

CARB HEAT

Newsletter of the Experimental Aircraft Association Chapter 245
Ottawa (Carp CYRP), Ontario, Canada
Volume 52 No. 1 March 2022

Our Next Meeting

SPEAKER TOPIC: Bearhawk and 750 Cruiser Project Updates

PRESENTER(s): Mark Richardson (Bearhawk); Peter Whittaker (750 Cruiser)

WHEN: APRIL 21st, 2022

WHERE: ZOOM MEETING

Check your email in-box for a meeting invitation to be sent by our Chapter President.

(it's not hard at all to join a Zoom meeting – try it, if you're having trouble, contact one of the execs who will help you out)

Important Chapter News

Unfortunately, COVID-19 is still with us in the form of new variants (Omicron BA.1 and now, BA.2) and these remain cause for concern. Our Chapter hangar remains open however, gatherings remain under the recently modified guidelines outlined by provincial and local health regulations. Please stay tuned for updated guidance from our President and Operations Manager as the situation evolves.



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EXECUTIVE ROUNDUP

Editor's Comments

Peter Whittaker – EAA Chapter 245 Newsletter Editor



Hello EAA 245,

2022 is upon us and with it the first edition of Carb Heat for the year, three more are planned on a quarterly basis. This issue has contributions from two members, one on winter flying by Phillip Johnston and the other, a “blast from past” article by Irving Slone. This is a historic Chapter 245 article from 1982 that describes the chapter project of the day which was to build a Pietenpol Air Camper which Irving later flew to Oshkosh in 1999.

This is a great example of what can be accomplished by a group of like-minded members and captures the spirit of amateur building. The current Zenith 750 Cruiser project is at the stage where it can be finished by a sub-group of members, more on that in the 750 Cruiser Update section.

On the subject of amateur building, I would like to include more examples of members projects in Carb Heat. This would entail one or two photos about your current project status and a couple of sentences per photo, just to get the idea across.

Keep Building and Flying,

Peter W

President's Message

Mark Richardson – EAA Chapter 245 President



Hey Everyone,

Happy spring, everyone. Here we are just a couple of days past the time change and a few days after the official first day of spring. And is it looking like spring? Nope. My airplane is still snowed into its hangar and the grass runways aren't, well, grass. However, like many of you, I am eagerly anticipating the warmer weather and \$100 hamburgers/breakfasts. The last couple of years have been tough on all of us with the lockdowns, venue closures, travel limitations, and the plethora of other impacts both great and small. Finally, things may be a bit more normal, and we can start to have a regular summer. Um....maybe.

Our chapter is strong even with all the challenges of the last two years. Membership is high (although Phil says a number of you haven't paid your dues yet this year) and we are planning several official events for the warmer weather. This includes at least two Young Eagle events (one in the spring and one in the fall) as well as the chapter fly-in breakfast in September. I really hope to see you all at these events. But I am also hopeful that we can have some unofficial events as well. Besides the weekly Gathering of Turkeys...I mean Eagles... at the chapter hangar on Sunday mornings it would be great if we could have a few fly-outs for breakfast/lunch over the course of the summer. For those of us that don't have airplanes of our own, I am sure that other members will be happy to have passengers. I think the way to do this will be through the EAA245 Google group (if you aren't signed up and want to be, talk to Phil - membership@EAA245.org). Anyone will be able to suggest a fly-out somewhere and we can do the high-level planning (date, time, location) there. Anyone who has an airplane, is planning on going, and has empty space, can offer empty seats.

Personally, I am really looking forward to it. I'll even have one or two empty seats...

Mark

Vice-President

Mark Briggs – EAA Chapter 245 Vice-President



Hi All,

The Ides of March have passed, and our clocks have sprung forward. Let Spring begin!

With Spring comes a renewed interest in, and enjoyment of aviation. A few hardy souls kept flying all through winter, but many of us opted to stay close to the warmth of home. With some of us having months of low activity or complete inactivity in our logbooks it's time to think about our proficiency and how to rebuild our proficiency. It's also time to acknowledge the increased risks we will experience as we share the skies, particularly around airports, with long-dormant pilots. Let's all put some extra effort into knocking the winter's dust off our piloting skills and to keep an extra vigilant eye out for other airplanes that might not be doing what we expect them to do.

While the winter hibernation/reading season might be slipping behind us, I still like to do some aviation-related reading all year long. In our March chapter meeting I made mention of a terrific blog written by a fellow who flies a Single Engine Air Tanker fighting forest fires in the USA. If you're interested in a good read, check out "cafmustang.com."

