

# Carb Heat

January 2016

EAA 245 NEWSLETTER Vol. 46 No. 1

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K0A 1L0



Next Meeting:

Thursday 21<sup>st</sup> January at the Bush Theatre,  
Ottawa Aviation and Space Museum



## Winter Flying by Claude Roy



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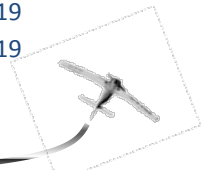
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Editor's Comments



Firstly I'd like to wish everyone a happy New Year and I'm looking forward to receiving all those **Carb Heat** articles for the flying adventures to come in 2016!

I'd also like to thank those of you, mostly my Mum, who were kind enough to comment on my first edition of Carb Heat.

In this month's edition, EAA Chapter stalwart Lars Eif, was brave enough to volunteer to be **Pilot Profile #2**.

Another fascinating insight into a fellow chapter member. If you'd like to be #3, please don't be shy and let me know. You don't have to have emigrated from war torn Europe to be included. Perhaps next month we can have a natural born Canadian!

We also have a wonderful travel story from Dave Matheson and Matt Mountain who volunteer their time for the very worthwhile **Pilots N Paws** organisation.

Thanks to everyone who has been sending me photos for **Photo of the Month**. If you don't see your photo published immediately, please don't be disappointed. I'd like to try and make photo of the month about the photograph, and for it not to be just another "plane" picture.

If you have photos of an event, or of a visit somewhere interesting, I'd really encourage you to add some words so we can include it as an article.

You can also read the first installment of **CruZer News** to find out about progress of the Chapter's Zenith Cruiser. An even better way to find out is to become involved and help pull some rivets.

And don't miss our first meeting of the year as Claude Roy is giving a talk on Winter Flying. Sadly I won't be taking my own advice as I'll be travelling back from the US that very evening.

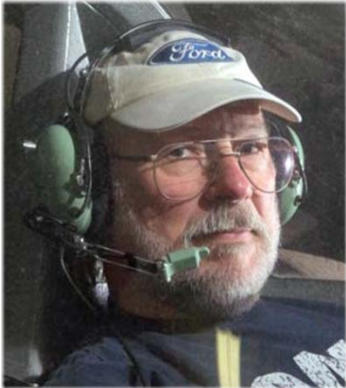
The photo on the cover is of own EAA Chapter member, Andre Durocher's, "Skibee".

Here's wishing you all a great 2016.

*Colin McGeachy*



## President's Message



First and foremost I would like to wish everyone a happy and prosperous New Year and hoping that Santa brought you lots of aviation related presents and toys. My new year's resolution is to get that Cozy in the air ASAP and hopefully I'll be able to get some of the ground dwellers up in the sky once the restrictions are lifted. I would also like to reinstate the Sunday fly out that used to happen in the past but with it being more open and inclusive for all chapter members. It can be a lot of fun to have a "badling" of aeroplanes, oh no, that's the collective noun for canards, so perhaps a "flight" of aeroplanes all in the sky at the same time and all heading to the same destination.

Now that the snow has finally hit I spent a couple of hours down at Smiths Falls clearing in front of my hangar. We've had a pretty good run this year with no snow up to Christmas. In October I used the word "Tropical", huh, not far wrong for Ontario eh! I've not been out to the club hangar since the snowfall but I am sure the usual hangar warts have done their goodwill clearing for the benefit of all so I'm going to thank everyone anyway.

The Zenith Cruzer project has begun and is the subject of another article in this month's Carb Heat so I won't steal the thunder other than to say, Saturday and Sunday, the 9th & 10th of January, is the weekend that Matt Heintz is coming down to the hangar to give a hands on demonstration of drilling holes, pulling rivets and whatever else people do when making metal aeroplanes. What should I know? I only have about a dozen rivets in the Cozy. Anyway, I will be there to enjoy the beginning of this wonderful project.

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 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 reinstate 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 or on our website using PayPal or you can go direct to Gord Hanes. There are no increases in membership dues this 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 2016 and entitled "Winter Flying". Claude Roy will be the presenter.

As usual, I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at about 18:00 on Thursday 21st 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 – 21<sup>st</sup> January 2016 @ 7.30

Presentation: *Winter Flying*, by Claude Roy

Where: Canadian Aviation & Space Museum

### EAA Chapter Meeting – 18<sup>th</sup> February 2016 @7.30

Presentation: *Soaring and Mountain Wave*, by John Firth

Where: Canadian Aviation & Space Museum

### EAA Chapter Meeting – 17<sup>th</sup> March 2016 @7.30

Presentation: *Homebrew EFIS*, by Mark Cianfaglione

Where: Canadian Aviation & 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)

## Fly Out Possibilities

With the onset of winter the fly out venues are somewhat limited.

### January 29-31, Fairmont Le Château Montebello, Québec

Birds of a feather flock together. International Challenger Owners Association Twenty-Sixth Annual Ski-Plane Fly-in.

### February 27, Ottawa River, ON: Mo's 27th Fly-In 2016.

COPA Flight 169 will start at 10:00 a.m. Located on the Quebec side, 1 mile west of the Ottawa VOR. Coordinates 45 26'57" N, 75 55'48, runway 3500 x 100', 34-16. Ground frequency 122.75MHz and air 123.20MHz. Ski landing recommended. Weather permitting a runway will be ploughed and landing is at your own risk.

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





## Pilot Profile #2:Lars Eif



You might know Lars Eif as EAA 245's own barista and provider of timbits but he's also the builder of two beautiful homebuilt aircraft. In my opinion, and I'm not alone in this, his Skybolt was a work of aeronautical art and should be in a museum. Like John Weir, our pilot profile #1, Lars immigrated to Canada as a youngster and that flight across the ocean sowed a seed that is still blossoming to this day.

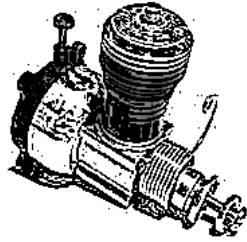
### **Where were you born?**

I was born in Copenhagen, Denmark in 1947. Yes, that's a long time ago. After the war, my dad wanted to leave

Denmark and suggested to my mom that South Africa was a nice place to live. She said "No way!" (in Danish, of course) and we ended up in Canada when I was 4 years old. I still remember the flight in May, 1952. The Scandinavian Airline System airliner had three rudders (obviously a Lockheed Constellation) and we refuelled in Scotland, Iceland, and Gander before arriving in Montreal.

Growing up north of Toronto, I got interested in aviation and, at the age of 12, flew .049 control line models and later single channel radio control. As a teenager, I hung out at the Toronto Flying Club and

went on many airplane rides with the pilots there. In those days, nobody worried about liability.



**Where do you live now?**

I live in Orleans, which is close to Rockcliffe Airport and just across the river from Gatineau, but Carp Airport is my home away from home.

**What's your occupation?**

After graduating from high school, I joined the Canadian Armed Forces and attended Royal Roads Military College in Victoria and graduated from Royal Military College in Kingston with a degree in Mechanical Engineering. My Army career lasted for twenty years after which I joined Transport Canada, here in Ottawa, until retiring in 2008.

**When did you learn to fly?**

During my officer training course at CFB Borden, I joined the Borden Flying Club in 1971 and started flight training for my PPL. The president of the flying club at the time was Captain Ron McEwen, whom many of our members know from the Smiths Falls Flying Club.

I completed my PPL course at Springbank Airport, Alberta, in 1972 flying the North American Yankee, a zippy little two-seat low wing aircraft.

**What do fly now?**

I fly my new Van's RV-9A; as sweet an airplane as there ever was. My wife and I started building her in October 2010 and I flew the maiden flight in May 2015. The hardest part of building our RV-9A was waiting for the paperwork. The RV-9A is the easiest to land aircraft that I've ever flown.

**What else have you flown?**

Since 1972, most of my hours have been in Cessna 150s, 172s, a Piper Warrior, and I got my tail dragger checkout in a Citabria. During 1992, I rented Henri

Beaudoin's Cubby for the summer and thoroughly enjoyed it. In 2009, I finally flew my Steen Skybolt after building it over a 24 year period. The Skybolt was very pleasant to fly and drew a crowd wherever I landed, but even before the first flight, I knew that it was not the airplane of my dreams. I sold



it in 2011.

