



Carb Heat

Hot Air and Flying Rumours

EAA 245 NEWSLETTER Vol 40 No. 01

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January 2010 Meeting

Bush Theatre National Aviation Museum

Thursday January 21st at 8:00 PM

After the Restrictions are Removed

by Jeff Langford, Transport Canada



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↪ Deni Charbonneau fitting skis to his new Glastar	

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<http://eaa245.dhs.org/>

President's Message



Happy New Year!

We have been continuing our Sunday morning get togethers at our Carp hanger, and are still using the access road, with only minor difficulties (I got my Van stuck in the snow last Sunday!). It is still being cleared by the airport, although sometimes not as quickly as we would like. In addition, Mark Briggs has kept his tractor at the hanger and has been clearing the snow in front of the row hanger



Photo 1 Mark and Martin have done an excellent job keeping the area in front of the hangar clear of snow

and the laneway to the main hanger. If you want to talk aviation or do some work in the hanger come on out.

November Meeting

At our November meeting we had scheduled two topics, but only had time for an update from Mark Briggs on the 406 Mhz ELT situation and the current offerings by manufacturers. Thanks Mark!

Phil Johnson's tale of his trip to Rough River will be delayed until March.

Aviation Document Booklet Deadline Extended

Bill Reed noted in the last newsletter that the deadline for having the new aviation booklet in hand as your pilot's licence has been extended to June 2010. I applied for mine towards the end of October 2009, and have not yet received it so I called Transport Canada to ask if they had received my application. I was told that I was lucky, since my photo had already been scanned in to their system and the details of the booklet had been sent to the producer. I was also told that if I have not received the booklet in another month (!) I should call back to check. Apparently a good number of us left this to the end of the year and TC was deluged

with thousands of applications in October and November.

Upcoming Meetings

Our next regular meeting will be held at 8:00PM on Thursday, January 21st in the Bush Theatre at the Canadian Aviation Museum.

Jeff Langford of Transport Canada in Buttonville has agreed to come out and talk to us about the regulations pertaining to homebuilts after the first 25 hours are flown off and the initial restrictions are removed.

Jeff's talk will also qualify as a recency seminar so those who attend will receive a Transport Canada sticker to keep in their logbook for the next two years.



Photo 2 Area in front of the row hangar was clear when this picture was taken

21 Jan 2010	After the Restrictions by Jeff Langford, Transport Canada (Tentative)
18 Feb 2010	Steen Skybolt, by Lars Eif

18 Mar 2010 | **Rough River, by Phil Johnson**

Hoping you can attend the January meeting, and as always-

Blue Skies,
Martin

EXHAUST – from the Carb Heat Archives

Thanks to a donation from Roger Fowler we now have many more years of Carb Heat to add to our archives. Get into those old boxes you stored away years ago fellows and see if we can't complete the collection this year. Our history is important.

30 YEARS AGO - January 1980

Frank Cianfaglione was looking forward to being the new President of EAA Chapter 245 in 1980 and Roger Fowler took over the role of Carb Heat editor. Roger noted, in true experimental fashion, that he would be attempting composite construction of a newsletter – half Xerox and half Gestetner !

Carb Heat included a report on a lecture by Doug Cavill on SARSAT – a Search and Rescue Satellite program. The report noted that “at that time there was about 200,000 ELT’s in existence, about 16,000 of them being in Canada. Almost 98% of all ELT alerts are false alarms, viz.: battery corrosion, carelessness, hard landings, no

maintenance, being tossed into a car trunk, etc. “

The report also stated “There is need for better specifications and much improvement in ELT design. It would be better to transmit on a frequency of 406 MHz rather than the 121.5 frequency currently used.”

20 YEARS AGO – January 1990

Lars Eif, President of the Chapter, reported that his dot matrix printer and a photocopier were the cause of some problems in the readability of the previous newsletter. The January 1990 meeting was held at the NRC complex 100 Sussex Drive. Ted Slack was the featured speaker on topics “Future directions for EAA” and “DOT/FAA Regulations”.

