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## Newsletter, February 2006

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### This month's contributors:

**John Dudkoff**  
**Doug Remoundos**  
**John Wyman**  
**Roberto Cea-Campo**

#### **Notice of Meeting:**

**Thursday, February 23 at 7:30 PM**  
**Please Note Change of Location Below**

#### **Topic:**

François Vrana will talk about Diesel engines in aviation, specifically the SMA SR305 Diesel engine, and its installation on the Cessna 182Q

**Note: Those needing to sit down should bring their own folding chair**

#### **Location:**

**NuTech Hangar**  
**9501 Ryan**  
**Dorval, Quebec**

<http://www.nutechassociates.com/>

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

For those who could not attend last month's meeting, Ron Smith presented a very entertaining presentation on the "World of Aerobatics". From his personal background, historical overview, design details and operational procedures, it left a memorable impression and respect for aerobatic sport flying. Ron started into aviation at a young age, having built a Lambie "Hang Loose" hang glider in his early teens, and a ¾ scale "Camel" in his college days. Since then Ron has owned several aerobatic aircraft, has flown commercial aircraft and presently works at Bombardier Aerospace. Recently Ron purchased a "One Design" aerobatic monoplane design and has made many modifications such as gear leg junction fairings for high AOA flow control, 4-into-1 exhaust pipe for maximum scavenging, wingtip string for "negative airspeed", high power flow control vanes and wing root fairings for delaying wing root flow separation. When bored about flying upright, Ron installed an inverted oil system, inverted fuel breather and fuel flop tube. To keep his aircraft clean, a centrifugal oil separator and an oil breather pipe that extend to the rear of the aircraft. A one-piece bubble canopy and wing tip attitude indicators guides Ron through the air, along with his refined aerobatic flying skills. The grand finale of the presentation was a video with world famous aerobatic pilots performing low-level aerobatic within a racetrack!

John Wyman and Ron Smith have rejuvenated the Aerobatic Club of Quebec and plan to hold a competition this summer. The Chapter requires assistance during the competition and this is encouraged. You can contact John at 514-697-4253 for more information. This would be a great chance to see some very proficient aviators demonstrate their flying skills.

During the last Director's meeting, we discussed upcoming events. There was some discussion on possible presentations. Our club has survived over the last 40 years by providing a forum for sharing knowledge and having guest speakers present aviation-related topics. Some of our past directors have created workshops on various construction topics related to amateur-built aircraft and certified aircraft. Show and tell events have always being popular and if anyone has a project, story or potential guest speaker, please inform one of the directors. Personally, I have always walked away from our meeting having learned something about aviation and that is one of the strongest attributes of our chapter.

*John Dudkoff, Chapter 266 President*

**To Dubai by Regional Jet!****Doug Remoundos**

My boss asked: 'Hey Doug, How would you like to go to the Dubai Airshow?'

'Sure!' I said. 'I guess I'll go to New York and pick up an Emirates flight to Dubai, right?'

'Well, not quite. We need you to fly a CRJ700 over there, do a static display, fly a demo or two and then fly it back.'

'Cool'

After the requisite planning, we left Mirabel on the afternoon of November 16th with a planned fuel stop in Keflavik, Iceland and an overnight in Athens, Greece.

Our flight took us along the historic Blue Spruce Routes. These routes were used to ferry airplanes to the Allied Forces during WWII. These days, most of the North America - Europe traffic flies along the more direct North Atlantic Track (NAT) system. We used Blue Spruce because of the limited range of the CRJ and because we did not have the HF radio required for flight along the NAT system.

Keflavik, Iceland (BIKF) is approximately 2000 nm to the North East of Montreal. Sunset occurred soon into the flight and when we were East of Greenland, we were treated to nature's Northern Lights. It's a beautiful phenomenon that we rarely see here, but commonly see in the more northern latitudes.

Five-and-a-half-hours later, we were refueled and on our way to Athens, Greece, (LGAV) 2400 nm away. At this time of day, most of the eastbound traffic was still behind us, so we enjoyed the relatively little chatter on the radio. As we crossed the Adriatic Sea between Italy and Greece, we were again treated to nature's beauty, this time in the form of a line of cumulonimbus clouds with tops of about 35,000 feet. Each lightning discharge lit up the dark silhouette of the clouds, if only for a second, and gave us a magnificent light show. We landed at Athens at 0500 local time and went straight to the hotel for some rest.

The following morning we were off to Dubai, (OMDB) another 1800 nm away. The routing took us over Cyprus, Lebanon, Syria, Jordan and Saudi Arabia. While flying over Saudi Arabia, we were less than fifty miles away from the Iraqi border. Yes, I was closely monitoring our navigation during this leg.

Our approach into Dubai was spectacular. There was a Eurofighter Gripen doing a vertical climb in front of us in the practice area. It was like watching a rocket launch. This was going to be a great show! The static display area had some very impressive hardware. There were fighters and helicopters, airliners and business jets from all over the world. The daily flight display included the French Air Force aerobatic team, a B-1B Bomber, a B-2 Stealth Bomber, F-16's, the Gripen and an absolutely fantastic display by a Russian MiG-29. The Airbus A380, decked out in Emirates Airlines livery, also flew during the airshow. This airplane dwarfed every airplane on the field, including the Boeing 777 parked next to it.

The first three days were truly a trade show, with most of the participants looking to buy aircraft. Most of the business jets and airliners were hard at work doing VIP flight demos after the daily flight displays. Our flights took us from Dubai to Abu Dhabi and back, with a load of prospective customers.

When we were not flying, our crew went to the many souks (markets) in the city. One could buy anything from spice to gold there and it was expected of the buyer to haggle for the sale price. The prices on various things were a fraction of what they would cost at home. Very different but lots of fun.

The last day of the airshow was Thursday, a weekend day in The Emirates. There were throngs of onlookers, so much so that we had to keep the airplane's door closed to keep the crowds out. What a zoo...



**On the ground in Dubai**

Our trip home was uneventful: an overnight in Athens, next day to Stanstead, England, Keflavik, Iceland and then home. Our flight attendants surprised us in Keflavik when they ordered smoked salmon dinners. Mmm, mmm. I must have been a bear in a previous life!

I saw Greenland for the very first time, on this trip. It was daytime and there was only a thin veil of cloud. The country was covered with snow and glaciers, with only the tops of the mountains protruding through the ice. This terrain was as rugged as one could imagine and yet, quite beautiful. We landed at Mirabel just before sunset, cleared Customs and terminated our day. Altogether, we were gone 9 days, flew 35 hours and had a lot of fun.

I still can't believe that they pay me to do this!

### **What EAA266 Members are Building and Restoring**

John Wyman recently acquired a 1957 Bellanca Cruisemaster 14-19-2 that is currently undergoing restoration in the garage of his father, Bill, in Pincourt. The two dismantled and ferried the aircraft into Canada by trailer last October. Their trip spanned some 1600 miles, taking four days to complete. (A recollection of this was printed recently in the St. Lazare Flying Club's newsletter). Since then, Bill has removed the fuselage fabric, exposing the core of the airframe for restoration and future retrofit with new radios, instruments and components. All told, the aircraft is in remarkable condition given its lack of activity over the last decade, this in part, due to the dry hangar where it was stored in Ohio.

John recently registered the aircraft (s/n 4047) as CF-VCM (**V... Cruise Master**). It is one of only five identical aircraft now found on the Canadian civil aircraft registry. The 14-19-2 (or "230" as it is sometimes called) was produced for only one year from 1957 through mid 58', with a total of 103 aircraft produced. It later gave way, under a new administration, to the nosewheel -3 with 260 hp, albeit its total empty weight increased by close to 300lbs, without much more of a performance increase. This model sports a Continental O470K (230hp), a constant speed propeller, retractable landing gear, 4 seats, 186 lbs. baggage capacity, and an all-up payload of approximately 1000 lbs. This is with an impressive cruising speed of 160mph TAS at 22" of Hg and 2200 RPM, as reported by other Cruisemaster owners and with cross-reference to its operating manual.

See also <http://www.russellw.com/planes/cruisemaster/>

John intends to eventually use the aircraft for long distance vacations with his family and for a potential tour of the Arctic someday. After that...who knows where? Until then, you'll find Bill and John diligently working towards restoring the aircraft one section at a time - ultimately back to flying condition. I guess that will come some day!



