



NEWSLETTER

Carb Heat

Hot Air and Flying Rumours

Vol 35 No. 08

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September 2005

Inside:

President's Page	Page 2
Local News	Page 3
Feature Article	Page 4
Fly-out possibilities	Page 6
For Sale	Page 10
Membership form	Page 10

Next Meeting:

National Aviation Museum

on

Thursday September 15th at 8:00 PM

Oshkosh Picture Show

Rodney Stead and Gary Palmer

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President's Page

How quickly the summer passes when you are having fun. I hope everyone has enjoyed a great vacation, which included a fair share of flying. With the approach of Fall, thoughts naturally turn more to building and hopefully next year will see us presenting some first flight plaques.

Chapter Access now via new road:

Following a few weeks where our old road to the hanger was closed while construction started on the new Helicopter Transport Services and we used the fence gate adjacent to the Dilawri hanger opposite the clubhouse; we now have a gravel detour that connects up to the old road. Please be careful when using this new section as the gravel is very loose, and the ditches are very deep; slow and steady is the order of the day.

WCAA Lease Negotiations:

No further progress has been made on the lease negotiations. The terms that have been offered to EAA are significantly worse than the lease terms enjoyed by the T Hanger owners, and totally unacceptable. I can see no valid, rational reason for the apparent discrimination, but signing the proposed lease would mean signing away rights to our buildings while gaining nothing in return. Consequently we will continue as is until we are offered reasonable terms.

Fly in Breakfast a huge success:

We were blessed with perfect weather conditions and a good turnout from both the flying and driving public. The menu changes introduced this year by the organizing team of Curtis and Jennifer Hillier, along with Russ Robinson were well received, and we received many complements. With over 300 happy paying customers, the event was a financial success as well. Congratulations are in order for all of the volunteers that pulled together and made this success possible.

Carp Air show a major success:

Curtis Hillier informs me that major kudos are due to John Montgomery and Michel Tondreau for the fine job they did in putting together the chapter display at the air show. Special thanks are also due to the other volunteers; especially those who answered a last minute call for assistance as noted later in Curtis's report.

October elections reminder:

Just a reminder that our October 20th meeting is our annual election meeting where this year the positions of Vice President, Treasurer, Secretary, and News letter editor will be up for vote. If you are interested in serving your chapter in one of these roles, please contact Lars Eif who will be handling the election process again this year.

Upcoming meetings/Events:

Oct 20th	North America grand loop by RV-6: Serge Boucher will reprise his flight around North America following Oshkosh last year. Not only was this an extremely challenging flight, it was especially memorable because of all the fine people that Serge encountered en route.
Nov 17th	Sonex Construction and Test Flight experience. Gary Loubert and Ken Macleod will share their building experience and test flight results of their recently completed Sonex equipped with a 120 HP Jabiru 3300 engine. The speeds they are expecting are comparable with my Lancair. I saw the bird as it was being inspected, and the workmanship was excellent; I look forward to seeing how it performs.

Thursday September 15th 8:00 PM: Oshkosh Air Venture in Pictures:

This meeting marks our return to the National Aviation museum, Bush Theatre location. **Rodney Stead** and I will share some photos with you of Oshkosh which include Space Ship One, and the global flyer as well as other intriguing new aircraft and products. **Bill Reed** also contributed many of the pictures.

See you there.

Gary

News from around the PATCH

Young Eagles Fly Day Rescheduled

The Chapter and COPA Flight 8 have rescheduled the Young Eagles Fly Day (that was rained out in May) to Sept 24 (Sept 25 is the rain day). If any pilots would like to volunteer or if members know of anyone between the ages of 8 and 17 who would like their first ride in an airplane, please send the info to Russ Robinson at russ.robinson@sympatico.ca

August Carp Air show

I was very impressed with the EAA display that was organized by John and Michel. The volunteers which included Michel's wife and son, Dick Moore's wife Joukje, Rodney and Sharon Stead, Irving Slone, Russell Holmes and Martin Poettcker, were phenomenal at presenting our focus on aviation.

Sharron and Joukje helped out a lot with the security in our area escorting those who wanted a closer look, and making sure they did not touch anything.

