

In this Issue:

Newsletter, January 2005

- **Message from our Chapter President**
- **Win a Kitfox!**
- **Library Discount Offer: Only Days Left...**
- **News on Henry Ilnicki's Engine**
- **The EAA Aviation Services Team**
- **Update on Eddy Dumalo's Wing Rebuild**
- **Website of the Month**

This month's contributors:

Eddy Dumalo
Steve Rossiter
Henry Ilnicki
Brenda Anderson
Mike Lustig

Notice of Meeting: Thursday, January 27 at 7:30 PM

Topic: Daniel Sasseville will talk about fuel systems, a difficult area that has caused many incidents with homebuilts. He will also answer questions about Rotax engines. Daniel runs Aero Propulsion Technologies in St-Lazare, the Eastern Canada Rotax Service Center.

<http://www.rotaxservice.com>

Location:

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

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

At our Christmas party the names of the recipients of special awards, awards originated by the chapter, were revealed. The Robert (Bob) C. Gairns Commemorative Trophy went to John Dudkoff, which trophy is given for the best homebuilt or restored aircraft to honour the life of service to aviation of Bob Gairns. John's homebuilt RV-6 is the center of attraction wherever displayed.

The Golden Spark Plug awards for dedicated service, created and crafted by Jack Geall, went to Messrs. Mark Clement (Treasurer) and to Michael Lustig (Newsletter Editor). Formal Certificates & Pins from EAA Oshkosh in recognition of chapter service were presented to most of the Chapter's Directors. The Directors not having received a pro forma recognition from Oshkosh were thanked and applauded individually for their stellar work and assistance afforded the Chapter. In spite of submitting the names of all Chapter Directors in a mandated annual report to Oshkosh, not all received outright recognition. I will bring this to EAA's notice and request absolute and comprehensive recognition for all Directors.

Messrs. David Cyr, Ross Holden, and Michel Moreau are respectively responsible for more than just one directorship. An emphasis was made in November's newsletter for the need of additional directors along with a desire for heightened participation from members at large. An impassioned appeal came from Michel for someone to take over the position of Program Director, a position that he has carried out most admirably for several years. The position is central to having engaging monthly meetings; a challenge it is to variously search out guest speakers, arrange field trips, invite industrial and governmental representatives, organize workshops and presentation of members' projects, and the list goes on. An excellent opportunity this Directorship would afford a younger member to learn more about the business, educational, financial, political, communal, and aviation sectors, to name but a few. The attendant experience would enhance any a CV. So, let's hear from you that are able and willing to serve on the chapter's executive. Tell us more about your talents, work history and life experiences. There follows a befitting extract from EAA files: "When each member walks into a Chapter meeting, he should feel as if he is walking into a reference library in which each of the other members are the reference books. And he, himself, is a reference book that should be willing to be opened."

A friend, one Mike Brady with Lancaster roots, told of a scrapbook he is compiling about the military services of his grandparents, uncles, and father. I would like to pass on his comments about the access to information and privacy acts and, how the privacy act has hampered his progress with DND Ottawa. The system works well for persons accessing their own files, but not so for third parties even if they are blood relatives. Relatives, spouses included can expect to only get scant information and, this at DND's discretion. Mike learned that it takes 20 years after a serviceman's death for the privacy act to become redundant. So, if you are scrapbooking and some of the subjects are still alive, get them to contact DND before too long. Mike also told of a group that is organizing to retrieve an RCAF (424 Squadron) Halifax bomber that was ditched off the Hebrides Islands. The restoration group is headed up by Karl Kjarsgaard and has the website www.57rescuecanada.com. They hope to have a charitable tax number soon. Karl can be reached at 613-835-1748 and karlkj@sympatico.ca.

Best regards,
Eddy

Win a KitFox!**Steve Rossiter**

KitFox Sweepstakes: EAA Chapter 517 in Missoula, Montana is conducting a fund raising sweepstakes and the Grand prize is a beautiful 1997 KitFox Model V (appraised value \$48,500). The normal ticket price is \$25.00, or ten tickets for \$200.00 (a maximum of only 4,000 tickets will be sold). Want to save \$5.00 per ticket? Join some friends and buy 10 tickets at a time. Full details about the sweepstakes can be found on the Chapter web site at www.eaa517.org You can download the entry form from the web site or request an entry form by mail at:

EAA Chapter 517, Inc.
PO Box 16446,
Missoula, MT 59808-6446
or by e-mail at:

EAAChapter517@aol.com.

Good luck!

Thank you for your assistance,

Steve Rossiter
President, EAA517
(H) (406) 542-5177
(W) (406) 329-4720
(C) (406) 544-0753

**EAA 266 membership pays!**

All new memberships and renewals received a discount card for book and video rentals from the chapter library, but the **DISCOUNT CARDS EXPIRE JANUARY 31, 2005!** Make your video or book selection from the website (www.eaa266.org), call or e-mail Ed Hannaford, enjoy your selection for one whole month and get a discount. Call Ed today, **DON'T MISS OUT!**

EAA Aviation Services Team**Brenda Anderson**

EAA members are one call, email or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from "How do I register my homebuilt?" to "What's involved in the A&P exam" to "How do I convert my ultralight for the new sport pilot rule?" and more.

Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enables them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for

information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members Only portion of EAA's website at www.eaa.org. The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying an experimental amateur built aircraft. The Aviation Services team also develops a significant amount of the content on EAA's Sport Pilot website page.