**If money was no object, what aircraft would like to own?**

That's easy – the RV-10. It's a four seater, is fast and I can configure the instrument panel any way I want.

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

I really like the Ashokan Farewell by Jay Unger. This hauntingly beautiful fiddle music is from Ken Burns' television series "The Civil War".

**What's your favourite book?**

I like all books about aviation, especially those about pilots during the Second World War.



**What's your idea of Perfect Happiness?**

All the usual stuff. Family and friends.

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

That would be back in 1992. Gary Palmer and I were flying to a breakfast fly-in in Kingston in the Cubby. It was early morning and fog banks hung over some of the valleys and lakes. The air was perfectly smooth. I trimmed the Cubby for hands-off flight and Gary and I just sat there, enjoying the view in silence. Magic!

**What's your motto?**

Enjoy today – there may not be a tomorrow.

**What's your favourite movie?**

It would have to be James Cameron's "Titanic".  
(*Seriously, Pearl Harbour and now Titanic. You're killing me - Ed!*).

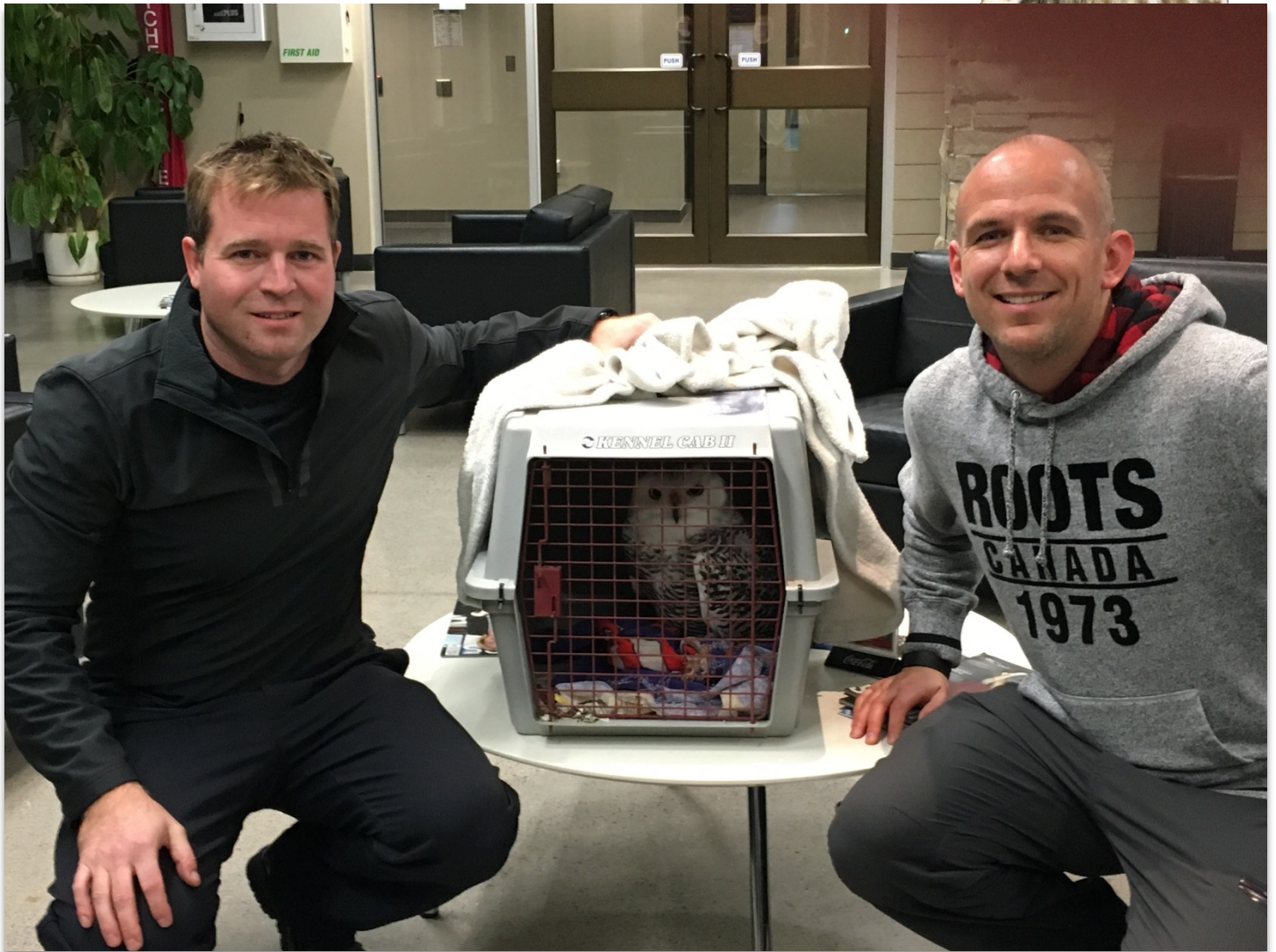
**How would you like to be remembered?**

