



**Experimental Aircraft
Association Chapter 266,
Montreal Canada**



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Newsletter, March 2008

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Notice of Meeting:
Thursday, March 27, 2008
at 7:30 PM

Topic:
Aircraft Inspection
With Bill Evans

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

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

A word from our Chapter President...**Michel Moreau**

Chers amis,

I hope that you all had a pleasant Easter weekend.

I am writing from a town in the French Alps and when I left Montréal on Tuesday it looked like Easter would not be very different from Christmas. Here at least snows remains on the mountain peaks, usually..

But it won't be long before the snow melts and we should prepare ourselves to go flying. Bill Evans presentation is very timely in that respect.

It will be preceded by a short presentation given by David Cyr about the possible influence of the Coriolis force on the fuel system of an aircraft!!

Next month, again very appropriately, we will have a "rust removing" session led by our new Flight Advisor Doug Remoundos.

On a different subject: I am pleased to note that two big victories were won this month for light aviation. The Banff and Jasper battle is finally over. Banff will remain opened for emergencies and Jasper will be open for recreational flight.

The Québec Court of Appeal has ruled that the Agricultural Land Protection Law doesn't apply to aviation activities. Aircraft owners who have been forbidden from having their own grass strips in Québec are finally seeing some light at the end of a long tunnel. Québec may still appeal to the Supreme Court but a big step has been made. Thanks to the COPA Special Action Fund.

Read the next COPA magazine about these two cases.

Happy building and Flying!

MichelM

Adventures in Cross-Border Shopping**Scott Black**

The ad on barnstormers.com read "Jodel F-11 - immaculately constructed and beautifully maintained". One reads stuff like that with a certain amount of scepticism. But the price did catch my eye and it was a nice photo. My Dad had flown a [D9](#) and, other than the fact that it had no brakes and no canopy and he got bugs in his teeth, he had found it to be a delightful airplane. So I decided to go to Upstate NY and have a look, since I had nothing better to do that weekend, and I told Michel Moreau at the September Chapter meeting. Being a Frenchman, the word Jodel got his attention and he asked if I would like some company. So off we went Saturday morning, bright and early to Cambridge, NY, which is right near the VT border about 2 hr drive south of Burlington. We met Bill Rich, one of the 2 builders and he showed us the airplane. Due to the weather we could not get a flight but the airplane looked decent and I had the impression that Michel was in love. That night there must have been some serious discussions at the Moreau household, however I guess they went well because that night Michel called me and asked if I was interested in a partnership, provided we based it at St Lazare. Being new at this game I figured that having an experienced hand to guide me both in owning, maintaining and flying would be a good idea and splitting expenses has its advantages as well, so I agreed.

Bill and his friend John Sherin built the airplane between 1964 and 69, back before the days of Bingelis books, Aircraft Spruce, the internet and even Oshkosh, – in fact it has been flown to the previous EAA convention site – Rockford, IL. It has a C-75 that has been modified with the carb from a C-85 and an O-200 crankshaft. The airplane has basic electrics and a starter. It has the Falconar spring steel landing gear (not the French rubber pucks) and gull wing doors that follow the natural curve of the canopy. The aircraft has mechanical flaps and a tab that provides elevator trim based on flap deflection, in addition to the usual elevator trim tab. Bill built several airplanes in his career including an RV, a homebuilt Champ and this one. This is the last airplane he kept and according to his wife, he had a lot of fun with it over the years. Both he and John had health problems and had decided it was time to retire from flying.



We made a second trip, this time with Frank Hofmann (nice to have a partner who is connected!) to inspect the airplane in detail. The wood was in good condition as it had been hangared its whole life except for trips to Rockford and Oshkosh. The fabric tested fine though the paint had been touched up in places and was less than perfect. We told Bill that once we figured out how to import the airplane we would let him know. So we looked on the COPA site, asked around, figured we knew what we were doing and sent Bill a cheque. We arranged for George Coy at Border Air Services in Swanton, VT to fly the airplane to Lachute via Cornwall. George is a real airplane guy – he owns a Champ and a DC-3! A real character with lots of great flying stories and we enjoyed his company. So now we had our airplane and could go ahead and get it licensed...or so we thought.



There are 2 scenarios whereby a homebuilt can be imported from the US. One is when it is still parts, in which case all the usual inspections are required and the structure cannot be closed out until it has been inspected. The second is when it can be shown that the aircraft has been approved in the US and has flown at least 100 hrs, in which case the pre-cover inspection is waived but a final inspection is required. This airplane had some 900 hrs on it, so clearly it met the 2nd requirement. So off we went to import....not so fast

though. