

# Carb Heat

January 2017

EAA 245 NEWSLETTER Vol. 47 No. 1

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EAA Chapter 245 (Ottawa)  
1500 B Thomas Argue Rd  
Carp, Ontario  
K0A 1L0



Next Meeting:

Thursday 19<sup>th</sup> January, 19:30, at the Bush Theatre,  
Ottawa Aviation and Space Museum

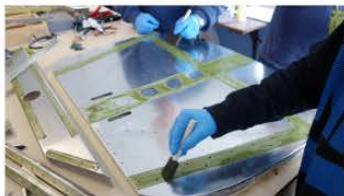


# ADS-B



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## Editor's Comments



I'd like to start by wishing you all a Happy New year and hope you all enjoyed the holiday season. Not too much flying going on but at least the nights have now started to get shorter.

I'm writing this from a very snowy Whistler and I'm taking a day off from skiing in the hope that my ageing muscles will recover from the huge shock they received on the first day. Just making my way down the stairs to breakfast this morning was painful in the extreme.

It was my son Scott's 18<sup>th</sup> birthday just before Christmas and his present was a helicopter lesson. We took the opportunity to combine it with our Whistler trip and Scott and I drove down to Langley, to Heli-College Canada, where Scott was lucky enough, if he wasn't already, to fly with Geoff Stevens. It is thought that Geoff is the most experienced Robinson pilot on the planet with over 19,000 hours on R22's and R44's. He had a fantastic time and I really should start pestering him to write an article!



Although not eligible for Photo of the Month, as it wasn't taken by a chapter member, I thought this very topical photo, sent to me by Mark Briggs, was well worth including. Contrary to what you might think, it's not a DC-3 but a Lisunov Li-2 (Лисунов Ли-2), a licensed Russian-manufactured version of the Douglas DC-3, parked in Minsk, Belarus.



Colin

[newsletter@eaa245.org](mailto:newsletter@eaa245.org)



## President's Message

First and foremost I would like to wish everyone a happy and prosperous new year and that Santa brought you many aviation presents and toys. Last year I made the resolution to get my Cozy in the air and I am happy to say that on April 30th 2016 my resolution was finally accomplished. So, this year my resolution has to be to fly off all those hours and get some of our chapter members up there with me to enjoy my new world.

I spent the holiday season down in Sunny California, well actually we had a few days of heavy rain but I was still able to sit on the patio in a T-shirt while the snow was falling up in Ottawa. My iPad connected me with the weather and I did have the occasional shiver inside but maybe that was from ice cold beer. I've not had a chance to go over to the Chapter Hangar yet as I only returned yesterday (New Year's Day) but I understand all is well.



As most of you may know our electricity service has been connected to the RCMP supply for a good many years and, since my time as President, I have been in communication, at least one way, with Public Works to get the situation resolved. The RCMP have decided to tear down the Dilawri hangar in April 2017, presumably because of the liability, and our electricity service has been impacted. As of 17th December 2016 EAA Chapter 245 now has an account with Hydro One but we have yet to come to an agreement on what it owes

to Public Works on historical grounds. I would also like to take this opportunity to remind all of our members that the annual hydro bill is not trivial and Ontario hydro rates are climbing with regular monotony so please can all users of hydro be diligent in turning off unnecessary loads and look to use more efficient heat, such as the wood stove, rather than using electrical heat, without which I see this may cause an unwelcome increase in membership dues. Thank you all for your cooperation.

The Zenith Cruiser Project seems to have stalled recently and we need to get back on the



horse to get that moving again. I'm planning on bringing the Fuselage into the workshop so we can all work on it during the winter months. We will need to do a clear up before we can do the move so if there are any members looking to muck in and pre-empt the move, more power to you.

It's that time of year when I must ask everyone to dig into their pockets and renew their membership. The success of the Chapter relies on subscription payments so please be prompt and also encourage your aviation friends to join up too. If you know of any past members who you may feel are considering re-joining, please give them a gentle nudge to re-instate their membership. EAA has so much to offer but there are also many silent benefits that one only notices when they are missing. Renewal can be done by Cash, Check, EFT, our website also offers PayPal or you can go direct to Gord Hanes.

