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## This month's contributors:

**Eddy Dumalo**  
**Michel Moreau**  
**Rem Walker**  
**Paul Lavigne, Nav Canada**

## Newsletter, April 2003

### Notice of Meeting: Thursday, April 24 at 7:30pm

**Speaker: Pierre Tessier**  
**Topic: Pierre will be back to give us a live demonstration of his aircraft design software package**

**Speaker: Jack Geall**  
**Topic: Jack will give us a first hand report from Sun 'n Fun 2003 with a video of his findings**

### Location:

**Room 204**  
**Penfield Building**  
**John Abbott College**  
**Ste. Anne de Bellevue**

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**A word from the Chapter President...****Eddy Dumalo**

The parking ticket function formerly done by the John Abbott College security force was switched to the Megacity Police, who in turn were not told about our privileged parking. So, through the cracks we fell, with Messrs. Dumalo, Colucci, Huspeka and Ilnicki getting tickets. If there was anyone else, please let me know. David Cyr has prepared a "sticker" in this newsletter. Please, then, affix it to the inner face of your windshield – it is not valid for July and August. On the off-chance that we get blitzed again, let me know immediately - call me that very night (514 453 4123).

A date for the St. Lazare Aeroclub/Copa Flight 43 Fly-In described in our previous newsletter has been chosen and, it is June 8. Thanks to widespread support it has always been a memorable event – see you there. *(Previous note: The St.Lazare Aeroclub / COPA Flight 43 is having a Fly-In.... It has always been a well attended event with a contagiously happy atmosphere. The enthusiastic participation of the volunteer kitchen gang and other club members serves to make visitors and off-base pilots feel at home. The Boy Scouts that shall be marshalling car parking shall also become Young Eagles that same day. This, because the Fly-In organizers have seen fit to reward them with Young Eagles flights - a nice touch.)*

At the March meeting Jack Geall presented his findings from a two-day seminar on homebuilding rules and regulations sponsored by Transport Canada, which findings were highly detailed and touched a litany of subjects too numerous to cover in this message. Jack has to be congratulated on his delivery on what to most of us would have been a ponderous, albeit, important job. He also referred us to an excellent summary of the seminar in the March COPA Flight, pages C19 -C20. Change is hard to implement and Jack highlighted the important ones, technical, legal and procedural and, directed us where to look for them. In the spirit of the topic it became obvious how fortunate we are in our chapter to have the expertise of three formally designated directorships namely; Technical Counsellors Jack Geall and Frank Hofmann and Flight Advisor Peter Blatter. However, both Jack and Frank felt that members could be consulting with them more often, especially before an incident occurs, as they are wont to do after it.

Apart from our monthly assemblies we have several other events coming up, among them a Young Eagle's Day, air rally, annual picnic, Chapter PR at Fly-Ins, and the Space Day for the Lester B. Pearson School Board. Their success is contingent on your participation and, your directors will be calling you to help out. What better occasions to get to know each other a little better. Volunteers are needed. We are still looking for a Young Eagle's Coordinator and for someone to take care of catering at our monthly meetings.

Ross Holden, Membership Director, informs that we have 48 paid-up members, and among them is new member Joe Rosen. Welcome to our fraternity Joe.

Arrangements for our EAA Chapter's Young Eagle's Day on May 31<sup>st</sup> have been made by Michel Moreau, the Principal of the John F. Kennedy School and the Lachute Airport. Ground volunteers shall be offered flights the same day. Pilots ready to fly Young Eagles and others wishing to help with marshalling, swinging props and other duties should contact Michel.

Dates have been firmed up for the Space Day at Laurentide Aviation, and they are June 10 & 11. Several of our pilots have signed on to display their airplanes and to stand by them to answer students' questions. More airplanes are still needed for this good cause and for much

needed PR for Chapter 266. Fourteen(14) sponsors from commercial, industrial, and other sectors have already signed on with more to come. Newspapers, radio and TV will be covering this event. Please call me if your agenda frees you to participate on both or either of the two days.

