

# Carb Heat

November 2019

EAA 245 NEWSLETTER Vol. 49 No. 6

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## Next Meeting:

Thursday, 21 November 2019, 7:30pm  
at the Aviation Museum



**TOPIC: AVIATION SAFETY AND A JUST CULTURE**  
**OUR PRESENTER: MR. CHRIS BROWN**  
**CHIEF AVIATION AND SAFETY STANDARDS**  
**OFFICER, DEFENCE AND SECURITY, CAE INC**



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Don't forget to sign up for the EAA Chapter 245 Google Group!

[Join here!](#)



## Editor's Comments



In conversation with several members I have learned there is a clear desire for our newsletter to be just that, *our newsletter*. As such it should tell the stories of our members and of our chapter. To that end I've cajoled our executive members to set the example by providing a written brief such that our members will have a regular update on what's going on in the executive.

Now it's up to you, as members, to share your stories with each other through *Carb Heat*. As with my predecessor, I will always be happy for any content you wish to submit, and I'll do all I can to make it easy for you to share your stories. I know you remember your elders telling you as a young person that you only get out of an organization what you put into it. It's time to live up to those teachings.

In this issue you'll see we're conspicuously missing a Pilot Profile. When I contacted a candidate who had previously volunteered I heard in return only radio silence. Hmm... surely I can't be that intimidating? For our next issue I hope to have rounded up somebody to volunteer to be interviewed – everybody has an interesting story to tell. Come on, let's hear yours!

Where do I begin? Clearly, at the beginning...

And so, it is with great humility that I write my first words as the new editor of *Carb Heat*. Our EAA chapter owes a debt of gratitude to our outgoing editor, Colin McGeachy, for his untold hours of toil in producing so many fantastic issues of our newsletter. He brought to the task a sharp wit and a flair for artistic expression both in text and in graphical layout. Thank you, Colin, for having worked so hard and set such a high standard for our chapter newsletter.

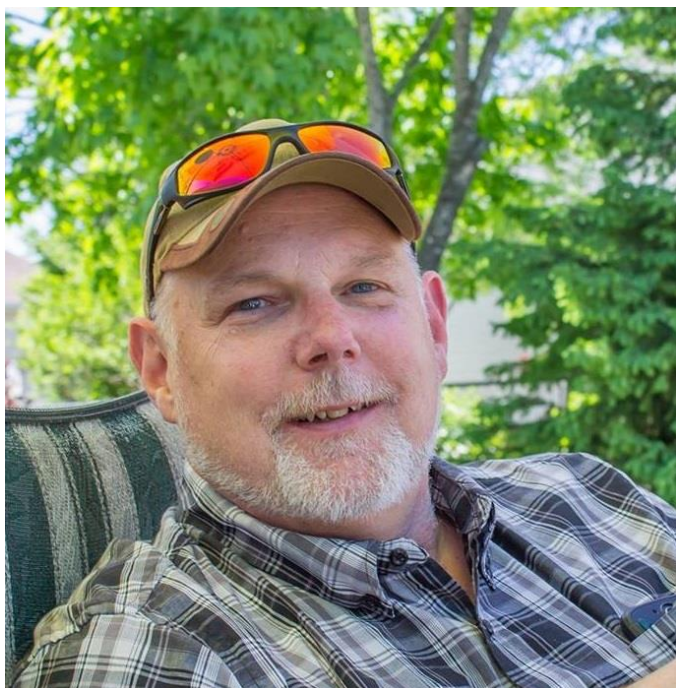
I would be telling a lie if I said that putting together this November edition is a walk in the park. Frankly, I'm struggling with knowing this first edition under my hand will be of lower quality and feature less content than we grew accustomed to with past issues. Colin has spoiled us.

We normally don't have a chapter meeting in December thus our next issue of *Carb Heat* is tentatively scheduled (content permitting!) to appear in January. Until then, I wish you much VFR weather, a wonderful holiday season and a terrific start to 2020.

*Mark*



# President's Message



So, how come no one warned me we were just going to skip November and December and just jump right into January? I no sooner had reassembled the Maule after its annual when the snow and deep freeze hit. And because I fly out of a small grass strip and I am WAY too cheap to buy skis for a certified airplane, it looks like I may be ground bound until spring. Depressing...

