

# Carb Heat

March 2017

EAA 245 NEWSLETTER Vol. 47 No. 4

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K0A 1L0



Next Meeting:

Thursday 20<sup>th</sup> April, 19:30, at the Bush Theatre,  
Ottawa Aviation and Space Museum

## Fleet Canuck



## In this month's edition

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

Google™  
Groups



## Editor's Comments



The chapter has some amazing homebuilders but not everyone has the required combination of ability, desire, time, money, space, commitment or just plain old get up and go. Sam Holman is one of those (I'm another) and Sam has written an interesting proposal for anyone that might be toying with the idea of building an aircraft.

It goes without saying that I need articles but I'll say it again anyway. I NEED ARTICLES!

*Colin*

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

**I**t was a bit of a scramble to finalise this month's edition so my apologies for the late delivery. I know you all anxiously await the next edition of Carb Heat!

We finally have the Nanchang back in the air after what was probably the longest winter break we've had. Sadly she's up for sale and with the better weather has come a resurgence of interest. With luck she'll find a good home and we can move onto another, hopefully high speed, adventure.

Speaking of upcoming adventures Dave Matheson has provided an update on the status of his and Ameet's RV-10 build. Looking good and I can't wait to see it out of paint very shortly.

Mark Richardson describes a landing light project he's recently undertaken and, although it's for a Bearhawk, I'm sure it will be of interest to builders of other aircraft.

Our chapter secretary, Mark Cianfaglione has bravely stepped up to the plate and is our Pilot Profile for April.



# President's Message

**F**inally there is a break in the weather and we can all come out of hibernation. As usual the ground has become soft at the chapter hangar and the membership has been exercising care not to drive on the soft ground and create ruts so I guess I can't blast on anyone so far.

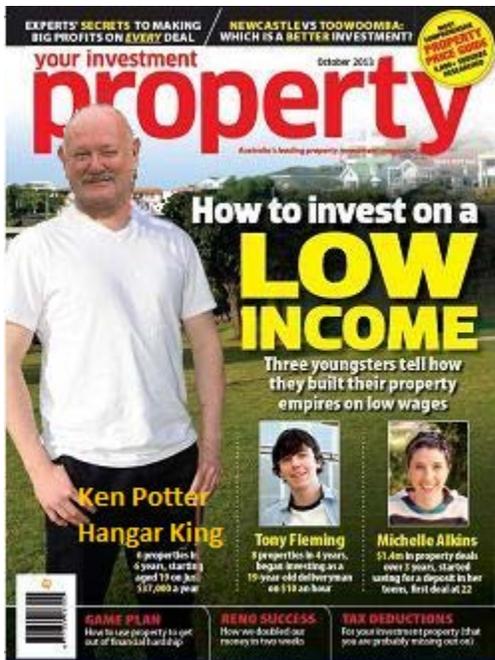


There has been a change at the row hangar as Ken Potter has purchased Rod's Grumman Cheetah and hangar so Ken is becoming the local hangar lord. Watch out as he takes over the whole row. Ah! Only kidding Ken. We

look forward to seeing you take to the sky with your new toy.

Peter's Zutruauen's new hangar looks like it's complete with its control tower

overseeing the runway. This is one impressive hangar and all the local members are eying it up for doing winter maintenance as it is heated and fully insulated. Congratulations Pete no get on building that Europa.



We still have not had a chance to conduct our quiescent power tests at the hangar as this requires the power to be shut down for at least three hours and this includes the row hangar and the fleet hangar. We are hoping to get this test done in the next week or so. Once we have done this we will be in a position to arrange fair billing for hydro across all users.

We still have not heard anything from the RCMP regarding the Dilawri hangar and its eventual demise nor how this may impact our hydro service now that we are the official owner of the service. Stay tuned on that one.

The Zenith project is still moving forwards but at a glacial pace. We do need to have more support in the form of leadership and from the general membership of we are to make a real go of it. We anticipate bringing the fuselage out into the main hangar once the Fleet Canuck has completed its annual and engine change. My words seem to be falling on deaf ears but for this project to be a success we do need to establish a flying club to take over the project once it is complete. Please, if you have and ideas how we might do this then please come forwards and present your case. It doesn't have to be at our monthly meeting just sit with one of the executive and make your suggestions. We have a lot of the membership investment tied up in this programme.