Gord favours EFT if you are wondering about the best method. There are no increases in the membership dues this year but there will likely be one next year so I

hope everyone will be quick to respond and keep their membership in good standing.

This next meeting at the museum will be the first meeting of 2017 and entitled "ADS-B" and it will be presented by Steve Bellingham.

As usual I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at about 1800 on Thursday 19th prior to the monthly meeting. Everyone is welcome to the pre-meeting dinner and I look forward to seeing you all there.

Remember, the meeting starts at 19:30 prompt.

Regards to All

*Phil Johnson*





## Meetings and Events Schedule

### **EAA Chapter Meeting –19<sup>th</sup> January 2017 @19:30**

Presentation: **ADSB**

Presented by: Steve Bellingham

Where: Aviation and Space Museum

### **EAA Chapter Meeting –16<sup>th</sup> Feb 2017 @19:30**

Presentation: **Model Jets, Drones etc.:**

Presented by: Brent Norman

Where: Aviation and Space Museum

### **EAA Chapter Meeting –16<sup>th</sup> March 2017 @19:30**

Presentation: **TBD**

Presented by:

Where: Aviation and Space Museum

**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](mailto:president@eaa245.org)**

# Going Places



## Mo's Fly-in

**MO'S 28<sup>TH</sup> FLY-IN**  
 LE SAMEDI 25 FÉVRIER 2017 | SATURDAY FEBRUARY 25<sup>TH</sup> 2017

**CANCELLED**

COP #10  
 Tel. 9-682-52  
 3.20  
 - 122.75MHz

On the Ottawa river  
 1 Mile west of the Ottawa VOR  
 Co-ordinates  
 45 26'57" N  
 75 55'48 W  
 Runway 3500x100pi, 34-16

Atterrissage sur skis recommandé  
 Une piste d'atterrissage pour avions sur roues sera déblayée si la température le permet - Atterrissage à vos risques  
 Landing on skis recommended - Weather permitting, a runway will be ploughed - Landing is at your own risk



Photo aérienne | Aerial photo Nathalie Huard

# Tread Carefully

On my last annual I noticed uneven wear on my left main tire due to misalignment of the landing gear. Be it a tail dragger or a tricycle gear aircraft, it is important to have the main wheels tracking parallel to each other to avoid increased wear and rolling resistance during take offs. Even a slight misalignment should be taken care of. It is not terribly important to align with respect to the aircraft center line although this would avoid dog tracking while taxiing. Many use a pair of 2x4 by 12ft long and place them against the tires to check alignment. This method can give you a rudimentary idea of your state of alignment but is far from accurate.



Figure 1 shows the laser level and two equal length sockets

A better way to get a more precise alignment is by use of a laser level. It is important that the level contact the outer rim and NOT the tire because tires are not uniformly wide. To have the level contact the rim, one has to use stand offs taped to the level at an appropriate distance.



Figure 2 shows the sockets taped to the level

An easy way to get these is to use sockets of equal length. Place the level firmly against the rim at the center height by using bungee cords or other means. You now have to set up some sort of screen to shine the laser onto. I used small panels of plywood which I placed in front and at the rear on both sides of the plane. It is important that the panels are placed the same distance front and back from the center of the wheels to make calculations easier.

The further away from the wheels that you place the panels, the more accurate your alignment. Now shine the laser onto the front panel and mark the spot with a pen. Rotate the level to shine the laser onto the rear panel and mark the spot. Repeat this procedure on the other wheel. You now measure the distance in front

and in back of the plane. The measurements should be identical if your wheels are in alignment.

On my Piper Cherokee I loosened the scissor links and adjusted the wheels until they were aligned. I used feeler gauges to measure the spaces between the scissor links to find the proper shim thickness. Once the shims are inserted and firmly in place you may want to re-check your work with the laser.

If you decide to align to the aircraft centerline, then you can use the laser and plumb bobs tied to the tail hook and taped to the spinner to find your center.



Figure 3 shows the level placed against the outer rim at the midpoint

Most aircraft have a means to adjust the main wheel alignment and you may find the methods depicted in your maintenance manual.

