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Newsletter, April 2011

Next meeting: April 28, 2011 at 7:30 pm

Panel Discussion: Aircraft Types and Ownership Alternatives for the Recreational Pilot

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

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Scott Black
Robert Gairns

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President's Message**Michel Moreau**

Hi everybody,

Just a word to remind you of "the Great Debate" this coming Thursday. Don't miss it but most of all bring your friends and particularly young pilots or "would be pilots" who still don't know that aviation could be affordable. There are different ways to approach aircraft ownership. Our Chapter experts will explain all about them.

Warning: next month the meeting will be one week earlier than usual: Thursday May 19th. See you there.

Michel

(Editor's note: The Stampe Collecting story by Bob Gairns, that Michel mentioned last month, is included in this issue)

The Great Debate!**EAA 266 Board of Directors**

This Thursday at our Monthly Chapter meeting, Experienced Pilots and Aircraft Owners will each discuss an aircraft type for about 20 minutes followed by an open Q&A session:

- Certified Aircraft
- Owner Maintenance of Certified Licensed Aircraft
- Ultra-light and Advanced Ultra-light
- Construction of an Amateur / Homebuilt Aircraft
- Acquisition of a second-hand Amateur / Homebuilt Aircraft

Topics to be covered:

- Cost of Ownership
 - Initial cost,
 - Fixed costs, and,
 - Operating costs (including: maintenance, insurance, fuel cost, storage, etc.)
- Licensing implications and procedures – aircraft and pilot. E.g. high performance
- Advantages/Disadvantages of each type

All are welcome, especially prospective new pilots. Do your best to bring a friend.

Spring has arrived and St Lazare has started to awaken. The ground is drying out and most of the hibernating pilots have emerged. My bird sits grounded however the firewall is no longer bare. My overhauled engine is mounted, thanks to help from local motorhead Mark Gervais and his son and our President, who put the mounting bolts in as we heaved the engine up into position – no hoists or block and tackle – just muscle power. Thanks to them all. I will have some pictures next month as there will be more space.

As promised, we have Bob Gairns' article on collecting a Stampe. I found out a bit more of what became of his airplane after his death. After it was sold by the estate, Roly Weiskopf checked over the airplane and cleared some minor snags and local pro Bruce Olson test flew it (see the smaller photograph). It was sold to a new owner in Brampton, Ontario, where apparently it still resides. Bruce did the delivery flight which was uneventful.

Having built up a fair bit of time on the red Stampe that was at St Lazare, Bruce was familiar with the type and said that ZXW flew very nicely. Any concerns that Bob had about ground handling on the initial flights were likely due to his unfamiliarity with the type rather than any errors in restoration. It is clear from talking to Bruce that the Stampe is among his all time favourite airplanes and that this was a fine example of the type.

I am still hoping to get some video of some of these airplanes for a Chapter meeting.

Scott Black, EAA266 Newsletter Editor

Stampe Collecting**Robert Gairns**

While in England during the summer of 1963, I had the opportunity to fly the Stampe aircraft belonging to the Tiger Club of Redhill in Surrey.

A word on the aircraft type might be of interest. With the success of the Tiger Moth in the 1930's, a Belgian designer called Stampe brought out a design based on the Tiger Moth, but incorporating changes which Mr. Stampe thought would improve the capabilities of the De Havilland's popular machine. Of approximately the same overall imensions, his SV4's (for Stampe and Vertongen) had main differences from the Tiger in the addition of ailerons on the top wings, a tailwheel and wheelbrakes. A number of SVAB's were produced just after World War II for the Belgian air force, and had Gipsy Major engines. The French air force liked the design, and some two or three hundred SVAC's were produced in France with a Renault 140 h.p. engine of similar dimensions to the Gipsy Major.

In my search for one of these aircraft, (pronounced "Stomp", by the way) offers from various exporters proved too high for me, and it seemed the only way to acquire one was to look for it personally in France. Thus in the spring of 1971, after advice from a few contacts in the United Kingdom, on a weekend trip from London to Paris, a good aircraft was found at a very reasonable price, but a grave error was made in handing it over to a local mechanic for a three year C. of A. or "Grande Visite".

After many letters and many promises that the work would be completed "next month", word finally came that the machine was ready, two and a half years after the initial request, for the C. of A. The next phase is a résumé of recent events in what is hoped to be the collective stage.

Friday, November 16th – left Dorval in BOAC 747, arrived Saturday morning in London to find temperature 28 Degrees Fahrenheit, and the sun shining brightly. From London took a train to Redhill, Surrey. After a rest, arrived at Redhill aerodrome to see Neil Williams take off in a Zlin and perform some smooth aerobatics. Next day get checkout in a Tiger Club Stampe and put in about 35 minutes flying time. In the club hangar are now two Cosmic Wind racers, Little Toni, one of the originals, and one built up from a half-completed aircraft sold to an English enthusiast. There is also a Cassutt, some Jodels (commercially made in France) and a few V.W. engined Turbulants, three Stampes and a Rollason Beta racer.

