

Carb Heat

February 2018

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Next Meeting:

Thursday 15th February, 19:30, at the Bush Theatre,
Ottawa Aviation and Space Museum

A Sportsman's Journey



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Editor's Comments



I started to prepare this edition of **Carb Heat** on what was to become my worst ever travel experience. I've travelled a lot for work and I've visited over 65 countries but this trip capped them all. It all started to go wrong as we were heading from Ottawa to Vancouver. About 3 ½ hours out from Ottawa the Airbus A320 started a lazy turn to the right and my immediate thought was *'something's not right as we shouldn't be turning here'*. A few minutes later the Captain was on the intercom explaining that bad weather in Vancouver meant a diversion to Calgary. We landed shortly after, refuelled and were soon back on our way. However, as we pulled into the gate the 787 to Taipei, that we were supposed to be on, was taxiing out to the runway. No problem said the Air Canada rep, we can get you on a flight to Narita (Japan) later this afternoon and then on to Taipei. Little did we know that we were heading into the worst snowstorm to hit Tokyo in the last 23 years!

As we landed in Narita I couldn't be sure if it was jet lag or whether I really was seeing snow out of the window. Sure enough, it was snow and by 1am it was clear that

our 6pm departure was going to happen. At this point we thought the issue was confined to our flight but it soon dawned on us that Narita was completely shut down.



We tried to find accommodation before we realised the magnitude of the situation and, as we walked back into the terminal, after fruitlessly trying to find a hotel, we were handed a sleeping bag, bottle of water and some Ritz crackers!

After trying to get some sleep, laying on the floor of the terminal building, we caught the first available bus to Terminal 2. We then found out our rescheduled 9am departure has been delayed until 18.20 that evening! We finally got to Taipei on Tuesday night, some 51 hours from take-off to landing.

Still, it gave me some time to edit this cracking edition of Carb Heat. Andre has once again rescued me from the abyss and provided his thoughts on how to increase pilot numbers. Dave Matheson provided an update on G-GLUG and John Firth is the fascinating Pilot Profile.

Colin

President's Message



Well this has been a strange winter extreme cold punctuated by days of up to plus ten Celsius. There have been periods where the grass at CYRP was



clearly visible followed by large dumps of snow. However, the snow has not turned to thick ice as in previous years so if this keeps up the chapter facility will be in for an early spring. Whoops have I put a jinx on it.

There's been some exciting activity at the hangar with Mark Briggs recently taking his first flight. He tried to keep it a secret but by chance there were a lot of onlookers at the EAA hangar as he took to the skies with Mike Lamb at his side. Mark will be giving his presentation at the Museum on Thursday 15th February.

We've now installed a power meter to record the electrical power being fed to the Row Hangar, Fleet Hangar, and Pete Zut's Hangar so we can now provide them with an accurate assessment of power consumption with the expectation of remuneration for the power. The fixed cost will be shared evenly

between all power users so that chapter members will not be subsidising the adjoining hangars. Historically the Row Hangar group gave a fixed percentage towards the chapter hydro bill but with the issue with RCMP we have decided to make it fair to all by taking accurate measurements and charging accordingly.

On the membership front we are well behind and have only 31 out of potentially 91 paying members having paid their annual subscription. Please can you speak with Ritz and remedy the situation. As a reminder the fees have been increased to meet the increasing cost of running the club. The largest draw on our finances have come from the

increased hydro costs now that we stand on our own on that one. The new membership rates are \$100 for full membership, and \$50 for associate and newsletter

membership. Please note that the \$200 initiation fee, when moving to full membership, has been removed.

Dues can be paid as, Cheque, PayPal, or EFT (email). EFT is the preferred method as there are no transaction fees paid by anyone, so we get the biggest bang for the buck. Please contact the treasurer (Ken Potter) to pay by EFT and he will advise Ritz that you have paid.



The Zenith is back in the workshop and the workshop is warm so those of you who are getting cabin fever at

home and find it too cold to work on your own aeroplanes, please come and join us, on Sundays, and work on the Zenith. One of the wings is in the lounge so two teams can work simultaneously with one on the fuselage and one on one of the wings.