Hans



## Pilot Profile #11: Mark Richardson



When you think of straw house the first image that probably comes to mind is the tale of the 3 little pigs and *"I'll huff and I'll puff and I'll blow your house down"*. Well, that's not what comes to Mark Richardson's mind when he's sitting in the straw bail house that he built with his wife, Linda. Clearly a man on a mission, Mark not only built a house and a Vans RV-8 but is now part way through a scratch built Bearhawk. Not only that, he stepped up to the plate when the Chapter desperately need a Vice President.

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January 2017

### Where were you born?

I'm a maritimer and I was born in Halifax, Nova Scotia. I moved to Ottawa in 87 when I started working for Sperry Defense Systems.

### Where do you live now?

Cedar Hill which is pretty much on the 28 radial from Carp out towards Pakenham. Linda and I wanted to build an eco friendly house so we bought the land, designed the house and then spent a couple of years building it. Linda found the land on MLS and when I first saw it I couldn't help notice a very long straight field pointing directly into wind. It's on 50 acres and we have a 1,400' grass strip (23) and another that's 800' aligned north/south.

The house is built with straw bail walls and we pretty much built it ourselves. We had some help with the trusses and the concrete floor. We poured the floor in the garage ourselves before realising that it was better left to the professionals.

I haven't landed on the strip yet as I'm not completely comfortable bringing in the RV-8. It's reasonably smooth after we filled in some of the bumps from spoil left over from the house.

### What's your occupation?

I'm Head of Engineering for Mission Training Systems at CAE. They are probably best known for producing full motion aircraft simulators but we also build sims for training people in the back of the aircraft or below deck and that's what I look after.

After High School I did scientific computer programming at the Nova Scotia Land Survey Institute. The software was primarily aimed at satellite remote sensing and image analysis. From there I moved into Naval Combat Systems and Electronic Warfare.

After graduating there weren't many opportunities in Nova Scotia so I moved to Montreal after accepting a

job with Sperry Defence Systems. They became Software Kinetics which was then bought by Xwave, which then became Bell Aliant and now it's part of CAE. I've been there 28 years.

### How did you get interested in aviation?

My Dad was an air gunner during the war and continued in the Air Force. Aircraft were part of growing up and I built plastic models, then control line and then radio control. I remember the Heath Kit radio that had these enormous linear servos. I still tinker with RC models.

### When did you learn to fly?

I was in Air Cadets and got my glider license but it didn't look like I was going to get a shout at the power



scholarship so I joined the army reserves to make some money to pay for my power license which I got in 1981.

### What do you fly now?

I have an RV-8 with an IO360 and a fixed pitch prop. I built it from a standard kit between 1999 and 2004. At that time the skins were pre-punched but the bulkheads weren't so you still had to build jigs. I flew it for a year before painting it which, in hindsight, was a mistake. It would have been much easier to paint it as I built it.



### **What's been your perfect flying experience?**

Probably the first flight in the RV-8. The combination of stark terror and acceleration is something I'll always remember. It was a lot of power that I really wasn't used to.

### **If money was no object, what would you fly?**

This is going to sound weird but it would be a Blenheim. For day to day flying though I think a Beaver would be fun. You can't beat a round engine.



### **What else have you flown?**

Schweizer SGS 2-33 glider in the Air Cadets and I got some stick time in the L-19 towplane. C172, C152, Grob 115C and I did my tailwheel in a Stinson 108 (on my honeymoon!). I had 100.3 hours after my 3 hours of tailwheel which allowed me to do the first flight in the 8. Stupid in hindsight with just 100 TT and only 3 hours tailwheel.

We are looking forward to getting the Bearhawk finished. We'll fly it from here and there's plenty of room to take camping stuff and bikes.

### **What's your favourite piece of music?**

Mozart's requiem. I majored in Physics but minored in music. I played Sax in a jazz band when I was at college.

### **What's your favourite book?**

I love the Jack Whyte series that based around the Arthurian legend. The first one in the series is called The Skystone.

### **What's your favourite movie?**

Probably the Battle of Britain. I try not to watch it too often but it's a great movie,

### **What's your idea of perfect happiness?**

I have my own house, which we built ourselves, with our own airfield. I think that's about it! Retired with an unlimited avgas budget would be nice.

### **What trait do you most deplore in yourself?**

Procrastination. (Seriously, Ed. You've built a house and are on your second aeroplane!)

