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Newsletter, April 2006

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Important Message:

The Chapter is invited to join the Lachute COPA Flight 118 to organize a Young Eagle Day on June 10th, at Lachute airport. We need pilots and ground crews.

Call Michel Moreau: 514-694-2129

Notice of Meeting:

Thursday, April 27, 2006 at 7:30 PM

Topic:

Bill Wyman will tell the story of the rescue of a Twin Otter in the Arctic with a slide show. A real adventure!

Location:

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

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Robert Hope

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

A word from our Chapter President...**John Dudkoff**

With an earlier spring this year, we are fortunate to be able wake up from flight hibernation and begin the 2006-flying season. Our chapter is searching for an EAA Young Eagle's coordinator. The EAA Young Eagles program was launched in 1992. Since then more than 40,000 pilots have been active participants flying more than 1 million young people from more than 90 different countries. Michel Moreau has organized this activity in the past along with other volunteers. This is a great program to get kids involved in aviation, along with other events like "Space" day, which is now know as John Scholefield Science and Technology day. Please let any of our directors know if you would like to volunteer for the EAA Young Eagle's coordinator position. The following are the EAA Young Eagles guidelines. The Young Eagle Pilot requirements are basic, but must be followed.

- All participating pilots must hold an Appropriate Airmen's Certificate (PPL) (Sport Pilot or greater)
- Pilots must possess a current Medical Certificate (if applicable)
- Pilots must be current EAA National Members
- Pilots must be current to carry passengers in the aircraft they plan to use.
- Pilots must have a current Flight Review
- Aircraft Passenger Liability Insurance is required for the aircraft used (owned, rental or borrowed)
- The Young Eagle's registration form must be completed before the flight complete with parent or guardian signature.
- The aircraft used for the flight must be in airworthy condition.

As an EAA member, pilots participating in the Young Eagles program are eligible for an additional \$1 million of passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance. Other Young Eagle volunteers (ground support) are not required to be EAA members, but are encouraged to join EAA.

Guidelines for Conducting a Young Eagles Flight**Before the Flight:**

Read all the guidelines carefully. In addition to a memorable flight experience, Young Eagles will also remember their pilot. If appropriate, provide your name and telephone number to the Young Eagle for any questions their parents or guardians may have. Each Young Eagle should already have a registration form. This includes important pre-flight information. Photocopies are acceptable. In additional, you will need a Young Eagles Certificate. Contact the Young Eagles Office to obtain certificates and registration forms. Prior to the flight, you must receive a signed registration form from the legal guardian of the participant. Discuss what you will do and see on your flight. Stress ramp safety, emphasizing caution around propellers and moving aircraft. Conduct a pre-flight inspection accompanied by your Young Eagle. Help them into their seat. Buckle their seat belt and shoulder harness. Explain the operation of the aircraft door. Describe the interior of the airplane. Allow time to answer any questions they may have before you start your engine.

During the Flight:

The experience you provide your Young Eagle will be cherished for a lifetime. Someday, these Young Eagles may share a flight experience with another generation of aviation enthusiasts. Maintain a common-sense approach to the flight. You may take more than one young person at a time, but consider the experience from the participant's perspective. A flight in a commercial airliner, for instance, would not suit the intent of this program. Allow the participant's parent(s) to observe or take part as circumstances allow, but remember the child

is the focus of the event. Plan your flight to be as smooth as possible. VFR weather is required. You may let the Young Eagle follow through on the controls, but you must be in command of the aircraft at all times. No aerobatic maneuvers, unusual attitudes or formation flights are permitted in the Young Eagles Program. However, you may want to demonstrate how the airplane is controlled through demonstration of simple climbs, turns and descents. Apply see-and-avoid techniques at all times.

After the Flight:

Congratulate your new Young Eagle! Share the excitement and encourage questions. Take as much time as possible with your Young Eagle. They have just completed an experience they will long remember. Reward the young person with a Young Eagles Certificate and any other recognition you care to add. Remind the Young Eagle that their name will be entered in the "World's Largest Logbook" located in the EAA AirVenture Museum in Oshkosh and on the internet at <http://www.youngeagles.org/>

BE SURE YOU SEND IN THE REGISTRATION FORM, so this can be accomplished. Don't delay!