The row hangar group has paid to have an asphalt taxiway/ramp alongside their hangar. This was paid for by the row hangar group and is not to be used for vehicular access to the parking lot at the back of the chapter site. Parking on this taxiway/ramp is strictly forbidden to anyone other than the row hangar group as it prevents aircraft movements from the row hangar to taxiway bravo.



Finally, someone has taken us up on our generous offer to rent the hangar over the winter months. If you need to use the hangar during this period, please contact John Montgomery so that arrangements may be made with the new occupier. The tenancy has been arranged such that members are not prevented from use of the hangar when needed.

This month's meeting is "*A Sportsman's Journey*" by Mark Briggs which should be an interesting topic for everyone.

As usual the meeting starts at 19:30 sharp. Many members also like to meet up at Perkins Restaurant before ambling down to the museum. Typically, we start gathering people at around 17:30 at the restaurant with the late stragglers getting there as late as 18:30. Everyone is welcome so don't be shy about coming. It is helpful to send me an email by 15:00 on the day of the meeting if you anticipate coming to the restaurant so

that I can give numbers to the restaurant staff in advance.

I've made this request a couple of times now and have had no response so, for now, we will continue with Perkins Restaurant.

We have been using Perkins Restaurant for a few years now and although it's turned out to be reasonably successful I have had feedback requesting a different venue. Previously we had used Swiss Chalet. I'm open to change so if you have some suggestions please advise me/us accordingly. Maybe we could rotate the venue.

Regards to all

Phil



Meetings and Events Schedule

EAA Chapter Meeting –15th February 2018 @19:30

Presentation: **A Sportsman's Journey**

Presented by: Mark Briggs

Where: Aviation and Space Museum

EAA Chapter Meeting –15th March 2018 @19:30

Presentation: **TBD**

Presented by: TBD

Where: Aviation and Space Museum

EAA Chapter Meeting –19th April 2018 @19:30

Presentation: **TBD**

Presented by: TBD

Where: 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

Going Places



What: Mo's Fly-in

Where: Ottawa River

When: Saturday, February 24th

COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Coordinates 45 26'57" N, 75 55'48, runway 3,500' x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting a runway will be ploughed and landing is at your own risk.

For more information, please contact Maurice Prud-Homme at 819 682-5273.



10 out of 10

After a 4-year build, our RV-10 finally took to the skies for her test flight on January 10th. The test pilot that we lined up months ago was having some medical issues but Mark Braithwaite stepped in to save the day and offered his services. A few weeks before the flight, Ameet and I met with Mark to go through the test flight script and weather requirements. We decided that we wanted a temperature greater than -10C, no more than a light cross-wind across the runway and a ceiling of at least 3000' ASL. Getting these conditions in December proved to be impossible.

On January 10th, with Michel Sacoutis on standby to offer his AME services, we decided that conditions were favourable for the flight. After an extremely thorough walk-around and run-up, C-GLUG climbed perfectly off of Runway 10 at a rate of 3000'/minute and a speed of 110kts. Other than a few minor EFIS calibration errors, which were corrected in a matter of minutes following the flight, the test flight went perfectly and the plane performed exactly liked we hoped it would.



We're now in the process of transition training and burning the mandatory 25 hours off of the engine before we can leave the CYRP area and carry passengers.

Even though it was a long and expensive process, seeing our plane fly for the first time made us quickly forget any doubts that we ever had.

Dave



Pilot Profile: John Firth



As I went through John's responses to the profile questions it was clear I was reading a case of classic British understatement. John's had a fascinating career that took him from the UK, to the US and Canada and he clearly is quite an exceptional glider pilot. Back in 1977, he flew the first 750km triangle in North America. John also developed one of the first, if not the first, analogue soaring computer.

Where were you born?