Like death and taxes a price increase for treats and beverages was inevitable – their individual cost is now \$0.75. Ross Holden and Michel Moreau have been pinch hitters since Wally Robinson fell ill. It's time for a respite – any takers?

Instead of having a customary Fly-In to Lachute Airport, Jacinthe of KEJY Aviation informs that a Cultural Weekend will take its place. The focal point of the event is the Central Band of The Canadian Armed Forces, which band consists of 35 forces musicians (professionals really). Their repertoire is most eclectic – classical, jazz, country & western, rock & roll, blues and..... Two such concerts are scheduled, with the first one at 1900h Friday, July 4<sup>th</sup> and the second one the next day at the La Grotte in Brownsburg. For those staying overnight at the airport or in Lachute free transportation to Brownsburg has been laid on. Visiting pilots, if they so choose, are welcome to sleep out under their A/C wings. The entire proceeds from these concerts will be dedicated to two non-profit groups namely; CAMMAC (Canadian Amateur Musicians/Musiciens Amateurs du Canada) and to HOPE AIR which brings sick people from isolated areas to big-city hospitals. For more information, phone 450-562-1330, e-mail: [kejg@securenet.net](mailto:kejg@securenet.net)

Two QUICKIE 2's are being enhanced with JABIRU engines, one belonging to Michel Moreau and the other to expatriate Steve Kulczycky out West. Coincidental, or has Gord Larsen been hard at work coast to coast?

The South Shore RAA have undertaken a multiple A/C building project and, your executive is wondering if there is enough interest in our chapter to do the same. This, though, would not be entirely novel as something similar had been done by our chapter back in the 60's. Let's hear from you.

Michel Moreau has undertaken, once again, to organize an Air Rally out of Lachute Airport, this, on September 6. So, please keep that date open on your social calendar.

Michel also informs that a new COPA Flight No.118, is now based at the Lachute Airport.

The following; "A Pilot's 10 Commandments" originates from the Shortwing Piper Club.

1. Thou shalt abstain from the intersection takeoff for verily the runway behind thee, as the altitude above thee, and the fuel remaining in the blessed fuel truck, cometh not to thine aid when thou needest them.
2. Thou shalt not linger on active runways lest thou become like seeds cast unto the fields.
3. Ignorest thou not thy checklists for many are the switches, handles, gauges, and other demons awaiting to take cruel vengeance upon thee.
4. Thou shalt cast thine eyes to thy right and also to thy left as thou passeth through the firmament lest thy fellow pilots bring flowers to thy widow and comfort her in other ways.
5. Buzzeth not for this shall surely incur the wrath of thy neighbors, and the fury of the FAA shall be cast upon thee.
6. Thou shalt ever be mindful of thy fuel lest there be nothing in thy tank to sustain thee upon the air and thy days be made short.
7. Trust not thine eyes to lead thee through the cloud lest the archangel await thee therein.

8. Thou shalt not trespass into the thunderstorm lest the tempest rend the wings from thy chariot and cast thee naked into the firmament.
9. Put not thy trust in weather prophets for when the truth is not in them, they shall not accompany thee among thy ancestors.
10. Oft shalt thou confirm thine airspeed on final approach, lest the earth rise up and smite thee.

Happy landings,  
Eddy

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**IMPORTANT REMINDER - YOUNG EAGLES' DAY AT LACHUTE AIRPORT MAY 31**

Young Eagle day will be on May 31 at Lachute. We need pilots with airplanes. Please confirm your (active) participation with a Chapter Director before end of April so that we can plan how many kids we will be able to handle. Either let us know at the next meeting, or call one of the Directors. Telephone numbers and email addresses are on the cover of this newsletter.

Thanks!

Your EAA Chapter 266 Directors

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**Obtaining a pre-flight transponder code in the Montreal area by Paul Lavigne Nav Canada****Mandatory as of May 15, 2003**

As of May 15, 2003, all pilots planning on penetrating or manoeuvring within the Montreal Class C airspace or the Montreal Terminal Class D airspace must obtain a transponder code from the Montreal area control centre at least 30 minutes prior to flight time.

