at Arnprior. Arnprior (CNP3) is a fully maintained airport which includes a ski flying strip.

The rent may be adjusted depending on the type of aircraft and the comings and goings.

01/11 Doug Smith at 613 225 8345 or windsup@sympatico.ca

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.

07/09 call Curtis Hillier 613 831-6352

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)

P.O. Box 24149

300 Eagleson Road

Kanata, Ontario, Canada, K2M 1C0