Britain, now known as the UK. I was born close to the East coast ports of Great Yarmouth and Lowestoft. Luckily they were almost untouched by WWII but going to nursery school I remember seeing American B-17's overhead, climbing out on their way to Germany. Occasionally, at night, an occasional raider or errant doodlebug would wake us up.

Where do you live now?

I've been in Ottawa for 50 years now and would not change it, except perhaps for Sydney (Australia) or Victoria, BC. Mind you, I can no longer ski the distance or the hills that I used to. These days, 2 hours on the trails is all I can manage.

What's your occupation?

I'm retired so I spend my time fixing stuff that's broken around the house, the car, the PIK 20E and amusing myself playing the stock market.

My big regret is that I can no longer play the violin in a string quartet, which I did till cancer in 2005; a damaged shoulder and right hand tremor put a stop to that.



How did you get interested in aviation?

I met people in the neighbourhood who made and flew model aircraft and I started building myself. Then I designed and flew model gliders and added a self-built radio control for the rudder.



When did you learn to fly?

After graduation, I did an apprenticeship with the aviation division of Smith Industries, just outside of Cheltenham. I had a good tour of the production and research departments, including the flight test division; the only useful work I can remember doing was removing the DC-AC (400Hz) rotary converter from the nose of a DH Dove. Lying head down in the hatch, the job was supposed to keep me occupied all day; I had it out in two hours. Those were the early days of blind landing systems and I had rides on the DC3 doing some of the early trials with leader cables. We had to fly to Cranfield, where the ground system was, and take-off was 7am. I was up at 5.30 and missed breakfast. Much to my embarrassment I threw up!

Finding that there was a subsidised flying club I joined the gliding section which flew at the Bristol Gliding Club. I was an unexceptional student and took 50 dual flights, winch launched to 5-600' before I went solo. The day I was sent solo there was little demand for the Tutor, so I did seven circuits before retiring to the bar for a beer. Innocent of the effects of beer and fatigue, I took another flight (where was the duty instructor?) and messed up the landing by nearly running into the CFI's Skylark; I was justifiably sent back to dual.

Two months later I graduated via the Tutor to the Prefect with enclosed cockpit, elevator trim and dive brakes. Finding myself under a gently sucking cumulus, (base 2000' AGL), and confident in my ability to believe the instruments, I switched on the T & S and concentrated on the ASI and turn needle making very gentle corrections in the really smooth updraft with one hand on the dive brakes.

Later I was told of a senior instructor gazing fixedly at the cloud, expecting an uncontrolled glider performing a diving exit under dive brakes. I eventually oscillated my way to the top at over 9000' and emerged from the cloud to find I was above a broken deck; descending through a hole the view was unfamiliar, just endless fields and a few woods. I found a good field and landed somewhat unperturbed. The club seniors were waiting to hear the bad news.

The new CFI was skeptical about my height gain but I had a barograph! (carried fortuitously) and he extracted the drum. Imagine the astonishment when it showed an unsteady climb to 9000ft for a Silver C height gain of more 1000 m. This was the first clue that I had some talent.

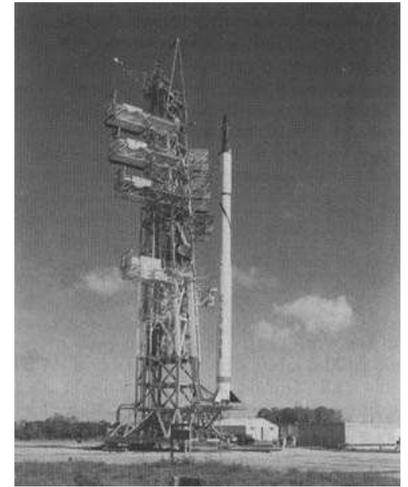
While in my first real job in aircraft systems development, there came an announcement from the University placements board of a position for engineer in the renowned Radio Astronomy research group at Cambridge. After the interview I was offered a junior position and at a better salary! It was an easy decision to go to work in the famed Cavendish lab under Sir Martin Ryle and to join a very small team for an experiment to be flown on the second British made satellite.

As I was now in Cambridge, what else to do but join the Cambridge Gliding Club, which had a good fleet for the time. The next time I found myself at cloud base in the Olympia, there was an Artificial Horizon (ex Luftwaffe) and the discovery that in cloud it was a piece of cake maintaining speed and attitude. The result was a climb to 16,000ft and a Gold height FAI claim.

A year later I was astonished to be given the responsibility of liaison engineer for the radio astronomy experiment at the Goddard Space Flight center in Washington. While I was there I joined the local club, began instructing, and was given use of a private LK 10 WWII basic trainer, actually not a bad glider. In this I used to disappear for hours and return to the relief of the club venerables, for whom cross country flying was terra incognita. The satellite project ended with the successful satellite launch, on a Scout four stage all solid fuel vehicle.

Finding myself back in the UK unemployed, but with the salary I had banked during two years, a temporary job in private house construction provided enough cash to live on and the flexibility to go cross country in 1/4 of the Skylark III my accumulated wealth had purchased.

Thus, I completed a FAI gold badge and entered the Southern region contest at Dunstable. I fully expected to be humbled by real contest pilots. On the first day, the 130 km downwind task was straightforward but

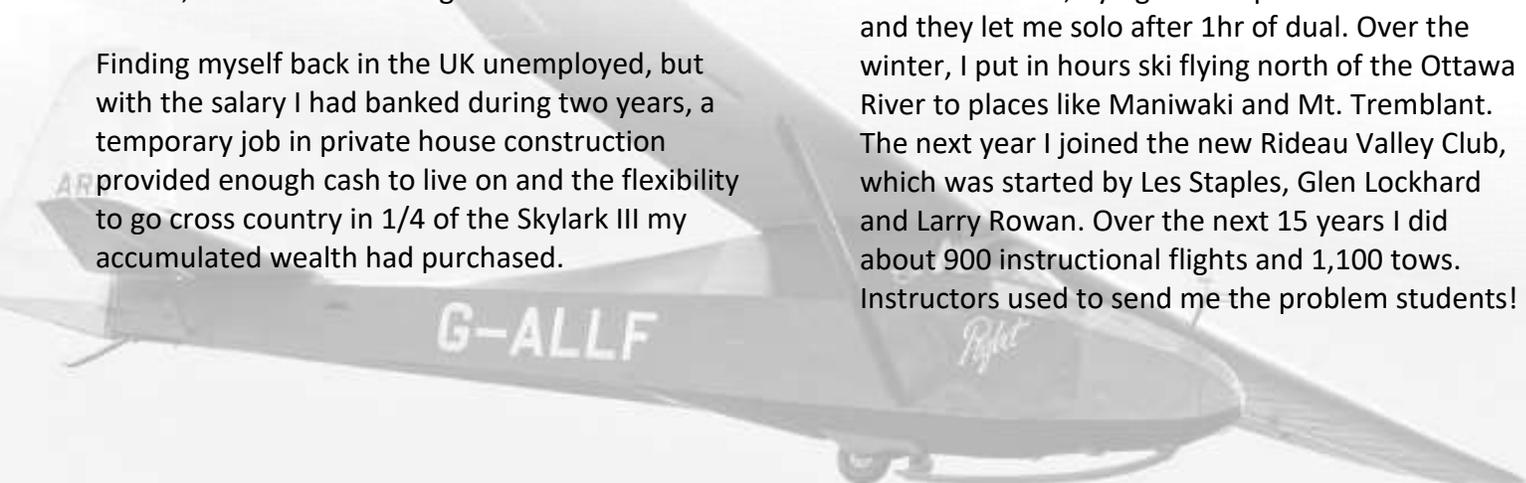


slow. I so I thought. At 11pm, my crew and I rushed to the score board; starting at the bottom of the list, I wasn't there so I worked my way up to the top. I had won at 53 mph over the second place pilot at 50mph. So it went for the next nine days, with many tasks which I won, but too few others made minimum distance for a scoreable task. Despite a non-completion one day, I won, on the last day.

Finding no job which appealed to me in England, I accepted a position with RCA Victor, in Montreal, in a group designing the ISIS I satellite. After a year I was recruited by the Space Physics group at the NRC, Ottawa.

I then joined the Gatineau (Pendleton) gliding club and, after two years, the CFI who was leaving, proposed me as his replacement. A position for which I was not mature enough. I was at the same time too tough on incompetence and too tolerant of ambition. I was sacked by the board!

Later, I was encouraged by the CTP to get a PPL. This I did at RFC, flying a Champ on wheels and skis and they let me solo after 1hr of dual. Over the winter, I put in hours ski flying north of the Ottawa River to places like Maniwaki and Mt. Tremblant. The next year I joined the new Rideau Valley Club, which was started by Les Staples, Glen Lockhard and Larry Rowan. Over the next 15 years I did about 900 instructional flights and 1,100 tows. Instructors used to send me the problem students!



What do you fly now?

After 50 years of being towed up by winch or tug, and an extremely frustrating experience of waiting all day for a tow at Lake Placid, I decided to go self-launch. A flight in a Ximango convinced me that I am a soaring pilot, not a touring pilot, so I searched and found an estate sale of a PIK 20E, a Finnish built development of a pure glider (Winner in the 1976 Worlds); I trailed it back from Connecticut; the Subaru blew a head gasket before the border! I limped home topping it up every 20 km.

What else have you flown?

You really want a list? This will take some research and time! Solo in a Slingsby Tutor, Prefect, Olympia and Skylark the LK 10 in the US and 50 or so others, to my own Kestrel 19 and the Nimbus 3, a 50/1 sailplane.

Passing through Aspen (Co), my wife and I met George Moffatt on the way home from the US contest at Marfa; he offered me a flight in his new Diamant 16, a flapped FRP Swiss made machine. Vail airport is at 8000 ft; in the late afternoon the tow behind a Super Cub was exciting, as we cleared the power lines by 100 ft, cleared the railway line little higher, and then telephone wires by the same margin. I was rewarded by a 3hr flight skimming the slopes of the mountains, and a straight climb beside a chair lift going up at the same angle!

The Kestrel was bought as a road casualty with broken fuselage, canopy and wing damage, I repaired it overwinter of 1975, supervised by Karl Weinstein, AME cat B and CFI at RFC a memorable character! Thus I acquired what was at the time, a top performance sailplane. Now I have about 4,500hrs gliding and a little power time (400hrs) accumulated mainly towing in a Citabria and also checked out in Champ, Chief, Cessna 150, and 172, Colt, Super cub, Scout and L19.

What's your favourite book?

I hardly ever read anything twice; however, I have several times paged through "*The complete illustrated Encyclopedia of the Spitfire*", by Nigel Cawthorne. It's an encyclopedia from prototype to the last version and I marvel at the variety of mods inflicted on such a fine design. Did you know that it had a higher limiting Mach number than the Mustang?



What's your favourite movie?

"*The Jackal*" which is based on "*The Day of the Jackal*" by Kenneth Ross. A believable plot of an assassin hired to kill deGaulle (he just fails).

What's your favourite piece of music?

That depends on my mood, but my taste, having been raised by mother, professional (piano and cello) and father, maths, violin and piano, is mainly classical, although I find ragtime and traditional jazz good fun.

My most enduring favourite composer is Johannes Brahms, especially the 2nd piano concerto, a monumental work.

An interesting anecdote: after the first performance a critic wrote "*Herr Brahms has written another excessively long concerto for piano against orchestra*".



What's been your most memorable flying experience to date?

There have been so many well remembered flights such as being one thermal away from winning the US National contest in 1965; holding the 1st place in 1968, for several days, after a nail biting finishing glide into Harris Hill, with 20' to spare, which put me into first place.

However, I could hardly miss out the 750km triangle flown in the Kestrel 19 in 1977; this was the first one flown in North America and still stands as the only 750 FAI recognised triangle east of Regina.

A couple of near death experiences; in Finland on a practice day, running a cloud street into a turn point at 75kts, a dot appeared dead ahead. In an instant it grew wings bending upwards! I pushed over and we missed by 50 ft!

Another, talking a rusty pilot through a left hand circuit, turning final, by habit I glanced right, to see the tow plane on a right hand base turning into us. I yelled "I've got it", pushed the stick full left/forward plus rudder. We had just enough height to recover and land. It was a very close thing. I grounded the tow pilot!

If money was no object, what would you fly?

This is a hard choice between absolutely top performance, and pilot friendly. It would have to be self-launching and a two seater to fly my

friends; the Arcus M or the ASG 30 M both 50:1 + gliders with excellent handling would be great.

What trait do you most deplore in yourself?

Impatience; it has lost me many contest days (and money in the stock market) but also made me a top racing pilot, not just in Canada in the 70s, but in world contests.

When frustrated by the cussedness of things, I tend to explode.

What trait do you most deplore in other people?

Unreliability.

What are your greatest regrets?

Not marrying the woman who followed me to Washington.

Leaving a populated thermal 20km from home, in the 1965 US National contest; if I had stayed with the gaggle I would have won the contest.

What's your motto?

Do as you would be done by. (from "The Water Babies" a Victorian children's book by Charles Kingsley: Mrs. Do-as-you-would-be done-by)

How would you like to be remembered?

As a pilot who advanced Canadian performance gliding and inspired others to attempt great flights and as an instructor who would let students fly to the edge of safe recovery (by me).



John Weir's Photo of the Month



Mediocre picture of Furnace Creek Airfield, Death Valley.

Please send any photos for next month's edition to me at newsletter@eaa245.org. As I said before, it won't take much to win but I need at least one photo to be submitted.

Increasing Pilot Numbers

HOW TO INCREASE THE NUMBER OF PILOTS, AND RETAIN THEM

Flying may be a passion or just a way to move from one location to another. The weekend flyer flies with friends and family; the business man flies to meetings. But the number of pilots has declined drastically since the 1980's. Why do pilots stop flying? And, while we're asking, why do aviation amateurs fail to start? It could be the high cost, lack of time, the low utility, fear, etc.

The high costs and lack of time are easy to understand. What about utility? Here is my experience: a new and enthusiastic pilot gets his/her private (or recreational) licence and waits until the weather is VMC (VFR Meteorological Condition)... perhaps that weekend, perhaps the next (sometimes it can take a while)... and he/she enjoys a quick flight to a nearby destination (50 to 100 nm away). This is the so-called "\$100 Hamburger"!

From what I've observed, while some newly licensed pilots may buy an aircraft shortly after (and on rare occasion, before) they obtain their VFR license, the vast majority of new pilots rent their aircraft. Indeed, if we cannot fly regularly – and most new pilots can't – it's more cost effective (and financially accessible) to rent an aircraft rather than buying one.

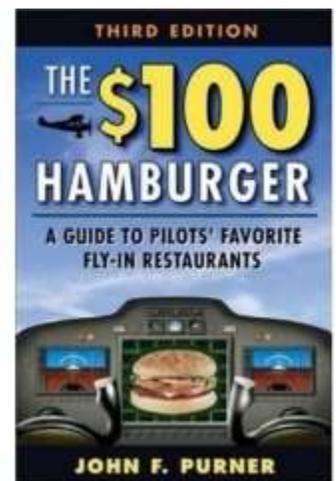
However, renting an aircraft makes it difficult to leave for more than a local flight because many flying clubs will refuse to rent out their aircrafts for multiple days or will charge handsomely for it.

As a VFR pilot, flying regularly can be a challenge, especially when faced with dicey weather conditions. For instance, the weather can be VMC enroute to the destination, but uncertain for the return trip. So, VFR pilots usually choose to stay close to home and eat more \$100 Hamburgers...when the weather is cooperating. The weather is a show stopper.