I said this last month but I will repeat it as the membership have been very mindful of the electricity consumption so I would like to thank everyone for being mindful of our increased financial burden in particular with the provincial Hydro costs skyrocketing. Members are

observing the goal to not waste electricity and the workshop is definitely running



cooler. If you are feeling cold down there just wind a

couple of hours to the timer and the heat should kick in for that period. The goal is not to make people cold rather just be aware of the cost to the membership.

Peter Zutruen's intra-club mailing list seems to be working well, thank you Peter for setting this up. Members are now communicating through this method with relative frequency. If you are not on the list and would like to be then please contact Peter at [webmaster@eaa245.org](mailto:webmaster@eaa245.org)

Most of the membership are up to date with their dues but there are still a few outstanding members who are not in good standing. It would be nice if we could get this behind us so that we can move forwards. The success of the Chapter relies on subscription payments. 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.

In February we had an interesting presentation by Mark Cianfaglione on "*Modernizing older Aircraft Engines*". Thank you Mark. This month's presentation will be by the Fleet Canuck group and will be talking about this Canadian Icon.

As you all know, Russ Homes has provided the refreshments at the Museum club night although he would only provide hot chocolate rather than Coffee. Quite to everyone's surprise, and after a vote at last month's club night the members voted for Hot Chocolate rather than Coffee. Only two members wanted to revert to Coffee. So Hot Chocolate it is.

As usual I shall be at Perkins restaurant at the intersection of St Laurent and Coventry Roads at about 1730 to 1800 on Thursday 16th 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 –18<sup>th</sup> April 2017 @19:30**

Presentation: **Fleet Canuck**

Presented by: Bill Reed et al

Where: Aviation and Space Museum

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

Presentation: **They Fly Like They Look; An exploration of Handling Qualities from First Person Case Studies**

Presented by: Rob Erdos

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

# Going Places



**What:** EAA245 Fly-in / Drive-in Breakfast

**Where:** Carp (CYRP) Airfield

**When:** Sunday, June 11<sup>th</sup> from 7.30 am

**JUNE  
11**



# Tipping the Light Fantastic

As many of you will know I'm (mostly) scratch building an IFR capable 4 place Bearhawk (using a lot of used avionics bought off of the Vans Air Force forums!). I've been wondering for some time now how I was going to mount landing and taxi lights on the aircraft. There are examples of nose bowl mounts as well as wing mounts, but I hadn't seen anything that I liked or that didn't weigh too much. When I built my RV-8 15 years ago I got a kit from Duckworks that fit in between two leading edge ribs. It was lightweight, adjustable, and kept the lamp close enough to the leading edge that you got a decent amount of illumination out of it.

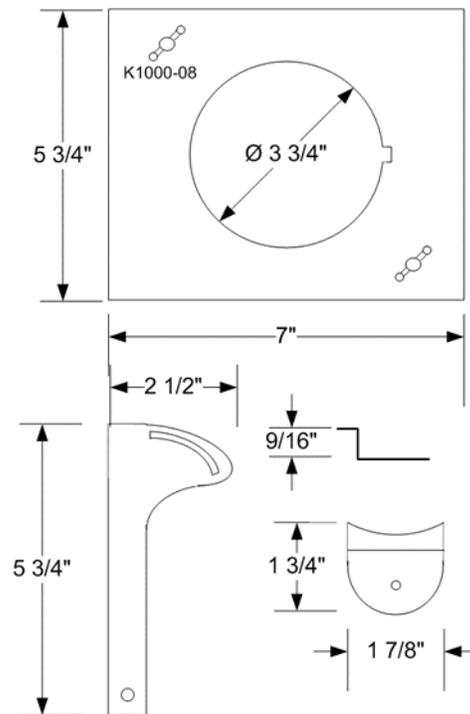
Now, 15 years ago the kit came with a super cheap, 55W automotive halogen light. The light it produces is a bit anemic, so I decided I decided to go with PAR36 4.5" LED landing and taxi lights from AeroLites this time. They are super bright, cheap (for LEDs), and only draw a couple of amps total.

This is what I came up with.

The mount itself consists of a mount plate, two side angles, and two lamp holder tabs, all out of .032 2024T3. I was a little worried about the thickness of the plate material, but the distance between leading edge ribs is only 7", so I don't think there will be any issues with flexing of the plate.