The set up was well organized with 5 home built aircraft on the display line ranging from Michel's Toucan and Lazair, Irving's Pietenpol, Martin's 601 and my Davis, having several factory built aircraft in the background did a complete job of promoting aviation.

The forming blocks John had were used to make ribs for most of the aircraft on display and John once again got a few more of his 601 ribs built while drawing a crowd to see what was going on.

Ribs from the Museum's kids rib building were on display, as was the poster showing our volunteer rib building testers.

Martin got quite a tan talking about his remarkable ability of taking raw aluminium and turning it into a flying aircraft. I saw more than one head shake in disbelief.

Although the attendance on Sunday was much less than Saturday, when times got tough to manage, Michel and his son stepped in to help with security in the area.

I believe we should all take our hats off to John and Michel for doing such a great job!

Cheers, Curtis

EAA 245 Fly-in Breakfast In Review

I have never had such an enjoyable EAA 245 fly-in breakfast. Russ Robinson and Jennifer Hillier did a remarkable job at getting everything organized and pull off the set up in record time. The number of volunteers was fantastic with several last minute helpers that thought they would not make it. Thanks to everyone who made time to help us promote our chapter.

We had excellent coverage from the local papers and large articles appeared in both the Stittsville and West Carleton papers, outstanding articles re-iterating the enjoyment we have as builders and aviators.

This year we tried things a bit different by offering tomatoes instead of pancakes. We reduced the number of volunteers we had to have and served a hearty breakfast. We did not run out of anything but had to clean out the beans pot at the end, so the food prep was well done.

The total number of meals served was over 300 and more than 40 aircraft landed for the Breakfast, truly an exceptional turn out.

The event was followed by a record clean up effort. Virtually everything was cleaned and put away for next year by end of day.

I guess what I enjoyed most was the team climate that hovered among the volunteers where everyone had a do or die ambition.... even when the propane tank let us down. I hope those who stood in line waiting while our team recovered the grill understood, we certainly appreciated their turning out for our breakfast.

This year marks the final year that I will be spearheading the breakfast, although I will be there for the transition and certainly ready to help as a volunteer. If you would like the gratitude that comes with leading an exceptional team of devoted hard working fellow aviators, let us know.

Again, thanks from Russ, Jennifer and Curtis for the help and commitment of our volunteers over the last four years, and to all those who have come out to share our passion for aviation.

Cheers, Curtis

Sportair Workshops - Canada

Metal Working workshop This 2 day course prepares you to build any sheet metal aircraft kit, along with learning the procedures that will help you with the sheet metal repairs. The course consists of a discussion of all the basics including type of aluminium alloys, rivets, tools required, forming, drilling, dimpling and countersinking. You will build an airfoil out of aluminium. We will also discuss the regulatory requirements for the Canadian homebuilder. This is a very comprehensive workshop and enjoyed by all participants. An instruction manual and all sheet metal tools are supplied.

The EAA 245 hangar will be occupied to the entire weekend from Friday Sept 16th to Monday Sept 19th for setup and teardown.

Local COPA Flight meets with NAV Canada On Sept 28th

See details in the Mark Your Calendar section of the newsletter (Hint Sept 28th)

A Visit to Heros Aviation in Vermont

Feature Article by Lars Eif

Having neglected the Skybolt for a string of family obligations, I decided to take a shot at spraying the fabric with the necessary three coats of Poly Brush, three coats of Poly Spray and the final two coats of Aerothane before winter sets in. These terms may be a bit vague to RV builders, but most builders of fabric-covered aircraft will recognize them.

I checked my stock and found lots of cans of Poly Brush and Poly Spray, but I needed more reducer as well as the supplies for the finish coat of Aerothane; namely paint, urethane catalyst and the reducer. My plan was to mail order the paint supplies to Ogdensburg, NY and then pick them up myself to avoid the exorbitant cost of shipping hazardous materials across the border. Before placing the order, I checked the Poly Fiber website to look for the closest dealer. That linked me to www.herosaviation.com. When I checked out the location, I was surprised to find that Grand Isle Vermont is located just a short distance south of Montreal. I guessed the driving time from Ottawa to be about 3.5 hours.