You'll see in this edition of *Carb Heat* some excellent dates to place in your calendar. If you're like me, sometimes you don't write such events down and the next thing you know that important event happened last week, and you missed it. I'm trying to get a better handle on my own calendar and am happy to see it is filling up nicely with flying events, EAA webinars, our chapter meetings and the long-overdue return of our chapter's Young Eagles event. I'm so looking forward to seeing our chapter grounds swarming with Young Eagles and their families. Let's all take a moment to respond to Andrew to let him know how we will step up to help make that event a huge success.

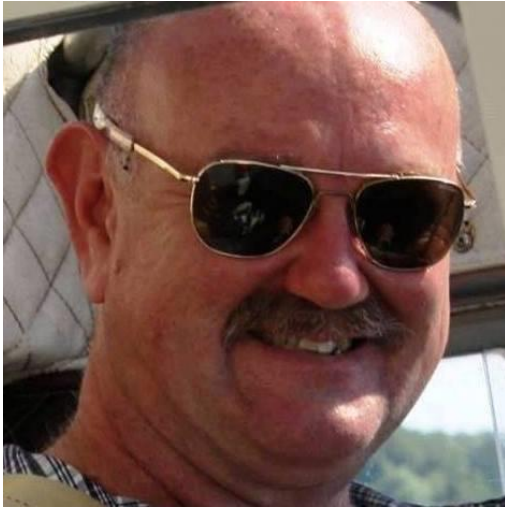
I'm looking forward to seeing you at the airport as we enjoy the warmer, longer days of sunshine that surely are coming our way.

Blue Skies

Mark

Treasurer and Marketing Manager

Ken Potter – EAA Chapter 245 Treasurer & Marketing Manager



Hello Everyone,

I'm pleased to report that we seem to have weathered the pandemic in reasonable financial shape. An increase in overall membership has offset the financial hit we took of cancelling the fly-in breakfast two years in a row. That said, mark your calendars; we are on track to hold this year's breakfast on Sunday September 18th (fingers crossed).

In addition, our monthly lease payment to the airport actually decreased by \$ 30 this year and, with less activity around the hangar we've had less maintenance costs. That said, we have some tie-down spaces open and it would be good to have that revenue coming in so, if you know anyone who would be interested in the best tie-down rates in the Ottawa area, please have them contact John Montgomery ops@eaa245.org.

Cheers,
Ken

Secretary

Mark Cianfaglione – EAA Chapter 245 Secretary



Hello Everyone,

As the temperatures warm up, I'm looking forward to all the projects that I have planned for my Zenith. It is shaping up to be a great year on the homebuilding front with the COVID restrictions being slowly lifted (Still be careful as not everyone has a robust immune system). This means that fly-ins and Oshkosh are back on the schedule. Our chapter is going to host a Young Eagles event this spring and then our fly-in, after the Oshkosh event. These are great events. Not only because we get to show others what we love but, also to impart our passion onto others. In either event there is always a need for help and as always, the more the merrier!

Mark C.

Operations

John Montgomery – EAA Chapter 245 Operations



Hi All,

Spring has sprung and like every year the transitional couple weeks of soft turf has arrived. We ask members and visitors to restrain from driving on the turf as much as possible in order to prevent the creation of ruts.

Oddly enough I've heard that them pesky airplanes with those little wheels don't seem to like ruts. Who knew?

We have put pylons across the bottom of the lane in front of the hangar to remind vehicle traffic to not cross the soggy turf where possible. Feel free to move the pylons to get aircraft in and out, or if you have a heavy item that needs to be delivered to the hangar. Please replace the pylons when you are done. Moving these pylons is much, much easier than having to fill in and roll out ruts from cars and trucks.

As of April 1, the chapter hangar is again available to book by full members for inspections, annuals, maintenance etc. Any full chapter members can book the hangar for free for 1 to seven days. Please contact me for more info or to book hangar space.

Even though provincial COVID restrictions have been lifted, please be mindful of other people at the hangar who still wish to maintain masking and personal distance. Remember that even with vaccinations many people may have family members who have health conditions that still require vigilance. For example, my friend James had a heart/lung transplant 10 years ago and is immuno-compromised. For James, COVID is still a big deal. Please remember people like James exist.

We will be organizing a chapter cleanup day sometime in late April or early May (date TBD). We usually fire up the BBQ and feed our volunteers that day. We have 2 years of maintenance tasks to catch up on and if anyone has suggestions for our "to-do list", please talk to me or fire off an email. Stay Tuned!

I have sent emails warning members that the EAA hangar and tool crib electronic lock codes change April 1. We change the codes every year. Full members current for 2022 should have received the new code from me. If you did not receive the new code, please first check that you have paid your 2022 membership and then contact me.

I will remind anyone using the hangar of a few items regarding safety and courtesy. Please do not store fuel in the hangar. For safety we prefer that any fuel be stored in the shed. After any oil changes, please take your oil away for proper recycling/disposal. Since the chapter does not have easy access to city garbage pickup, we ask members to help out and occasionally take some garbage and recycling home with them.

If anyone is looking for a grass tie down spot, send them our way! We have the best deal in the area! Our tie downs provide revenue to keep the lights on and maintain the hangar, but mostly we just like to see planes. It is nice to see pilots, friends, and families flying out of EAA 245.

See you at the hangar!

John M.

Membership and Webmaster

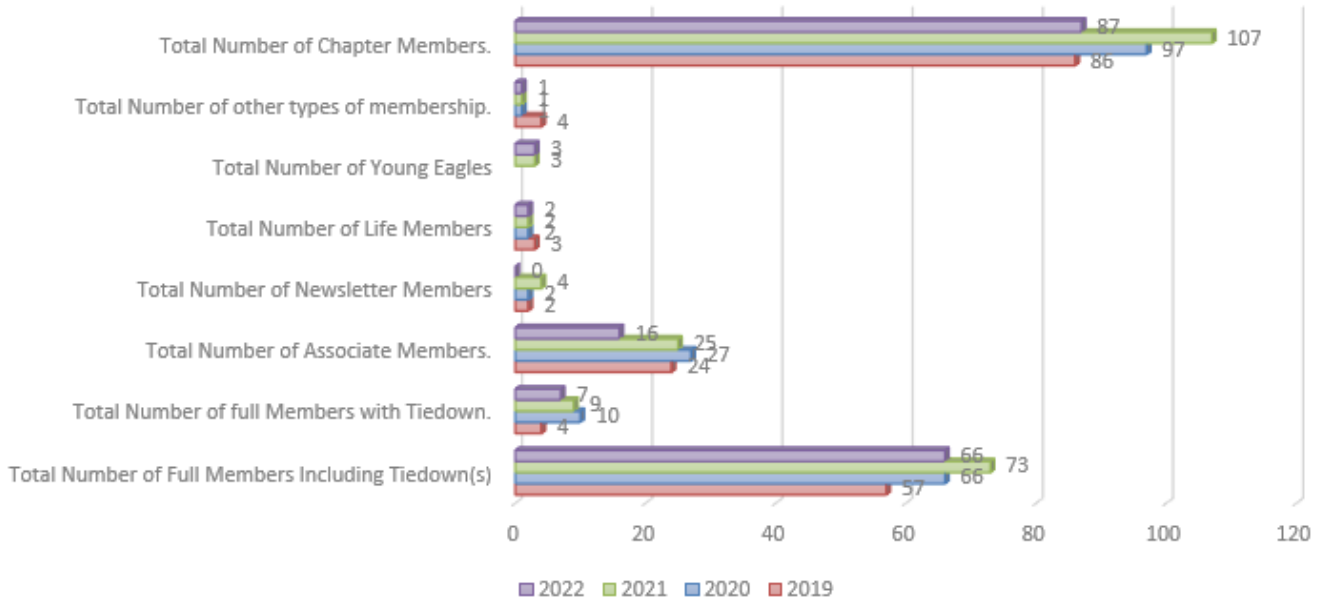
Phillip Johnson – EAA Chapter 245 Membership Coordinator & Webmaster