Two of the most popular "hands on" offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

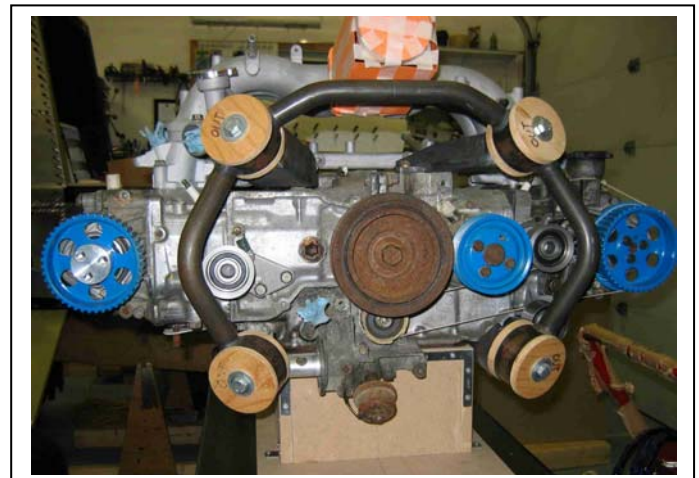
For more information on your EAA Technical Services offerings please call 1-800-EAA-INFO. They're ready for your questions!

Henry Ilnicki's Engine News

Henry Ilnicki

(Editor's Note: Henry is building a Durand Mk V biplane with a Subaru engine see: http://www.eaa266.org/ea266-projects-henry_ilnicki.htm)

The photos of my engine show the front (left) and back (right) of the 2.7 litre 6-cylinder out of an XT-6. The engine as seen in the photos weighed in at 226.5 lbs. (includes the dynafocal ring and four-off rather substantial sub-mounts).



All up weight is heading for about 320 lbs. - close to the weight of the Lycoming O-320 that my aircraft was designed with. The third photo (below) shows my Marcotte PSRU being checked out for offset.

I always assumed that the offset was 1.72 inches based on published data. This was good for cowl clearance. My check showed an offset of only 1.025 inches!!! A phone call to Ray Fiset (Marcotte's PR guy) revealed the following: the 1.72 figure is a misprint; the actual value is supposed to be 1.62; the 1.62 is applicable to only the M-400 model (I have the M-150); they couldn't tell me exactly what offset I should really have. At least my PSRU weight with gear oil agrees with the published data (33 lbs.). I have checked my gear ratio and it also agrees with what I was told my unit has, i.e. 1.88:1. In case I need to change out for a different gear ratio I have no way of knowing what to expect in terms of changes to the offset which in turn affects mounting. I think there's a lesson here for the uninitiated.



More to follow in the next few months as I tackle trying to get the engine parked in front of the firewall and marry the engine to the airframe. Also, I'll have more details concerning the PSRU.

Eddy Dumalo's Wing Rebuild

Our President, Eddy Dumalo, discovered compression cracks in his wood spar during an inspection following a landing incident in his Citabria 7GCBC. This is a classic failure for Citabrias. After consulting with experienced experts, including Otto Dietrich of the St. Lazare Flying Club, Eddy elected to replace the wood spar with a metal one. Here are some recent photos of this effort, which now has the right wing done.



Website of the Month**Mike Lustig**

A new feature of EAA 266 for 2005 is the Website of the Month. This section is dedicated to recognizing outstanding achievement for a website in the field of amateur and experimental aviation.

This month's website is the Danish Ultralight Flying Association: <http://www.dulfu.dk>.

This website claims to be the world's most popular ultralight aviation database, boasting 25,000+ sessions per month and having the **Top One Thousand Ultralight Aviation Links**: http://www.dulfu.dk/linkdir/links_main.asp

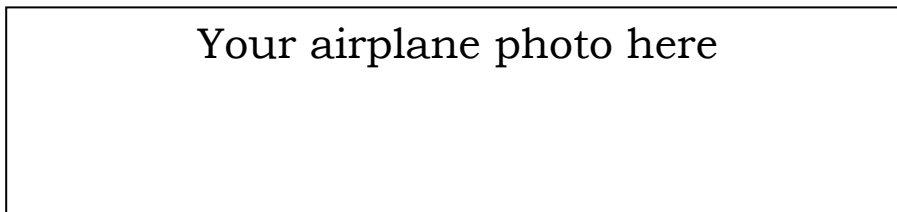


Well done, DULFU!!!

If you have a nomination for Website of the Month, please email Dave at david.cyr@sympatico.ca me at mike.lustig@progression.net

This space available for news of YOUR PROJECT or AIRCRAFT!!!!

We at EAA 266 are always on the lookout for photos and stories of our member's projects and aircraft. A random survey showed that approximately 100% of members do have photos of their projects or aircraft, many already in digital format!!! Don't be shy, e-mail them in to mike.lustig@progression.net. You'll be glad you did. No digital camera? Just bring you photos to the next meeting for scanning and before you know it:

**Unclassified**

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 of Kitfox

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

Submit your Technical Questions

At the November Chapter meeting, Frank Hofmann answered a Technical Question on the regulations and equipment required for night flying. His answer was very detailed and greatly appreciated by all. Given there is a wealth of technical knowledge within our Chapter, we will answer questions of a technical nature related to homebuilt construction, so submit your technical question(s) at the next meeting, or e-mail or phone it in ahead of time to any member of the EAA 266 Executive. Questions will be answered ASAP by our panel of experts.

**Laurentide Aviation****Cedars Airport Unicom: 123.5**

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Email: Laurentide@sympatico.cawww.laurentideaviation.com**✘ SERVICES**

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