Next, I called Doug and Dee Smith, the owners of Heros Aviation and left a phone message with my order. Doug responded right away by voice mail and agreed with my plan to pick up the order at his home on August 15th at noon.

Before setting out, I conducted a thorough map recon and discovered that the route from Ottawa through Cornwall, Malone and Rouse's Point was about the same distance as going through Montreal, but avoided the dreaded bumper-to-bumper traffic jams on Hwy 40. Just for fun, I programmed the route on the Garmin 295 set in land mode. (Pilots without functioning aircraft will do anything to pretend they are flying; even follow a GPS along a highway.)



The trip to Grand Isle was a pleasant 3-1/2 hour drive through the green fields of Eastern Ontario and Northern New York State. The only traffic jam I hit was at the Tim Horton's in Cornwall. On the other side of the river, the pretty female US border guard asked me the usual questions including what was in Vermont to warrant a visit. The fact that I needed paint for the airplane that I was building at home produced only a giggle from her although I can imagine she was thinking about crazies who believe they can build an aircraft and actually fly it.

Arriving in downtown Grand Isle, I gassed up the van even though I still had $\frac{3}{4}$ of a tank. I went inside and asked the nice lady for directions to Doug Smith's place. The gentleman who had just paid for his gas replied, "You don't need directions. Just follow me and turn into the laneway after mine. Doug's my neighbour."

Too easy! My day was getting better and better. A few minutes later, Doug Smith greeted me in his front yard and gave me a tour of his well-equipped dealership and aircraft restoration shop. He is currently restoring a set of Super Cub wings for a customer.

In the supply room, Doug showed me the many shelves of Poly Fiber products, Randolph dope, and HLVP spray painting and clean air breathing equipment which he sells and supports with parts. He also sells a neat little gizmo, which instantaneously measures

temperature for calibrating your iron prior to shrinking fabric.

I wish I had

bought one of these before covering the Skybolt. Doug mixes all the coloured paint using a very accurate weigh scale. He can reproduce any colour on Poly Fiber's chart. In this way, the customer receives freshly mixed paint and Doug does not have to stock colours that could sit on the shelf for years.

Now, in addition to supplying aircraft covering and painting supplies, Doug also



provides float endorsements and scenic rides in his recently restored 1947 85 hp Piper Cub. He parks the Cub on the East shore of Grand Isle Island at the foot of his laneway. When not flying, the Cub sits at the top of a powered

marine railway to keep it out of reach of strong waves from passing boats

or bad weather. A recently retired airline pilot, Doug enjoys flying the Cub, especially when the weather is calm and sunny, like the day that I visited him.

Talk about being lucky again. Doug generously offered me a ride in the floatplane before I hit the road to Ottawa. He scheduled me in between two sightseeing passengers and a young pilot named Stephen who is working on a float endorsement. I didn't take me long to say, "Yes!"

The Cub on floats is a natural flyer. The engine was a lot quieter than I had expected and even with half fuel and couple of 200 pounders on board, the Cub had no trouble



getting up on the step and lifting off Lake Champlain. The scenery in this area is spectacular! A couple of people on a beach waved to us. As the official passenger, I returned the wave while Doug gave the onlookers a little wing-wag.

After cruising around the islands for a while, Doug picked out a small bay and demonstrated a touch and go to simulate a landing and take-off on a pond or small lake. He sure made it look easy. The Cub lands and takes off very gently and appears to be very predictable and well-mannered.



Soon it was time to return to Doug's dock since the student would be waiting to begin his lesson. Before departing, Doug gave me some welcome advice on where to get a good lunch. The Heros Welcome café/gas station/bakery/post office and antique shop in the town of North Heros makes excellent sandwiches and you can eat at picnic tables overlooking Lake Champlain. I followed his advice and devoured a huge sandwich before heading for Ottawa.

In summary, if you are starting a fabric-covering job or would just like to go for a spectacular floatplane ride, give Doug and Dee Smith a call. I would like to say that Heros Aviation is a well-kept secret, but that wouldn't be true. Doug and Dee have a booth at Oshkosh each year. In addition to customers in the Northeast United States, they have also sold supplies to many builders and restorers in Quebec and Eastern Ontario. And like me, many of those customers drove to Grand Isle to pick up their orders at the Smiths' home. Check it out for yourself! I know you will be impressed!