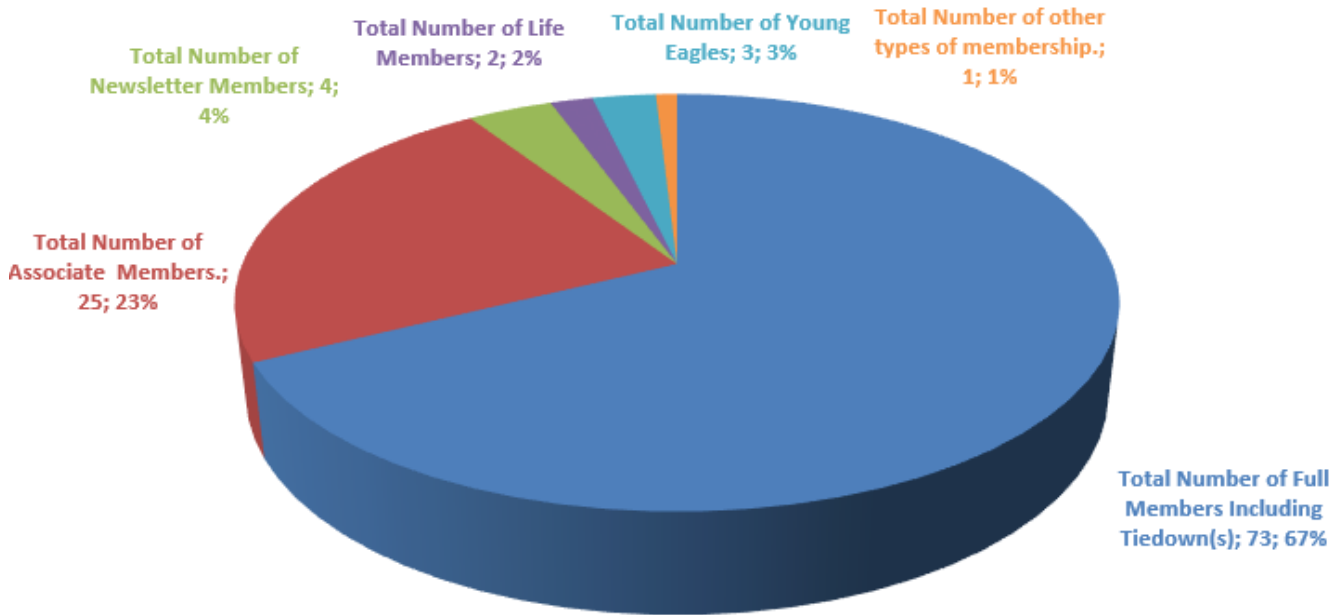
Hello Everyone,

Well, here we are, spring is just springing and COVID restrictions seem to be lifting. Let's hope it's the real thing and that we don't have to go back to all the mandated mask wearing and restrictions. Membership renewals are coming in slowly and we have about 23 to take us up to last year's membership status. As usual the graphics below show the membership at the end of the last four years with the following breakdown:

Multi-Year Membership Breakdown



2022 Membership Breakdown



Remember, you are required to be a member of our parent organization, to be eligible for chapter membership. Our insurance is impacted if our members allow their parent memberships to lapse.

On the flying front, I was flying up until late December and early January where it got really cold, then unfortunately on Valentine's Day evening I slipped on the ice and broke my wrist in three places. I'm now incapacitated as far as flying is concerned but, I hope that the wrist will mend in the next month.

As I mentioned in my last newsletter, I'm hoping we will be able to do a number of flyouts. The one I'm most excited about is flying to Casey in Quebec in the early fall. I'm hoping that several chapter members will be able to join me in that event.

With COVID abated, I expect to be going to Oshkosh this year and I will endeavour to arrange for chapter camping as I have done in the past. I'm not sure if I'll be flying or if I'll be going by car that will depend on a few factors. If members of the chapter would like to join us in Oshkosh, then you will have to let me know, but closer to that time.

Anyway, that is all from me on the membership front so now onto the Webmaster's role:

Webmaster Report (Chapter 245 (eaa.org))

I don't know how many of you are reading the Chapter website, but it does change regularly and if any of you have an aircraft that is not on display at [Members Aircraft and Status \(eaa.org\)](#), then please can you send me a high resolution picture and a couple of sentences to be included. If you've sold your aircraft and I am still showing the picture, please let me know as I only want pictures of aircraft that are currently in the possession of a member. (Projects should also be included and encouraged as it lets other people know what we are doing at Chapter 245).

I have added several additional pages to the website. One is for the MzeroA flight training videos which are a compilation of YouTube videos done by MzeroA. These are great flight training videos, and you may want to use them as a refresher if you are a proficient pilot. A second set of pages include our past presentations, where I have recorded zoom meetings and have them available to our membership. If you missed the meeting, please go there and enjoy the meeting again.

Remember, this is your website so if anyone has additional requests on what is needed from a chapter website, please contact me at Membership@eaa245.org.

Phillip Johnson

Young Eagles

Andrew Henry – EAA Chapter 245 Young Eagles Coordinator



Hello Members!

As previously noted, we are planning to hold a Young Eagles event on May 28th (rain date May 29th). We are now at the stage where we must recruit all volunteers and complete some documentation to be prepared on the day of the event.

There will be a separate email sent to all members within the next few days that will provide additional information and links to where you as volunteer may sign up to participate. There will also be a link for those who would like to participate as young eagles to sign up.

Here are some key bits of information to consider.

- Volunteers needed include.
 - Pilots / aircraft
 - Ground Marshals (for airplanes - but even more importantly - people)
 - Co-Ordinator's
- Until now we have used paper forms that need signatures for each flight. These are then mailed to the EAA. New this year is the ability to sign digitally just prior to each flight and the information goes immediately to EAA.
- The EAA is doing its part to ensure the safety of all young participants. One matter that needs to be addressed by each volunteer is to complete a short training course and allow for a (painless) background check. This is at NO cost to the volunteers. Information will be provided for this in the upcoming communication.