A misplaced or lost Registration Record will mean the Young Eagles will not be officially registered for this program or receive subsequent benefits. Consider having a camera available for pictures. Share your post-flight rituals – replacing maps, straightening the cockpit and pushing the aircraft into the hangar. Once the registration form is recorded at the Young Eagles office, they will receive an invitation to visit the Young Eagles web site. You can encourage a Young Eagle's interest in aviation with an invitation to an EAA Chapter meeting, an introduction to a flight instructor or simply an invitation for another flight.

Finally, take pride in what you have done. The Young Eagles Office will officially record your mission information taken from the registration form. Pilots earn recognition as their mission count grows. Remember, it's not too soon to begin arrangements for your next Young Eagle flight.

Frequently Asked Questions About Young Eagles

Do I have to belong to an EAA Chapter to participate?

No. Any current EAA member may participate.

Is the Young Eagles Program only for a young person's FIRST ride?

No. The intent of the Young Eagles demonstration ride is to motivate young people and provide a memorable flying experience. In many cases, however, it is the child's first flight experience.

Can I fly in my licensed "Experimental" aircraft?

Yes. All aircraft are eligible provided they are properly licensed and flown in accordance with appropriate FARs (or the country's equivalent) and conform to Young Eagles Program guidelines.

I'm not a pilot. How can participate?

Volunteers are needed to assist in finding young people, flight-line safety, registration and coordinating pre- and post-flight activities.

What if the child does not meet the age criteria?

The program guidelines state that children should be between the ages of eight and 18. We also understand that there are some times extenuating circumstances when younger children may benefit from the Young Eagles experience. You should carefully assess the individual child and their ability to learn from the experience. We will enroll children younger than the

minimum age criteria (but not younger than five years old). EAA will not log children after their 18th birthday. In all cases, consideration must be given to maturity and physical size to ensure safety and maximum benefit from the demonstration flight. Registrations from children who are outside the age guidelines will be returned to the pilot for clarification.

Who can I contact for suggestions or support?

For general questions about Young Eagles, please contact the EAA Young Eagles office. Phone: 877-806-8902. FAX: 920-426-6865.

e-mail: yeagles@eaa.org

Additional background information and activity suggestions are available on the Young Eagles website, <http://www.youngeagles.org/>

John Dudkoff, Chapter 266 President

Cross-Country by Aeronca: Part One

Robert Hope

(Editor's Note: The following account originally appeared in the National Aeronca Association Magazine, Fall 1999 Issue)

**Quebec to
Saskatchewan...er...
Minnesota**

**Day 1: Tuesday October 6,
1970**

**Howick, Quebec, to Lindsay,
Ontario — 4:15**

"The big adventure" begins.

My first training flight was February 21, 1968, in a Cherokee 140 flying out of the Sept-Iles Aero Club Inc. in Sept-Iles (Seven Islands), Quebec. It lasted forty minutes — and I was hooked.

In the fall of 1968 I took the plunge and bought CF-OSH, a 1946 Aeronca 11AC Chief.

Then I hired an instructor to teach me to fly it. Soloed in Saint Jean, Quebec, April 12, 1969. Passed my Private Pilot flight test July 27, 1969.

From then on I flew every chance I got — which was sometimes seven days a week during the long days of spring and summer. By the fall of 1970, I had well over 200 hours in my log book. It was time for "the big adventure." Until now my flying had been confined to western Quebec and eastern Ontario. I have relatives living in Saskatchewan. I kept hearing about the fabulous duck hunting

out there. So I decided to take my two-week vacation in October, fly to Saskatchewan, do some duck hunting and then fly back to Quebec.

I was prepared to leave on the first day of my vacation, but the weather didn't cooperate and the Chief is definitely a VFR airplane. After three days it finally cleared. I drew a neat black line on the VFR chart from Howick to Lindsay and I was finally on my way. The flight itself was pleasant but uneventful.

**Lindsay, Ontario to Sudbury,
Ontario — 3:00**

Navigation by map and compass.

I drew another neat black line on the chart and then I was on my way to Sudbury. My navigation equipment consisted of map, magnetic compass and watch. Things like ADF and OMNI existed even way back then but not in a no-electrics Aeronca. Things such as LORAN and GPS were still way in the future.

