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Newsletter, April 2005

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This month's contributors:

Eddy Dumalo
Louis Beaulieu
Gerry Champoux

Notice of Meeting:

Thursday, April 21 at 7:30 PM
Third Thursday of the month
this one time only!!!!

Topic:

In August 1945, while on weather patrol, Halifax LW170 sprung a fuel leak and was forced to ditch off the Hebrides Islands west of Ireland. 57 Rescue Canada, dedicated to preserving the Halifax Bomber and its international heritage, proposes to find and recover this historic aircraft. See

<http://www.57rescuecanada.com/>

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

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

Lockheed Martin, the company that provides financial support for worldwide Space Day events, and is also a co-sponsor of NASA, has learned of the successful Space Days at Cedars Airport. It is the best attended one in North America, and for that Lockheed Martin will be featuring this year's event in its newsletter. The event is spearheaded by the Centre of Educational Excellence (CEE) of the Lester B. Pearson School Board (LBPSB), and is avidly supported by Laurentide Aviation's Jacquie Scholefield, sister of the late John Scholefield. In honour of the late John Scholefield, the LBPSB has renamed the event as the John Scholefield Space Day – a befitting recognition of the manifest support of school children by the late John Scholefield. Laurentide Aviation will be providing 16 exhibit airplanes respectively for June 14 and June 15 and, chapter members along with the Aeroclub St. Lazare and the Canadian Aviation Heritage Centre have been asked to man them. Last year we had two volunteers per airplane, one for the cockpit and the other for walkarounds. I will once again be calling you for your invaluable knowledge and support. Should you wish to fly in, that's okay too, as your airplanes viewed separately will undoubtedly add colour to the day's events. A late lunch is laid on for us and hopefully the CEE will once again see fit to gift us with T-shirts. More confirmed sponsors (24) are attending this time, with invitations having also been extended to NAVCAN and Bombardier. Some new classes from the Townships are coming, raising the student participation to 900 per day.

Preparations are underway for our chapters Aviation Day at Cedars Airport. Jacquie Scholefield has offered the use of the large domed hangar and other facilities at the airport. Mark Clement is organizing the event, and by all early reports it should attract many more exhibitors, aircraft, vendors, and visitors than last year. So, keep August 21 open.

Two of our members are spearheading Young Eagle's Days; John Wyman with COPA Flt. 43 at St. Lazare on April 30 and, Michel Moreau with COPA Flt.118 at Lachute on June 4th or 5th. They will be looking for your support in the air and on the ground. It is noted that COPA Flt. 59 based at the Cornwall Regional Airport has expressed interest in helping out with Young Eagles when they can.

Chapter Technical Counsellor Frank Hofmann on behalf of one Pierre Mercier has verified through DOT that jet engine powered homebuilts are approved. Pierre is a career pilot and will soon be starting his project at Lachute. It may well become a first in Canada.

The St. Lazare Aeroclub held their Annual General Meeting April 5th. It was well attended and as usual they had an engaging dinner speaker. This time it was the pilot entrusted to fly the Desmarais corporate jet. It was learned that Frank Hofmann, in conjunction with owners of the airport and manager Austin Straw, is helping with the formulation of a protocol for ultralights and other aircraft at the airport. Also, planning for the Annual Breakfast Fly-In on Sunday, June 12th is well underway.

Congratulations to Hal Birkett's son Julien upon soloing in October 2004, and this after 10.5 hours. Julien turned 14 on September 12, 2004. Proud father Hal learned from the Cornwall Flying School that Julien was the youngest on their records to have soloed. He is a full-time student, interested in aircraft structures, and has attended chapter meetings. Remarkable too is that Julien, through his own landscaping venture was able to entirely finance his flying lessons. Bravo Julien.

Eddy

My Lycoming O-320**Louis Beaulieu**

(Louis Beaulieu recently purchased a Lycoming engine from fellow EAA 266 member Rudy Pfister. Here is the story in his own words. Ed.)

My Van's RV-9 project is approximately 50% complete. The wings and tail are complete. I am currently assembling the fuselage. Finding a suitable engine had become a priority because Van's tailors the Finishing Kit to the engine configuration (engine mounts, induction system, and carburation). I am planning to order the Finishing Kit in autumn this year.

I had been looking for an engine on the Internet for several years but it is really is by word of mouth that I found the engine model that suited my needs, I could inspect, at the right price and less than 5 km from my house! Spreading the word made the difference.

Buying an aircraft engine for a homebuilt is a complex task. First, we Experimenters always want some features that are not available on the aircraft engines configured for certified aircraft. So the engine we get must be modifiable for our Experimental taste, whatever it is. Second, all certified engines have been affected by Airworthiness Directives at some time. AD's are only issued if there is a safety concern and it is necessary to ensure that they have been complied with or one should be ready to cover the cost to implement it, which can be quite high in some cases. Buying an engine that was pulled off a certified aircraft is a plus because you receive a certified configuration; you have the engine logs which inform you on the airworthiness status (ADs, SBs). Also, you know the TTSN, TTSO, repairs, and other events that are good indications of the engine condition.