Of course, I shouldn't be whining too much. It was a pretty good flying season this year, and we had some good events at the chapter. There was the stellar Young Eagles day, we had a great chapter fly day/BBQ, and the fly-in breakfast in September had a tremendous attendance of aircraft. Next year, though, I think we are going to avoid the Carp Fair weekend. Our drive-in attendance was way down and the reason why was very apparent when I took off to fly home: there was a stopped line of traffic from Carp village all the way back to the Queensway on Carp Rd ! It was almost impossible to get to us.

The Zenith project is making slow, steady progress and it is looking like an airplane now. We'll soon be buying the parts we need to put the engine back together (all the

little things required for an overhaul; thankfully all the big, expensive bits are fine). That means that we'll be doing the big stuff next year like mounting the wings and engine. At that point it is a race to the finish with systems and panel installation and the myriad of other tasks required to make a functional, flying airplane. The question is, what do we do with a finished airplane?

EAA bylaws and insurance do not permit the chapter to own and operate a flying aircraft. This means we will either need to sell off the aircraft to someone or form a separate but associated flying club of our own and have that organization own and operate the aircraft but with the support of the chapter and its facilities. This would be a tremendous opportunity for someone (or group) who wants to fly and own an aircraft in partnership with others and doesn't have a spare \$100K lying around. We don't have a final figure for the cost of the Zenith yet, but let's go big and say it is \$35,000 (just an example). If 10 guys got together, they could own this airplane for \$3,500 each. That's pretty cheap flying, and you can maintain the airplane yourself. Something to think about. If you are interested, let me or any of the other exec members know.

We had our annual elections last month. Strangely there were no volunteers for any of the available positions (Vice President, Secretary, Newsletter, Membership, Young Eagles). Thankfully, all the incumbents except for Newsletter agreed to another term.

Vice President: Mike Lamb

Membership: Phil Johnson

Secretary: Mark Cianfaglione

Newsletter: Mark Briggs

Young Eagles: Mark Briggs

No, you didn't misread that. Mark Briggs volunteered (obviously didn't spend any time in the army!) to take on

the newsletter as there were no other candidates. Thank you, Mark, for shouldering more of the burden.

And finally, since this is the last newsletter of the year, my wife Linda and I would like to wish all of you a very happy and relaxing holidays and may you receive many aviation related goodies for Christmas.

Check Six

*Mark*





## Vice President

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As the Temperatures begin to plummet, I realize how not ready for this winter I am. Will need to get busy, closing in the hangar. With full walls and a ceiling, we hope to keep the building process going. Being at the proverbial 90% done 90% to go stage, there is so much to get done to be inspection ready. Our first of three BD-4s is in the final stage of restoration.

The certificate of registration is in the mail as per transport Canada. Getting ready for the import inspection has us needing a space we can heat enough to make the work go smoothly. It's difficult to do anything when you can't feel your fingers. As I have heard many times, do a little something every day and you will see the finished product one day. It will be done on Tuesday, not sure which one yet. Keep building and stay warm.

Mike Lamb



## TREASURER AND MARETING MANAGER

As the year winds down the thoughts of the Treasurer turn to, how did we get by this year? Well I can say that, due to your support we've pretty much broken even compared to last year. Membership revenue was slightly up this year due to the fantastic work done by our Membership Director Phil Johnson. As well we've had a few new members join to "bolster our ranks" so to speak.

We still have several tie-downs available so, if you know someone that needs one please send them our way!! Our tie-downs are the best value in the area at \$50 / month or \$500 / year including membership; which of course includes access to the hangar, shop, tools, electricity for pre-heating etc.

Many thanks to all those that came out to our Fly-In Breakfast on Sept 29th. We had over 40 aircraft attend.

Yours truly thought that it would be brilliant idea to have it the same weekend as the Carp Fair. Well, for those of you that saw the traffic gridlock on Carp road you'll know that I was wrong. We had a decrease in drive-in's from the local community.

Although it was a cold but beautiful day we saw a modest profit of \$432. Thanks to all the volunteers who came out to help (you know who you are) and a big shout out to Dwayne Price for providing UNICOM services from the chilly cockpit of his aircraft.