This procedure has become necessary for several reasons:

- Increased congestion of the frequencies used by pilots and air traffic controllers in the Montreal area;
- An increase of nearly 10% in the number of VFR flights in the immediate vicinity of Montreal over the past three years;
- Introduction of new technologies in the field of air traffic control, including new radar displays and an enhanced flight data display system;
- fundamental desire to improve aviation safety and the efficiency of air traffic control services in the greater Montreal area.

According to Larry Lachance, General Manager IFR Operations at the Montreal area control centre (ACC): "By asking pilots to obtain a pre-flight transponder code, air traffic controllers will be better able to plan and predict traffic flow and complexity, thereby ensuring a higher level of safety and improved airspace management".

Starting May 15, 2003, the Montreal ACC will be providing pilots in Quebec with a toll-free number, 1-877-YUL CODE (1-877-985-2633), which they can call to obtain a transponder code. The pilots will provide the aircraft identification and type, the departure and destination points, and the expected altitude. In exchange, they will receive a transponder code which they must display before penetrating the Montreal Class C airspace or the Montreal Terminal Class D airspace.

If a pilot is already following a flight plan or an itinerary that was filed with NAV CANADA and the route indicates a transition or a stopover within the Montreal airspaces mentioned above, it will not be necessary to call in for a transponder code. The NAV CANADA flight data processing network will send the flight plan information to the controllers responsible for the

airspace, and the pilot will receive a transponder code at the time of initial contact with the Dorval, St. Hubert or Mirabel towers, or the Montreal ACC.

Various aeronautical publications, such as the *Canada Flight Supplement*, dated May 15, 2003, will be modified to reflect the above-mentioned changes. While the procedure will not become mandatory until May 15, pilots are encouraged to call the Montreal area control centre for a transponder code, starting at the end of March.

Among the communications activities planned by NAV CANADA over the next few months to promote these changes is the distribution of a poster within the greater Montreal area, explaining how the new procedure will work, as well as several presentations and meetings with flying clubs and aeronautical associations in the Montreal area.

"This new procedure will significantly reduce the number of communications between pilots and air traffic controllers," said Larry Lachance. Equipped with all relevant information prior to initial contact, the controller will henceforth be able to predict potential conflicts more quickly and provide pilots with more precise, concise and rapid instructions.

For more information on this subject, please feel free to contact me, Paul Lavigne, at the Montreal ACC, at (514) 633-2958. I will be pleased to provide you with further details and any clarification required.

#### **EAA INSURANCE PLAN NOW AVAILABLE FOR CANADIAN MEMBERS** **Update by David Cyr**

Last month we told you about a new insurance program in Canada. At that time, I responded to their website advertisement, specifically, to Falcon Insurance Agency, requesting a quotation. Their email system sent an automatic reply saying they would contact me within a few days. Since then, a month ago, they still have not responded. If anyone else has had better luck, let us know so we can provide more information on this new offering.

*Excerpt from last month's newsletter: Canadian EAA members can now take advantage of competitive insurance rates and unique coverage available under the EAA Aircraft Insurance Plan. The plan, previously available only to U.S. EAA members, provides the most competitive rates on the market today, along with recently introduced [coverage enhancements](#) found nowhere else in the industry. To find out more or get a quote for your aircraft, call 512-891-0223 or visit the [EAA website](#) to request a quote. The EAA Aircraft Insurance Plan is administered by the Falcon Insurance Agency.*

#### **...AND A KIWI'S ACCOMPLISHMENTS ARE STILL REMEMBERED** **from AVweb**

While the Wright Brother's accomplishments continue to be celebrated, some in New Zealand are making it a point to remember their own aviation pioneer. Many Kiwis claim that fellow countryman Richard Pearse developed and tested his first machine about the time the Wrights were experimenting near Kitty Hawk. Pearse designed a two-cylinder, horizontally opposed, two-stroke engine with the prop mounted directly to the engine. The tricycle gear had inflated tires, and the nose wheel was steerable. [More...](#)

#### **SHORT FINAL... More from our If Only file...** **from AVweb.**

The comm radio failed again while practicing instrument approaches. After restoring communications...