My home base in those days was Howick Airport. It was a great airport for airplanes like Aeroncas. It was on a farm in the Chateauguay Valley of southwestern Quebec, south of Montreal. A single grass strip.



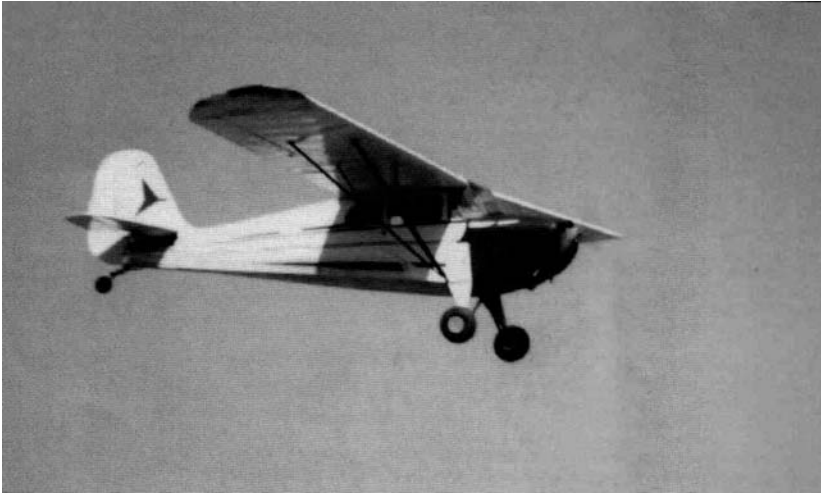
CF-OSH just after lift-off from Howick Airport. 1970

Contact Us!

<http://eaa266.org>

EAA Chapter 266 (Montreal), 18 Golf Avenue, Pointe Claire, Quebec H9S 4N5

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CF-OSH 1970

Probably not more than ten or fifteen airplanes were ever based there at any one time. And it was within five miles of home. Navigation in the area was pretty easy as well. From an altitude of a few hundred feet the St. Lawrence River was always in sight. On a reasonably clear day you could see Montreal. To the south, in New York State, were the foothills of the Adirondacks.

Navigating from Lindsay to Sudbury was a little different. For the first hour or so there were still some traces of civilization and I was able to reconcile my position with something on the ground. Then everything began to look the same. There were evergreen forests dotted with thousands of little lakes as far as I could see in every direction. My chart showed lots of little lakes as well, but there seemed to be far more on the ground than on the chart. And from the air they all looked pretty much the same. What if I got lost? Or was I already lost? I began to take stock of the situation. I had no means of communication (there was a time before cell phones, you know). No one really knew where I was. Today flight plans or "flight itineraries" are required for any

flight over twenty-five miles. In those days flight plans were required only for international flights (i.e. to cross the Canada/US border). Today ELTs are required. I'm not sure if they even existed back then but they certainly weren't required. On the plus side I had left Lindsay with full tanks. That would be enough to keep that little 65-hp Continental purring for almost six hours. I also had several hours of daylight left. Visibility was several miles in light haze.

I knew that Lake Huron with its huge Georgian Bay was somewhere off to the west. I reasoned that if I turned to the southwest then I would have to eventually reach the shore of the bay or some other part of the lake. I could then follow the shoreline south until I found roads, towns (and airports). This was "Plan B."

Back to "Plan A." I would have to find some identifiable feature on the ground to know if I was still on track for Sudbury. During the cross country training for my license I had learned that if I just "flew the compass" I would pretty much end up where I was supposed to be at the time I was supposed to be there. For another hour or so

I just concentrated on holding my heading. And then there it was—two almost parallel rivers, right where they were supposed to be, right at the time they were supposed to be there. I was almost perfectly on track!

Sudbury is a mining town. I believe it produces a good part of the world supply of nickel along with a number of other minerals. It's located on the Canadian Shield where the topsoil is thin and the vegetation sparse, making the landscape already barren and forbidding. For years the various mining and smelting operations had been pouring uncounted tons of sulfur and other toxic substances into the air. For many miles downwind (east) of the town there appeared to be nothing alive. From the air it looked like a moonscape. Rumor has it that the American astronauts were sent here to train for moon missions.