*Ken Potter*



## Secretary

Sometimes good things do drop in your lap.

Many years ago I had the honour of hosting a Mexican student for a school year so that he could learn English. One weekend when we had nothing to do I decided to go to CYRP and look at aircraft. At the time it was pretty quiet so I thought that we would visit a corner of the airfield that I remembered from my youth and arrived at the EAA hangar.

We looked at the aircraft tied down when a gentleman from the row hangar asked if we were interested in flying. He had just finished an oil change on his Davis and as soon as he was back from a test flight would gladly take anyone up. Rodrigo went up for that flight and it must have made a huge impression as he went on to become a pilot for wealthy Mexican jetsetters.

We remained in touch with his family and have visited them and his extended family a few times. I was very impressed this last October when, at his cousin's wedding in Mexico, I saw that on his phone were the pictures of his first flight in that Davis from that cool November day so long ago.

The gentleman who gave him his flight was our very own Mark Briggs. You never know when some young individual takes on the dream of flight. The Young Eagles Flight is a wonderful

program and when our YE coordinator asks for help on a fly day we should all strive to help to find our next Rodrigo!

*Mark Cianfaglione*

***It's wonderful to see this Young Eagles success story "take flight"! -Ed.***





# Operations Manager

Winter blew into the Carp airport unexpectedly early this year. I think the snowfall last week took many of us by surprise. Unfortunately, we did not do the needed decluttering and organizing of the hangar before the weather hit. We will need to work on that task over the coming weeks.

We are expecting a couple of new aircraft to tie down with us over the next few weeks. It will be nice to see more aircraft in front of EAA. Please tell your friends that we still have room for more planes!

We have arranged with two chapter members, Peter and Michel, to rent the chapter hangar for their respective aircraft in the hangar again this winter. By serendipitous timing both aircraft had moved in prior to the snow arriving. The winter rental fees will help offset hangar maintenance and electricity costs over the winter.

Please note the hangar is still a chapter resource. If any members need to use the hangar for emergency repairs, please contact me and we will work something out.

The Zenith Cruiser Fuselage has been moved into the heated shop so that work can continue over the winter. The guys have been working on attaching the horizontal and vertical stabilizers and constructing the assorted fairings. Over the winter we will likely work tasks such as adding and hooking up the tail control cables, finishing the fuel tank installation, lights and wiring in the wings, continue the rebuild our Jabiru engine and start on the cabin interior.

I would like to thank Ken Potter who again donated some firewood to the chapter. I am sure we all very much enjoy the warm fire in the lounge stove on weekends.

EAA Chapter 245 is unusual among small aviation groups. After all, how many RAA chapters can say they own a hangar? How many COPA wings have a lounge

overlooking the runway where members can sit by a warm fire telling flying yarns, pausing intermittently to score either points or demerits for each arriving aircraft? How many flying clubs offer a hangar and a tool crib for use by the members?

Truly, our chapter is very fortunate in having the facilities we do. There was a tremendous amount of sweat equity poured into constructing our hangar by the original chapter members. After more than 35 years the hangar floor looks new and the folding door they built opens and closes effortlessly to this day.

I need to ask for assistance from the chapter members to help maintain the legacy that was passed on to us from those original chapter members all those years ago.

It would seem the common misconception is that *somebody* will put the tools away. *Somebody* will empty the trash and take the bags away. *Somebody* will clean up all the metal filings from the lathe, mill and band saws. *Somebody* will replace drill bits or saw blades that were used or broken by members. *Somebody* will clean and organize the shop and hangar. *Somebody* will replace batteries in the chapter scales, meters, and instruments. *Somebody* will organize, maintain and repair our various tools. *Somebody* will buy tools to replace the ones we are missing.

Look out! Here comes that corny feel good moment. WE are ALL ***somebody***.

Ok, I need a hug now. ☺ See you guys at the hangar.

*John M.*

## Young Eagles Coordinator

Well, I guess I won't try to top the excellent Young Eagles story related above by our Secretary. Suffice it to say that seeing a young person take a true and lasting interest in aviation is the ultimate reward for helping them first experience flight.

