



Carb Heat

October 2015

EAA 245 NEWSLETTER Vol 45 No. 9

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Next Meeting:

Thursday October 15 at 07:30 PM
 Bush Theatre

Canadian Aviation and Space Museum
 Presentation:

Annual Elections and EAA Video Magazine

Lars Eif will lead the elections

Editor's Comments



This month Phillip Johnson gives us the President's Message. Wayne Griese brings us a historical look at Carb Heat.

Ken Potter gives a report on last summer's annual breakfast in Carp.

Bill Reed talks about the recognition award bestowed on Ted Slack.

André Durocher invites us to participate in the IFR Club discussions.

Colin McGeachy tells us about his flying adventure to Oshkosh.

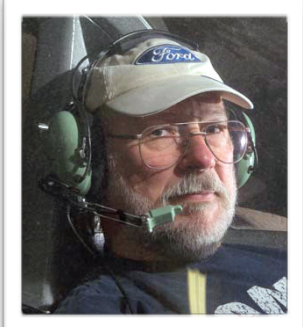
There is just one flyout possibility listed. But the IFR Club is added as a new pilot activity.

The For Sale section is still long, we list hangars, airplanes, instruments and many other items.

This is the 40th edition of Carb Heat I put together for you. After 4 years of service I will pass on the function to a new editor at the next monthly meeting.

Yvon Mayo

President's Message by Phillip Johnson



Summer is over and it's getting cold. Last month they said the winter was to be warm and even said the word Tropical but I'm not feeling any tropical weather at the moment. But I go to California next week so I guess I will be warm even if the rest of you are not.

The big news this month is the purchase order for the Zenith Cruzer was issued and we anticipate receiving the kit in about four to six weeks. We elected to purchase the complete airframe kit as we were offered a significant discount so there is nothing to stop us moving forward with great haste.

We have a lot of work to do in getting prepared to do this build so any of you wanting to support the executive in getting prepared please step forward, remember it is your aeroplane project.

Good news on my Cozy front in that the final inspection has been done with only a few snags and those were minor so pretty soon I'll have no excuse but to get airborne.

This month we have the elections and the open positions are:

- ★ Vice President
- ★ Secretary
- ★ Newsletter Editor

These positions are really important to the wellbeing of the Chapter so please give this a lot of thought. The chapter now has a great relationship with the Airport and we have the Zenith aircraft build project just starting so new blood in the executive will continue the revitalisation of the chapter. Please step forward and give your support.

We will be showing some of the EAA video's that are specifically sent out to chapter presidents to cover off meetings such as our elections. I gave a sample a few months ago and it was a great success so I anticipate being able to show a number of them as appropriate.

Last month Colin McGeachy gave a great presentation about his group trip to Oshkosh. Unfortunately the museum made a mistake and put us in the other theatre for which we had no knowledge of the electronic setup but after a little delay and some support from John Weir & Co the evening went off well.

Once the project is complete we hope to create a flying club offering members an opportunity to use the aircraft at a good rate. Unfortunately EAA cannot operate an aircraft so we must find a way to create a flying club which is tenuously connected with EAA, thereby attracting new members, but not be so connected that we break the rules. Again I look forward to your suggestions, remember this is your club and your money we are spending.

As most of you know, 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.

Remember, the meeting starts at 19:30 hrs prompt.

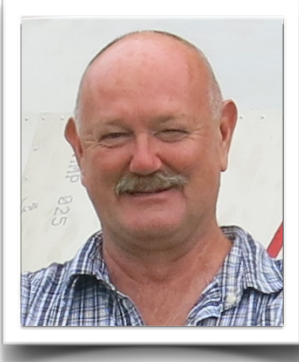
Regards to All.

Phillip Johnson



Annual Fly-In Breakfast Report

Article and photographs by Ken Potter



What if you had an annual fly-in breakfast and nobody flew in?? Well that in a nutshell describes our annual Chapter 245 fly-in breakfast on June 21st.

About a week before the event it began to appear that the weather was not going to cooperate and we concentrated our advertising to the public. Well, it worked. Thanks to good newspaper, radio and TV coverage, scores of the public, and our members and their families drove in to see the planes we had on display and enjoy a yummy breakfast of scrambled eggs, sausage, home-made beans, ham, rolls, tea/coffee/juice. In all, we served 212 meals and had an overall net revenue of \$ 650.