### **What trait do you most deplore in other people?**

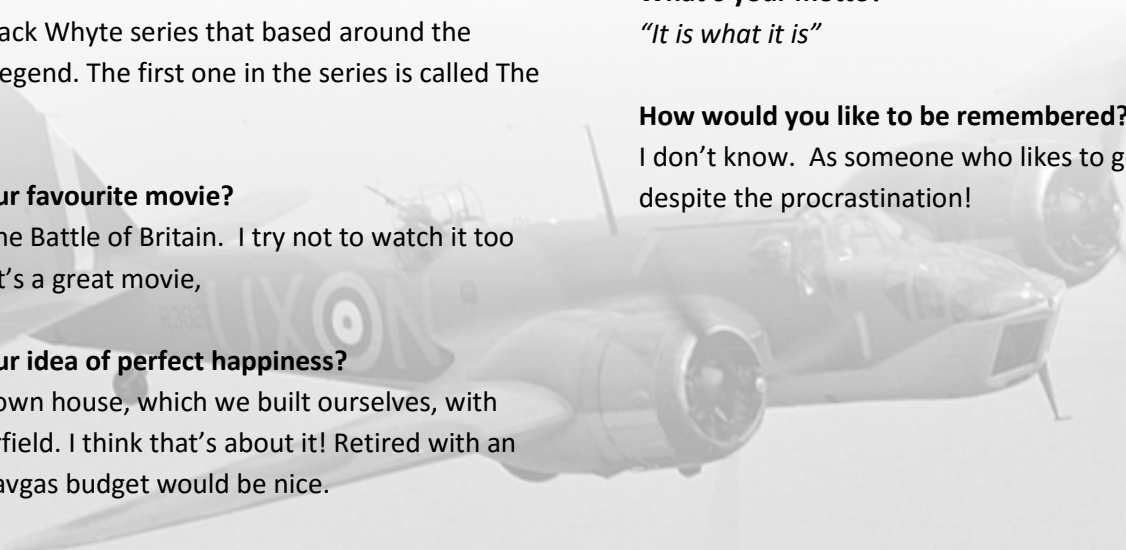
The inability to use English grammar correctly! I also don't like it when people are too quick to jump to judgement.

### **What's your motto?**

*"It is what it is"*

### **How would you like to be remembered?**

I don't know. As someone who likes to get stuff done, despite the procrastination!





# THE PERSON WHO DOESN'T MAKE MISTAKES IS UNLIKELY TO MAKE ANYTHING.

## WE MESSED UP GOOD!

I have to admit that we have made more than a couple of mistakes while working on the 750 Cruiser build. But isn't this great? *"What?"*, I hear you ask. *"How is this great?"*

Well, one of the goals of the project was for it to be a learning opportunity for our chapter members and the public and one cannot learn without making mistakes along the way. Often the best lessons are derived from our mistakes.

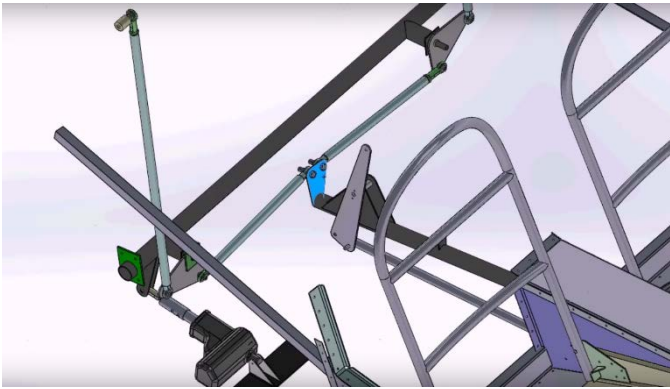
We have misassembled components and have had to take them apart after we realized the error. We are learning how to better interpret the many, many drawings and assembly guides and to "read between the lines".