Although autumn weather makes scheduling a formal Young Eagles Event a real challenge, we continue to see a slow but constant interest expressed in Young Eagles flights. If you are interested in, and able to fly Young Eagles on an *ad hoc* basis, please reach out to me at [young.eagles@eaa245.org](mailto:young.eagles@eaa245.org) with your details (name, aircraft type, when you would prefer to conduct *ad hoc* YE flights, as well as your current status vis a vis EAA's Youth Protection Program training and background check).

While the story of Rodrigo is a most wonderful success story of a person who came to visit us

from anywhere but the Ottawa Valley, I recently had an opportunity to fly a Young Eagle whom I believe sets a new "distance travelled" record. Ivanna came to Ottawa to participate in a STEM event being hosted by the National Research Council. She lives in Columbia and has a burning interest in aviation and particularly in space flight. Her goal is to be the first woman from South America to fly to Mars. From the way she flew our Glasair Sportsman I'd say that Mars Mission will be in good hands!

I'd like to give a special shout out to member Daniel Lajeunesse who has kindly offered to assist me in coordinating Young Eagles events. Thank you, Dan, for stepping up to help with this vital outreach program!

*Mark.*





## Meetings Schedule

### **EAA Chapter Meeting – Thursday 21<sup>st</sup> November @19:30**

Presentation: **Aviation Safety and a Just Culture**

Presented by: Chris Brown – Chief Aviation Safety and Standards Officer – CAE Inc.

Where: Canadian Aviation and Space Museum

We do not meet in December, so our next meeting will be...

### **EAA Chapter Meeting – Thursday 16<sup>th</sup> January @19:30**

Presentation: **To Be Announced**

Presented by: EAA245

Where: Canadian Aviation and Space Museum

If anyone has suggestions or ideas for future meeting subjects, or specific speakers to recommend, please mention it at the meeting or send an Email to the President: [president@eaa245.org](mailto:president@eaa245.org)

# Pilot Profile

## Conspicuously Absent!

It's really a shame that the one person who had previously volunteered to be interviewed for our Pilot Profile decided to dive for cover when I reminded them of the need for some fodder for this month's column. Maybe next month!

It really is a painless process and can be a lot of fun. We might even consider sipping an adult beverage as the conversation flows. It's a far cry from torture. We are richer for better knowing our fellow members, but first we must share a little of ourselves. Go ahead, it only takes a short while. Send me a note and let's get together for a chat.



# Photo of the Month

Umm... Err... Could it be that not one member submitted even a single photo for inclusion in our newsletter this month? Not even the shutter-happy, multi-award-winning John Weir? Oh dear! Oh Despair!

In the absence of any reader submissions I'm afraid you're stuck with my poor attempts at photography. Poorly lit. Poorly composed. Shot with a smartphone that clearly isn't so smart after all. Thankfully the subjects have lovely smiles!

Come on folks, we can do better than this! Show us what you've got! My in-box awaits!



## Hanging Around

I acquired EAA 245 row hangar bay 6 in December of 2017. Before that date, I had rented space in that Hangar under the Cessna and adjacent to a Chief that was partially assembled after a very extensive rebuild. My Davis, being a low wing aircraft, fit quite nicely under the tail of the Cessna. After a few openings and closing of the barn door style Hangar Doors, it became apparent that something was wrong with the doors on that Hangar bay. Having grown up on a farm and having had to climb a ladder to lubricate our Barn door roller trucks every few years, I figured they were simply in need of some lubrication. What I found out was a real eye opener.

The row hangar owners extended the south eaves and that solved a problem with the ice melt and re-freeze on the ground to each hangar, but that extended overhang also made inspecting the rollers a challenge. I borrowed a flexible scope and had a look at what I could see. What I saw was a complete wear down of the shaft which held one of the rollers in place on one of the trucks. The truck roller shown in the picture was laying loose in the track often acting like a wheel chock as I tried to open the door.



Photo 1: Loose roller completely worn off it's shaft

The loss of that roller pair also allowed the bracket that was still holding the other pair of rollers to grind along the track. The only way to solve this was to replace them; I figured I might as well replace all of the trucks on both doors. I took as many photos as I could to determine the make, size and bracket mount type to give me something to compare to what might be available today as a replacement (I presumed that what ever was used way back when the doors were originally hung, was no longer available).