Precise measurements were taken to ensure table spacing would be suitable for the average person



The Hangar is setup, ready for clients

The weather at the beginning of the morning was just rainy enough that pilots (thankfully) did not risk scud running, even for a yummy breakfast. I did feel a little sorry for the volunteer aircraft marshallers who looked sort of like the “Maytag Repairman” standing out in the rain, waiting for aircraft that never came. However by 10:00 or so the sky’s cleared just enough that Chapter members Mat Pearson and Colin McGeachy managed to get some flying in as a demonstration for those who had driven in. And drive in they did. During the months and weeks preceding the fly-in we had advertised to both pilots and the public at large.

My thanks to the Ottawa Fire Department who sent the local pumper truck and crew to display, Rogers who sent out their “community cruiser”, and Pilot’s n Paws who again this year set up their booth to help spread the word on the awesome work they do rescuing animals. As usual, we had RC aircraft on display, rib building exercises under the cover of Curtis’s aircraft shelter, and members’ aircraft on display.

To all of the volunteers who helped plan, set-up and run the event I can’t thank you enough!!! Without volunteers it would not have been the success that it was!

Additionally, a special thanks to Waco owner Greg Reynolds who donated coupons for two free rides in his Classic 1939 Waco. So, fingers crossed for next year...

Ken Potter



Greg Reynolds' WACO

EAA Presentation to Ted Slack

Article and Photos by Bill Reed

During the first Annual Canadian Breakfast held at Airventure in Oshkosh, Jack Dueck, Chairman, EAA Canadian Council presented a plaque to one of our members. As he stated during the breakfast, this was "to recognize Canadian EAA members who had contributed much to our EAA interests in Canada". Ted Slack of EAA Chapter 245 was one of the two recipients.

I accepted the award on his behalf since Ted was not present. Phillip Johnson and I drove down to see Ted and Nicki Slack on 29 September.

We presented Ted with the Plaque that EAA bestowed on him at Airventure 2015.



Left to Right: Bill Reed, Ted Slack, Phillip Johnson

Bill Reed

Meetings and Events Schedule

15 October 2015 07:30 PM CASM	Elections and EAA Chapter Videos
19 November 2015 07:30 PM CASM	Getting the Cozy ready to fly, by Phillip Johnson

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

The Instrument Flying Rules Club

Article by André Durocher

Two years ago, I started the Rockcliffe Flying Club (RFC) Instrument Flying Rules (IFR) Club.

Why? Because most of the IFR rated pilots, including myself, do not fly IFR enough. So once a month we meet and we talk about IFR and non-IFR subjects.

Everyone is welcome; IFR and VFR pilots and you don't need to be a RFC member to participate. Sometimes we are, 5, 10, or 15 pilots.

We learn from each other and sometimes we have a presentation.

For example, a participant in the club is looking to organize a trip to the Trenton high altitude chamber where you will experience a 25,000 feet climb without oxygen and see your reaction!

Participating in this group will make you a safer pilot by learning some rules and some tricks. Every pilots should be able to make a 180 degrees turn in the clouds. This is easy to do but you need to learn it and practice it once in a while. This could save your life and others. Imagine yourself flying in bad weather, especially at night, and not knowing how to fly on instruments. In this case you have only one option and that is to go down.

With only a few hours of instrument training you would be able to go up and ask ATC for help to make an approach where the weather is the best. You don't need to be IFR rated to do this. With today's technology, training can be done on your home computer.

Too many pilots stop flying after only a few years because they are tired flying to Kingston, Lachute and Maniwaki. They don't fly far away because they are afraid that the weather will be bad at the time of their return and they need to go back to work on Monday morning. Learning to fly IFR will extend your horizon and your fun.

Hope to see you at the Rockcliffe Flying Club the last Thursday of every month at 19h30.

Safe flying!

André Durocher

EXHAUST – from the Carb Heat Archives



30 YEARS AGO October 1985

Notes on a talk given by Neil McGrath from the Department of Communications entitled "Licensing Radios in Aircraft" at the October 18, 1985 meeting.

There are no Canadian standards for getting aircraft radios licensed. American FAA standards are accepted and Canada uses "technical acceptability" standards in lieu of a Canadian standard when one asks for a newly designed radio to be certified. There are many different standards for mobile equipment - Neil has copies of a variety of standards and can be contacted for information.

It is expensive to get radio equipment certified (especially since July 22, 1985 when new fees were introduced). Neil does not recommend individuals getting a radio certified (cost is about \$700.); get the firm its being bought from to do the certification. Before buying a radio, you should make sure that it can be certified in Canada - if it is not listed in the equipment approval book, it can't be certified!