Many rivets have been installed that have needed to be removed. We have learned that this is not the end of the world. Every builder needs to get comfortable with drilling out rivets. (It is actually easier than it sounds - if done correctly). This skill needs to be taught to every

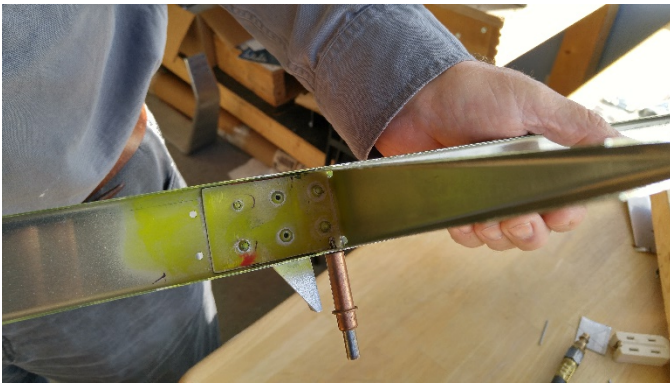
builder and practiced a few times before starting a build.

Our builders have worked with incomplete drawings and documentation. In some cases we have charged ahead with what seemed like missing drawings or when we could not find an obvious instruction manual. Since then we have learned how to check that we do, in fact, have as much information as is currently available. This includes constantly ensuring our printed documentation is complete and available, checking the Zenith builder website for any updates, perusing Zenith builder bulletin boards, etc.

There has been a fair bit of confusion on how to answer the many questions that arise. We now attempt to keep the required drawing and other reference material up-to-date, better organized, and within reach of the builders. In addition, we have found that the Cruiser Solidworks 3D model of the Cruiser is a very useful reference.



A few parts have been damaged during construction. Rivets have needed to be replaced. Oblong or mis-drilled holes have needed repairs. We now know that we can call for advice from Zenith at any time – and that they are more than willing to ship us replacement parts if required. We are learning how to make repairs as well as developing judgement on when to perform a repair vs a replacement.



So it's clear that construction has not exactly been seamless but, this has been a great experience so far. We are learning aluminum construction, and projects management skills. Some of the main things we have learned are various tricks and "gotchas" that just are not in books – they must be picked up through first-hand experience.

I personally look forward to applying all the acquired knowledge, experience, and confidence on my own plane build project. I'm sure a few other member projects may end up starting as a direct result of the Cruiser build as well.

Remember, the Cruiser project build continues every Sunday at the EAA 245 hangar. No experience required! Bring a friend! I hope to see you at the hangar.

Regards,

*John M.*



## Photo of the Month

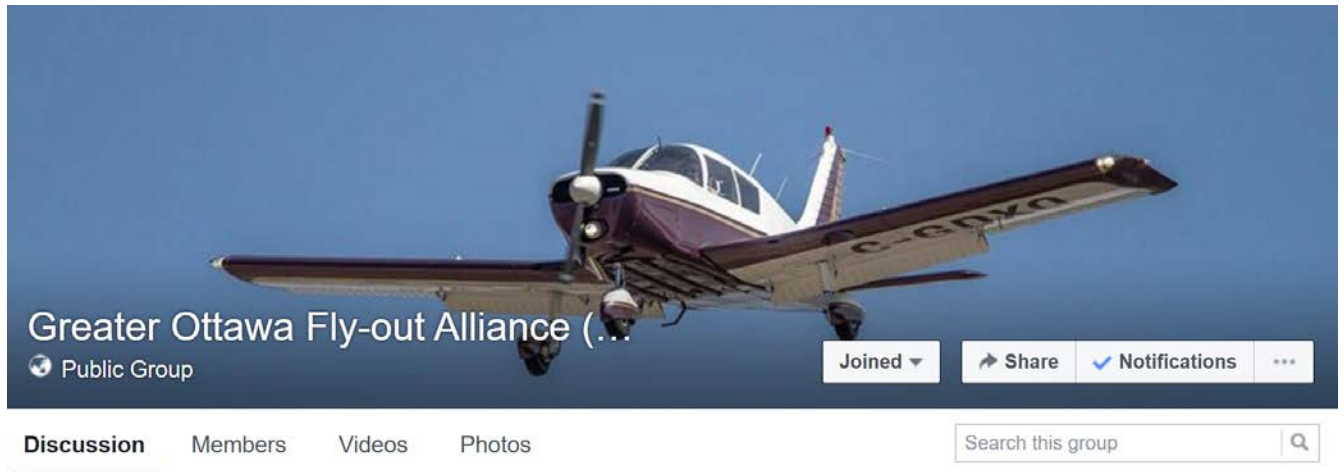
Once again, John Weir pulls it out of the bag with long duration shot of an aircraft landing at Pearson. Surely someone else is even slightly handy with a camera. Clearly it doesn't take any skill.