Nearing the airport, I was a little nervous. In those days it was an uncontrolled airport. So legally my NORDO Aeronca was OK. On the other hand I knew Air Canada flew regularly-scheduled passenger flights in and out of Sudbury. I think at that time they were probably using Vickers Viscounts and/or Vanguards. Not exactly 747s but still big enough to ruin your whole day if your Aeronca got run over by one of them.

As I approached I didn't see any traffic, so I entered the circuit and landed. Once on the ground I discovered that I was having some difficulty taxiing. That turned out to be due to a broken tailwheel bracket. Fortunately there was a repair shop on the airport and I was told it would be fixed by early the next morning.

My cousin, Walter Hope, lives in Sudbury. I called him

from the airport and he picked me up a short while later. After a busy day it was a relaxing evening with Walter, his wife Eileen, and their four kids.

“The big adventure” was well underway. I logged 7 hours and 15 minutes that day. That was the most time I had ever flown in one day. After more than thirty years that is still the most time I have ever flown in one day.

**Day 2: Wednesday October 7, 1970
Sudbury, Ontario, to Sault Ste. Marie, Michigan — 4:00**

How slow can you go?

Walter dropped me off at the airport in the morning. My tailwheel bracket had been fixed. The weather looked good. After the initial three day wait for the weather to clear, I had serious doubts about making the planned trip in the time available. Now things were looking up. Two or three more days of good weather and I should almost be in Saskatchewan.

When I first started planning this trip my intention was to stay in Canada all the way. I ordered all the VFR charts I would need. When I looked at them carefully I began to have some doubts. Around the north shore of Lake Superior the airports were an awfully long way apart — and there didn't seem to be much in between except rocks and forest. I decided to take the “southern” route through the US.

Since this would be an “international” flight I needed to file a flight plan. The forecast was for good weather with the usual prevailing westerly winds. Taking the headwinds into account, I calculated my expected flying time to Sault Ste. Marie. Then I added a little for

climb out, let down, etc. It looked to me like a four-hour flight. I filed my flight plan accordingly and was careful to put “ADCUS” in the Remarks box so that US Customs would be advised of my expected arrival.

And then I fired up my old Chief and headed west. I decided to simplify my navigation and go IFR (I Follow Roads). The visibility was good, the highway was easy to follow and the only “traffic” I saw were a few hawks. During the later part of the flight I could see the northern part of Lake Huron off to my left. Still later the northern end of Lake Michigan came into view. It all made for a very pleasant flight.

On the approach to Sault Ste. Marie airport I glanced at my watch. I noted smugly that my ETA was going to be just about dead on!

As I taxied in after landing there was a large sign: Please Wait Here for Customs Inspection. I taxied up to the sign and shutdown. Before long someone walked over to the airplane. He inquired if I needed gas. I replied that I did but that I had to clear customs first. “Oh,” he said, “you must be the guy they were here looking for an hour ago.” “But I was right on my ETA,” I said. “Well, the customs officer was here an hour ago; he waited about 45 minutes then he went back to the bridge,” he said. “Would you like me to call him back?” he asked. “Please,” I replied. He walked away again. The customs officers work at the nearby bridge between Canada and the US. When an aircraft is expected from Canada one of the officers comes over to the airport. A short time later the officer arrived and the formalities were quickly taken care of.

I headed for the FSS. I wanted to know why the

customs officer had been expecting me an hour before my ETA. We went through the telexes between Sudbury and Sault Ste. Marie. Sudbury had accepted my flight plan as filed and telexed that information to Sault Ste. Marie. Someone in Sault Ste. Marie looked at the ETA and knew that no airplane could possibly require four hours for such a flight. A telex went back to Sudbury suggesting that this dumb pilot must be confused because of the change in time zones (Sudbury is in the Eastern time zone, Sault Ste. Marie is in the Central). A subsequent telex from Sudbury agreed that this must be the case. So they “corrected” my ETA.

Sault Ste. Marie, Michigan, to Newberry, Michigan — 1:20

A pleasant, uneventful flight over the rolling hills and evergreen forests of Michigan's “Upper Peninsula.”

The gentleman at the Newberry Airport apologized because someone had already taken their one courtesy car. He offered to drive me into town and I accepted. Before dropping me off at the local motel he gave me his telephone number and told me to give him a call in the morning when I was ready to come back to the airport.