After some personal business, I left on the 29th November for Paris, via Folkestone-Calais. In Paris am fortunate to stay with an English friend who works for an international automobile standards organization. One day was spent checking on customs procedures, another on a trip to see the aircraft. The letter showed the aircraft to be not exactly “like new”, but serviceable.

Third day foggy. Next two days rain and fog. My friend took me to the Normandy for the weekend, to look for an old house to serve as a country place. Of course we had to call at the local airport. At the small grass strip was a metal hangar, with several clean Jodels, and in on corner, a two-seat side by side low winger, a SIPA 903, with 85 h.p. Continental engine. A wood and fabric machine, with the wings removed, it had not flown for 4 years, but was in good condition. The watchman said the owner would probably take 500 Francs for it. \$120!, unbelievable, but owners are only allowed to work on a homebuilt aircraft in France, so C. of A's on factory built aircraft are so expensive that quite a number of small aircraft are just left lying in hangars.

Back near Paris my friend took me to the local airfield, which has two gliding schools on it. This is possibly the one where each club operates at different ends of the field, and take off in opposite directions! – towing is done with Rallye aircraft. Across from the hangars is a workshop where the French aerobatic aircraft are being made. These are designed by Claude Piel of Emeraude fame. He designed and beefed up the Emeraude for aerobatic training, and we saw this, together with the CP20, a very attractive single seater with elliptic wings, like the Emeraude, and all wood. This little factory is going to make a batch of about 100 single seaters for the aerobatic work, paid for by the French Government. Piel has designed a midget racer, the CP80, which is a low wing with spring steel gear and all flying elevator. It should be flying soon, and plans will be available: power is an O-200 Continental, max speed over 200 mph. The three view drawing looks very attractive.

Back to the Stampe. After one day of fog and two wet days, Monday 26th Nov. started off clear and sunny. In to Paris by 9:15 a.m., find the Metro ticket sellers on strike, so get a free ride to the Gare de l'Est. Train and taxi out to my airfield, some 15 KM – East of Paris. Get airborne by 12:55, fly north to the first check point, a small airfield. Here a course change to 320 Degrees will take me north and west of Paris, but to my horror a very large and important airport with west runways appears next to the first check point. It must be le Bourget. I am not happy until it is safely past to my left. It turns out that I was not off course, this was just a new airport, to come into operation in 1974. Didn't find the next checkpoint, where a course correction was necessary, but changed course anyway and flew on the new heading.

If one kept heading North, one was bound to hit the coast, and some 15 or 20 minutes later a town and river appeared, which I identified as Abbeville and the Somme. Passing to the West of the town, an airfield to the North positively identified it, and following the river west brought

the coast in view. About ten minutes later a landing was made on the grass field of Berck sur Mer, 5 minutes behind schedule. A 20 minute rest and a telephone call to the tower at Le Touquet confirmed they would accept a NORDO aircraft, and in 7 or 8 minutes flying time from Berck, I was in the Le Touquet circuit, behind a British Air Ferries Corvair, a DC-4 conversion.

Customs at Le Touquet took about an hour and a half, thus it was too late to fly on to Ashford in Southern England. Le Touquet town is 2.5 miles from the airfield and in the next few days I got to know the road very well. In the high season a popular seaside resort with racetrack, yachting, horse riding and of course swimming. Most of the hotels are closed at this time of year, and only two restaurants are open.

Landing on Monday, Tuesday had a 35 knot winds with gusts at Ashford, Wednesday was O.K., but due to the cold, 3 hours of prop swinging produced nothing but spasmodic firing on two cylinders. Then Thursday was very wet. Friday was supposed to have good weather with little wind, but how to warm the engine? The local fixed base operator was a real gem, and brought out two heaters which warmed up the oil tank and engine. Still no start, after one half hour heating, so a U.S. type heater with blower was set up to blow directly into the cooling air intake for the cylinders. This did the trick, and by 10:55 a.m. I was off on a flight plan to Ashford, approx. 45 minutes flying time away.

To cross the channel a light aircraft Corridor has been established some 20 miles wide and aircraft fly on the right hand side either coming or going. From France one crosses the coast 2 NM East of Cap Gris Nez and then flies 304 Degrees True at either 1,000 or 3,500 ft. to the town of Hythe on the English coast. From Cap Gris Nez at 3,500 on this day the cliffs of Dover could be seen, and one imagined how Spitfire pilots must have felt some 30 years ago, when returning from a raid over occupied France. It was hazy at Ashford, a few miles inland from Hythe, but the airfield was discovered and an approach made. Landing from the South is interesting as the airfield is on the top of an escarpment, and the ground falls away from the airfield boundary. Just to the right, and on top of the escarpment stands Lympne Castle, and on seems to pass right over it. Then a line of 40 foot trees lies across the landing approach, then a road, then the airfield boundary.

