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Newsletter, April 2004

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Notice of Meeting: Thursday, April 29 at 7:30 PM

Topic:

Professor Louis Thirion returns to talk to us about aerodynamics

Location:

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

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Check out our website at: <http://eaa266.org>

A Word from our Chapter President...**Eddy Dumalo**

Relief at last from ground sickness for those whose runways and taxiways have dried out. It has been too long a tie-down.

The Lester B. Pearson School Board (LBPSB) has selected June 15&16 as dates for a similar event to last summer's Space Day, having some ten sponsors so far. This year's theme is "Blazing Inter-Galactic Trails." Once again, civic-minded John Scholefield has offered the use of his airport, airplanes, and hangars at Cedars for the event. Pilots of the St.Lazare Flying Club, resident tie-downs at Cedars, and our chapter shall be asked yet again to bring and standby their airplanes for student scrutiny. The responsive enthusiasm of the pilots last year was overwhelming.

It was nice to learn that the presentations of member projects by the members at last month's meeting made for a stellar evening, going way past usual closing times. Wouldn't you know it though, a flu bug kept me in bed that evening.

I would like you to know that an all-Canadian company is celebrating its tenth anniversary this summer. It is the Canadian Light Aircraft Sales & Service Corporation and probably better known as the Bush Caddy group from Cedars. They are having a good year with orders from as far off as France, Alaska, and the NWT, not to mention some provinces and nearby states. Bravo for that. A feature article will be in the June issue of KITPLANES.

For those that have affection for the all-Canadian Fleet Canuck, a chance to get acquainted once again is coming up. Messrs. Jack Geall and Paul Gagnon had Canucks and, Mark Clement's parents each soloed on one. See www.classicaircraft.ca/canuck_main.htm for the Fleet Canuck Story. For photos view:

www.1000aircraftphotos.com/HighWingMono/FleetCanuck.htm, then click "NextFleet80" for another photo. Also find more data and true stories on:

www.aero-web.org/specs/fleet/fle-80.htm. The foregoing sites are recommended viewing from Mike Lustig. Gordon Larsen, owner of the only 3-place prototype is passing it on to the Canadian Aviation Heritage Centre (CAHC) for restoration. Godfrey Pasmore, President of the CAHC and Chapter member, would, I'm certain, be glad to have your help with the restoration. For the few chapter members out there that have not paid their membership fee, a reminder to so do. Your financial support is seminal to the Chapter's existence.

Best regards,
Eddy

March Chapter Meeting**by David Cyr**

We decided to try a different meeting format that turned out to be a great success based on the feedback at the end of the evening – 10:30 PM – a record late finish... We had five of our members talk about various aircraft building techniques. We obviously have some very talented people within our Chapter who have been, until now, successfully hiding their skills. If you need to make parts similar to those mentioned below, you should talk to these individuals before starting, in order to benefit from their experience! Given the popularity of this meeting, and the fact that several other Chapter members are prepared to share other building techniques, we plan to do this again – stay tuned.

Frank Hofmann explained how to make complex fiberglass parts such as strut fairings, top-of-tail sections, NACA inlets, etc. Frank actually created a Plaster of Paris mould using a wooden plug he had previously formed from basswood. When laying up the fiberglass in the plaster mould, a good and inexpensive release agent is kerosene and Vaseline.

Doug Remoundos who is actively building a Kitfox told us about some of the things he has learned in the process that would be most helpful to others building or contemplating a project. He found that when buying a kit from the USA, it is far less costly to have the kit shipped to an American border town and to pick it up, because the brokerage fee charged by the common carriers is much higher than the cost of renting a truck and dealing with customs directly. After taking a course from the Polyfiber people in preparation for covering his aircraft, Doug highly recommends rib stitching, which is not always plans specified. Doug also talked about how he has mounted LED's (Light Emitting Diodes) in post lights for his night VFR equipped aircraft.