I wish now that I had written down the names of all of the many people who went out of their way to be friendly and helpful to me in so many ways during this trip. But I didn't write them down. I didn't even know the names of some. When I planned this trip I anticipated that the actual flying would be the exciting and memorable thing. It was exciting and memorable, but the thing I now remember most was how time after time one person after another went out of their way to

be helpful. I wish I could at least tell you their names.

**Day 3: Thursday October 8,
1970 Newberry, Michigan,
to Wetmore, Michigan —
1:15**

In the morning I called the gentleman from the airport. He picked me up at the motel and I was soon on my way again.

After all these years I can't remember why this flight was so relatively short.

It may have been that I needed another chart. My decision to take the US route had been made at the last minute. I didn't have time to get US charts before leaving but had to pick them up along the way. I do recall that I sometimes had to try more than one airport before finding the next chart that I needed.

Or maybe it was just an inviting looking airport. Whenever I took off I always had a destination airport in mind. But with no flight plan

and no one expecting me at any particular time at any particular place I didn't always end up at my original planned destination. If there were other airports along my route I would sometimes decide to stop for a break. If I was over my planned destination with fuel and daylight to spare I would sometimes decide to carry on to another airport.

Or maybe I just needed to use the washroom.

**Wetmore, Michigan, to
Channing, Michigan — 1:35**
Where's the airport?

Since I never knew how far I could travel in any given day, I didn't even try to plan ahead for food or accommodations. I carried emergency supplies — chocolate bars, ginger ale, sleeping bag.

Usually the only information I had about a new airport was what was on the charts, which did not include information about

food or accommodations. I would simply take my chances on finding an airport with food available. It was late morning when I left Wetmore. I looked for an airport not too far away where I might be able to get something for lunch. I picked Channing and took off. I had no trouble navigating to where the airport should have been but I couldn't see anything that looked like an airport. I circled the area a couple of times. I rechecked my chart. The airport should have been right below me. The land was mostly open farmland, dotted with a few small wooded areas. I looked for a runway. I looked for airplanes on the ground. Nothing. I banked left to circle again. I glanced down. And there it was — a single grass strip — right in the middle of one of those little patches of woods.

On the approaches the trees had been cut down but the stumps had not been removed. Not a place where you'd want to undershoot or overrun but long enough to be no problem for an Aeronca. There was one airplane tied down beside the strip. I seem to recall it was a Cessna 170. There were a couple of houses hidden away in the woods. The resident I spoke to told me the man who owned the strip was away. For food he suggested the short hop to Iron River.

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**See next month's issue for
the exciting conclusion!**



CF-OSH in Sudbury, Ontario. The other airplane is an Air Canada Turboprop

Coming Events

May 27, 2006: Visit and tour of the [Canadian Aviation Heritage Museum](#), Saturday at 10:00 AM, including a progress update. Families are welcome.

June 23-24, 2006: [Canadian Aviation Expo](#), Oshawa, Ontario

July 1-2, 2006: Les [Faucheurs de Marguerites](#), Sherbrooke, Québec

August 4-6, 2006: [Montreal Acro Challenge](#) (MAC) at the St. Hyacinthe Airport

August 26-27, 2006: "[Classic Air Rally](#)" at Rockcliffe Airport

Unclassified

(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 514-684-658



Laurentide Aviation

Cedars Airport Unicom: 123.5
 Tel: (450) 452-4882 Fax: (450) 452-4405
 Email: laurentide@sympatico.ca
<http://www.laurentideaviation.com/>

✘ SERVICES

- Aircraft Parking and Tie down
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- Advanced Training - Night/VFR OTT/ Instrument
- Simulator

I am looking for a member who is building or has built a Thorp T-18 with the original wings. I am currently restoring one to flying status and am looking for either nose ribs or blocks to make such for the outer wing panel. Call **Pierre Leduc** (514) 817-8421