New pilots gain more flying experience by flying within a 100 nm radius for a while, but they usually do so in the hopes to eventually fly further away from the nest! After 1, 2 or 3 years of this local flying around, many pilots become bored of it. They end up flying less often, until they finally quit.

The businessman tries, and hopes, to fly to his meetings but once he realizes that VMC weather does not necessarily coincide with his engagements, he will quit too. Finally, pilots stay in their home town flying club to eat \$5 hamburgers.

This all leads us to the second reason: fear, which can arise when a pilot doesn't fly enough. So not flying leads to increased anxiety about flying, which in turn causes the pilot to fly less often. This is bad for GA (General Aviation) not only because there are fewer pilots in the air, but also because the pilots who are flying have less experience which can, sadly, be the cause of accidents.



One way to fly more often and to not be stopped by the weather, the only way as far as I know, is to get an IFR (Instrument Flight Rules) rating. Of course, an IFR rating is sometimes prohibitively expensive, takes time to get and requires a lot of studying, not to mention the TC (Transport Canada) written test at the end which is a challenge to say the least. And there is more, because after you get your license you are required to fly a minimum number of hours and approaches plus a renewal every 2 years. It's a huge step going from the VFR rating to the IFR rating. In fact, if you have an IFR rating and a commercial license you can fly for an airline!



GA pilots need a new type of rating, an intermediate rating between the VFR and the IFR ratings. The IFR rating as we know it is like a “commercial IFR rating” and what GA needs is a “private IFR rating”.

As I see it, the new “Enroute Flight Rules” (EFR) rating would be a little bit more advanced than the VFR OTT (Over The Top) rating, and similar to ratings which already exist in Europe and in Australia called “Private IFR ratings”. With the EFR rating, a pilot could take-off in VMC (example: 1,500 ft ceiling and 3 nm visibility), fly into and over the clouds, descend at his VMC destination airport (example: 3,000 ft and 5 nm visibility). There would be a required forecast at the destination airport (example: 3,000 ft, 5 nm for +/- 2 hours of the ETA).

Compared to a traditional IFR rating, the EFR rating would open doors for VFR pilots by allowing them to fly more often, would be less expensive and less time consuming to obtain. New EFR pilots would use the services of ATC (Air Traffic Control) and would become more accustomed to them. So many pilots are afraid to talk to ATC. So many pilots are unable to execute a 180-degree turn, to climb or to descend in the clouds because they learned 10, 20 or 30 years ago and never practiced it again. The EFR rating would also eliminate a large number of IFR rules, meaning an easier exam to pass.

The EFR rating would be a step towards the IFR rating. Perhaps some EFR pilots would be encouraged to go one step further and obtain their full IFR rating.