My searching on the interweb and Tractor Supply Company (TSC) resulted in several options but no exact match which meant I was going to have to adapt; some new wood might be needed in the door to pick up on the new brackets the new hangars would come with. As a last cross check, I was reminded that the Carp Home Building Center might have something which would eliminate the need to wait for delivery from some web supplier or a drive to beautiful Arnprior (TSC).

My phone call resulted in them saying they had **stock** of a few types and to bring my photos and they would help match what I had to what they had, can't argue with that kind of service! When I arrived at Home Hardware in Carp I was shocked to find out that they had exactly the same rollers as I had on the Hangar! This seemed like a super win for me in my efforts to solve the tough job I had to get the doors open every time I wanted in. I bough a full set of four rollers to replace everything.

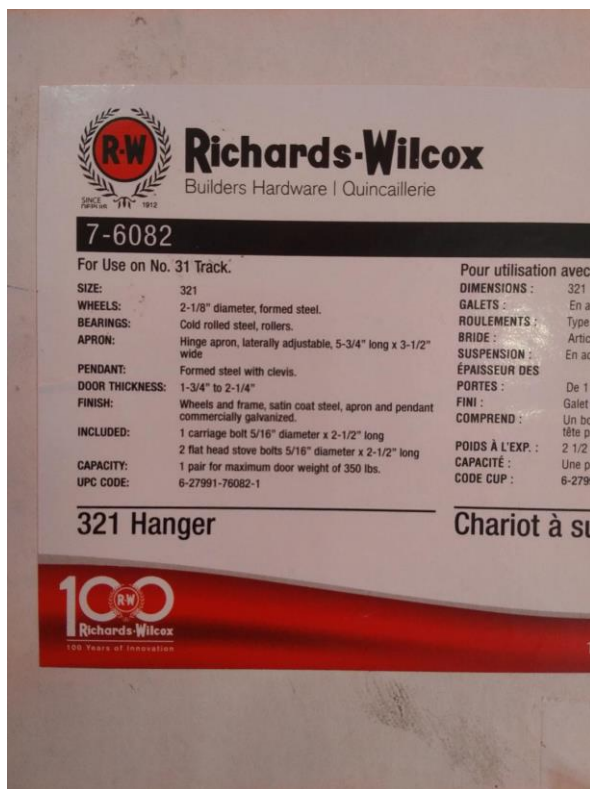


Photo 2: Supplier information for the hanger in stock at the Carp Home Building Center – not sure how they can “100 years of innovation” (tiny print lower left corner) if they are still making the exact same thing....

This story seems to have a happy ending – but read on.

I arrived back at the Hangar to have a look at what I would have to do to lift the door enough to take the weight off the rollers. I determined the best way to do the job was to run the doors out the east end of the track (my hangar is an end unit) and install the new ones – at least that was how easy it was to replace the ones on our barn back on the farm.... First, I realized that the same eaves extension that made it tough to see what I had going on in the first place was inhibiting me from just a simple lift and swap of the rollers. I looked at possibly separating a section of the track to make removal of each door possible (and thus easier) but the bolts holding the track hangers were hidden by the eaves and the closure panel. I stared at the problem for a while and came to the realization the only way to do this was to run the door off the end and do the swap with the door removed. To get the second door out far enough, the first door would have to come off completely, this was not the way barn doors are supposed to work but due to the row hangar door design (uses continuous tracks for the entire length of the row hangar), I had only the east end of the track to run the door off the track.

I evaluated the work and realized I was going to need at least two helpers to gently roll each door off and back on. Planning done. I next investigated how the old ones were bolted on, hmmm, seems instead of bolting through the sheeting, since it was horizontal and would have had issues with the sheet steel ridges, they placed the hangers behind the steel, not usually an issue but they also hid the bolts behind the steel. So now I could see that I was going to have to remove the entire top row of sheeting to get at the bolts heads to remove the roller hangers. Ugh, now it really made sense to just roll the doors right off the tracks and lay them down on the ground to work on them.