The engine I bought is a 160hp Lycoming O-320-D2A. It now has 5873 hours TTSN and 1410 hours TTSO. However, the cylinders have been overhauled approximately 500 hrs ago to incorporate an AD. This engine was the original engine installed on a Cherokee 160 that was manufactured in 1963. This aircraft spent most of its life based in Vancouver and moved to Quebec when purchased by fellow EAA 266 member Rudy Pfister. A year and a half ago, the aircraft had a runway excursion which resulted in severe damage to the aircraft and propeller (prop strike). An AD was carried out on the crankshaft, as required, following a propeller strike. A new AD, issued last year requiring replacement of some components still needs to be carried out. I have the intention of having the crankcase split to inspect the crankshaft as recommended by Lycoming following a prop strike. Having to replace the crank is the biggest risk but the engine logs tell me that the engine was well maintained so the rest of the engine should be OK, and that the crank itself might be OK, that is to be seen...

Rudy had removed the engine from his Cherokee and was keeping it in his home garage which was close to my home. The O-320 weights 250lbs dry with some accessories removed. It can be lifted by two persons, one on each side, holding it by the cylinder heads, but it can only be moved over short distances. I asked fellow EAA 266 member John Dudkoff for help, which he was glad to offer. We set-up a meeting and I went there with my old Ford Escort Wagon. I had brought a "Workmate" platform to help us support the engine while sliding it in and out the car. Putting it in and out of the car was easier than I thought. We unloaded it in my garage and it is still sitting there as of now, upside down on a tire, filled with engine oil for preservation.

I have big projects for this engine, including a reclassification from Certified to Experimental. My original idea is to have a constant speed propeller, with fuel injection, and dual electronic ignition. When you start adding up the costs for these options, it becomes as much as the cost of the engine itself. So, I gave up the dual electronic ignition but will go for a single electronic

ignition (that I will install myself) and will keep one magneto for redundancy. That way, I can connect the electronic ignition directly to the aircraft DC bus without the need for a second battery. I would still like to have two other options, but I will have to work the cost down.

Opening an engine always costs big dollars and I will shop around before giving my engine to anyone. In the coming autumn, I will tour a few engine shops to check their facilities and ask them to provide an estimate for doing the Magnaflux inspection of my engine's crankshaft. As additional work to this job, I will ask them to bid separately on doing an overhaul of the engine internal (crankshaft, camshaft and gearbox), on installing variable pitch propeller controls, and on installing a used servo fuel injection system (from a Comanche). I think that it is much easier for an engine repair shop to find used parts to fit on an experimental aircraft engine than trying myself to shop for the right part, and that it should help reduce the cost of the options. Buying new prop governor or fuel injection is not an option if it is way too expensive.

If I decide to only get the crankshaft inspected, I will remove the cylinders myself and send only the engine rotating components. If I decide to have more than the crankshaft Magnafluxed, I will send the complete engine and ask them to include in the cost an engine run after the repair.

If everything goes as planned, I should be ready to install this engine by early next year. If I have it repaired in the autumn, it should be available shortly after I receive the Finishing Kit from Van's. Now I just have to figure out the budget side...



Nominate Someone for an EAA Major Achievement Award

The EAA Major Achievement Award is an annual award. Chapters nominate individual winners on the basis of continually making a difference in the recreational aviation movement.

These individuals volunteer their time and support by either contributing to Chapter Leadership positions and/or Chapter programs. Early in the year the Chapter Office will send the nomination forms to each Chapter, the deadline for nominations is May 31, 2005, and the awards are presented at the Theater in the Woods during AirVenture.

Each Chapter has the opportunity to gain recognition for a living individual, male or female, whose actions or accomplishments they feel have contributed the most in furthering the cause of recreational aviation. The EAA Major Achievement Awards will be presented to ten winners selected from the nominations submitted. For a nomination form, visit http://www.eaa.org/chapters/programs/major_achievement_awards.pdf or speak to a handy EAA 266 Director.

Tramp Steamer**Gerry Champoux**

Tramp Steamer

Recently, I have been asked if I would share what life was like as an airline pilot. Over the course of forty years, I have worked for eight different airlines of which only one is still in existence. Throughout these years many events have transpired of which some remain in memory. I'll give you an idea of what happened on one such trip, flying ad hoc charters. These were worldwide cargo flights on a DC-8.

The call came in the evening with a pairing to fly 80,000 lbs. of rat poison to the Sudanese government in Khartoum. Having never been there seemed like a nice challenge, so I prepared for the flight. Loaded and ready we launched from Montreal and headed eastbound. Everything was operational and the old DC-8 performed well. Oceanic clearance and off to the rising sun. Our first stop was Milan, overnight and then the following morning, direct Khartoum, Sudan. Beautiful clear sky, Athens, the Mediterranean was a lovely sight as was the coast of Africa. A good glimpse of the pyramids, the Nile, then descent to Khartoum.

We had the cargo offloaded and had our crew rest, beautiful hotel overlooking the Nile, which incidentally is not blue but brown.