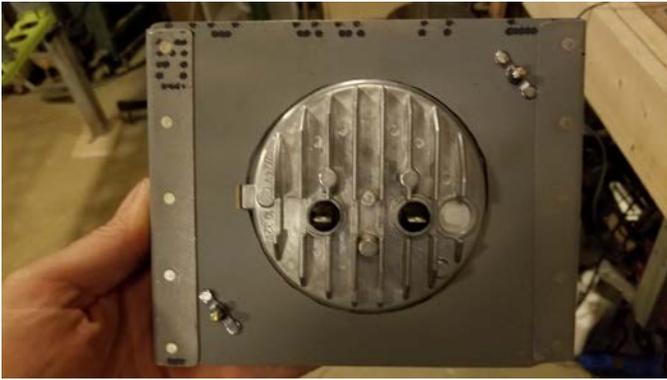
I had no idea that Jared would ask me to write this up otherwise I would have spent more time on making all those pieces look prettier. Here is a rough drawing showing the approximate sizes of the pieces in the above picture.



Once everything was primed, I riveted it together. The side angle pieces with the slot get riveted to the back of the plate using AN426AD3-3 rivets. The lamp clamps are held on with K1000-08 nutplates and AN515-898 screws.

For mounting, I figured out the movement limits of the upper side angles where the set screw was going to go by just placing the mount in the wing and hand pivoting everything until it seemed right and marking the limits on the ribs themselves. This showed me where I had to flatten the lightening hole flange so I could pivot the mount. I drilled a #40 hole through the side angles AND ribs at the point where the light mount could be either at 0 degrees (straight ahead), but still give me lots of

down angle if I need to adjust it that way. This hole is near the end of the slot in the drawing above.



I then drilled the bottom pivot holes (again, using a #40 drill) and inserted clecos. This allowed me to now rotate the whole mount while marking the track for the set screw through the RIBS onto the side angles. Yes, I did that backwards at first and had a Homer moment....

I dismantled everything, cut the set screw slot in the side angles with a Dremel, and installed K1000-08 nutplates on the ribs for the pivot screws and the set screws. I then remounted everything and I now have a landing/taxi light mount that I can adjust for elevation easily after assembly.



My description of the steps probably sucks, but I think the pictures are relatively self-explanatory for the mechanism itself.



*Mark*

# Pilot Profile: Mark Cianfaglione



Like father like son, certainly rings true with our Chapter Secretary Mark Cianfaglione as his father was once the secretary and president of EAA 245. Mark's Dad also built and flew his own homebuilt and Mark is also following in those same footsteps and hopes to finish his Zenith in the next little while.

## **Where were you born?**

At the Montfort hospital here in Ottawa. Other than a few short term assignments I've been here my whole life.

As you can probably tell from the surname I'm of Italian ancestry and I have relatives that live in the Abruzzi which is about an hour and a half outside of Rome. I went back last summer and met some of them for the first time.

My Grandfather came here in 1923 and my Grandmother followed him 5 years later. My Dad was a first generation Canadian. I still qualify for Italian

citizenship because my Dad was born 12 days before my Grandfather swore the oath of allegiance to the Crown.

## **Where do you live now?**

Downtown, in Westboro. We've been there since the 90's and bought our current house in 2000.

## **What's your occupation?**

I'm a software product architect. Our software analyzes schematic designs in an electronic design flow. It takes the bill of materials, the net list and it checks to see if the various chips can talk to each. Kind of like a spell checker for PCB design. I spent a lot of time writing the software in my basement. We started our own

company, Valydate, in Jan 2010 and we've just been acquired which is fantastic news.

I did electrical engineering at Carleton and Ottawa U and, after university I worked for the military as instrumentation and test engineer. We spent a lot of time on army proving grounds testing weapons and weapons delivery systems. I got pretty good at sharp shooting and I used to be able to hit a 10cm target a 1,000 metres. We had lots of ammunition and lots of time.

### **How did you get interested in aviation?**

My Dad was in the air force just after the war. He could fix anything and it seems to have rubbed off on me. He got his engineering degree when he was in the military. He loved to fly but his eyesight stopped him getting his license when he was younger. He joined the EAA back in the mid 70's and was EAA245's Secretary and then President! He got his license and built a Coot Amphibian. Sadly he didn't have it for too long as he was flying west of Carp when the prop failed and he put



Mark peering into the Coot

down in a field. I helped him repair it and then he sold it to my Mum's boss!

I started my Zenith 250 when I was at college and in all the time we've had a house the garage has never had enough space to park a car.



### **When did you learn to fly?**

I got my license when I was 25 but then life got in the way and I didn't fly again until about 5 or 6 years ago when I went to OAS and did my training again.

I enjoyed flying at CYOW as it gave me a lot of confidence in flying in a busy environment.

**What do you fly now?**

I'm renting a 172 at International Pilot Academy in Carp. I've also flown their Grob. I had a friend who need to spend time practising to be an aero instructor so I was his 'student' for the summer.

I'm at a point with the Zenith that anything major now needs the aircraft to be assembled. It's about ready to put on the gear so I really need to find a hangar.



Second solo celebrations at CYOW

**What else have you flown?**

Decathlon at Rockcliffe. Kanata DA-20, with the Rotax engine and the usual 150's and 172s. I also flew in the Claude Roy's Flight Design CT (Advanced Ultralight) which was a sweet ride.

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

I like the blues, especially the Chicago blues style. If I have to pick a favourite I guess it would have to be George Thorogood and The Destroyers and "Get a Haircut and Get a Real Job".

**What's your favourite book?**

Without a doubt it's "A Lonely Kind of War" by Ian Harrison. He was a Forward Air Controller (FAC) during the Vietnam War and I've read it so many times.

**What's your favourite movie?**

"Spaceballs". I just love Mel Brooks.

**What has been your most memorable flying experience?**

Probably flying in a B-25 when I was about 15. My brother and I were in the old Rockcliffe hangars, long before the current museum hangars were built, and we saw the B-25 so we climbed on board. Another story but I remember seeing the wings of the Arrow under a crate. The museum was keeping them tucked away and out of sight. Anyway, the pilot then turned up and asked if we wanted a flight. The following Sunday we got to fly and I sat in the rear gunner seat when we took off. Once airborne I then climbed and crawled through the bomb bay into the cockpit.

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

A De Havilland Beaver.

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

I have a hard time starting projects. I just plan and plan but I really have to force myself to get started. I'm a great planner!

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

Dishonesty.

**What's your motto?**

Don't be afraid to learn it. If I need to do something I figure out how and I'll do it.

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

As someone who wasn't afraid to have a go. Whether it's home renovation or starting my own business I've always been prepared to have a go.



