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## This month's contributors:

**Michel Moreau**  
**Eddy Dumalo**  
**David Cyr**

## Newsletter, January 2003

### **Notice of Meeting: Thursday, January 30 at 7:30pm**

**Visit to the Partenair Design Inc.  
Factory in Boucherville, QC**

#### **Address:**

**Partenair Design Inc.  
1351, Newton, Local D  
Boucherville  
450-655 7455**

**See inside for directions...**

**President : Eddy Dumalo**  
514-453-4123  
Valdo@sprint.ca

**Vice-President: Derek Humby**  
d.r.humby@sympatico.ca

**Treasurer: Michel Moreau**  
514-694-2129  
mjmorea@attglobal.net

**Secretary: David Cyr**  
514-762-3340  
450-468-7817(O)  
david.cyr@pwc.ca

**Program Director: Bill Doran**  
450-458-5861

**Membership Director: Ross Holden**  
514-697-4247  
744-1121 (O)  
rossholden@sympatico.ca

**Web Editor:**  
**Eric Edwards**  
ece@xiphos.ca

**Librarian: Ed Hannaford**  
613-347-1201

**Catering: Wally Robinson**  
450-627-4963

**Dicom Liason: Stan Michaleski**  
(514) 636-1895

**Chapter News Editor: Joe Hanson**  
jhanson@total.net

**Technical Counselors**  
**Jack Geall**  
450-689-035  
Jackgeall@sympatico.ca

**Frank Hofmann**  
514-696-4572  
514-457-6610, ext 467 (O)  
fhofmann@e-scape.net

**Flight Advisor: Peter Blatter**  
450-247-2188

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**A word from the Chapter President...**

Have you been flying lately - alone or in flight, on wheels or skis - tell us about it. It's nice to follow the building phases of your airplanes, but, let us also hear about the subsequent airborne exercises. Tell us about weather challenges and other gremlins you may have encountered, and use the Newsletter as a hook for your flying story. Now, about such stories, I know of one for which I wish there was more information. It's about an aerobatic feat attributed to RAF Squadron 25, one of three squadrons assigned to defend the southeast sector of England. The squadron was based at Tangmere and flew Hawker Fury biplane fighters. In 1933, at an airshow somewhere in the United Kingdom, nine of the Furies, joined by an elastic cord at the tie-down rings on the lower wings, went through an entire aerobatic routine. I understand that there is an old rotogravure photo of them lifting off in the tied configuration. Can any of you throw more light on this spectacular feat?

Back on the ground there was an impressive turnout for our Christmas get-together and the attendant awards presentations. The successes we enjoyed last year would not have been possible if it were not for the contributions of many chapter members. Formal certificates of appreciation with accompanying pins issued by Oshkosh for executive work went to Messrs; Cyr, Dumalo, Edwards, Geall, Hofmann, Holden, Humby, and Moreau. Eric Edwards received two such awards, one for Newsletter Editor and the other for Web Editor.

Special mention was made at the dinner for the acknowledgement of the energy and effort displayed in various Chapter functions by Messrs; Blatter, Hannaford, Hanson, Ilnicki, Lehman, Michaleski, Rochester, and Robinson.

The Bob Gairns Memorial Trophy was presented to Bill Doran, our former Program Director, for his energy filled and extraordinary number of years in that role. Diane Leger was there for the presentation. She was accompanied by Andre Gauthier and Claude St-Martin. Andre (retired from the electronics industry) and Claude (Air Canada Pilot) are building Super Chipmunks numbers 2 & 3, and Diane is determined to soldier on with the Super Chipmunk enterprise. She has retained the services of an Academic from the University of Montreal - one who comes highly recommended by DOT - to do a stress analysis of future Super Chipmunks with their respective modifications. Andre had to undo a lot his work to allow for a review of the fuselage attachments from monocoque to tubular. The tooling for future kits is done except for the wings, and Diane is looking for financial backing therefor.

Jack Geall and Michel Moreau were singled out for Golden Spark Plug awards this for loyal service in seeing various programs through to fruition - jobs well done indeed. It was a nice evening judging by the vibrant conversations, so

much so, the it was with a lingering reluctance that the presentation interlude was invoked.

A third Golden Spark Plug award was presented on another occasion, this one to Godfrey Pasmore, President of the Canadian Aviation Heritage Centre (CAHC) and also a Chapter member, which presentation was made by Jack Geall at the CAHC. Godfrey was gracious in its acceptance; as he made it known that the old barn structures could not have been transformed into a building agglomeration, deserving the name of a heritage centre, without the help of so many. So many, that he hesitated to name them for fear of missing some person. What a change physically and also in subtle additions in the form of numerous graphic and art presentations along with 1:12 scale models of the Curtiss HS-2L, Vickers Vedette and two gliders ( Dagling&Slingsby Falcon ) from the 30's. There is much more to come - support your CAHC.