Carlos Sa is currently building a Zenith CH-601 and had to manufacture his tail light beacon cover from acrylic. Carlos showed us the mould and plug he made from MDF and explained the heating and progressive clamping technique using the kitchen oven set to 350 degrees F. (I wonder when he gets permission to do this!?!?!?) He polishes the acrylic parts using a Dremel with "Mother's Mag & Aluminum Polish", (available from Canadian Tire), on very low speed so as not to melt the acrylic. While on the subject of polishing, Carlos suggested for those building "shiny aluminum" aircraft, consider polishing the aluminum sheets on the bench while flat, before assembling onto the airframe. He also talked about LED's as replacements for conventional lights on aircraft, for example, Whelen makes a "ground recognition light" (otherwise known as a beacon) that uses some 40 LED's. Whelen also offers a number of LED-based products for certified aircraft.

Henry Inicki talked about the learning curve in his quest to become a welder since losing his professional welder. So Henry is now the proud owner of a Lincoln 175 Pro to do his own TIG welding for his Durand Mk V. After explaining the process he has been through to pick up the skills, we now understand why professional welders charge so much for their services. We also found out that there is a career welder within our midst; Mark Clement, who has recently started his own business, Aero Welding (514-886-9353). Apparently Mark has offered his services to our membership, so talk to Mark before looking further!

The last speaker was Jean-Philippe Morin, who is building a Tally-Ho Enterprises 4/5 scale Spitfire Mk1 replica. He showed us his #3 bulkhead (3 of 23), beautifully crafted from plywood. Each bulkhead must take a tremendous amount of time, with so many components and such exacting work. He also had an enormous pile of blueprints for his aircraft that were prepared in British Columbia. If you are contemplating a scratch built wooden aircraft project, Jean-Philippe is the benchmark!

Plan to attend the next session. It promises to be a great success if it's anything like the last meeting!

Our Website Back on the Air

by David Cyr

Just a note to let you know that our EAA Chapter 266 website <http://eaa266.org> is again on the air. However, the last time it was updated was about two years ago, so it's time to let your webmaster know what is current. If you are an active member of the Chapter, we would like to get your information up to date (or added if not there), with the following information:

- What aircraft you are flying, building, restoring, planning, etc.
- A description of your aircraft with related details of your project, building history, flying characteristics, etc.
- Trips you have taken in your aircraft.

- Anything else you would like to have posted under your name or project.
- Send us a couple of photos via email or bring them to the next Chapter meeting so we can scan them for the web site.

We would also like to add useful links to other web sites of interest to our members and potential members. If you have the address (URL) of web sites you think we should add, please send them along as well.

Any other suggestions for web site content that you might have would be appreciated!

You can send your write-ups and photos to the web master at email address davidjcyr@eaa266.org.

David Cyr
EAA Chapter 266 Webmaster

On the Web

Submitted by David Cyr:

a kit supplier for LED position lights <http://www.killacycle.com/Lights.htm>

Submitted by Frank Hofmann:

The Ontario Regional Aircraft Maintenance and Manufacturing Recreational Aviation website:

<http://www.tc.gc.ca/OntarioRegion/civilaviation/manufacturing/recav/menu.htm>

and in French:

<http://www.tc.gc.ca/ontarioregion/aviationcivile/construction/loisir/menu.htm>

Frank highly recommends a visit!

Young Eagles News

This came through from EAA Headquarters recently:

As you may have read, the Young Eagles program is pleased to announce our new Chairman Mr. Harrison Ford. Mr. Ford has been an EAA member since 1996, an active pilot and a Young Eagles Flight Leader with over 90 Young Eagles to his credit and that of EAA Chapter 1049. He has a passion for aviation and sharing it with others, especially young people. We are looking forward to working with him as Young Eagles continues to launch the dreams of young people worldwide. An interview with Mr. Ford will also appear in the May issue of Sport Aviation magazine. In addition, we are also pleased to let you know that Gen. Chuck Yeager will assume the new post of Chairman Emeritus. We are grateful to the General for his support, leadership and guidance through the years as we strived to reach our initial goal of flying 1 million Young Eagles. The General will continue to be actively involved in the program, especially through his activities at EAA AirVenture Oshkosh. If you would like to obtain a complete text of the news release and photos please visit the Young Eagles web site at <http://www.youngeagles.org/>.