Please send any photos for next month's edition to me at [newsletter@eaa245.org](mailto:newsletter@eaa245.org)



# LINDSAY AND BROMONT FLY-OUTS

Recently formed on Facebook, the Greater Ottawa Fly-out Alliance (GOFA) ([GOFA](#)) had a fly out to Bromont, Quebec and Alfio kindly submitted the following report.



Shirley and I love to travel in our plane, mostly long distance trips as part of a traveling vacation and weekend getaways. Come late fall, the weather is less amiable to such flights and we get wrapped up in work and home goings-on but, if the opportunity arises, off we go.

Paul Marcil and Kathryn Parsons acquired a shiny new (to them) Piper Comanche recently and having contracted the flying virus put out a call for an aviation outing for October 15th. The Lindsay airport and restaurant was the destination and brunch was the plan. With each plane charting its own course, we met at the Airport View Restaurant. The lure of

butter tarts at Lindsay was irresistible, and we totaled a group of 10. Weather was great with some light winds which made for a wonderful trip. Great food, great company... well, we all forgot about the butter tarts. Next time.



The return trip, again, each pilot to himself, found us taking the scenic route over Price Edward County, after discovering the Wutai Shan Buddhist Temple being constructed close to

Peterborough. Having approval from Trenton to traverse their zone, we followed the lakeshore, taking in the picturesque beaches of the Sandbanks Provincial Park, the Presqu'île lighthouse and the numerous bays and waterways. If you ever have a chance to loiter in that area, it is well worth it (from the air or from the ground). All too soon we were home again.

Paul and Kathryn made another callout for a trip to Bromont. Again, food was the purpose/destination, and flying was the journey. December 4<sup>th</sup> turned out to be a fair day, though cloud cover was somewhat low. We decided to fly below the Montreal

airspace, just north of the US border. The cloud cover pushed us close to the border, but we were soon in clearer skies. Some of the other pilots attempted to cross directly over the Montreal area, however air traffic control had other plans for them, diverting them to the north around the airspace. While their route was longer, they did encounter better weather than us.

Bromont has a nice restaurant, though hours of operation are limited. I believe they close mid-afternoon. Make sure you check with them before you make a trip there. At this outing, we double the numbers at the tables. What a blast. I

don't know what might have happened, if there had been alcohol - my sides hurt for days from the laughter.