We were cautioned in Carb Heat, January 1990, that “ the enthusiasm for “little airplanes” is not shared by all branches of Transport Canada, nor by all provincial and municipal governments, nor by the airlines, nor by any means large segments of the general public. We must still strive to protect out right to fly from farm strips and to keep our airports open to General Aviation at a

reasonable cost. The 1990’s will undoubtedly be the decade for the protection of the environment. This in itself is good, but could spell trouble for our sport if we are not careful.”

Welcome to 2010 and a new decade of never ending challenges.

Wayne Griese

Old Carb Heat Newsletters Wanted

Fill in the blanks for EAA Chapter 245 Archives

Year\Month	Jan	Feb	Mar	Apr	May	June	July Aug	Sept	Oct	Nov Dec
'71										
'72										

'73										
'74										
'75										
'76										
'77										
'78										
'79										
'80										
'81										
'82										
'83										
'84										

Note: Scanned copies of 25 years of Carb Heat, from 1984 to 2008, are on the Chapter's computer for you to view or copy. If you can provide a copy of the missing issues contact Wayne Griese. Thanks for your support. Wayne can be contacted via email at wayner at igs dot net. Or by phone at 613-256-5439

Aviation Humour from AVwebFlash Volume 16, Number 2a

SHORT FINAL

Heard a funny one from NorCal Approach last Saturday.

NorCal: "Cessna 1234Z, you have traffic at 2 o'clock, about 1,000 feet below you."

1234Z: "Roger, NorCal. I see the traffic; it's a red helicopter."

NorCal: "O.K., but they're all green to me."

Terry Blumenthal
via e-mail

Local News



Photo 3
Tom Smith with a new eagle Chris Kincaid. The photo was taken at Rockcliffe on December 5th, 2009

Not so Local news

It all started in 1992 with a dream to build and fly the aircraft that I always wanted. Something that would take 4 people and luggage, go 125 miles per hour, stay in the air at least 4 hours before refueling, and land on any airport or lake that I wanted. It took 2 years of planning before starting to cut metal. The name came from a company in Quebec that created the design. They

planned on creating 6 clones of various popular aircraft. Say 6 clones in French and you get Cyclone. After purchasing enough material to make the wings, they went bankrupt. Transport Canada then authorized me as the designer of record. (It's a great country that allows a Chartered Accountant to design and build an aircraft) The next 15 years was a learning experience and

an extremely interesting time; these details belong in a different write-up. The aircraft was inspected and the test flights have now been completed. No restrictions or limitations have been imposed by Transport Canada. Last November, I flew the Cyclone to Haliburton Airport for painting. On Dec 30, I picked it up and the attached pictures document that day.

Photo 4 Preflight inspection. You get a good sense of its size by comparing it to the people in the picture.



Photo 5 Climb out



Technical Hits submitted by Jeff Whaley

The following, copied from an RV group, might help!

Rusted Stud Removal

Machinist's Workshop magazine actually tested penetrates for break out torque on rusted nuts. They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil Average load
 None 516 pounds
 WD-40 238 pounds
 PB Blaster 214 pounds
 Liquid Wrench 127 pounds
 Kano Kroil 106 pounds
 ATF-Acetone mix.....53 pounds
 The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch and we all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

Steen Skybolt by Lars Eif (Part 2)



The first engine run was a huge disappointment! The engine started and ran perfectly, but would not exceed 1200 rpm. The constant speed prop remained stuck in coarse pitch. I tried everything, even removing the prop and pressurizing the dome to see if the blade retention bearings were seized. The prop was OK. Maybe the governor was the wrong one. In desperation, I took the prop and governor to a professional propeller shop for bench testing. Both were OK. Then one of the shop owners asked if I had installed that special Lycoming adapter plate between the governor and the engine accessory case as called up in S.I. 1438A? Uh, I don't think so. Long story short, I ordered the plate and installed it with the governor and propeller. Problem solved. On the next engine run, I got 2700 rpm and the blades rotated to fine pitch perfectly.