**For Sale: Aircraft Parts:-
For further information call
Frank Hofmann:
514-696-4572**

1. Ultralight project-original design, 2 seat, 2 engines, all metal, fold wing \$1,000
2. Lycoming 0-320 B1B; 0 hours SMOH, chromed cylinders, new camshaft and lifter bodies. Currently disassembled and can be seen \$13,000
3. Lycoming 0-320 parts:
-E2D oil sump complete with intake pipes \$600
- Alternator support bracket \$20
- two 150 HP pistons \$40 ea
- Inter cylinder baffles \$10
- Pump cover plate \$5
- MA 4 SPA carburetor P/N 10-5009 \$700
- Oil pump riser tube \$25
- Valve Cover \$20
- Flywheel with ring gear \$50
4. Lycoming 0-290 camshaft – narrow lobes, no drive gear \$50
5. 4 Carburetor boxes, all different \$35 ea.
6. Bendix Ignition switch without 'Start' \$100
7. Scott oil temp indicator with bulb, 2 1/4", new \$20
8. 4 Fuel gauges, 2 1/4 " \$10 each
9. OAT gauge, windshield mount type \$30
10. Inertial Vertical Speed Indicator \$850
11. Turn Coordinator RCA 80A-1. 14V electric, Freshly overhauled \$650
12. DG Piper 99003-8, Vacuum, Model 40008-9, P/N 14262-001-10 \$400
13. Clock, 2 1/4 " Wakmann windup \$180
14. Clock, 2 1/4 " Cessna electric \$30
15. 3" CHT, Model 17B521A \$50
16. Four CHT probes, gasket type Lewis 8T301F2 \$30 ea

17. Four CHT thermocouple leads, 10', P/N L116-10 \$10 ea
18. AN 3211-2 4 position rotary switch for 4 CHT probes \$30
- 19 ARC Course Indicator model 1N-319A-1 \$30
20. Mitchell Course Deviation Indicator model CD-1000 \$10
21. Hourmeter - electric 2 1/4 " \$30
22. Alternator , 35 amp, Model F7087, with regulator, O/V + brackets \$85
23. MA 3 SPA carb plastic float and gasket kit \$20
24. 600x6 axle nuts \$10 ea
25. 500x5 axles \$50 pair
26. 500x5 axle nuts \$10 ea.
27. 600x5 Axle Shims, selection of five available \$60 ea.
28. 500x5 Axle Shims, selection of 4 \$50 ea.
29. C-150/152 Cleveland brake discs # 164-00400, new \$100 each.
30. Stainless steel muffler shroud (possibly for an 0-320 installation) \$30
31. Cessna 150 rear baggage compartment closure \$10
32. 4 3/4 " access cover plates \$6
33. Wing Tip Position Light Mounts \$10
34. Tail Light Mount \$10
35. Cesna style rudder rotating beacon fin mount \$30
36. Instrument Post Lights \$10 ea.
37. C-172 Nosewheel axle with bushings \$20
38. Tailwheel Tire 6x2.00 Goodyear, new \$20
39. TriPacer shock cords – Rusco P/N 1080HD 5/8"x8" pair \$100
40. Hartzell Propeller Governor F-6-31Z \$400
41. Spinner support – Hartzell propeller \$20

42. Cessna 150 Style Shimmy Damper \$60
43. Assorted Hydraulic Fittings \$call
44. Flush Fuel Cap complete with mounting plate and neck \$80
45. C-177 flush fuel caps and plates \$80
46. Wooden Propeller, 52x24 for 25HP Ultralight engines, new \$120
47. Assorted Hardware \$call
48. Control Cable 1/8" 7x19 stainless \$ 1.50/ft
49. Loran – Micrologic– removed working
50. ARC Marker Beacon Receiver R-543A
51. Localizer Indicator
52. KR 85 ADF with KI 225 indicator , antennas and harness. Removed working \$200
53. Narco AT 50 Transponder with cables, encoder and antenna. Removed working, Tagged by shop \$750
54. Century 21 Autopilot – needs repair \$100
55. Oil pressure switch for Hobbs Meter \$10
56. Antenna Insulator \$3
57. C-150 muffler \$120
58. C-150 muffler shroud \$ 60
59. C-150 air filter P/N C294510-0301 \$5
60. Piper J-3 exhaust header stacks \$160 pr
61. Piper Cherokee muffler \$120
62. C-85 intake pipes \$10 ea
63. C-85 Intake elbows \$40 ea
64. C-85 valve pushrods \$5 ea
65. C-85 Inter cylinder baffles \$5 ea
66. Rocker Box cover gaskets – Continental – P/N 530112 \$2 ea
67. Dash controls – cable - T handle lock \$20

Mustang II for Sale, \$64,000 US

See: http://www3.sympatico.ca/fhofmann/plane_for_sale.html