In years past, EAA245 has stood out as a Chapter that was especially successful in creating lasting memories for youngsters and parents/guardians alike. It would be amazing if we could emerge from the pandemic like we had

not missed a beat, and many can experience the thrill of flight. To do this, we need a fair number of pilots and ground staff to make this successful so please consider the effect that you will have on these young lives.

While we are planning to hold the event on May 28th, the EAA has just advised us that there is also an 'International YE day' also suggested. The date they've picked for this is June 11th. The EAA245 Executive will be discussing this and perhaps with enough interest we may be able to consider the second event for the year essentially right after the first. However, for the purposes of keeping to the plan and making it successful, please focus on volunteering for the May 28th event first.

A reminder that Young Eagles may be taken for flights by appropriately equipped pilots outside of the event days as well. To this, please contact me and advise of your intentions. The necessary paperwork that must be filled out prior to any flights is found in the Chapter hangar clubhouse - clearly marked as "Young Eagles waiver forms".

The event link for youngsters to sign up for the Young Eagles Day - May 28th is given below.

<https://youngeaglesday.org/?yedetail&event=7usDJwY7v>

Thanks,

Andrew Henry
Young Eagles Co-Ordinator
EAA 24

MEMBER ARTICLES

“Blast from the Past” Pietenpol Air Camper Project: Irving Slone

The original scanned article was a bit blurry, so I (editor) did my best at transcribing the article which appears below. A few photos were provided courtesy of Irving.

Meetings - 3rd Friday at the National Research Council Building Auditorium,
100 Sussex Drive, Ottawa, 8 pm

24 OCTOBER 1982 - Remember this date, it will go down in history as an important milestone in the aviation history of the Ottawa area. Yes, on Sunday, 24 October 1982, "the Pietenpol" flew (officially) for the first time. In the hands of Stan Kereliuk, NRC/NAE experimental test pilot, the flight appeared to be perfect for a flight lasting about 40 minutes. The only problem was a pitch out of trim which is being remedied by an adjustment to the horizontal tailplane. It's too bad that winter is so close; we must now wait till spring to see the sky around Carp filled with the (little) yellow bird.

November 1982 Carb Heat (above)

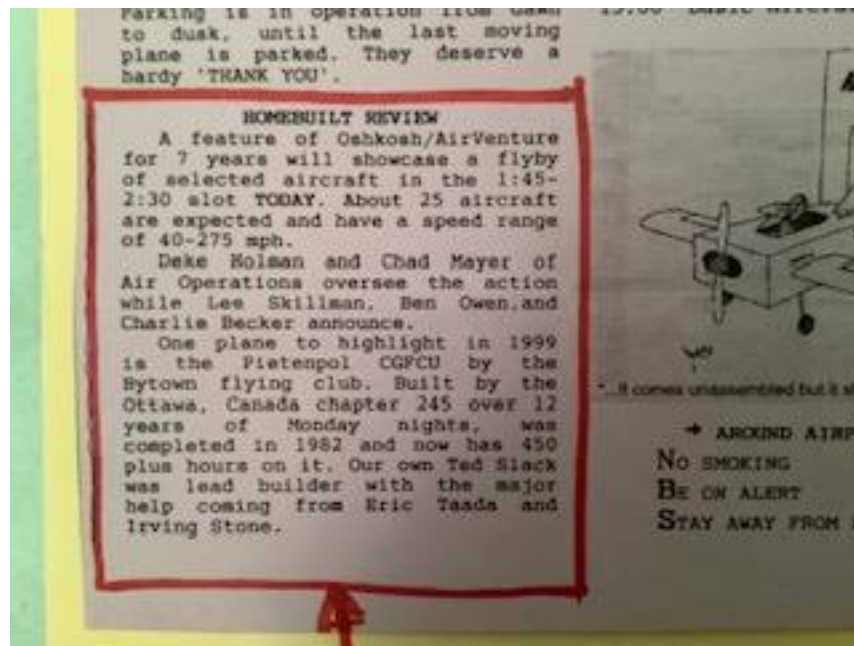
Bytown Flying Club's Aircamper (transcribed from scan of original article)

The aircraft is owned by the Bytown Flying Club 1993 Inc. The club is comprised of 29 EAA #245 Ottawa, Ontario members who each contributed about \$200 to purchase the materials, engine, and instruments. Ted Slack, who is an active volunteer during the Airventure Oshkosh week at the Homebuilders Corner shack, headed the group. Work commenced in 1972 and was completed in 1982. She has been flying trouble free ever since.