Finally, the day came for the final inspection. Tim Parson from the MD-RA spent four hours going over every inch of the aircraft and peering into every hole he could find with a flashlight. The inspection ended with an engine run-up where I proudly showed him what 2700 rpm looks and

sounds like. The only squawks he found were two places where I had used clevis pins instead of clevis bolts. A quick order to Aircraft Spruce resolved that problem three days later.

Before I could safely fly my Skybolt, I needed some recurrent training on tail wheel aircraft. During the many years of construction, Garry Fancy generously let me fly his aircraft on trips in his Skybolt, then in his homebuilt Super Cub replica and later, in his Cherokee 140. I also rented Henry Beaudoin's Wag Aero Cuby for a summer and occasionally rented a Cessna to keep my pilot's license valid. But since I hadn't flown a tail wheel aircraft for 17 years, I spent a week at Chandler Air Service in Arizona in May 2009 and the instructors whipped me into shape with 5 hours on a Super Cub and 5 hours on a Great Lakes Trainer biplane. That was money well spent. The instructors at Chandler are excellent. They train you hard, but make the flying a lot of fun, too.

And that brings us to the first paragraph of this article.



Fern Villeneuve circled the airport for about ½ hour. During that time we observed him doing steep turns, slow flight and stalls. Finally, he landed and as he rolled the canopy back, said, "Awful sensitive in pitch." Despite the pitch sensitivity, Fern figured it was OK to go up again, so he climbed into the front seat and I strapped into the rear cockpit. I did the takeoff as I had been taught at Chandler. As soon as we became airborne, the pitch oscillations started. I got so flustered that I had to leave the circuit and fly around just to settle my nerves. Eventually, I calmed down, stopped overcontrolling the elevators, and returned to the circuit for a landing. The first two attempts were horrible, but Fern calmly kept coaching me over the intercom. My third landing attempt was not great, but acceptable, so we taxied in and called it a day. Lots of

congratulations and handshakes greeted me when I climbed out of the cockpit. I was just glad that Fern and I were back on the ground in one piece.

The following day, I reduced the throw on the elevator servo tabs to the absolute minimum. I also readjusted the tension in the flying and tail wires and reset the angles of incidence on the wings. This necessitated readjusting the aileron slave struts.

The next morning I drove to the airport to fly the Skybolt by myself. Just me and the airplane this time. No calm test pilot to talk me down if I screwed up. I seriously thought about remaining on the ground, but then reminded myself that I had just finished 10 hours of instruction at Chandler two weeks before. Surely the Skybolt couldn't be that different from the aircraft I trained on. With that thought in mind, I took off and flew around for a while, just getting used to the airplane. Some turns, slow flight, and a couple of stalls. Then it was time to land. The first landing was a bouncer and so was the second one. But I had lots of fuel, so I figured I could just keep adding full throttle and go around until a good landing came along. Finally, I pulled off a nice three point squeaker and rolled to a

stop. Now, 26 flight hours later, I still have to add power and go around once in a while, but the ratio of good landings to bad ones is gradually getting better.



I won't dwell on why it took a quarter of a century to build my Skybolt other than to say that family vacations, my careers in the Canadian Forces and Transport Canada, and weekends at the cottage with my wife always took priority over the airplane. Builders everywhere are familiar with the demands on their spare time. This is something to consider when starting a plans-built aircraft, especially the Skybolt, because it is much more time-consuming than, for example, the RV kits. But the reward for finishing a Skybolt is definitely worth it. This biplane easily draws attention away from other aircraft at any aviation gathering.

Would I choose to build a Skybolt now? Definitely not, because I've lost the desire to fly aerobatics. Now I prefer

straight and level cross country flights and enjoy watching the landscape roll by underneath me. I would like to have someone sit in the seat beside me to share the experience. Do I regret building the Skybolt? Absolutely not! It is one of the most challenging and exciting accomplishments of my life. This is my Mount Everest, my Iron Man triathlon. Someday, my Skybolt will be bought by a pilot who loves aerobatics and it will finally be able to perform the manoeuvres that LaMar Steen designed it to do. In the meantime, I will continue to keep it well-maintained and looking pretty. Then, when the sun is shining and the wind is calm, I'll take off for a leisurely sightseeing cruise out across the countryside.