Aviation Humour

Copied from AVWeb's [Short Final...](#) - (AVweb's AVflash or NewsWire 30-Nov-98)

Controller to transitioning aircraft: "Do you have Miami's altimeter?"

Student pilot (after long pause): "No sir, this one belongs to the flight school where I rented the plane."

I have included some pictures from Airventure 2005. You will see more photos with more extensive descriptions at our September meeting.



Photo 1 P38 Glacier Girl



Photo 2 Whit Knight and Space Ship One

Mark your Calendars:

Some items have been copied from the COPA Flight and the EAA website.

Historically there has not been an August newsletter so I have included all the summer fly-in within a reasonable distance in this July Newsletter. If I have missed your favourite fly-in please let me know and we will include it in the next issue if it is still relevant.

September 10, Delaney Bay, Trout Lake North Bay, ON: BBQ- from 11:00am to 3:00pm courtesy of Trout Lake Air Base and Arnstein Industrial Equipment. 100LL available, good docks. For more information contact 705-497-3639.

September 10, Carleton Place, ON: COPA Flight 121, Carleton Place Flying Club's 6th annual fly-in BBQ. Hamburgers, hot dogs and soft drinks served from 11:00am to 2:00pm. Rain date Sunday, September 11. Radio advisory 123.2 Mhz. CNR6 airport details in the CFS. For more information, contact Claude Roy at 613-836-7243, email arm-roy@cyberus.ca.

September 11, Orono, ON: Barnyard fly-in and lunch at the Hawkefield Airport. 620 ASL, 1,600 feet circuit, 18/36 3,300 foot grass runway, 300ft. displaced threshold on 18, all circuits to west, ATF 122.77, NORDO follow standard procedure, keep safety first. For more information contact Chris Gardiner at 905-668-5703, email cgardn628@rogers.com, or visit www.geocities.com/one_flyguy@rogers.com.

September 17, Stratford, ON: Alternative Engines fly-in. An invitation to attend a fly-in especially for those who would use a different engine in their aircraft. Just a fly-in with an opportunity to renew acquaintance with those who have attended Alternative Engines over the past eight years. Burger lunch at noon. For more information contact Bill Weir at billweir@lon.imag.net, or write to R.R. 3, Throntdale ON, N0M 2P0.

September 14, Parry Sound, ON: The Parry Sound Municipal Airport is pleased to announce its second annual anniversary fly-in. The event will start at 10:00am and will feature live popular music, beer tent, BBW and corn roast. We will be offering 100LL at 99cents a litre, and have prices and tours by Found Aircraft Canada Inc. For accommodations or more information, please contact 705-378-2897

October 15th and 16th, 2005 Stoney Creek Airfield [The AeroElectric Connection](#) seminar contact Mary Wiebe – (905) 662-7111 – email: weebie1@sympatico.ca

September 17-18, Carp, ON: Sportair Workshops - Canada Metal Working workshop This 2 day course prepares you to build any sheet metal aircraft kit, along with learning the procedures that will help you with the sheet metal repairs. The course consists of a discussion of all the basics including type of aluminium alloys, rivets, tools required, forming, drilling, dimpling and countersinking. You will build an airfoil out of aluminium. We will also discuss the regulatory requirements for the Canadian homebuilder. This is a very comprehensive workshop and enjoyed by all participants. An instruction manual and all sheet metal tools are supplied. Contact Jack Dueck at EAA Chapter 1410 High River, Box 5238, AB, T1V 1M4 Phone (403) 815-9384, email CGYRV@yahoo.com

September 17, Sudbury, ON: Greater Sudbury Airport, in conjunction with COPA Flight 13, will host a fly-in. Pilots will receive free tickets to a hangar party with dinner and live entertainment as well as passes to local attractions such as Science North. To arrange your V.I.P. package or for more information contact kerry.scott@greatersudbury.ca.

September 17-19, London, ON: Ontario Flying Farmers Annual Convention is being held at the Best Western Lamplighter Inn. For more information contact Gord and Nancy Abra at 519-461-0037 or email aabra@gtn.net.