Now to our surprise the government wanted a \$15,000 Royalty fee for this gift which had been donated by the US. Not having that amount of declared cash, we refused and were told that the aircraft would not be refuelled.

We called operations and the message was "get out of Africa, head for a safer destination of your choice and wait". Minimum fuel on board the only destination which seemed adequate was Jeddah, so during prayer time as everyone on the ramp were on their knees looking eastbound, we got the old bird started and headed across the Red Sea in that direction.

In this type of operation, pilot dispatch and enroute problems were settled by the captain. When we left home base, we were handed a brown paper bag filled with cash to cover unexpected expenses during the trip. Sitting in Saudi Arabia, after two days the message came through: "fuel the airplane to the hilt and launch to Hong Kong; you have a load of textile to pick up".

Not having an overflight clearance for Cambodia, we had to flight plan for twelve hours thirty minutes. Off we go and head across to the Persian Gulf, the Arabian Sea, Bombay, Bay of Bengal, the coast of Thailand, down to Singapore and then up the South China Sea to Hong Kong. Halfway up the coast, our navigation system was downgraded to one Omega with no update possible, missing data on nav charts and two generators inop. We flew the famous checkerboard approach at Kai Tak and descended between the buildings to land after flying 12:45hrs. with minimum fuel and a 10 minute alternate. The next morning, textiles loaded we

took off for Singapore where the aircraft needed additional maintenance. We arrived there in monsoon rains, held for one hour and once again our navigation system broke down. Horizontal rain on a soaked runway with a DC-8 sure gets one attention.

Next morning, company wanted us in Rotterdam to pickup a load of green peppers, so off we go. On some of these trips we had to do our own modified flight planning and pick the better routes so our choice was for Sri Lanka, the Gulf of Oman and a fuel stop at Sharjah, United Arab Emirates. Got our fuel and on takeoff, engine fire no4.

This DC-8 had a hush kit and experienced many false fire warnings. The procedure was to throttle back and wait, which we did however not climbing much. After what seemed a long wait the fire warning went out and happily we pressed on to Holland.

After the green peppers and 3 cows were loaded, they wanted us in Stansted, to pick up a horse. This was getting to be a long day and we were all very tired, so the decision was to overnight. The next morning, we set off westbound on a restful flight across the Atlantic and delivered our interesting load in Mirabel.

Two days later, I was assigned to fly a load of cattle to Casablanca, ferry to Agadir and return with a load of tangerines to Toronto. Next trip, we delivered televisions to Manaus, Brasil, picked up bananas and lamas in Peru, the list went on and the variety never ceased. We have flown cows, pigs, horses, lamas, seals, elephants, wine, snakes, bombs, name it we were always ready but there never was a trip without a mechanical problem or some unusual event. We were young, adventurous and loved the challenge.

This all lasted over a period of two years, and many more of these similar flights, then I moved on to fly once again passengers all over the world.

Gerry Champoux

Air Gaspé, Quebecair, ACS, Wardair, Nationair, Royal, Air Club, KoreanAir.

F-27, CV-580, BAC1-11, B-737, DC-8, L-1011, B-747.....Aviat Husky.....

Coming Events

Transport Canada and Nav Canada will jointly conducting a free System Safety seminar. Two topics will be covered:

Services and Québec FIC, by Jean-Pascal Légaré, Nav Canada

Flight in mountainous terrain, by Michel Leduc, Transport Canada

There will be an English session on May 13, 2005 at 19h00 at Cedars Airport. Call Maurilio Paolini at 514-633-3249 to register. Other sessions will be held in French at various Quebec airports, earlier in May. See <http://www.tc.gc.ca/quebec/en/aviationSafety/schedule.htm> for further details.

June 12, 2005: The St. Lazare Fly-In. Please respect the no-low-pass rules!

July 23-24, 2005: An interesting place to fly for a weekend! The first annual Alexandria Volleyball Tournament - to be held at the Alexandria Airport. Up to 400 teams of 4 players with 2 spares, entry fee is \$300 with prizes totaling \$20,000. A percentage of the proceeds will be donated to CHEO. More information can be seen at <http://alextournament.com/volleyball/>

Unclassified

Wanted: I am looking for an "L" shape heated pitot tube. It must be in good condition and functional. Louis Beaulieu, 450-424-7358

FOR SALE or TRADE ON 4 PLACE: 1946 Champ 7AC, 3610 TT. Fabric:-fuselage 1994, wings-spar 2002. A65-8, 1385 SMOH, (80-80-80-79). New baffles, shielded wiring, plugs & tires. New McCauley 7443 prop (NEW not O/H). Fresh C of A Sept 2004. Beautiful certified a/c, new interior, always hangared. \$34,000. ladair@megacom.net , Tel. 450-834-6860, Fax - 6192.

For sale: Two Aeronca 7AC fuselages - one rusted overall and one with primer still visible on most parts. One A-65-8 engine - 800 hours, with logs. Wings for one airplane. A basket case but likely rebuildable. Most parts appear to be available. Also a selection of Amateur radio equipment. Estate sale. Rigaud area. For further information call **Frank Hofmann** 696-4572

(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 or Kitfox

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



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