**Bill inspecting the wings prior to removal for transport**



**Bellanca hoisted from hangar for securing on flatbed trailer**



Readying trailer for wings mounted by sides of fuselage for return trip



In front of our house on trailer after 800 mile trip home



Wings raised in a closed hangar at St. Lazare

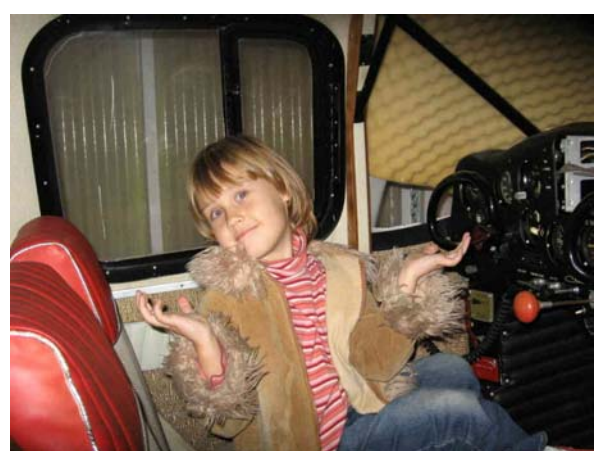


Engine removed from aircraft and readied for storage

John and Bill estimate that the restoration will take between two and three years to complete. John intends on keeping the aircraft as true to its original factory configuration as possible, only adding additional upgrades as necessary. Good luck on the work ahead guys!