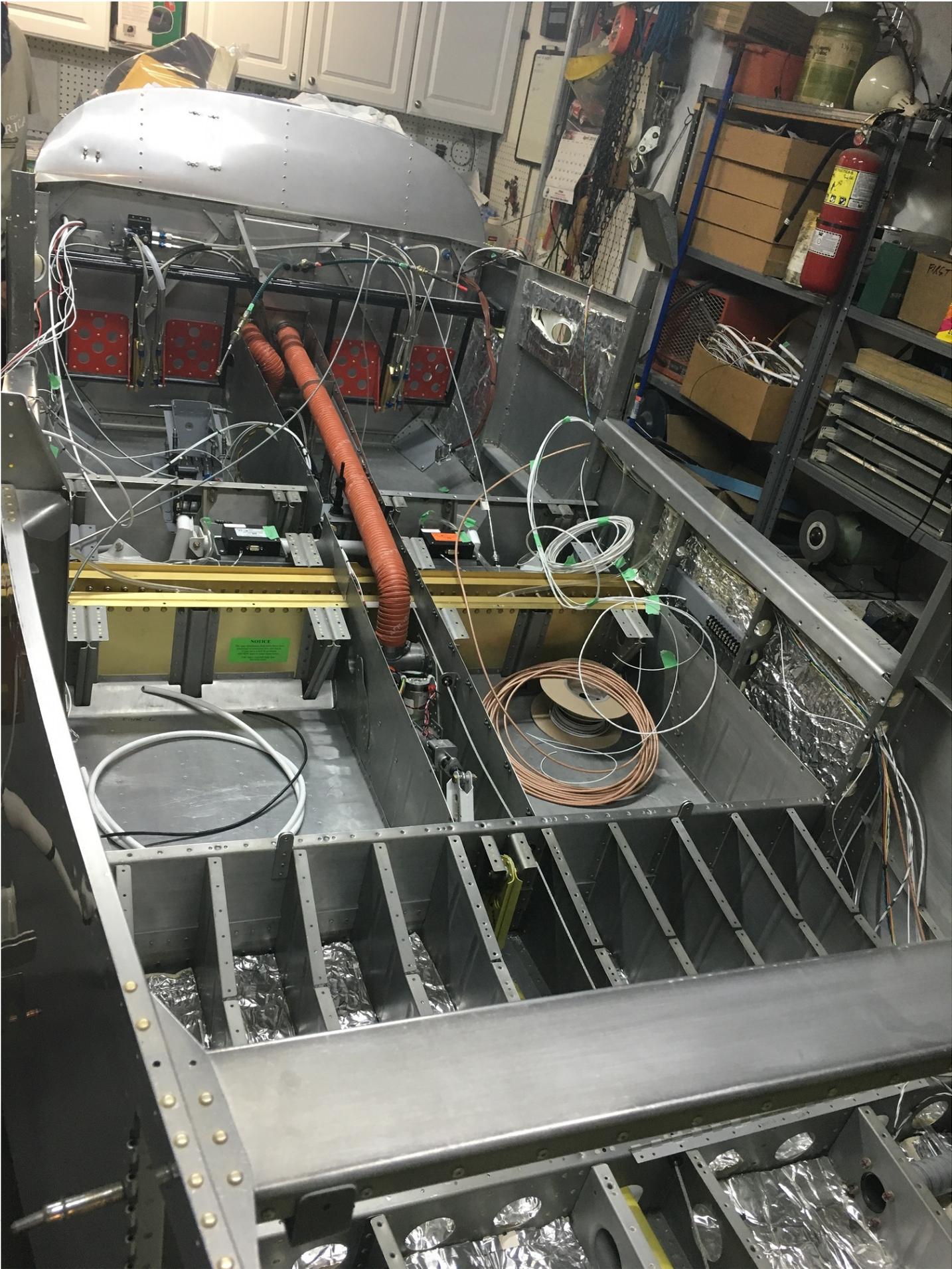


## RV-10 UPDATE

As some members at EAA245 may already know that Amee and I have been involved in building a Vans RV-10 for just over 3 years now. What started out as a “*we can do this ourselves*” project, eventually turned into a “*we can’t do this ourselves*” project and the build was moved to Dale Lamport’s, in Perth, for assistance. Many local aviators know Dale (and his wife, Cathy) as expert builders, having completed more than a dozen planes, including several that are currently flying at CYRP. Dale, a retired Boeing Flight Engineer, has been spearheading our build for just over a year now, with the end in short-final site.

In March 2017, we moved the wings and tail from Dale’s shop in Perth to Kinburn for painting, followed by the fuselage a couple of weeks later. If all goes according to plan, by mid-April, the plane (aka C-GLUG) will undergo a week of final assembly in our CYRP hangar, followed by avionics install, inspection and test flight. Our hope is to be flying it ourselves by early summer.