Neil pointed out that old equipment no longer listed as certified can still be used provided it remains in the aircraft (or boat for that matter) it was originally installed/licensed it. If it is removed and sold, the buyer can't get it certified. In other words certification of radios in a ship or aircraft may not be transferable. Neil mentioned that if someone buys a boat in the States to import into Canada and removes the radios to avoid theft or damage it would pass through customs noted as having no radios. When the person goes to re-install the radios he or she will find that they can't be certified! (That may seem more logical if you happen to work for the government). A lot of radios have been removed from the certified list in the past few years because they may cause interference with the spectrum. DOC has some concern that radios with 100 KC spacing may be splashing over four frequencies. They obviously don't want transmissions that are going to interfere with other users.

Radios should have a type approval or certification number on them. Unfortunately many manufacturers don't bother putting the stickers on.

Certification of LORANs falls into a category where one could do it oneself. The fee is about \$180.

Neil pointed out that some of the radios advertised in the Canadian General Aviation Newsletter are not certified, so be careful when you buy.

One practical point - if you buy a radio ahead of time for the aircraft you're building, it may have been

amortized out of the book by the time you're ready to fly - in other words it may no longer be certifiable. Anyway, Neil pointed out that radios are getting better and cheaper, so you shouldn't be in a hurry to buy one before you need it.

20 YEARS AGO, October 1995

Bill Argue's Pegasair project was the star of our October meeting at the Carp chapter hangar. Bill has the fuselage completed and on the wheels. There was an endless stream of potential builders trying the Pegasair on for size, as Bill had the seats roughed in.

Bill filled us in on many of the unique aspects of the Pegasair, and its unique leading edge slats that provide extraordinary slow flight capability. Apparently at a recent fly-in the factory demonstrator took off into a stiff wind, climbed to a thousand feet, and then slowly descended to touch down at its initial takeoff point.

Bill also demonstrated the use of a metal shrinker that he used for forming some curved aluminum angles for the instrument panel. It was amazing how easily and quickly he was able to form a part that I would have probably made of fiberglass and spent much longer. Once again, the right tool makes your job much easier.

From Carb Heat - the President's Corner – by Gary Palmer.

wayner@igs.net

Wayne Griese

An Englishman Abroad

Article and Photos by Colin McGeachy



Every year we think about Oshkosh but every year, with the exception of 2012, there is always a reason we can't make it. This year, my brother had committed to flying out from the UK and so the planning began. I'd fly our group-owned Nanchang CJ-6, with my brother (non-pilot) in the back and we'd be in company with Matt Pearson's RV-7A (C-GIME), accompanied by Matt Mountain and John Weir would fly his RV-7A (C-GWUL) along with Tom Weichert, one of my CJ-6 co-owners.

On the day before departure a significant spanner (wrench) was thrown into the works when I called Sanderson (KANJ) to confirm if I'd be OK flying in with my brother, a UK passport holder. "Absolutely not" was the reply I wasn't expecting. The issue was that as a UK citizen he needed to have his biometrics (fingerprints) collected and they don't have the equipment at Sanderson. Initially this seemed like a significant setback but luckily there are airports close to both borders and a land border crossing, at Sault Ste. Marie, where he could have his digits extracted.

So, the plan would be to fly into Sault (CYSM), throw my brother into a taxi, then hop across the inlet and land at Sanderson where, hopefully, Stuart would appear a short time later.

We departed Carp just 10 minutes behind schedule on the Sunday morning. The weather looked like it would be OK but we were all wearing various shades of rose tinted glasses. Puffy broken cloud made for a stunning backdrop as we headed northwest to Killarney for our first fuel stop.

With about 50 minutes to run to Killarney the clouds thickened and we had to drop down to maintain VFR. The Matt's were checking the weather and we made a decision to abandon Killarney and head to Sudbury, which we knew was VFR. The visibility below the cloud wasn't great and at times there was nothing but lakes and trees. Not even a road or an isolated cottage. As the visibility improved we were all able to unclench and we landed at Sudbury in the sunshine.



A quick refuel for the Nanchang and we set course for Sault Ste. Marie (CYSM) to unload Stuart. The weather was perfect as we flew north of Killarney and Georgian Bay. Tom had offered to help my brother through the US border so C-GWUL and I landed and we unloaded Stuart and Tom. The taxi was booked and waiting for them to arrive. John and I then took off and Sault (CYSM) handled us as we made the very short crossing into the US.