Also present at our dinner was Jean Martel, President of the St.Lazare Aeroclub and an honorary member of our Chapter. He was thanked for the participation of his club members at Young Eagle events. Jean informs that their newsletter can now also be sent electronically, and that his mailing list boasts 3 or 4 members more than our 71. This month's recruiting blitz spearheaded by David Cyr and Eric Edwards should change that.

A post-New Year's Open House took place at the St.Lazare Airport home of Judy & Jack Cooper-Brown, where the hospitable reception matched the expectations of the poetically crafted invitations. Judging by the enthusiasm for flying and camaraderie of the guests (a who's who of the local aviation community), it all bodes well for the future success of the airport - a veritable treasure and haven from the fast lane.

Cheers,  
Eddy.

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### **Pilot License Currency Seminars for the Québec Aviation Community**

It is our pleasure to invite you to one of the 2003 season's aviation safety seminar presentations. This year subject is "Survival in Sparsely Settled Areas".

<u>Date</u>	<u>Place</u>	<u>Room</u>	<u>Time</u>
<b>FRENCH</b>			
Wednesday 12-02-2003	St-Hubert	Auditorium de l'ENA 514-281-7000 Ext. 5692	20H00
<b>ENGLISH</b>			
<b>Friday 21-03-2003</b>	<b>Les Cèdres</b>	<b>Laurentide Aviation 514-875-6669</b>	<b>19H00</b>

Thank you and see you all!

Michel Leduc, System Safety/Sécurité du système (NAB), Transports Canada - Québec  
514-633-3484 <http://www.tc.gc.ca/quebec/fr/securiteaerienne>, email: [leducmi@tc.gc.ca](mailto:leducmi@tc.gc.ca)

**Visit the PARTENAIR factory on January 30, 2003****Michel Moreau**

Our January meeting will be held at Partenair's factory in Boucherville. **Partenair Design Inc.** is the proud designer and manufacturer of the **S45 MYSTERE** shown here over Lake St. François. You will be able to take a look at the production of the kits and their assembly, since several customers are actively building their planes at the factory under Partenair's supervision. This is a very professional set-up. Partenair Design Inc. offers demo rides with prior arrangement. We were lucky to get a ride and were quite impressed by the visibility, roominess and comfort offered by the cockpit. It is a very pleasant, stable airplane to fly. Good for cross-country. Join us for this special rendezvous at 19:30 at the Partenair Design Inc. factory in Boucherville, this month, and then back to John Abbott College in Ste. Anne de Bellevue in February.

**Address:** Partenair Design Inc.  
1351, Newton, Local D  
Boucherville  
450-655 7455

**Directions:**

Take AutoRoute 20 towards Quebec City. Exit on Nobel Blvd (Exit # 93).  
Turn left on Nobel and right on the next street, Newton, which makes a curve to the left.  
Partenair is located immediately after the curve on the right side.



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**More from our "Flying IS fun" file...**

I took my cousin for a plane ride a few years ago. After an hour, we headed back to DuPage airport. The last 10 minutes of the flight were quiet, with almost no conversation. About six miles out, I keyed the mic and opened my mouth to contact the tower, when all of a sudden my cousin shouts loudly, "HEY, LOOK, THERE'S A NAKED LADY DOWN THERE BY THE SWIMMING POOL!" My mouth was still open and the mic button was still pushed.

-AvWeb

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**Newsletter Format**

You will notice that we have changed the layout of the newsletter this month, to make it easier to read on a computer screen. You now won't have to scroll down the left column and then up again to see the right column. Comments or thoughts?

**Follow up on the Article by Martin Hollmann that appeared in last month's newsletter****David Cyr**

*At least three of our Chapter members are flying canard aircraft that use the GU25 airfoil, with combined flying time approaching 2000 hours. None of the issues referred to by Mr. Hollmann has been encountered during this time. Based on feedback from Chapter members about the content of Martin Hollmann's article that appeared in our December newsletter, we felt additional research was warranted, so we corresponded with Rutan Aircraft Factory staff and two other people. They all had opinions that differed greatly from those expressed in the article. (The correspondence appears in regular font, while my comments are in Italics.) Firstly, our request to the Rutan Aircraft Factory:*

Dear Burt and/or Dick,

We recently saw the article by Martin Hollmann, who can be referenced at his web site "www.aircraftdesigns.com". The article concludes that the GU canard was the reason for several fatal accidents. We believe there never was any determination or definitive proof that any of these crashes resulted from the use of any particular airfoil, and that conclusions were drawn on conjecture, not fact.