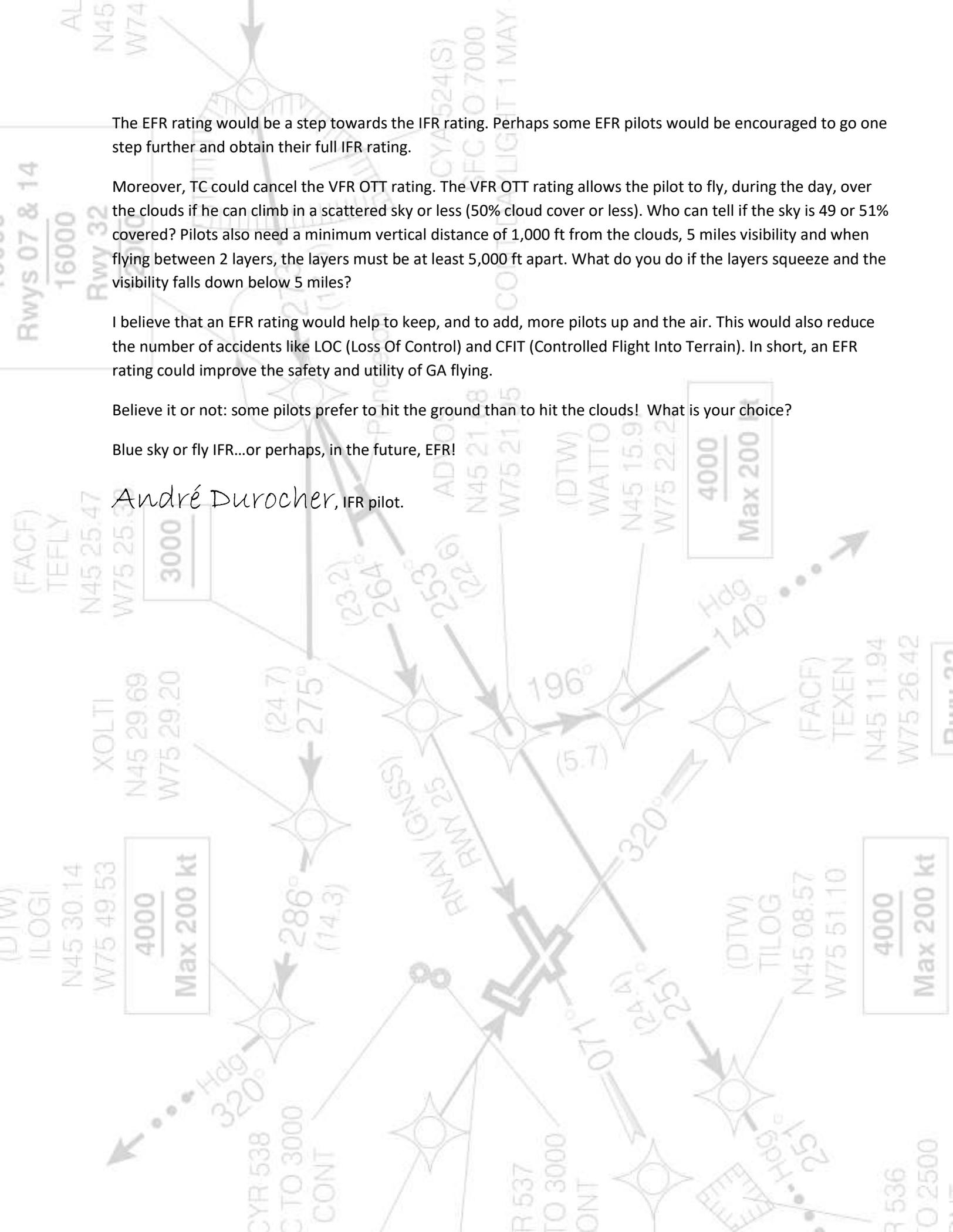
Moreover, TC could cancel the VFR OTT rating. The VFR OTT rating allows the pilot to fly, during the day, over the clouds if he can climb in a scattered sky or less (50% cloud cover or less). Who can tell if the sky is 49 or 51% covered? Pilots also need a minimum vertical distance of 1,000 ft from the clouds, 5 miles visibility and when flying between 2 layers, the layers must be at least 5,000 ft apart. What do you do if the layers squeeze and the visibility falls down below 5 miles?

I believe that an EFR rating would help to keep, and to add, more pilots up and the air. This would also reduce the number of accidents like LOC (Loss Of Control) and CFIT (Controlled Flight Into Terrain). In short, an EFR rating could improve the safety and utility of GA flying.

Believe it or not: some pilots prefer to hit the ground than to hit the clouds! What is your choice?

Blue sky or fly IFR...or perhaps, in the future, EFR!

André Durocher, IFR pilot.



Classifieds



Anybody want to sell something? If so, send an email to 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.

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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.

	Experimental Aircraft Association Chapter 245	
	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 st to December 31 st (pro-rated after March 31 st for new members)
Street: _____		Newsletter Subscriber: \$50 Newsletter only
City/Town: _____		Associate Member: \$50
Province: _____		Full Member: \$100* Newsletter, hangar, workshop, tie-downs.
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: _____		
Aviation Affiliations		
EAA # _____	Expiry Date: _____	
COPA: _____	RAA _____	UPAC _____
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