We met every Monday night, which usually ended up with few working and most drinking coffee, telling tales or reading magazines. Interest was high the first year then dwindled rapidly. After the third year, only four showed on work night. This dwindled to three after year four. It's really a wonder how it reached completion as most group projects don't and often end up being sold. We had good leadership and tenacity from Ted Slack.

The aircraft is strong however, a weight penalty was suffered. Empty weight is 767 lbs., perhaps fat. In any case, with full fuel at 13.2 Imperial gallons, 3 L oil and 360 lbs of people grossing at about 1000 pounds it performs quite well, even in hot humid weather. I put in about 25 hours per year from May to October (It's too cold from November to April). This year (1999) was an exception as I flew it to Oshkosh, a round trip of 24.5 air hours, 1,612 miles and 20 airports.

Irving Slone EAA# 49032



Photos courtesy of Irving Slone EAA# 49032

Flight to Oshkosh; Sunday July 25th, 1999 – August 2nd 1999

Summary of flight details are below and taken from Carb Heat September 1999 Volume 29 Number 8 which featured Irving Slone's article entitled: Carp-Oshkosh-Carp "not the easy way". A link to the full article in the newsletter archives at the Chapter 245 website is below (control + left click):

<https://chapters.eaa.org/ea245/-/media/B52D6253CE924CA28FC85FBACA6DE00C.ashx>

Irving's Oshkosh Trip Summary

To Oshkosh			Distance (mi.)	Air time(hr)	Flight time(hr)	
Day 1	Sunday July 25, 1999					
	Carp-Deep River	DT**	91	1.6	1.7	
	Deep River-North Bay	PF	93	1.5	1.6	
	North Bay- Sudbury	DT	68	1.2	1.3	
	Sudbury-Elliot Lake	PF	87	1.3	1.4	
	Elliot Lake-Thessalon	DT	47	0.8	0.9	
Day 2	Monday July 26, 1999					
	Thessalon-Cdn. Sault Ont.	DT	49	0.8	0.9	
Day 3	Tuesday July 27, 1999					
	Cdn.Sault-USA Saultv	DT	7	0.2	0.3	
	USA Sault-Schoolcraft Mich.	PF	93	1.5	1.6	
	Schoolcraft-Menomenee Wis.	DT	97	1.6	1.7	
	Menomenee-Clintonville Wis.	PF	64	1.1	1.2	
	Clintonville-Oshkosh Wis.	DT	<u>60</u>	<u>1.2</u>	<u>1.3</u>	
Airtime average of 59.5 MPH			756	12.8	13.9	
From Oshkosh						
Day 1	Sunday August 1, 1999					
	Oshkosh-Waukesha	DT	87	0.8	0.9	
	Waukesha-Meigs Field III.	PF	90	1.2	1.3	
	Meigs Field-3 River Hanes Mich.	DT	116	1.7	1.8	
	3 River Hanes-Jackson Mich.	PF	61	1.0	1.1	
	Jackson-Sarnia Ont.	DT	121	1.8	1.9	
Day 2	Monday August 2, 1999					
	Sarnia-Kitchner Waterloo	PF	102	1.5	1.6	
	Kitchner Waterloo-Oshawa	DT	82	1.2	1.3	
	Oshawa-Kingston	PF		116	1.4	1.5
	Kingston-Carp	DT	<u>81</u>	<u>1.1</u>	<u>1.2</u>	
Airtime average of 65.8 MPH			856	11.7	12.6	
Roundtrip total distance			1612			
Roundtrip total air time				24.5		
Roundtrip total flight time					26.5	
** abbreviations => DT=Don Taylor, PF=Pat Floyd						

A Cold January Flight in Ontario: Phillip Johnson

It was January 3rd, 2022, the sky was clear, and the wind was scheduled to be down to a few knots and straight down the runway from the West. It seemed like the perfect winter day to go flying albeit a little cold at -15°C . I checked my "AutoDens" app on my iPhone and it told me I was going to have a density altitude of -3800ft even with the airport elevation of 420ft so I expected performance to be high. I had deliberately delayed the flight to the mid-afternoon as the wind was expected to be changing to the favourable "straight down the runway" condition, which it did but, I didn't think about the bright afternoon sun being so low on the horizon. I also forgot my ball cap in favour of my toque. While the toque is warmer, the Lightspeed noise cancelling headset does not seal well when I wear the toque, so I favour my ball cap, which is particularly important when flying with the sun low on the horizon, and I just raise the hood of my hoodie to keep my noggin warm. All of this goes to show how we forget things when we are cold. Anyway, I pushed the Cozy out of the hangar and onto the apron in front while I closed the hangar door. I climbed into the Cozy and went through all of my checks before closing the canopy. What I didn't realise was I had deposited a tiny amount of snow on the top longeron which is the sealing surface for the forward hinging canopy of my cozy. When it came time to close the canopy, the pilot side just didn't want to close, but after a lot of persuasion, I did manage to pull it down and lock it. What I had not realised was the small amount of snow was causing the canopy to leave a small air gap. There is no flexible seal here and the seal comes about from a perfect fit between the canopy and the top longeron and now that had been compromised.