In summary, the Skybolt is a wonderful, well-behaved, honest airplane with absolutely no vices. Each flight lifts my spirits and makes me feel acutely alive. On the ground, the Skybolt turns heads everywhere. At this time, the Skybolt is in winter storage, but I am looking forward to getting to know the aircraft a lot better when the flying season resumes next summer.

Lars Eif

Mark your Calendars:

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

JANUARY

January 20, Toronto, ON: Transport Canada System Safety Seminar – Raising the Bar (or “I learned about flying from

that!”). The Buttonville Flying Club’s David Cox will present statistics and look at the most common causes of flying accidents. Opportunities will be available to share stories of past flying experiences that have helped other pilots improve their flying performance, their proficiency, their preparedness, their competency, their safety and also their enjoyment of this great passion of ours. This “TOUGH-LOVE” session will outline David’s observations over the past years of some of the behaviours that need to be addressed to ensure that none of us become a statistic in an annual summary report. Contact our main number at 416- 952-0175 for information on the seminars or other offerings.

20 janvier, Toronto, ON: Transports Canada Séminaires mensuels sur la sécurité aérienne – « Raising the Bar » (ou « Toute une leçon de pilotage! »). David Cox, du Buttonville Flying Club, présentera des statistiques et examinera les causes les plus courantes d’accidents d’avion. Ce séminaire vous donnera l’occasion d’entendre des expériences de vol qui ont aidé d’autres pilotes à améliorer leur performance de vol, leur adresse, leur degré de préparation, leur compétence, leur sécurité ainsi que leur appréciation de cette grande passion que nous partageons tous. Dans cette séance d’« AMOUR FERME », David expliquera les observations qu’il a faites au cours des dernières années et décrira certains des comportements qui doivent être corrigés pour éviter qu’un de nous ne devienne une statistique dans un rapport sommaire annuel. Pour plus d’information appelez 416-952-0175.

January 22 - 24, Chateau Montebello, QC: 20th Annual Challenger Winter Rendezvous: The Canadian Challenger Owners Association cordially invites Challenger owners and fans as well as all aviation enthusiasts to congregate once again at Chateau Montebello! Past fly-ins at this world renowned location have attracted as many as 250 people and 36 Challengers on skis as well as a wide variety of classic skiplanes and even a few helicopters. This is a superb reason to get out of your cabin in the middle of winter! Count on the big two oh to be extra, extra special! For information go to <http://www.challenger.ca>.

January 28, Ste-Anne-de-Bellevue, QC: MD-RA will be hold an information seminar from 19:30 to 22:30 hrs at John Abbott College, Penfield building, room P-204, Ste-Anne-de-Bellevue, Qc. For directions refer to EAA Chapter 266 web site (www.eaa266.org/ea266-meetings.htm). All persons interested in Recreational Aviation are invited. Discussion topics: MD-RA Mandate, Inspection Program, Regulations,

Importations, Inspections, Continuing Airworthiness (Log Book, out of phase items, equipment calibration etc). If you need additional information, please contact me at pierre-fournier@videotron.ca or at 514-645-4355, or Michel Moreau mjmorea@videotron.ca , 514-694-2129.

FEBRUARY

February 13, Westport, ON (CRL2): Rideau Lakes Flying Club, Ski Fly in with Chili and a bun from 10:00 a.m. till 2:00 p.m. Transport from the Aerodrome / downtown available. Located at N44 40.012, W076 23.799 using 123.2 for communication. Subject to runway conditions. For more information please contact # 613-359-9951.

February 13, South River, ON: South River / Sundridge Airport is hosting 2 back to back weekend Fly-in from 9:00 a.m. – 15:00 each day. Open Sunday as well. Fresh baked goods and hot and cold drinks available. 3300’ hard packed runway plus 3300’ virgin snow. LL 100 and auto fuel available. Radio 122.8. For more information please contact Don Roberts at 705-387-1863 or email dtrenerprises@gmail.com.