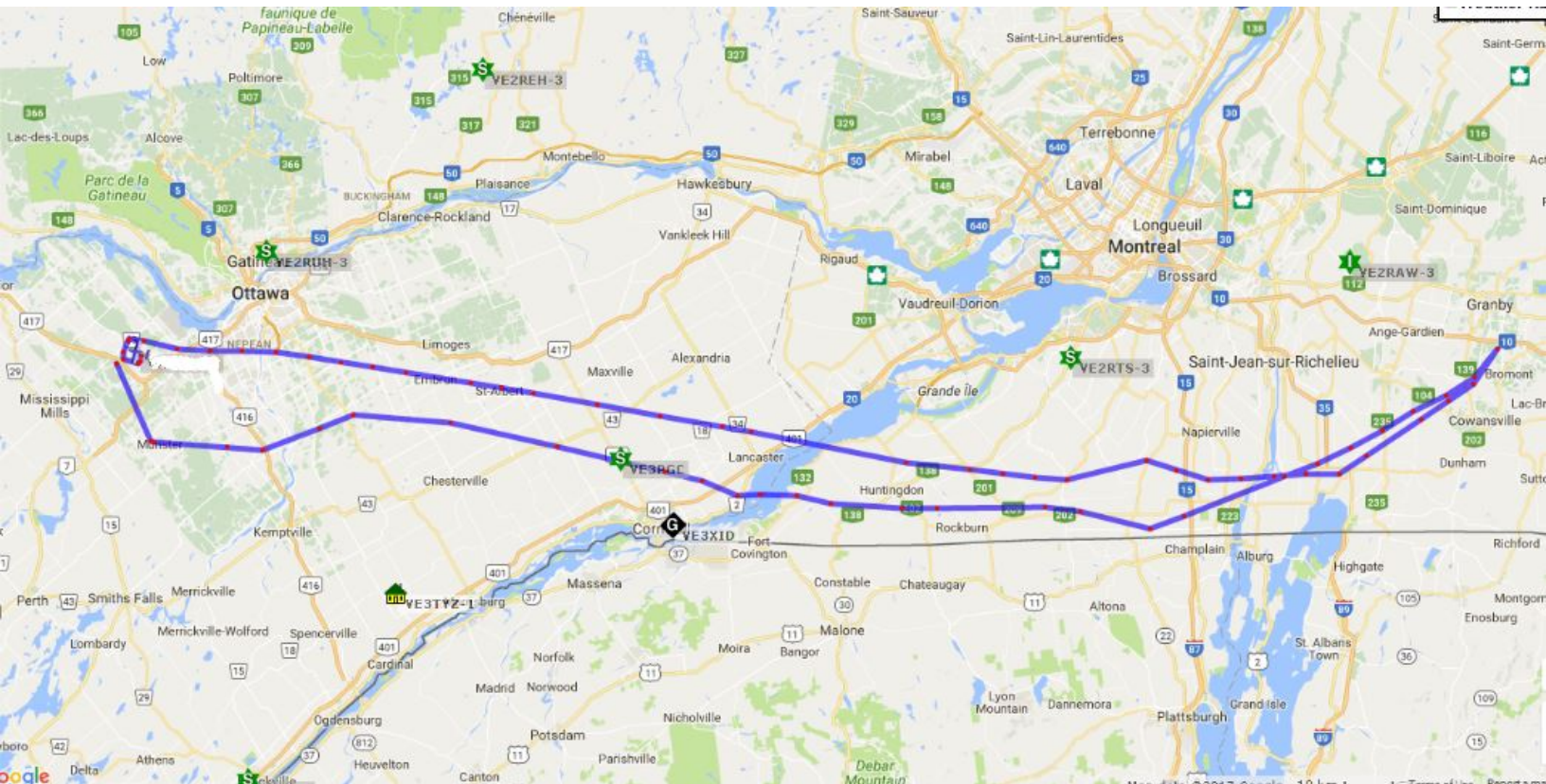
Soon it was time to depart and we decided we still liked the southern route. Lower altitude flying can be fun too – we

never tire of the view - and Ottawa let us fly right over their airport direct to Carp. Thanks guys!

Interested in joining us? Paul has decided that the group should include pilots from all our Ottawa airports. He started a group on Facebook so it would be easier to organize events and communicate information: Greater Ottawa Fly-out Alliance (GOFA)

Looking forward to the next outing. Make sure to check out the Facebook page, and join us.

Thanks to Paul and Kathryn for spearheading this.





## Classifieds



### FOR SALE: Long Ez


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Hangered at CARP. 480 hrs airframe. Engine Lycoming O-235-L2C. 10 hrs SMOH.

Engine Major Overhaul by Aero Atelier (Lycoming Service Center).

Annual inspection May 28 2016. Many new parts.

More information and pictures at:  
<http://www.magma.ca/~andrewr>.

 **Andrew: 613-836-3968**  
**613-295-7451 (Cell)**

 **andrewr@magma.ca**

### FOR SALE: 1973 Piper PA28-140

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5400TT, Lycoming O-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 \$35,000.

 **Hans Sanders: 613-446-7728**



### FOR SALE: MIG Welder

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I am downsizing my workshop and have a Lincoln Electric MIG wire feed welder SP-125 Plus (120V) for sale. Comes with cart, Shield gas cylinder, regulator, Welding helmet (electronic) for \$450.

 **Andrew Ricketts: 613-836-3968**

 **andrewr@magma.ca**

### FOR SALE: Canuck Share

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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 hanged.

Price: \$ 6,800 per 1/5th share. Own a Canadian classic.

 **Ken Potter: 613 259-3242**

 **kjpotter@sympatico.ca**

### FOR SALE: Mustang 2 and RV-4 Plans

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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 \$2,600 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

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G meter, Burton MA 2 +8, -2G . EGT weldolets pair, new. All prices negotiable.