In the past, the coldest flight was around -10°C so I was expecting similar heating performance. I had made some modifications, when I built the Cozy, that would prevent air leakage even around the elevator torque tube penetration which is notorious for bleeding cold air. I had also made some exit vents under the nose and at one of the cockpit's most forward points so that warm engine air would be pulled through the cockpit and past my feet thereby keeping my feet warm. These mods had worked perfectly in the past and I was expecting similar performance for this flight. Unfortunately, this was not to be the case, and my feet froze after an hour in the air,

and my gloved hands were not much better. I could hear a slight whistling sound even through my Lightspeed noise cancelling headset and no matter how I searched I could not find the cause. The poor seal around the canopy, resulting from the innocuous snow on the top longeron, caused the heating system to fail, and it wasn't until I exited the Cozy to push it back into the hangar, did I see a small amount of snow/ice which accounted for the poor seal and why I had had so much difficulty getting the canopy closed.

So here is the takeaway: when you want to go flying and its cold outside, be meticulous about everything. When I realised, I did not have my ball cap, I should have shut down and gone back into the hangar to find one, as it is important when flying with the sun low on the horizon. When the canopy did not want to close, I should have looked into the reason rather than get a bigger hammer. The flight would

have been so much more fun had I just spent the extra time to do that. The sky was clear, the wind was light and steady, and I anticipated fantastic climb performance. Instead, I wanted to get inside, close the canopy, and be out of that biting cold.

On the next cold but clear day I'm going to make a point of going up and see if I can replicate the flight conditions but wearing the correct clothing and making sure the canopy closes correctly. That way I can confirm I have an adequate heating system.



Peter Whittaker – Zenith 750 Cruiser Project Update

Since the last newsletter at the end of 2021 progress has been limited. The two main reasons for this are that one, the hangar is really cold (!) and secondly, most of the building jobs on the airframe have been completed. The key airframe items remaining are the installation of windows, seat installation, connection of fuel lines at the wing roots and leak testing of the fuel system as far as the firewall. Brake lines also need to be leak tested.

Since the New Year, work related to the instrument panel has taken place. This has involved removal of the instruments, switches, and circuit breakers from the old Zenair 601 panel (Fig.1) which was kindly donated by Marks Briggs. The old instruments, which include a Dynon D10 EFIS (Electronic Flight Information System) were cleaned and stored for future use, they would constitute a basic VFR panel for the Cruiser.



Figure 1. Colin, Edgar, and Yves (L to R) work on disassembling the old Zenair 601 panel. Instruments, switches, and circuit breakers were stripped back to their terminals, removed from the panel and then bagged for storage.

The 750 Cruiser panel was traced full size onto Bristol board, and this was then used, together with instrument hole cut-out templates, to plan various panel layouts. A “semi-final” plan was set out based on only the instruments from the 601 plus a donated radio (Garmin GPS/Com) and a donated transponder (Narco AT 150). With a centre control stick, throttles are placed at both sides of the panel so that the stick does not interfere with throttle control. The other consideration was to leave a large open central area in the panel where different users could mount their own IPAD or similar tablet. The panel is planned to have three segments or sub-panels, plus the centre console which could be independently removed for access and servicing different instrument groups (Fig.2).