We would like to know if you had seen this article and if you had a rebuttal or a response that might give another perspective on this issue. If so, would you kindly forward your comments to us, as we would like to publish your thoughts in our EAA Chapter 266 newsletter.

*We received responses from both Mike Melvill and Tonya Rutan. Mike expressed extreme frustration with the information presented in the article, saying that he had over 3500 hours in his Long-Ez, and Burt had over 4600 in his. Neither has ever experienced the problems referred to by Mr. Hollmann. Mike said:*

When we flew around the world in 1997, we flew in more rain and harder rain than I have ever seen, with no problems other than prop leading edge erosion.

I have worked for Burt for nearly 25 years, and I have more time in canard airplanes than most and I have considerable experience with all of the different designs he mentions in the article, and essentially none of what he says is correct or true.

For example, I worked with George Pettersen (NTSB) on the John Denver accident. I personally examined and photographed every part that was recovered, and believe me, the canard was in fact a Roncz 1145MS airfoil. Not that it would have mattered, the canard airfoil had no bearing on this accident. I responded to Mr. Hollmann with just these words as soon as I saw his published mistakes, and he is well aware that the Denver Long-EZ had a Roncz canard. For whatever reason [he] would not retract or change his conclusions.

*Tonya Rutan said Burt would not engage in a futile exchange with Mr. Hollmann. Part of what Tonya said was:*

The integrity of the Rutan homebuilt aircraft speaks for itself. And you know that when there is a flight or failure risk, Burt and Mike immediately go into action to warn builders of the problem, diagnose the failure and recommend a fix, such as with the recent spar cap failure on an VariEze.

So Burt and Mike [Melvill] do not even address Mr. Hollmann's statements. But I have attached a couple of emails that were sent to us by other folks to give you more insight.

*The following emails were received indirectly from Tonya Rutan, and printed here with the permission of the authors, Tim LoDolce and Ken Miller.*

*Permission to Reprint from Tim LoDolce:* Good morning David,

Thank you for requesting my permission to reprint the article on Mr. Hollmann written for Central States (Canard Flying Group Magazine) and the Canard Forum of which I am an active participating member.

As I recall, I wrote that piece the summer of 2002 and I am assuming from your email that he's still espousing the same old misinformation about the GU25 (canard) airfoil design. Please pass along to your EAA Chapter that yours is not the first Chapter to find that Mr. Hollmann has a history of leaving behind a rather controversial bread crumb trail and it probably won't be the last.

I stand behind my interview and written letter and I give you my permission to reprint all or just some of the article. Please do not reprint me "out of context" and clean up some of the misspelled words if you would please.

I might add that I have flown the GU25 canard on several different aircraft models including my own VariEze to more than 2000+ hours and have demonstrated the gentle stall characteristics of that design repeatedly over the years to prospective and current Canard flyers.

Tim LoDolce, EAA Technical Counselor/Flight Advisor, VariEze Builder N26FM, Truckee, CA

*Tim's article:* Just wanted to fill you in on our EAA meeting this evening 4/18/02 with Mr. Martin Hollmann as our guest speaker. As chance would have it Mr. Hollmann arrived earlier than expected and our board was still in session so here I was with a one on one opportunity to ask him direct questions about his alleged statements about the GU25 canard, since I never read the article in Custom Planes magazine and could only reiterate what I have read here on our forum.

Since Terry Schubert has endowed me with press credentials as a CSA Western reporter, I used that approach in order to "eliminate any misunderstanding" about what he might and might not have stated. I also advised him that I was a VariEze builder and that I have more than a few hundred hours in canard aircraft and that my VariEze has the GU25.

Without going into the details I should say Mr. Hollmann is a very likable fellow, albeit, a bit on the eccentric side. When asked if he made the statement that Burt Rutans EZ designs are unsafe he first started to say he stood behind that statement but then backed off and said it was only the GU25 canard he "believed" to be unsafe. When asked why the many hundreds of GU25's flying out there have never encountered the stall characteristics he is certain exists he explains that he has been "told" by a pilot that has flown this airfoil shape in full stall with a loss of "500 feet" before recovery, which he finds unacceptable.