Despite filing our EAPIS and having received email notification, US Customs and Border Patrol (CBP) didn't know we were coming! However, they were pleasant and sorted us out in very little time. As we waited André Durocher arrived in his Questaire Venture having flown at near jet speed from Gatineau. Stuart and Tom duly appeared despite the surliness of the US border guards at the land border crossing. I'm not quite sure what they made of the British guy in the 'top gun' flight suite!

As the CJ is somewhat range limited we had decided to make another stop before heading into Oshkosh and we selected Shawano (KEZS). I didn't want to be worried about fuel, going into Oshkosh, and it would give us an opportunity to brief and chill a little before the final run into the target. The flight down to Shawano was spectacular with lots of puffy white clouds and Lake Michigan off the left wing. We climbed to about 8,000 feet and being in constant contact, both visually and by radio, with the other aircraft added to the experience. We landed at a very quiet Shawano and refueled the CJ and ourselves. It had been a long day already and we still had the last and most intense leg to go. We lazed around the pilots lounge and studied the Oshkosh NOTAM. Before too long it was time to mount up and get going. The plan was for GIME to take the lead and we'd go in 1/2 mile trail and join the high speed (135 kts) and high level (2,300) stream. It all started well but as we approached Ripon I lost sight of the black RV over the centre of the town. Somewhat anxious to be following a friendly aircraft I asked GWUL to pull ahead just seconds before I picked up GIME again.



Matt was calling for a formation of 3 but I suspect the controllers were thinking it was 3 RV's so that just added to the overall confusion. Running towards Fisk I could see GWUL ahead and we were directed to runway 30.

Some hilarity ensued as John struggled to land the RV at 120 knots, "put her down, red and white I need you on the runway" but we all got down safe and without damage to anyone's aircraft or pants. I puffed up with pride as I placed the "WB" warbird sign in the window and we taxied, for what seemed like an hour, round to the warbird area. After cleaning off the oil, making sure the control locks were in place, and she was tied down, we made our way across to the campsite and in search of a cold one.

The journey back, by comparison, was all downhill. Getting out was the only real problem and we were in the queue to leave, on Thursday morning, for almost 40 minutes. Despite the RV's being only 10 aircraft ahead of us we were a good 20 minutes later getting out. Once clear of the Oshkosh area we picked the RV's up on the chat frequency which was comforting given the large amounts of water underneath the aircraft. Our arrival back into Canada was in complete contrast to our US entry. We called Border Services before departure and we were asked to call them on landing in Sault. I called and, as no details had changed, we were good to go!

Next stop was Killarney, as the CJ couldn't make it all the way back to Carp without more gas, and by that time we were all starving. Killarney looks like it's cut from the bush and has a swamp at both ends. On arrival the pump attendant was having a late lunch so we called the Fish Restaurant and they sent out a truck to transport us into town. After a leisurely lunch we were transported back to the airfield and gassed up the aircraft.



The last leg back was celebratory but no one wanted to say anything to jinx it until we were in sight of Carp.

For my brother it was a once in a lifetime trip but for all of us it was a memorable flight with some fantastic and challenging flying. Flying as a group, with a great bunch of friends, just added to the experience.

Colin McGeachy

Fly-Out Possibility

Taken from the COPA Website

October 29, Rockcliffe Flying Club

IFR Club discussion at the Rockcliffe Flying Club the last Thursday of every month at 19h30. Come to meet and talk about IFR and non-IFR subjects.

February 27, Ottawa River,

ON: Mo's 27th Fly-In 2016. COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Coordinates 45 26'57" N, 75 55'48, runway 3500 x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting, a runway will be ploughed, landing is at your own risk. For more information, please contact Maurice Prud-Homme at 819-682-5273. Download poster [here](#).

For Sale or Rent

Place your ads by phone with Yvon Mayo 613-830-1935 or e-mail to newsletter@eaa245.org. The deadline is two weeks before the next meeting. Please let me know if any of the articles have been sold.

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 \$39,000.
Hans Sanders, 613-446-7728

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

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

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 clecos. 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

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

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

Never used 2 cylinder Franklin Engine, possibly
60 HP \$4200.
Never used altimeter, airspeed and other gauges,
tools, 100 clecos, all negotiable.
Contact Michael Pronovost at (613) 748-7876

FOR SALE

Lycoming Cylinder, wide deck, chrome, with piston
and valves, approximately 400 hrs, in good condition
as removed from 0-320 D3G Lycoming. \$300
Telex ProAir 2000E headset, new in box \$125
Manifold pressure gauge, 3 1/8" dia from Cherokee
Six \$125
8-day wind up clock, fits 2 1/4" hole, Works
intermittently, needs cleaning, \$75
Contact, Hans Sanders at hssanders@yahoo.ca

FOR SALE

Mustang 2 plans set (not used)
RV 4 plans set (Not used)
RV 4 tail empennage kit with empennage plans (not yet assembled). Best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or machining tools. Good old camper needing some care, good for airport lots or back woods. Has 3-range stove with oven, three-way fridge, sink, water heater, toilet, shower, electric breaks and load leveler hitch included. Camper is about 21 feet plus tong. Not a canvas trailer, it is a collapsing fiberglass solid camper. Asking \$2600 for camper or best reasonable offer, will consider partial trades for aluminium sheet materials and machining materials or tools. Michel 819-685-2194 , andre04@teksavvy.com

FOR SALE

Anderson Kingfisher Amphibian rebuild project. New fuselage, rebuilt Piper wings, Includes 2nd Kingfisher for parts, Valid CofA
Call Ken Potter at 613 791 6267 or email kenpotter@veritasmarine.ca

FOR SALE

Astrotech LC-2 Quartz clock and multifunction timer.
G meter , Burton MA 2 +8 , -2G
Facet 12v electric fuel pump low time. 50 l/hr.
EGT weldolets pair, new.
All prices negotiable.
johnfirth0@gmail.com

FOR SALE

- Rivet squeezer and the tube bender \$150.
- Large assortment of rivets, various machine screws and lock nuts. I can send pictures of these by Email. If one is interested, look them over and make an offer.
- 2x4 sheet of 3/16 Norwegian birch aircraft grade plywood.

Contact Bob Crook at 613 225 6653, or, mbcrook@sympatico.ca

FOR SALE

Cowling for RV9 - \$600.00
Call Charlie Martel 613-862-4961

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

FOR SALE

T1 Hangar, #1 is located in the north end of the field. It's an end-unit with a larger footprint for additional storage and a cement floor. Asking \$37,000. Contact Matt Barr at 613-851-2300 or by email at: matt@campscanada.com

FOR SALE

Two hangars for sale at the Carp (CYRP) airport; one measures 41'7 x 31'9 and the other 50'x 31'9. For more information please call Mark Braithwaite at 613-839-5276.

WANTED

Continental C85 or C90 engine with low time SMOH for install to certified aircraft
Contact: bartcameron112@gmail.com

WANTED

Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers??? Phone 613 733-2198.

Pilot Quiz

by Ameet Nidmarty

When was the last time you took a flight review? How much do you remember from your PPL Exam? Try and answer these questions from Transport Canada and find out for yourself. If you feel you need a review with an instructor please contact info@eaa245.org and we can put you in touch with an instructor.

Answers

Answer to questions from the September Edition of Carb Heat:

- Question 1 Option (2)
Question 2 Option (1)
Question 3 Option (1)

Those same questions are shown below.

Ameet Nidmarty
Vice President EAA245

Question 1 - Air Law

Unless conducting a take-off, approach or landing, no person shall fly an aeroplane over a built-up area unless the aeroplane is operated at an altitude that is not lower than above the highest obstacle within a radius of from the aircraft.

- (1) 500 ft, 500 ft
- (2) 1,000 ft, 2,000 ft
- (3) 2,000 ft, 1,000 ft
- (4) 3,000 ft, 1 mile

Question 2 Aeronautics – General Knowledge

If one magneto should fail on an engine equipped with dual ignition

- (1) a slight loss of power would result.
- (2) there would be no effect on the engine.
- (3) the engine would stop.
- (4) half of the cylinders would not fire.

Question 3 - Meteorology

Advection fog forms when

- (1) moist air moves from a warm surface to a colder surface.
- (2) the cold ground cools the air in contact with it at night.
- (3) moist air is influenced by orographic effect.
- (4) moist cool air moves from a cold surface to a warm surface.

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.

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EAA 245 Website:	http://eaa245.org/	and	http://www.245.eaachapter.org/



**Experimental Aircraft Association
Chapter 245**

Membership Application

New: ___ Renewal: ___
Date: _____

Name: _____
Address: _____
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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)
1500 B Thomas Argue Rd
Carp, Ontario
K0A 1L0

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.