All well so far, and after a welcome cup of tea I planned to go on to Redhill, and perhaps to Booker, North of London: however

Let us draw a veil over the next sequence of events, which should never have been allowed to occur, but suffice to say that, three days later I am still at Ashford, and I need a new wooden prop. Hopefully the adventure will have been completed by the end of the week, and the Stampe will be ready for dismantling for shipment to Canada.

Today I helped push open the hangar doors for a gent who owns a Bucker Jungmeister, an ex-Swilly air force machine with a Siemens radial engine. The owner put on a smooth display in spite of it being a cold day and him in an open cockpit. There is also a 150 h.p. Beagle Pup and a Victa Airtourer in the local flying club hangar and a Stampe with

In three days here I am staying in the third pub, and am glad to say this one seems the best.

Robert Gairns 1973



Left: Bruce Olson on a test flight prior to delivery to Brampton (photo might be a video capture)

Below: ZXW looking superb in 2009



Unclassified**Free Ads for Paid-Up Members**

For Sale: Citabria Restoration Project C-FABI, a 7GCBC-Citabria sustained some damage and is partially restored, but requires additional work. For info call Eddy Dumalo at 514-453-4123

For Sale: Two Rotax 912F certified engines at 2000 hours (on condition). One shows metal in filter (probably gear box). Complete logs with 50 hour oil analysis. Less oil tank, radiator and oil cooler. Make an Offer. Call Larry Loretto at 613-675-2301 or email loretto@hawk.igs.net

For Sale: 1980 Pober Pixie P9 Built by Dale Lamport. C-GTLQ.

1 Place, open-cockpit, parasol wing, 65 HP Continental. TTAF & ESOH = 521.

Registered "Amateur Built". Visit www.greatplains.com/pixie.html for basic data (VW Engine). Inexpensive, fun flying. Phone **Winston Smith** 613-528-4752 or pwsmith@cnwl.igs.net

Lark sailplane parts for sale plus a semi-finished K6 fiberglass fuselage with canopy. The aluminum lark has been repaired for storm damages but not certified for aerobatics. The wings were cut short in preparation for engine installation. All parts are mounted on a glider trailer, which is also for sale. The complete set is \$1500, the K7 fuselage \$700. Photos are on www.hoverplanes.org under the "sailplane parts" link. Contact **John Austen-Brown** at john.austenbrown@sympatico.ca

For Sale: Jack Geall is selling his [Zenith CH-200](#) project along with many aviation tools and completed E-Z-E Lift 1650 Floats. For the complete list of items, please refer to the classifieds section of the [January 2008 Newsletter](#). Call 819-274-2275 or 450-689-0359 or email jackgeall@sympatico.ca

For Sale: Lycoming O-290G, comes with aircraft oil pan, mags and carburetor. Never operated on an aircraft (was on a propeller driven ski sled) but unknown hours. Call **Pierre Leduc**: 514-817-8421 pierreleduc0@videotron.ca. Also, have C-75, C-85, C-145, O-200, O-300 Continental cylinders, a nice Hartzell prop for a C-180 (O-470), a few tail wheel assemblies, C-140 struts, a C-140 right wing, C-180 landing gears, a few 6" wheels as well as transponders and other parts and radios.

Tie Downs & your Hangar Space now available at CLA6 25 min. from Isle au Torte Bridge off Hwy 401: Lancaster Airpark Inc: N45 12.00' W074 21.75'. 145' ASL. 2400ft x 125ft grass runway 07/25 22111 Old Hwy #2, Bainsville, ON Call **Gord Larsen**...514-697-5259 or 514-262-2470

For Sale: Brand-new [Super Rebel](#) Tri-gear kit that can be upgraded to a Moose, selling for \$24,000 (list price is \$50,000). Contact Gerald Crouse at 506-455-5527 or email: cggnb@nb.sympatico.ca

For Sale: Durand Mark V homebuilt on floats. Negative stagger wing all metal two seat biplane. Lycoming O-320 160 hp engine and new propeller. Built in 1989 and has relatively few hours on it. Wings are being adapted (leading edge and trailing flaps) for easier water landing. Plane is in Eastern Townships, Quebec, floats and wings are in Cornwall, Ontario. Contact: Thompson Hickey at (705) 267-0371, e-mail: hickeyjt@persona.ca

For Sale: Rand KR-1 project. Fuselage, wings, controls and empennage are ready for finishing. Wood/foam panel construction. Retractable main gear is installed. Includes Karmann Ghia 1600 engine. Always stored indoors. No damage visible. Asking \$5000. Contact Bill Evans at 514-907-4919 - friend of owner.

Wanted: Used David Clark Headset. Must be in working condition. Perfer noise reduction. Doug Ford Ph 514-620-2902

Contact Us!

<http://eaa266.org>



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