Without going into a near 45 minute "question-and-dodge-the-answer-session", I can report this man is not a menace, but is highly misinformed. He has written a few books on design (which he tried to hawk at our meeting..... tacky) and I believe he has a genuine concern for the safety of all designs. Once we got to listen to his lecture on design (and himself), it became very clear to all in attendance that this guy is merely an "absent minded professor" type.

He feels his word is gospel because his "design friends" (and he knows them all, including Burt) have told him the GU25 is dangerous because of it's shape. He learned this from an aeronautical engineer "friend" and he has believed it ever since. In fact, he even has a page in his design book about what canard airfoil shapes are good or "no good" and he pointed out the page that said "GU25..... No Good"!

He claims he designed the Lancair 4 for Neibuier, "but only if Lance would let him do it right this time" meaning that "the Lancair 2 and subsequently the 235, 320 and 360 had a terrible wing which needed correcting but they never got around to it".

When asked about putting the PT6 on the Lancair 4, he also claimed it was his idea too, but it's a bad idea [due] to the fuel consumption of 35 gallons per hour. In the same breath, he told the audience that "within 5 years piston aircraft engines will not exist due to lack of available fuels"????

He never gave his credentials, but claims he still teaches at Santa Clara College. What he teaches we didn't ask. When asked what the Super Stallion was made of, he told us it was a carbon fiber shell around a steel frame. At the same time, his Power Point presentation was telling us the body was made of fiberglass.

The question came up about how many of these Super Stallions were flying and he said only a few but when pinned down he said "he thought there might be another but wasn't sure". He then went into a long-winded dissertation about what it takes to build a homebuilt airplane. Did this guy forget he was preaching to the choir???

Are you beginning to see what we saw and heard coming from this man?

He did tell me he has the deepest respect for Burt Rutan but would not give his designs credit. He's an egomaniac living in his little world. He will not listen to reason and yet made claims that I was the one who wasn't listening just because I tried to have him justify one absurd statement after another.

This guy is out there, that is obvious but he is not to [be] feared or taken seriously. No one else does from what I can see. I spoke to several members after the meeting who have no idea about his statements about our canards and they all though he was a nice old guy but just a little mixed up.

*Permission to Reprint from Ken Miller: David,*

Be my guest. I hope this helps your readers understand Mr. Hollmann's intentions.

Ken Miller, A&P, EAA Tech and Flight Advisor, [www.long-ez.com](http://www.long-ez.com), [kenEZmiller@compuserve.com](mailto:kenEZmiller@compuserve.com)

*The following text is an excerpt of the email conversation between Ken Miller and "RH" discussing a presentation by Mr. Hollmann to their EAA Chapter:*

KM: I have never disparaged Martin's personality, as I don't know the man. He simply fabricated theories about the Long-EZ, and published them repeatedly as truths, backed by "data". I have taken him to task concerning these baseless theories, and he simply dodged the issues and re-stated his opinion.

This clouds the validity of any of his professional work, in my opinion. If he has jumped to the conclusions about the Long-EZ and it's handling characteristics without valid flight data performed by him or his staff, what other conclusions has he jumped to in regards to the strength of the Stallion or Lancair wing?

RH: He was not speaking with canardians best interest in mind.

KM: Why would he? He is professionally "in bed" with Lancair, and it is my understanding that [he] has done a lot if not all of their structural engineering. The Stallion has a modified Lancair wing. The simple, relatively inexpensive Long-EZ is a thorn in his side.

Any well-known "authority" has the responsibility to make sure that his or her facts are straight before making statements or publishing any data on any aircraft, not just canards. Mr. Hollmann's statements could have a lasting negative effect on our privilege to fly our canard aircraft. We may have the ability to ignore him, but what about the insurance industry and the FAA?

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**Contact Us!** EAA Chapter 266 (Montreal), 677 Giraud, Ste. Dorothee, Quebec  
H7X 3J3

<http://eaa266.org>

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RH: He also designed a really super plane, 2200nm range!

KM: If you believe Mr. Hollmann's advertising. I don't get around much, but I haven't heard about a distance record being set by the Stallion. Has he or anyone actually flown 2200nm non-stop? I would like to know. Then and only then will I believe it. I would challenge him to fuel her up with additional tanks and beat Dick Rutan's little cross country from Alaska to Grand Turk... 4800 statute miles. Think about it... Lindbergh flew non-stop from Long Island to Paris in 33 hours. Dick flew the equivalent of Long Island to Moscow in 30 hours through all kinds of weather in a hand-built personal aircraft with a GU25 canard. Now that's data.

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## 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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