As a loving husband, father and grandfather who enjoyed tinkering with airplanes and flying them.





# OWL RESCUE



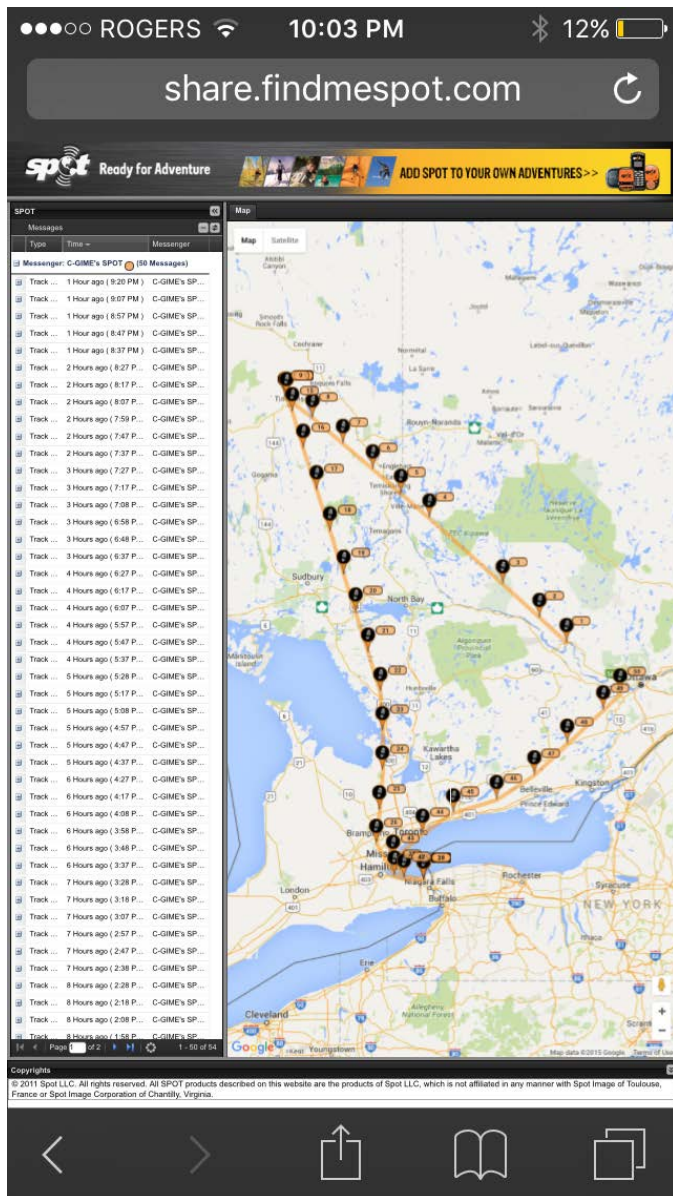
It was the early morning of Tuesday, November 3rd when an email dropped into my Inbox. The email came from Pilots N Paws, an organization dedicated to using pilots and their planes to rescue animals (with or without paws) in emergency situations. A snowy owl in Fort Albany, Ontario had a broken wing and needed to be transported to Vineland, Ontario, a small



community near St. Catharines. Vineland is home to the Owl Foundation, an organization dedicated to helping wild Canadian owls that are injured or orphaned.