The date finally arrived, and my volunteers were on hand to help with the removal, everyone was briefed on exactly what we were going to do and how we were going to do it. I even let them know that I had thought this through and determined that my plan was (IMHO) the way to go. However, more volunteers showed up and I quickly realized that more helpers do not necessarily make for a good process/progress.

One must realize that almost everyone who was helping was either an engineer, or a homebuilder – that means that each had their own idea of how things should/could be done – ugh. At first, I tried to listen to everyone about possibly raising the door, but explained I already thought about that; we tried anyway. If you know anything about engineers, if anything does not go exactly as expected they instantly begin to offer many alternatives to how it could be done and, in some cases, already start changing things to their perceived process, ugh, ugh. While everyone was discussing a revamp to my plan, I removed the top sheet of steel. We then began to roll the first door off the track. At this point, I had “many” volunteers completely out of control and 300-500-pound doors waving in the wind as I struggled to regain control of the process. It was working for a while, we got the first door down and began to remove the Hangers; what I found was (ugh, Ugh, UGH)....



When they were installed originally rather than build the door with wood in the right places for the hanger mounting holes to work, they simply drilled a random hole through the bracket and door.



Photo 3: the only hanger that was still functional note custom hole and a custom bend in the hanger – this one was in the best condition of the four but still had a bent bracket – see photo 4 top view.

Now I have a custom bolt pattern (times four hangers) and a custom bend to the bracket to try and replicate on my new hanger brackets. Fortunately, I convinced one of my volunteers to take each one to the EAA 245 shop and transfer the custom hole pattern from each old hanger bracket to the new assembly – We collectively decided there was no need for the bend. Each one was replaced one at a time and for the first door it went slowly but the process worked. The second door came off and the same time-consuming process was repeated.



Photo 4: Deformed (bent) hanger brackets, bearings ready to begin to vacate the assembly



Photo five: Cracking sagging Hanger bracket



Photo 6: This end of this hanger, had its rollers vacate the holder so the shaft in this one was significantly worn down and ready to turn into another “wheel chock”.

Success, right?

It was not that easy to re-mount the doors on the tracks, when we began to rehang the doors (as I had done in my youth) I ran up against as many opinions as to how we should re-hang them. Instead of just lifting and having someone (me) align the truck to the track as they were pushed back on, we began a process reconfiguration exercise again. Levers, ramps, blocks, and I think seeking the advice of a small rodent was suggested at one point. It was not easy to do but based on my experiences it should be a super simple process and would work well for us I had lots of helpers – I was pretty tired by now doing most of the ladder work and some significant heavy lifting. We got the first door truck back in the track as easily as I had expected but the second truck was not aligning due to some communications issues between the aligner (me) and the crew lifting the door end up and push it back on. Ugh, ugh, ugh, ugh, I finally climbed down the ladder and grabbed the door and lifted it myself back onto the track to demonstrate just how easy the process *should* be. OK I did get lucky and yes I pulled a few muscles in that process – but I was able to demonstrate that if everyone simply

listened to the “aligner” and just lifted and pushed, it could work. The second door went back up very quickly. The steel was then replaced onto each door and we called it a day.

Although I have had some fun poking at those (engineering types) who helped me (did not note any names in this article), I would not have wanted to try this without them and very much appreciated the extra hands and comical suggestions at times, I especially liked the suggestion about removing the doors with a match....

So “do I regret the job”, absolutely not, now my wife or grandchildren can easily open the doors “with one finger” (although one of the track section joints still presents a bit of a jump to one of the doors). I now have a fully functioning set of doors working the way they originally did.

How many times did I think how nice the EAA 245 and Peters Hangar doors looked? – lost count; maybe that will be the next project. If any of my other row hangar colleagues try to do the same, I checked, and it seems I am out of town that day (actually, I will be there to take video).

Thanks one last time to all of the helpers for all the help you gave me to restore easy access to our flock of aircraft – I no longer need to hook up a truck & chain to the doors to pull them open.

*Curtis Hillier*

Below is a picture of those doors (but not Curtis’ Davis!)



# Aviation Safety Corner

I know I'm not the only one who grew up reading tattered copies of Transport Canada's renowned *Aviation Safety Letter* (ASL). Unlike days of old where ASL showed up in our mailbox, nowadays one must subscribe to ASL as an on-line service. From Transport Canada's web page I've highlighted in yellow this change in distribution methodology.