September 21, North York, ON: Safety management system for the private pilot/summer 2005 report card seminar. The Safety Management System (SMS) philosophy/culture will be implemented throughout Canada starting in 2005. foster a strong safety culture, how to apply it on a daily basis and the role you can play in SMS. In addition, select Daily Occurrence Reports (CADORS) from the past summer that were significant to aviators will be reviewed. For more information contact Transport Canada System Safety at 416-952-0175 or visit www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm

September 24, Owen Sound, ON: Breakfast fly-in, drive-in and walk-in. Two grass strips 11-29 - 3,000ft, 04-22 - 2,500ft. One mile north of "drive-in" and two miles from Owen Sound. (N 44 35 W 80 59). For more information contact Ross Cruikshawk at 519-376-1114.

September 25, Bancroft, ON: COPA Flight 119/Bancroft Flying Club's Fall barbecue from 10:00am to 3:00pm at JackBrown Airport. For more information contact Norman Jull at 613-332-3674, or email normjull@sympatico.ca.

September 25, Ottawa, ON: COPA Flight 8 is meeting with Nav Canada Come to Flight 8's Sept meeting and get the low down on these new features from the folks that created them. Also, bring your questions, complaints and suggestions for Nav Canada's Aviation Weather folks. They are all ears.

John Footitt, Manager of Nav Canada's Aviation Weather Services, along with staff members Michael Masek and Nathalie Cryderman will brief us on the new features at Nav Canada's website. They will also answer our questions about aviation weather.

Meeting Details:

DATE / TIME - 28 Sept 2005 / 1900 to 2100 (Presentation starts at 1930)

LOCATION - Nav Canada Combined ANS Building (Ottawa Control Tower) at 1601 Tom Roberts Avenue

Nav Canada's security folks would like a count of how many plan on attending. Please reply to me if you plan on coming so I can give Nav Canada a rough count of attendees. There is lots of room so don't hesitate to attend.

Michael Shaw Captain COPA Flight 8 (Ottawa) <http://www.geocities.com/copaflight8> airmail@rogers.com 613-824-7145

October 1, Oshawa, ON: Refueling Station Cafe is holding a fly-in breakfast at the Oshawa Airport. Hot and cold breakfast buffet from 9 to 12. \$10 per person. For more information contact Tina or Kathleen at 905-433-0065, or email refuelingstation@yahoo.ca.

October 1' Stirling ON;, CPJ5: Oak Hills Flying Club is hosting a fly-in barbecue from 10:00 a.m. till 03:00 p.m. Runway 09-27, 2300' turf/asphalt and 17-35, 1800' grass. 100LL. Ultralights are welcome. For more information contact 613-962-1055 or email dandlstele@sympatico.ca or jim_fly@yahoo.com.

October 1-2, Haliburton, ON: Fall Colour fly-in and Haliburton County Artist Studio Tour. A bus will depart both days at 11:00am am for a 3-4 hour tour of the various galleries and studios in the area. This is traditionally the best weekend for fall colours. What a great way to finish the summer flying season! Brunch 1000-1400 Local. For more information contact John Packer at 705-754-2611, email airport@halhinet.on.ca, or visit www.stanhopeairport.com.

October 19, North York, ON: The ups and downs of take-offs and landings. More accidents occur during the take-off and landing phases of flight than in any other flight phase. The close proximity to the ground leaves little margin for error. Some pilots never really master the basics and then it's only a matter of time before they have a problem. Is the runway long enough? Are there obstructions? What is the density altitude? Is there a cross-wind? How good is your airspeed control? Do you know how to successfully recover from a bounced landing or when to go around? These are just some of the considerations that will be addressed in this interactive seminar. For more information contact Transport Canada System Safety at 416-952-0175 or visit www.tc.gc.ca/OntarioRegion/civilaviation/system/seminars.htm

October 15th and 16th, 2005 Stoney Creek Airfield The AeroElectric Connection seminar contact Mary Wiebe – (905) 662-7111 – email: weebie1@sympatico.ca

Newsletter Deadlines

Deadlines for articles and for sale/wanted ads will normally be 3 weeks before the next meeting. A short example follows:

Meeting - Newsletter deadline

September 15th – Aug 25th

October 21st – Sep 29th

November 18th – Oct 27th

December – Jan December shifted to January 2006

2006

January 20th – Jan 2nd

February 17th – Jan 27th

March 17th – Feb 24th

April 21st – Mar 31st

May 19th – Apr 28th

June 17th – May 26th

July 15th – Jun 24th

August – No newsletter

Articles wanted

I am always interested in receiving submissions for this, your Newsletter. You may bring articles to the monthly meetings, or mail information to the post office box, or email bill@ncf.ca



Photo 3 White Knight and Space Ship One after landing



Photo 6 Light Sport Aircraft FreeBird Extreme



Photo 4 Space Ship One and White Knight on display at the Aero Shell Square



Photo 7 Instrument Panel for the Zodiac XL SLSA
http://www.newplane.com/amd/amd/601_SLSA/601.html



Photo 5 A view of the Virgin Atlantic Global Flyer on display at the Aero Shell Square



Photo 8 How do you fold an F-16?

FOR SALE

Place your ads by phone with Bill Reed 613-831-8762 or e-mail to [bill at nef dot ca](mailto:bill@necf.ca)
 Deadline is first of the month. Ads will run for three months. You may request a two-month extension. Please let me know if any of the articles have been sold.

¼ Share For Sale

Price

VAN's RV-6, built in 1996, total time 1,180hours. 160hp Lycoming O-320-D3G engine, Sensenich metal prop, Bendix/King 135A GPS/COMM, Bendix/King KT76A transponder with mode "C" encoder, Sigtronics Intercom, landing lights, wing tip strobes, wing tip position lights, wheel pants, sliding canopy, empty weight 1,065lb, max. weight 1,700lb, fuel (36 gal) 216 lb. Always hangared, based at Pendleton airport (CNF3).

\$22,000

09/05 Wolfgang Weichert (613) 836-1318

For Sale

Craftsman Compressor 5HP 30 Gal Oil Lubricated
 05/05 Gary 613-839-2734

\$285

For Sale:

Price

Skybolt Project
 Fuselage on 600x6 wheels. All metal components completed. All wing components completed (NO spars). Lots of other odds and sods

Call

04/05 613-824-2974 CaptDo@AOL.com

For Sale

BEST

GARMIN GPS 96C Colour Almost NEW, Includes all accessories

**OFFER
 OVER
 \$800**

02/05 Garry Fancy 613 836-2829 [cherokee at magma dot ca](mailto:cherokee@magma.dot.ca)

Help Available

Retired auto painter who is willing to help paint aircraft

06/05 Robert 613 256 5663 (Almonte)

Wanted; aviation band hand held transceiver. motors- Rotax 185, 277, 377. Wood props for same. Aluminium (6061 and 2024) leftovers of varied thicknesses and sizes.

09/05 Michel, mict04@sympatico.ca, (819) 685-2194, (819) 778-5785



EAA Chapter 245 Membership Application

NEW:___ RENEWAL:___ DATE:___/___/___

EAA NUMBER:.....

EXP Date:___/___/___

NAME:.....

ADDRESS:.....

CITY/TOWN:.....

PROV:.....PC:.....

PHONE:(.....).....H (.....).....W

EMAIL:.....

DISTRIBUTION Preference: email..... post.....

AIRCRAFT & REGISTRATION:.....

OTHER AVIATION AFFILIATIONS:

COPA:___ RAA:___

OTHER:.....

Annual Dues: January 1st to December 31st. (prorated after March31st for new members/subscribers).

Associate Member ___: \$30.00 Newsletter plus Chapter facilities

Full Member: ___: \$55.00 Newsletter, hangar, workshop, tiedowns.

(Note: there is a one time \$200 initiation fee when you become a Full Member)

Newsletter subscriber ___: \$30.00 Newsletter

Note Associate and full members must also be members of EAA's parent body in Oshkosh WI, USA

Make cheque payable to:

EAA Chapter 245 (Ottawa)

Mail to - P.O. Box 24149, Hazeldean R.P.O., Kanata, Ontario, K2M 2C3