I've had the pleasure of flying Matt Pearson's RV-7A (C-GIME) over the past few months with both Matt and his brother-in-law, Matt Mountain. I contacted Matt Mountain to see if he'd be interested in making the flight with me and he agreed, as it's a long day of flying for one pilot to do by himself. With a total distance of

over 1,300 nm, depending on the routing that we take, the RV-7 was a perfect choice, knowing that we can get 200 kts of ground speed with the right tail wind.



After contacting the PnP Coordinator and the person in Fort Albany who was temporarily looking after the owl, Matt and I started to look at routing options. Fort Albany is a fly-in community only accessible by air and boats on the Hudson Bay. The Fort Albany Airport (CTFA) is a 3,601' gravel runway, and at 470 nm from CYRP, CTFA is within our fuel range of the -7. After a quick check, to no surprise, CTFA had no fuel, so we would need to come in with relatively full tanks to get

us back to the south. After looking at a few other options, we concluded that Timmins was an ideal fuel stop point. We decided that we were going to make the trip the next day, which seemed to work with both of our schedules and the en-route weather. Much to our disappointment, with our Garmins and iPads loaded up with our flight plan, we woke the next morning to discover that the northern weather forecast had changed and was complete IFR. The TAF was showing that all weather north of Timmins was overcast at less than 1000', with icing possible at 2,500' – not exactly ideal conditions to fly into a small remote gravel runway. I contacted PnP to reschedule our trip – however weather conditions weren't looking favourable for the next few days.

Several hours later, I received an email from Karen Metatawabin, the Fort Albany resident who was caring for the snowy owl until it could be rescued. Karen was able to secure a commercial King Air flight for the owl, courtesy of Thunder Air, from Fort Albany to Timmins. If we could get to Timmins to meet the Thunder Air flight, we could still make this work. Luckily, the weather looked favourable in Timmins and everything south, so we did our flight planning and were wheels up from CYRP around 12:30.

The 293nm flight from CYRP to CYTS was smooth and took us just less than 2 hours. On approach, we heard that the King Air flight was 5 minutes behind us, so the timing was perfect. After a quick fuel stop and a photo op with the snowy owl and some Thunder Air staff, we were on our way to Niagara District Airport (CYSN) with the snowy owl in the back. Some 335nm later, with a quiet owl in the back, we landed in St. Catharines just after dusk to hand the owl over to the Owl Foundation reps who were there to greet us. Then, after a quick dinner at a local mall in St. Catharines, we were wheels up on our way home to CYRP after a successful mission.

The Owl Foundation has kept in touch with us, giving us updates of the owl's health status. The owl has since had surgery on its wing and is recovering until it can be released back into the wild.

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About a month later, on December 5, Matt and I did our second rescue flight - delivering a Labrador from CYRP to her new family in Windsor. Another successful trip, despite weather issues, once again.

If you aren't already part of the Pilots N Paws organization and have a plane that is capable of transporting animals, I'd highly suggest that you sign up

as a volunteer. It's rewarding to fly for a purpose, instead of a \$100 hamburger, and you also get a tax receipt for any expenses incurred during your rescue flight.

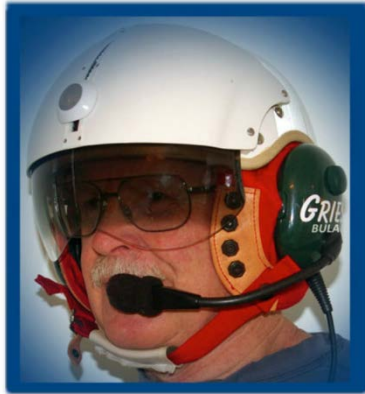
You can find out more information about them at <http://www.pilotsnpawscanada.com/>.