## TP 185 - Aviation Safety Letter

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The Aviation Safety Letter (ASL) is published quarterly and is **only available online.**

The ASL includes articles that address aviation safety from all perspectives, such as safety insight derived from accidents and incidents, as well as safety information tailored to the needs of all holders of a valid Canadian pilot licence or permit, to all holders of a valid Canadian aircraft maintenance engineer (AME) licence and to other interested individuals within the aviation community.

Once signed-up, you will receive an e-mail announcing the release of each new issue of the ASL, as well as a link to the main ASL Web page

[www.tc.gc.ca/ASL](http://www.tc.gc.ca/ASL)

=====

**Importantly, ASL is the place where we find the Self Paced Study Program which allows us to meet the 24-month Flight Crew Recency Requirements as laid out in CAR 401.05(2)(a). If you don't have time to make it to a "Rust Remover" or similar approved aviation safety seminar, this Self Paced Study Program is your ticket to meeting the legal Recency Requirements.**

# Classifieds



## **CHALLENGER II ADVANCED ULTRALIGHT - \$26,500**

320 HRS TT Rotax 503, Puddle Jumper Floats,

Electric retractable wheel skis. Garmin 496 GPS,

Transponder, Radio, Intercom. 15 gal tank.

Turbulence aviation seats and interior. Owner built and maintained.

Allways hangered.

Canopy cover, engine cover, extra prop.

Located Carp (CYRP)

Contact: Andrew Ricketts [aricketts@teksavvy.com](mailto:aricketts@teksavvy.com)



## Transponder

Bendix King Transponder KT-76 A with an ACK ENCODER and a Bendix King Shark Fin KA-60 Antenna.

It has been checked by TORONTO AVIONICS LTD and never installed since.

All for **\$500.00**

Contact: James B. McKinley, Curran, Ontario .

Tel: 613-851-8424

Anybody want to sell something? If so, send an email to [newsletter@eaa245.org](mailto:newsletter@eaa245.org)



# Who we are

**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, just west of Ottawa.


President:	Mark Richardson- 613-983-7764 <a href="mailto:president@eaa245.org">president@eaa245.org</a>
Vice President:	Mike Lamb - 613-790-4929 <a href="mailto:vice.president@eaa245.org">vice.president@eaa245.org</a>
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Technical Information Officer:	TBD
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Hangar Group Liaison:	Bill Reed - 613-858-7333 <a href="mailto:Bill@ncf.ca">Bill@ncf.ca</a>
Past President:	Phillip Johnson - 613-790-4929 <a href="mailto:membership@eaa245.org">membership@eaa245.org</a>

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



# Membership Application and Renewal Form

We have a “Google Group” for the EAA Chapter. If you are not familiar with Google Groups, it’s a service from Google that provides discussion groups for people sharing common interests. If you’d prefer NOT to be a member of the group, please tick the box in the membership application form when you renew your membership.



## Experimental Aircraft Association Chapter 245

Application Date: \_\_\_\_\_

New:       Renewal:

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City/Town: \_\_\_\_\_

Province: \_\_\_\_\_

Post Code: \_\_\_\_\_

Phone ( ) \_\_\_\_\_

Aircraft Type: \_\_\_\_\_

Registration: \_\_\_\_\_

**Aviation Affiliations**

EAA # \_\_\_\_\_      Expiry Date: \_\_\_\_\_

COPA:              RAA              UPAC

Other \_\_\_\_\_

I do NOT wish to be part of the EAA Google Group

Annual Dues: January 1<sup>st</sup> to December 31<sup>st</sup> (pro-rated after March 31<sup>st</sup> for new members)

**Newsletter Subscriber:      \$50**  
Newsletter only

**Associate Member:              \$50**

**Full Member:                      \$100\***  
Newsletter, hangar, workshop, tie-downs.

Note. Associate and full members must also be members of EAA’s parent body.

**On-Line E-Transfers to [Treasurer@eaa245.org](mailto:Treasurer@eaa245.org) are preferred.**

Note: PayPal payment is available – please consider adding \$3 to cover the fees.

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