Thanks again for your support of the EAA Young Eagles program,
Steve Buss
Executive Director
EAA Young Eagles

Ross Holden's New RV-7A Tail Kit

by Mike Lustig

On March 20, our Membership Director, Ross Holden, received a tail kit for an RV-7A. The RV-7A is a newer member of a highly successful series of aircraft from Van's Aircraft (see www.vansaircraft.com). With a top speed of over 200 mph solo, the RV-7A is fast enough for Ross, yet the stall speed is only 58 mph at gross weight. Also a plus is the suitability of the RV-7A for basic aerobatics. Here is a shot of Ross with his new project:



Ross shares this venture with two other partners. In the foreground is one of the skins for the vertical stabilizer, and behind Ross is the horizontal stabilizer, already taking shape after only a month. Ross says that his aircraft will take about 2½ years to complete. This past Sunday, Ross was hard at work on his project, while watching the hockey game (note TV location). There are not many other things that Ross is happier doing, although he mentioned flying is one of them. This is what an RV-7A looks like all put together:



Basically, a Van's project starts by reading a large manual of construction techniques and processes. Then one might start, as Ross did, with the tail kit. It has its own extremely detailed assembly manual, which refers on occasion to the first manual. The tail kit arrived in two

boxes, along with a parts list that's three pages long, covering a hundred plus items. Some of these items are bags of smaller things like, for example, rivets. Included also is a set of finely crafted fairings as shown in the photo below, along with some other parts:



The uppermost fairing showing in this shot is for the top of the vertical stabilizer, and the triangular projection at the rear is the mounting for the tail nav light.



Here is a close-up of the horizontal stabilizer, viewed from the rear. The skins, still covered with their blue protective film, are Cleco'ed in place. After drilling some more holes, Ross will remove the skins, prime them on the inside surface, then rivet them on permanently.

Ross is quite glad to be spared the arduous task of building the jigs that might be required for a plans-built project or a less sophisticated kit.

Congratulations, Ross, on a great start on a great aircraft!

Coming Events

May 29-30, Lachute, Quebec

COPA Flight 118 is holding its two-day fly-in of demystification of aviation at Lachute airport (CSE4), N 45 38 22, W 74 22 14. From flying chairs to jets. Static display, stands, restaurant, and lots of fun. For more information contact Jazz Desert at E-mail: Kejy@securenet.net or website: www.kejyaviation.com.

August 6-8, St-Hyacinthe, Quebec

Montreal Acro Challenge – Aerobatics competition sponsored by Aerobatics Canada Chapter 2. It will be held at St. Hyacinthe Airport (30 NM due east of Montreal (Dorval/Pierre Elliot Trudeau) Intl. Airport) – locator CSU3. Primary through Unlimited power categories will be flown. Practice and registration will be Friday, August 6. Competitors and interested pilots are welcome to attend. Please check NOTAMS for arrival procedures and communications. Chapter 2 (Quebec) is a recently re-grouped branch of Aerobatics Canada that was formed in October of last year for the promotion and development of the sport of aerobatics in Quebec. The group now numbers 20+ members who all share a common interest in aerobatic flight. Our agenda for the 2004 season comprises the above contest and a study into the possible purchase of a club aircraft for training and competitive purposes. Several of the members have acro aircraft projects in the works with others nearing completion. Meetings are held approximately every 3 months in various locations. For more information/ Pour plus de renseignements contact John Wyman at (514) 697-4253 or e-mail at ac2qc@yahoo.ca

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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