## Exhaust – From the Archives of Carb Heat



From “The President’s Corner”, January 1996

Peter Muehleg of Trim Air shared many of the secrets of aircraft upholstery with us that have made his custom aircraft upholstery business, Trim Air, a success. It was very interesting to hear some of the problems encountered with after-market fire-proofing treatments. Particularly cogent was the fact that bromide or chloride salts are used and over time, in the damp environment experienced by aircraft, can lead to leaching of the salts and serious corrosion problems for aluminum aircraft. The best avenue is to get materials that are manufactured to meet aircraft standards from the outset. Peter claims that the incremental

cost is small, on the order of 10% for an example quoted in the meeting. I also found the differences between regular, industrial, and "walking foot" sewing machines enlightening. If you are approaching the final stages of construction, check out Peter's services and prices.



### Rebel First Flight

The successful first flight of Denis Charbonneau's Murphy Rebel was celebrated the first week of the new year. After a hiatus of a couple of years it is encouraging to see a new homebuilt hatchling take to the sky. From all early reports, the first flight was a resounding success and I look forward to a brief status report from Denis at a future meeting.

### Carp Airport Status

Despite my earlier stated pessimism, the latest information seems to indicate that the long awaited Carp airport acquisition by the Regional government is near at hand. If my spies are correct, the stubborn individuals in the region that objected to the very reasonable requirements of Transport Canada aimed at ensuring the longer term survival of the airport have moved on to other pursuits. It also appears that despite the "common sense revolution", funding from the regional, provincial, and federal levels of government remains intact for 1996. If all this proves to be correct, we can expect construction of a new runway to be completed sometime this year.

It is still too early to determine the impact this will have on our flight operations, although plans are to use a patched up 04/22 as an interim runway. This should suffice for most of our aircraft, but I will have to find a new home for my Lancair for the construction period.

Gary Palmer

*Wayne Griese*

January 3rd, The first flip phone, the Motorola StarTAC, goes on sale. And for three bonus points, name the two teams that reached the final of the 96 Stanley Cup.

# CruZer News



As you may have heard, EAA Chapter 245 successfully won the Zenith Cruzer wings after a fierce competition across North America.

Having won the wings the executive had to figure out how we could build the aircraft on a tight budget, even with the “gifted” wings. After a lot of deliberation and support from the Chapter it was decided to invest in the aeroplane. The intent is to have everyone have a share of working on the project at some point in time and then, upon completion, the project would be moved to a flying club/corporation to enjoy flying at affordable rates. The corporation would gradually reimburse the Chapter over the course of time. The details of how to do this have yet to be confirmed but the concept is solid.

With the project underway, and a cheque sent to Zenith, we needed to get the kit of parts back to CYRP at minimal cost. So, after a lot of suggestions I bit the bullet and hitched up my trailer to my Jeep and set off at 06:00 with Ritz riding shotgun. Zenith is based at Midland airport so it was about a five and a half hour drive. The weather had been good in Ottawa so salt on the roads was not an issue but we were concerned that salt could get in the kit of parts for the return journey. As we headed north there were signs of snow at the sides of the road. Fortunately the whole trip happened with no precipitation of any kind.

As it was Sunday the facility was closed but Michael Heinz was kind enough to give us a tour of the small factory. We got to see the large bending brake which is used to make the landing gear and a number of other important parts.





## Carb heat

Worthy of note was the little deburring tool made from an auto body file. Zenith makes the engine cowlings for many of the engine options and they can be seen in the following photograph.



Loading the kit of parts was a little more complicated than I thought it would be. There were a lot of parts with *sticky out bits* which I did not want to get bent and the whole fuselage side is made from a thin skin which we had to roll up and secure in the trailer. The trailer is designed to carry a substantial load so the weight of the aluminium parts hardly compressed the trailer suspension making the ride home pretty bumpy for those parts that did not make it into the Jeep. A small amount of scuffing on a few parts was detected during the unwrapping the following day. Fortunately the kit is made from 6061 aluminium which is pretty much corrosion resistant even with the surface scuffed.