[johnfirth0@gmail.com](mailto:johnfirth0@gmail.com)

### FOR SALE: Anderson Kingfisher

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Anderson Kingfisher Amphibian rebuild project. New fuselage, rebuilt Piper wings, Includes 2nd Kingfisher for parts, Valid CofA



**Ken Potter: 613 791 6267**



[kenpotter@veritasmarine.ca](mailto:kenpotter@veritasmarine.ca)

### FOR SALE

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Jabiru 2200 serial # 842, 200 hrs very good compression \$8,000.00 or best offer.

Sensenich 54x48 composite prop 20 hrs for a 2200 Sonex \$600

Sonex tail dragger engine mount \$450

Grand Rapids EIS 2000 with probes \$350

2 ¼ Uma instruments Alt, AS, VS \$75.00 each

ELT \$100.00

Aeroflash strobes \$150.00

Comant antennae model C1-121 \$75.00



[iammcnally@yahoo.com](mailto:iammcnally@yahoo.com)



**Chris McNally: 613-291-1254**

### FOR SALE

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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 interested, look them over and make an offer.

2 x 4 sheet of 3/16 Norwegian birch aircraft grade plywood.



**Bob Crook: 613 225 6653**



[bcrook@sympatico.ca](mailto:bcrook@sympatico.ca)

### FOR RENT: Tie-Down

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Chapter 245 members can rent a tie-down near the EAA 245 hangar at Carp Airport. You can rent the tie-downs by the month or for the full year.



[info@eaa245.org](mailto:info@eaa245.org)

### FOR SALE: Hangar(s)

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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: 613-839-5276**

**WANTED**

### WANTED

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Continental C85 or C90 engine with low time SMOH for install to certified aircraft.



[bartcameron112@gmail.com](mailto:bartcameron112@gmail.com)

### WANTED

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Vaguely interested in purchasing a Challenger with a 582 engine. Any sellers???



613 733-2198

### WANTED

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Looking for a used propeller. It will be going to a young family so that they can hang it in their toddler's bedroom as he is very much enthralled with airplanes. As such, their budget isn't very high so if someone has a prop that they want to sell at a very reasonable price, please let me know. Who knows; maybe someday this young aviation enthusiast will occupy the left seat.


 [Richard\\_Terzi@hotmail.com](mailto:Richard_Terzi@hotmail.com)



### FOR SALE: Aircamper

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Modified Pietenpol with Grega mods. It has a 65hp Continental in it .I had it flying for a few hours last fall and everything is good. There is a battery case in the front seat for radio and GPS equipment. I am asking \$15,000 (CND). Located at Kars Rideau Valley airfield and always hangared. For more info and pictures contact:

 Harvey Rule at 613-739-5562 (H)  
613-797-5568 (C)

 [harvey.rule@bell.net](mailto:harvey.rule@bell.net)

## 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:	Phillip Johnson 613-790-4929 president@eaa245.org
Vice President:	Mark Richardson 613-983-7764 vice.president@eaa245.org
Treasurer and Marketing Manager:	Ken Potter 613-259-3242 treasurer@eaa245.org
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Young Eagles Coordinator:	Michel Tondreau 819-685-2194 young.eagles@eaa245.org
Hangar Group Liaison:	Bill Reed 613-858-7333 Bill@ncf.ca
Past President:	Cary Beazley 613-226-4028 cbeazley@innovista.net

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

## Membership Application and Renewal Form

We are considering starting 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.

	<b>Experimental Aircraft Association Chapter 245</b>	
	Application Date: _____	I do NOT wish to be part of the EAA Google Group <input type="checkbox"/>
Name: _____	New: <input type="checkbox"/> Renewal: <input type="checkbox"/>	Annual Dues: January 1 <sup>st</sup> to December 31 <sup>st</sup> (pro-rated after March 31 <sup>st</sup> for new members)
Street: _____		<b>Newsletter Subscriber:      \$40</b> Newsletter only
City/Town: _____		<b>Associate Member:      \$40</b>
Province: _____		<b>Full Member:      \$90*</b> Newsletter, hangar, workshop, tie-downs. Note; there us a one time \$200 initiation fee when you become a full member.
Post Code: _____		Note. Associate and full members must also be members of EAA’s parent body.
Phone (    ) _____		Note: Credit Card and PayPal payments are available.
Aircraft Type: _____		
Registration: _____		
<b>Aviation Affiliations</b>		
EAA # _____	Expiry Date: _____	
COPA:            RAA            UPAC		
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