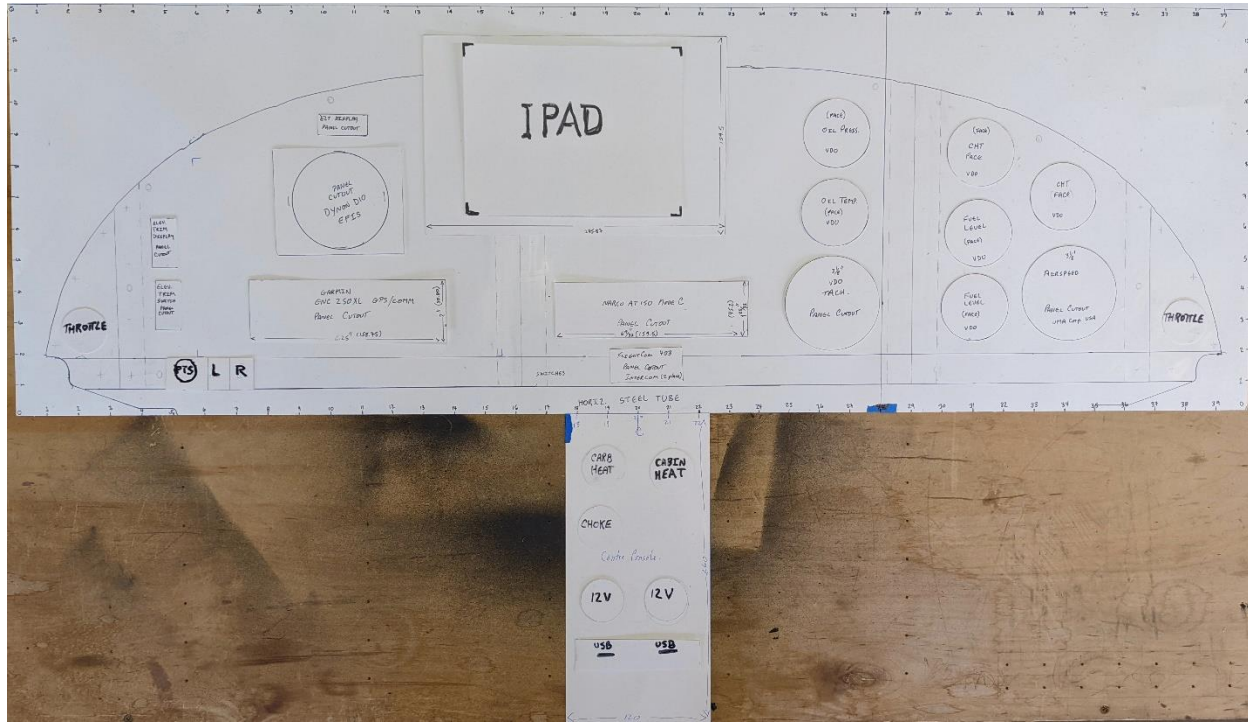


Figure 2. Proposed panel layout using existing donated instruments, radio, and transponder.

The Cruiser Future:

The Cruiser project was discussed in the March general membership meeting by President Mark Richardson where he outlined the investment that Chapter 245 has in the project (\$24K). The project is essentially at a stage of airframe completion where an interested group of members or an individual member could take the project to completion. The Jabiru 3300 engine would need to be rebuilt but, the useable parts have been cleaned and everything else forward of the firewall would still be required, included a cowling, prop, and spinner. The option at this stage is also for a group to put together their own instrument panel, select a different engine and firewall forward components. The chapter hangar would also be available to a group or individual for completion of the 750 Cruiser.

UPCOMING EVENTS

Young Eagles: Saturday May 28th, rain date is May 29th

Chapter 245 Clean Up Day – Date to be announced

Oshkosh Airventure: July 25th to July 31st

Young Eagles: Saturday September 10th , rain date is September 11th

EAA Chapter 245 Fly-In Breakfast at Carp Airport (122.8)
Sunday September 18th, 07:30 – 10:30 at the hangar
Adults \$8 - Children \$5

CLASSIFIEDS

Does anyone have anything aviation related to list? Drop me a line at newsletter@eaa245.org or pwhittaker@bell.net to let me know and I will add your treasure to the classifieds listing. For now, it is empty!



WHO WE ARE - Website: <https://chapters.eaa.org/EAA245>

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 (CYRP & 122.8), just west of Ottawa.

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Vice President: Mike Lamb - 613-790-4929 vice.president@eaa245.org

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Technical Information Officer: Phillip Johnson – membership@eaa245.org

Young Eagles Coordinator: Andrew Henry - young.eagles@eaa245.org

Hangar Group Liaison: Bill Reed - 613-858-7333 Bill@ncf.ca

Past President: Phillip Johnson – 613-790-4929 membership@eaa245.org

Membership Application and Renewal Form



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

Application Date: _____

New: Renewal:

Name: _____

Street: _____

City/Town: _____

Province: _____

Post Code: _____

Email Address: _____

Home Phone: () _____

Mobile Phone: () _____

EAA Number: _____

EAA Expiry Date: _____

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

Annual Dues: run from
January 1st to December 31st.

Associate Member: \$50

Full Member: \$100*

- Newsletter, hangar, workshop, tie-downs.

Note 1: Members must also be members of EAA’s parent body.

Note 2: On-Line E-Transfers to
Treasurer@eaa245.org are the preferred method of payment.

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