Cessna 12345: "Approach, Cessna 12345 is going to break of the approach, proceed VFR to (uncontrolled home field), and kick this radio down the stairwell."

Controller, "Cessna 12345, approved, squawk VFR. After a short pause, "Will that work with my teenager?"

**In the Rear View Mirror (Part II)****by Rem Walker**

*Editors comments: Last month we gave you Rem Walker's "In The Rearview Mirror" that looks back to 1955 with the first flight of an aircraft built under the regulations enacted by Transport Canada (Department of Transport at the time) and continues to the present. This month part 2 is included, which is a brief look at the activities of the EAA Canadian Council beginning in 1988. It includes the various publications prepared and provided to anyone asking for a copy, at no cost to themselves. These are available in bulk for distribution to EAAC members. Several chapters make regular use of this offer to keep their members up to speed on topics of special interest to them.*

The first meeting of the EAA Canadian Council with Transport Canada officials, was on January 5, 1988. The meeting became the springboard for initiatives that have proven to be of benefit to homebuilt aircraft enthusiasts.

1. High-Performance Aircraft/Rating. Completed 1992
2. IFR for Amateur-Built Aircraft. Completed 1996
  - Note: COPA, EAA, CASTC and several individuals assisted the EAAC with it's 1988 proposal to Transport Canada. Support from the RAA for the concept of Amateur-Built Aircraft IFR was received by Transport Canada after Barry Miller became RAA President, four years after the process had been started.
3. Simplified Aerobatic Procedure. Completed 1996.
4. Provided funds to enable representatives from Aerobatics Canada to travel to Ottawa to attend CARAC meetings when aerobatics was on the table.
5. Requested an Exemption for Amateur-Built Aircraft and Advanced Ultralights from the Approved aircraft Seats and Safety-Belts Order of August 30, 1994. This was completed in December 1994.
6. Tens of thousands of dollars have been provided, since the CARAC process began in 1993, to enable representatives to travel to Ottawa to attend CARAC meetings. This continues to the present time although not as frequently as in the early days of the meetings.
7. Funding to develop the standards for the Sport Aircraft Category was provided by Zenair, Murphy, Seawind, COPA and EAACC.
8. EAACC has provided thousands of copies (free) of the Handbook, Ultralight Summary, Tire-Kickers' Special, Finish Report and Flight Testing Manual to anyone asking for a copy.
  - Handbook                   3040 printed           21 on hand.
  - UL Summary               1420 printed           13 on hand.
  - Test Manual               110 printed             9 on hand.
  - Tire-Kicker               3200 printed           17 on hand.
  - Finish Report             220 printed             4 on hand.
9. On August 1, 1999 during AirVenture Oshkosh '99, it was jointly announced by the FAA and TC that a "blanket" Special Flight Authorization can be obtained that would allow you to fly your Amateur-Built across the Canada/US border, without the need for an application each time. This effort was the result of representation by EAA and the EAACC over a long period of time to both the FAA and TC, and with considerable help from COPA.
10. Supported the Owner-Maintenance Category and is supporting the joint effort of EAA and COPA to convince the FAA to permit O-M to fly in the U.S.
11. EAA hosted meetings between TC, FAA, EAACC, CASTC and various light aircraft manufacturers in Oshkosh to bring commonality between the homebuilt regs in the two countries.
12. EAACC place these items on the agenda for the COPA-sponsored meeting in Calgary in January, 2001, re Amateur-Builts and Ultralights.
  - Revisit the 51% Rule. Done, CAR 507
  - Increase the gross weight for Amateur-Builts. Done, CAR 507