The ride home was uneventful and we made it back at about 19:30. On Sunday morning a crew of about a dozen members turned up to help unload the materials that were carefully arranged for the journey in the Jeep and trailer. A parallel row of long tables were assembled in the hangar one to temporarily unload the parts and one to accept the



## Carb heat

checked parts once they were identified in the manifest. Three Chapter members sat solemnly at the table (like Judges) with parts lists while the volunteers reverently carried each and every piece of the kit to be checked off as received. The reverence didn't last long however as the event evolved into an auction sale atmosphere as the kit components were called out, checked off' and sorted into piles by where they went in the plane. Looking at the parts one could start seeing them come together!!

The group were totally unaware of the passage of time when we finally huddled by the wood stove around 3:00 PM when chapter member Edward Atraghji arrived with pizza for the volunteers. Thank you Edward.

The construction platform was started the following Sunday. John Montgomery purchased the lumber and a number of members built the table which is now up in the lounge ready for the commencement of the project.

Let's get building!!!!

**Words and photos from Phil, Ken, Ritz and Edward**

## Photo of the Month

This month's award winner is Mr. G. Opro. I can take no credit for the photography as I simply switched it on and screen captured an image from the PC monitor. My 6 year old nephew was visiting from the UK, for Christmas, and had received a Stormtrooper costume as a present. I managed to convince him that he should let me borrow it for a while on Boxing Day morning. John Weir was kind enough to man the rear controls while I donned the helmet.



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



## Classifieds




### FOR SALE: W-8 Tailwind

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945 TTSN. Lycoming 0-290D. 251 SMOH. 73 hrs. on 68 x 68 wooden prop. Escort 110 radio. Wintered inside. 4.1 gph at 140 mph.

Have trailer to transport. Needs windows. Located in Toronto area. \$12,000.

Contact Roger Fowler at:

 dogfowler@aol.com

### FOR SALE: 1973 Piper PA28-140

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5400TT, Lycoming 0-320 1495 TT, 40 hrs STO, KX170B, KI201C, KR86 ADF, AT150 transponder, mode C, 2 pl intercom, clock, tail strobe, wheel fairings, engine heater, hat shelf, toe brakes, new windshield, mogas STC, 130 to 135 mph on 8.5 gal/hr \$39,000.

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

### FOR SALE: 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 hangared.

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: Lycoming Cylinder

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Wide deck, chrome, with piston and valves, approximately 400 hrs, in good condition as removed from 0-320 D3G Lycoming. \$300 Telex ProAir 2000E headset, new in box \$125 Manifold pressure gauge, 3 1/8" dia from Cherokee Six \$125

8-day wind-up clock, fits 2 1/4" hole, Works intermittently, needs cleaning, \$75

Contact Hans Sanders

 **hnsanders@yahoo.ca**



**FOR SALE**

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

 [johnfirth0@gmail.com](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**

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

**FOR SALE**

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Cowling for RV9 - \$600.00

 **Charlie Martel: 613-862-4961**

**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**

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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

If you no longer want your items listed or you have a new item you would like posted, please email me at: [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.

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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

	<b>Experimental Aircraft Association Chapter 245</b>	<b>Make cheque payable to:</b> <b>EAA Chapter 245 (Ottawa)</b> <b>1500 B Thomas Argue Rd</b> <b>Carp, Ontario</b> <b>K0A 1L0</b>
	<b>Membership Application</b> New: ___ Renewal: ___ Date: _____	
Name: _____ Address: _____ City/Town: _____ Prov: _____ PC: _____ Phone: (____) _____ - _____ H(____) _____ - _____ W Email: _____ Newsletter Distribution Preference: Email _____ or Canada Post _____ Aircraft & Registration: _____ _____ Aviation Affiliations: EAA Number _____ EXP Date: ___ / ___ / ___ COPA: _____ RAA: _____ UPAC: _____ OTHER: _____	Annual Dues: January 1st to December 31st. (prorated after March 31st for new members / subscribers). <b>Newsletter Subscriber:</b> _____ \$40.00 Newsletter only <b>Associate Member:</b> _____ \$40.00* Newsletter plus Chapter facilities <b>Full Member:</b> _____ \$90.00* Newsletter, hangar, workshop, tiedowns. (Note: there is a one time \$200 initiation fee when you become a Full Member)	
	*Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA **Credit Card payment available, Contact Membership Coordinator for details.	