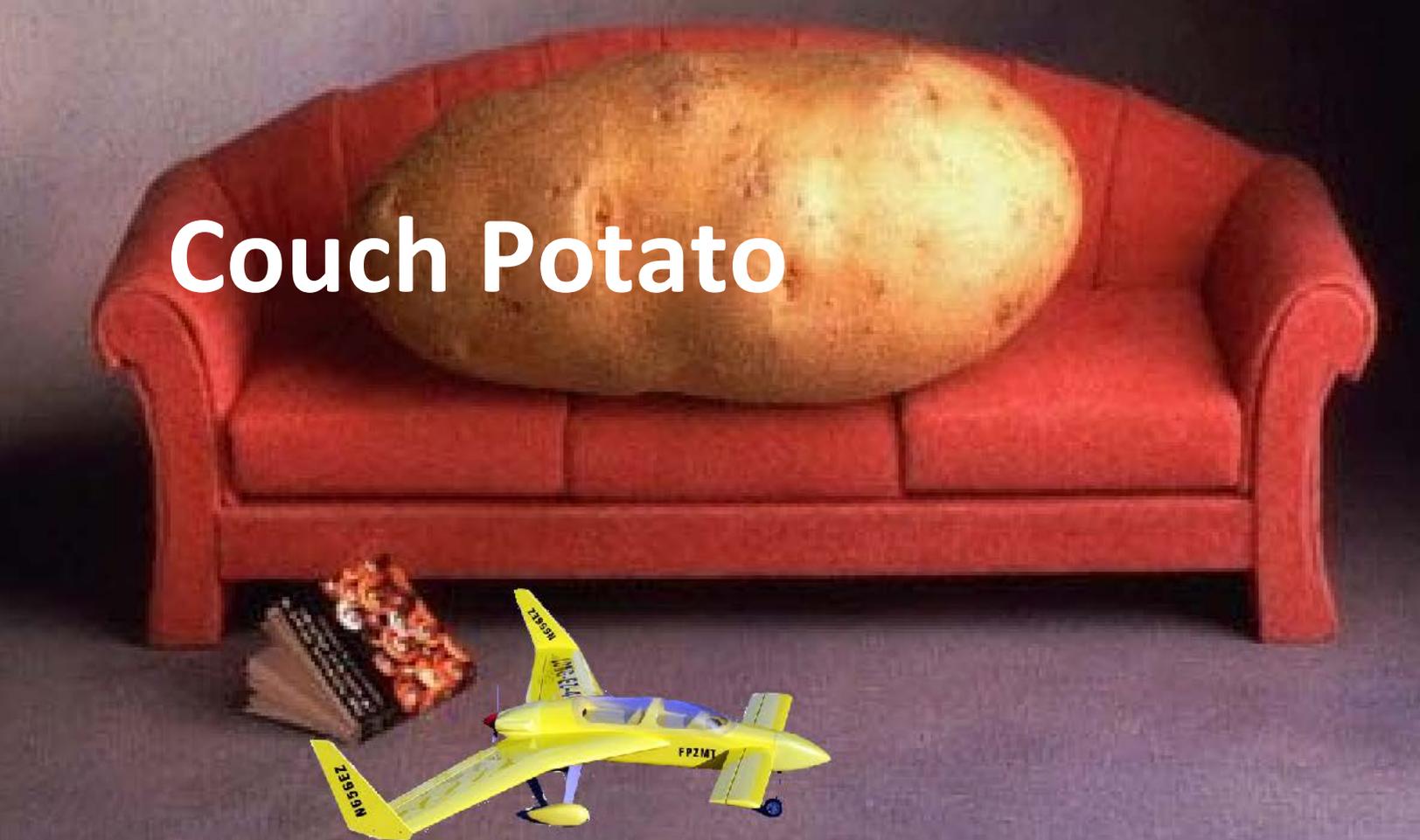
Dave

# Photo of the Month

As they say the Editor's decision is final and I can include any photo I like! However, it does sadden me that it's another of John Weir's but that is offset by it being such a great shot of our CJ-6. This is on the way to La Chute late in the fall of 2016.

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





# Couch Potato

There are many different types of EAA members. Some like the very admirable Charley and Lars who have made planes that actually fly. Two each I believe which is what our club is all about. I totally respect their accomplishments. They have both drive and time to make their dreams fly.

I know most of you know I make sawdust. I do have some expertise in Maple. To gain this, I have spent most of my time building and expanding factories. Before I started the baseball business in 1985, I bought a set of Defiant plans from Burt Rutan. In 1990 I purchased the kit for the Defiant, with the exception of the epoxy, from Wicks Aircraft Supply.

I was a casual employ at the NAC with a seniority number of 13 which meant I was one of Canada's better-paid workers with a lot of overtime and not much opportunity to build a plane. Also the Defiant is a big project which requires some 5,000 hours or more. Needless to say, the kit is stored in my heated garage and home to this day.

What to do? I am now 72, my flying health is unknown, and I would like to find a solution to building a plane. In 1990 Shirl Dicky came out with plans to build the E-racer. I purchased the plans. I have the blue foam to construct wings for either aircraft. Even after all these years, I would like to see my dream fly in one form or the other.

My modest proposal is I would love to be part of the build. If there is a partner in our membership who is interested, I will provide the plans, airframe and helping hand to the project. The participating party provides engine and instruments. I am willing to get off my couch.

*Sam*

This month we have a few photos from Andre's Durocher's trip to Sun n Fun 2017

# PHOTO FRAME



**2 in 1.** Firstly you save space. Secondly, small engines (Cub, Aeronca, etc.) are known to lose oil pressure when parked for a long time. This way of parking will give you a good oil pressure reading on your next start!



If you don't want to walk!



This is actually a car. Note the gun!

# Classifieds



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## FOR SALE: Long Ez - \$29,000

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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.

 **Andrew: 613-836-3968**

**613-295-7451 (Cell)**

 **ricketts@teksavvy.com**

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## 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**



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## 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**

 **ricketts@teksavvy.com**

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## 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**

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## 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.

 **Michel: 819-685-2194**

 **andre04@teksavvy.com**

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## 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)**

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## 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**

#### 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**



**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**

#### 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**

#### 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**

#### 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

## FOR SALE: Bearhawk Plans and Positech Oil Cooler

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Positech P20004C 9 row, used 1 year, \$100.00

Complete Bearhawk 4 seater set of plans never used \$100.00

Contact Charles Martel

 [cmartel45@gmail.com](mailto:cmartel45@gmail.com)

 613-862-4961

# 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 <a href="mailto:cbeazley@innovista.net">cbeazley@innovista.net</a>

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		
Other _____		

Please make cheques payable to:  
EAA Chapter 245 (Ottawa)