**Contact Us!**

EA Chapter 266 (Montreal), 677 Giraud, Ste. Dorothee, Quebec H7X 3J3

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- Increase the number of passenger seats. No.
  - Permit the importation of foreign-built homebuilts. Done, CAR 507
13. The meetings noted in item 11 paid off when TC approved the importation of foreign-built homebuilts, completed and partially completed.
  14. Organize a yearly Information Symposium during Oshkosh, attended by TC officials.
  15. EAACC and COPA expressed concern with TC's action regarding the AME sing-out required for Amateur-Built Aircraft repairs, as noted in Canadian Flight of last fall. An exemption was printed in the September issue of Canadian Flight.
  16. Advise chapters when NAV CANADA studies are scheduled in their area.
  17. Working with TC to preserve the AMA's now in AWM 549. NPA 2002-003 Evaluation Of Amateur-Built Kits will be in CAR 507 Appendix X. More to follow.
  18. Supported NAV CANADA's plan to raise the weight limit for fee-exempt light aircraft.
  19. Worked with TC re the Regulatory Workshops in Hamilton and Midland in Nov. 2002.
  20. Supported the National Aviation Museum in it's quest for funding.
  21. EAACC reps have attended TC's Canadian Aviation Safety Seminars.
  22. Many miscellaneous items:
    - Distributing TSB reports to chapters when they involve homebuilts.
    - Support MAAC and EAACC Super Saturdays for kids.
    - Participation in the National Aviation Institute study in 1991.
    - Participation in the TC evaluation and study on UL.
    - Participation in the TC Ministerial Task Force on Aviation Matters in 1992.
    - Participation in the Regulatory Review by TC in 1993.
    - Cooperatives efforts with NRAC re recreational aeroplanes, UL, FTU's and AULA.
    - Notified members of the Mobil Oil class action lawsuit in the mid 1990's.
    - Supported efforts to save Delta Air Park in 1995.
    - Support Youth Flight Canada in it's efforts to fly kids.
    - Encouraged members and chapters to fly Young Eagles, participate in EAA Air Academies for kids and adults, Air Adventure Days, Scholarships, Flying Start, etc.
    - TC meeting in Toronto in May, 1988 re Amateur-Builts and Ultralights.
    - TC meeting in Toronto in September, 1989 re UL policy.
    - EAACC meetings in Oshkosh in 1987, 1992 and 1993. Toronto in 2003.
    - Etc.

#### **EAA Canadian Council Members**

Denis Browne	Campbell River, BC	November 1996
Brian Chappell	Bedford, NS	March 1992
Herb Cunningham	Beaverton, ON	December 1989
Lars Eif	Orleans, ON	February 1993
Chris Falconar	Edmonton, AB	December 1992
Frank Hofmann	Pierrefonds, QC	January 1990
Ralph Howling	Harrow, ON	October 1989
Earl Kickley	Lampman SK	October 1987
Rem Walker	Regina, SK	May 1987

#### **Photos for COPA Magazine**

**by Frank Hofmann**

Rem Walker is looking for pictures of projects to publish in the monthly COPA magazine. EAAC Chapter members should bring in photos of their aircraft or in-progress projects as potential material for publication. See any Chapter Director with your photos.

**Unclassifieds**

**For sale: (1)** firewall forward kit for installation of Subaru E-81 Stratus engine, on Avid aircraft. Kit includes cowling, engine mount, radiator, all fittings, hoses, and drawings

**(2)** 14 gallon (US) wing fuel tank for Avid of Kitfox

**(3)** Set of drawings for Acro Sport II biplane - see **Ron Hills**, or call him at 514-684-6581

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**IMPORTANT NOTICE:** The John Abbott Security Patrol ticketed several cars at our last EAA Chapter meeting, not knowing that we have been granted permission to park on the campus for the duration of our meetings. It was suggested that we place a sign in the front window of our cars indicating we are attending the EAA meeting. So, please tear out or print this page from your newsletter and place it in your car window while attending our regular EAA meetings on Thursday evenings. They also would like us to park in one designated area, which is opposite the enclave or courtyard defined by the North East facade of the Penfield Building and the other buildings that join it from the East. It is also delineated by the southerly edge of the Sports Field. It will not be marked off in any special way, so make sure you park according to these directions.

**PARKING WITH**  
**PERMISSION OF**  
  
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**AIRCRAFT ASSOCIATION**  
  
**CHAPTER 266**