February 17, Toronto, ON: Transport Canada System Safety Seminar – Interactive Round Table – Part 1. Come and join Transport Canada’s Mark Dixon and Michel Treskin as they team up to present an interactive flight scenario where time, weather and equipment issues will keep you on your toes as you work with other aviators in small groups for a mystery flight to parts unknown. Good discussions will be had and valuable lessons will be learned in this entertaining and informative workgroup exercise. Contact our main number at 416- 952-0175 for information on the seminars or other offerings.

17 février, Toronto, ON: Transports Canada Séminaires mensuels sur la sécurité aérienne – Table ronde interactive – Partie 1. Venez entendre Mark Dixon et Michel Treskin, de Transports Canada. Ils feront équipe pour présenter un scénario de vol interactif et mystérieux vers l’inconnu qui vous fera travailler en petits groupe avec d’autres aviateurs et dont les enjeux liés au temps, à la météo et à l’équipement vous tiendront alertes. Soyez prêts à de bonnes discussions et à tirer des leçons précieuses de cet exercice de groupe informatif et divertissant. Pour plus d’information appelez 416-952-0175.

February 20, South River, ON: South River / Sundridge Airport is hosting weekend Fly-in from 9:00 a.m. – 15:00 each day. Open Sunday as well. Fresh baked goods and hot and cold drinks available. 3300’ hard packed runway plus

3300' virgin snow. LL 100 and auto fuel available.
Radio 122.8. For more information please contact Don Roberts at 705-387-1863 or email dtrenerprises@gmail.com.

February 20, Lake Memphremagog located between Newport, Vermont, United States and Magog, Quebec, Canada. Second International Lake Memphremagog Ski Fly Meet. Canadian and US pilots to meet each other at our common border line on the ice of international Lake Memphremagog. If the weather Saturday Feb 20 is bad, come Sunday the 21st. Plan to arrive between 12 noon and 1 p.m. Everything at your own risk. For our mutual benefit and to avoid trouble, the rules are: CANADIANS LAND ON THE CANADIAN SIDE- BE SURE. - AMERICANS LAND ON THE U.S. SIDE- BE SURE. DO NOT LET ANY PART OF YOUR PLANE OR PERSON ENTER THE OTHER COUNTRY AT ANY TIME IN THE AIR OR ON THE GROUND. Organizer George K. Weller for current information please call 819-876-2528 or visit our website homesteadcourses.com. To be put on emailing list for this event, send an email to gweller@abacom.com

February 27, Ottawa River, 5KM NW, Aylmer QC: Mo's fly-in starting at 10:00 a.m. Located on the QC side 1 Mile West of Ottawa VOR. Co-ordinates N 45 26 57 W 75 55 48. Frequency 123.20. Recommended ski landing. A strip for planes on wheels will be arranged weather permitting. Landing is at your own risk. For more information please contact Maurice Prud'Homme at (h) 819-682-5273 or (c) 819-360-0706.

27 février, rivière Outaouais, 5km nord-ouest d'Aylmer QC: RVA - Chez Mo at 10.00 a.m. Côté Québécois, 1 mille à l'ouest du VOR d'Ottawa. 45 26 57

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to bill@ncf.ca
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 sold.

For Rent

Negotiable

One half of my hangar T2-5 at CYRP, Carp
11/09 Contact Pierre Brunet 613-769-4430

N 75 55 48 O. Fréquence: 123.20. L'atterrissage sur skis est recommandé. Une piste pour avions sur roues sera aménagée si la météo le permet. Atterrissage à vos risques. Pour plus d'information appelez Maurice Prud'Homme (t) 819-682-5273 ou (c) 819-360-0706.

February 27, Midland, ON: COPA Flight 73 Annual Winter Fly-in. New location Midland Huronia Airport. Wheels or skis. Chilli, hot coffee etc. Unicom 122.85. Alternate weather date February 28. For more information please contact President Paul Turner at 705-322-1149.

February 28, Cobden, ON: COPA Fight 124, Champlain Flying Club hosts their annual "SKI Plane Only" winter Fly-in from 10:00 until 14:00. CPF4 in the Supp. Beans, chilli and beverages. For info contact Larry Buchanan, lbuchan@nrtco.net or 613-638-2792.

MARCH

March 6, Kars, ON: RAA chapter 4928 9th annual Ski Fly-In. Kars Rideau Valley Airpark. All Day. Good food and beverages served from 11 a.m. to 3 p.m. For more information please contact Dave Stroud 613-489-2347.

AUGUST

August 28th and 29th Gatineau (CYND) 2010 The dates for the Classic Air Rallye at the Canadian Aviation Museum are August 28th and 29th. Contact Michel Côté at either Vintage Wings of Canada or Flightworks or check the Flightworks website <http://www.flightworks.ca>

For Sale

RV-6 fiberglass odds and sods for sale
Wing tips, fairings, fuel tanks,
07/09 Call Bill Reed 613-831-8762

For Sale

\$50,000

Murphy REBEL
320 hours, Lycoming O-320, Icom A200, AT150 Transponder, Garmin 196 GPS, Scott tail wheel, David Clark Headsets,
11/09 Rollie Acorn 613-830-5346 or email:

sacorn@travel-net.com

<u>For Sale</u>	\$3,100
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Lazair 1, steerable tricycle landing gear, Pioneer engines with spare engines, skis and nose cone.
 11/09 Contact Michel at 819-685-2194 or email at andre04@sympatico.ca

<u>For Rent</u>

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

<u>For Sale</u>	See Below
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Two Volkswagen 1600cc "Beetle" engines.
 One Completely rebuilt - \$1,000,
 One partially rebuilt - \$275
 Larger (6-cyl) Continental Oil Cooler (8"x9") - \$50
 Lycoming accessory case dual take-off adapter (ie hydraulic and vacuum pump - \$150
 Piston Ring Set for E-185/0-470 Continental series - \$100.00
 Continental C-85/0-200 ring set and rocker pins
 Lycoming dynafocal engine mount - \$100.
 Two shoulder harness inertia reels \$10.00 each
 Four seat belts metal to metal like new - \$20.00 each
 MIL W83420D 1/8" control cable
 Two Scott parking brake valves (new value \$150 U.S.)
 Scott solid rubber tail wheel and yoke
 Lightweight automotive starter and bracket for Lycoming
 Miscellaneous older instruments,
 Misc. wing tip lights

Lycoming valve cover gaskets
 Misc. inspection panel covers for fabric, metal
 Piper trim wheel and cables - \$15.
 Garmin 96C (colour) GPS used once
 Cessna 140, 100 hrs since major rebuild, many STCs
 01/10 Contact Garry Fancy (613) 836-2829
cherokee1970@rogers.com

<u>For Sale:</u>	\$8,000 OBO
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Diamante CP605 Project Aircraft.
 This aircraft has commendable workmanship (this comment from Transport Canada at time of documentation for pre-cover inspection March 21, 1988.)

- Work to be Done
- 1) Purchase Lyc.0320 engine to fit dynafocal mount.
 - 2) Finish engine cowling (needs 2 layers fiberglass,etc.
 - 3) Requires 2 wing tanks, for leading edge.
 - 4) Assembly required.
 - 5) Final inspection
 - 6) Fly....Fly.....Fly

Specifications

Top Speed	180/hr	Empty Weight	1150 lbs.
Cruise	150/hr	Gross Weight	1875 lbs.
Stall	51/hr	Seats	3-4
Climb	1100/ft	Span	30.6

Main gear Erecoup
 Nose gear Cessna 150
 Sliding Canopy
 Low Wing - elliptical design
 Seats (Cessna Adjustable)
 Misc. - Assy Bolts, paint, electirc flaps, etc.

For more details contact: ednaredl@hotmail.com
 Phone: Elmer @ 306-374-5340

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