Hauling the fuselage into Bill's carport/"garage" for its rebuild



John's daughter, Emily, in the driver's seat prior to dismantling the cockpit

## Unclassified

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**

- |   |   |  |
|---|---|--|
| <p>1. Ultralight project-original design, 2 seat, 2 engines, all metal, fold wing \$1,000</p> <p>2. Lycoming 0-320 B1B; 0 hours SMOH, chromed cylinders, new camshaft and lifter bodies. Currently disassembled and can be seen \$13,000</p> <p>3. Lycoming 0-320 parts:<br/>-E2D oil sump complete with intake pipes \$600<br/>- Alternator support bracket \$20<br/>- two 150 HP pistons \$40 ea<br/>- Inter cylinder baffles \$10<br/>- Pump cover plate \$5<br/>- MA 4 SPA carburetor P/N 10-5009 \$700<br/>- Oil pump riser tube \$25<br/>- Valve Cover \$20<br/>- Flywheel with ring gear \$50</p> <p>4. Lycoming 0-290 camshaft – narrow lobes, no drive gear \$50</p> <p>5. 4 Carburetor boxes, all different \$35 ea.</p> <p>6. Bendix Ignition switch without 'Start' \$100</p> <p>7. Scott oil temp indicator with bulb, 2 1/4", new \$20</p> <p>8. 4 Fuel gauges, 2 1/4 " \$10 each</p> <p>9. OAT gauge, windshield mount type \$30</p> <p>10. Inertial Vertical Speed Indicator \$850</p> <p>11. Turn Coordinator RCA 80A-1. 14V electric, Freshly overhauled \$650</p> <p>12. DG Piper 99003-8, Vacuum, Model 40008-9, P/N 14262-001-10 \$400</p> <p>13. Clock, 2 1/4 " Wakmann windup \$180</p> <p>14. Clock, 2 1/4 " Cessna electric \$30</p> <p>15. 3" CHT, Model 17B521A \$50</p> <p>16. Four CHT probes, gasket type Lewis 8T301F2 \$30 ea</p> | <p>17. Four CHT thermocouple leads, 10', P/N L116-10 \$10 ea</p> <p>18. AN 3211-2 4 position rotary switch for 4 CHT probes \$30</p> <p>19. ARC Course Indicator model 1N-319A-1 \$30</p> <p>20. Mitchell Course Deviation Indicator model CD-1000 \$10</p> <p>21. Hourmeter - electric 2 1/4 " \$30</p> <p>22. Alternator , 35 amp, Model F7087, with regulator, O/V + brackets \$85</p> <p>23. MA 3 SPA carb plastic float and gasket kit \$20</p> <p>24. 600x6 axle nuts \$10 ea</p> <p>25. 500x5 axles \$50 pair</p> <p>26. 500x5 axle nuts \$10 ea.</p> <p>27. 600x5 Axle Shims, selection of five available \$60 ea.</p> <p>28. 500x5 Axle Shims, selection of 4 \$50 ea.</p> <p>29. C-150/152 Cleveland brake discs # 164-00400, new \$100 each.</p> <p>30. Stainless steel muffler shroud (possibly for an 0-320 installation) \$30</p> <p>31. Cessna 150 rear baggage compartment closure \$10</p> <p>32. 4 3/4 " access cover plates \$6</p> <p>33. Wing Tip Position Light Mounts \$10</p> <p>34. Tail Light Mount \$10</p> <p>35. Cesna style rudder rotating beacon fin mount \$30</p> <p>36. Instrument Post Lights \$10 ea.</p> <p>37. C-172 Nosewheel axle with bushings \$20</p> <p>38. Tailwheel Tire 6x2.00 Goodyear, new \$20</p> <p>39. TriPacer shock cords – Rusco P/N 1080HD 5/8"x8" pair \$100</p> <p>40. Hartzell Propeller Governor F-6-31Z \$400</p> <p>41. Spinner support – Hartzell propeller \$20</p> | <p>42. Cessna 150 Style Shimmy Damper \$60</p> <p>43. Assorted Hydraulic Fittings \$call</p> <p>44. Flush Fuel Cap complete with mounting plate and neck \$80</p> <p>45. C-177 flush fuel caps and plates \$80</p> <p>46. Wooden Propeller, 52x24 for 25HP Ultralight engines, new \$120</p> <p>47. Assorted Hardware \$call</p> <p>48. Control Cable 1/8" 7x19 stainless \$ 1.50/ft</p> <p>49. Loran – Micrologic– removed working</p> <p>50. ARC Marker Beacon Receiver R-543A</p> <p>51. Localizer Indicator</p> <p>52. KR 85 ADF with KI 225 indicator , antennas and harness. Removed working \$200</p> <p>53. Narco AT 50 Transponder with cables, encoder and antenna. Removed working, Tagged by shop \$750</p> <p>54. Century 21 Autopilot – needs repair \$100</p> <p>55. Oil pressure switch for Hobbs Meter \$10</p> <p>56. Antenna Insulator \$3</p> <p>57. C-150 muffler \$120</p> <p>58. C-150 muffler shroud \$ 60</p> <p>59. C-150 air filter P/N C294510-0301 \$5</p> <p>60. Piper J-3 exhaust header stacks \$160 pr</p> <p>61. Piper Cherokee muffler \$120</p> <p>62. C-85 intake pipes \$10 ea</p> <p>63. C-85 Intake elbows \$40 ea</p> <p>64. C-85 valve pushrods \$5 ea</p> <p>65. C-85 Inter cylinder baffles \$5 ea</p> <p>66. Rocker Box cover gaskets – Continental – P/N 530112 \$2 ea</p> <p>67. Dash controls – cable - T handle lock \$20</p> |
|---|---|--|

Mustang II for Sale, \$64,000 US

See: [http://www3.sympatico.ca/fhofmann/plane\\_for\\_sale.html](http://www3.sympatico.ca/fhofmann/plane_for_sale.html)

- (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**

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EAA Questionnaire: Tell us what YOU Think!

Roberto Cea-Campo

Dear Chapter Members:

In order to positively evaluate, make it more interesting and to move forward with our chapter in 2006, we would like to have your input and feedback. For that purpose we would like to take a few minutes of your time and experience with the following questions and ideas with the ultimate goal of improvement:

(Mark with an "X" the best answer)

1) For the past year monthly meetings, how do you evaluate the presentations organized by the Chapter's Director Team?

- a) Very Interesting ( )
- b) Somehow Interesting ( )
- c) Sometimes Interesting ( )
- d) Not so Interesting ( )

2) Which topic was the most interesting?

\_\_\_\_\_

3) Which in particular, have you found the least interesting (if you have one) and why?

\_\_\_\_\_

4) What subject in particular would you like to be presented or addressed this coming year?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5) For the past year newsletter issues, how do you evaluate the subjects presented?

- a) Very Interesting ( )
- b) Somehow Interesting ( )
- c) Sometimes Interesting ( )
- d) Not so Interesting ( )

6) What subjects would you like to see addressed in particular and why?

\_\_\_\_\_



Print this page, fill it out, and bring it to the next meeting, or e-mail it using the attached word document and send it to: jrceacampo@yahoo.com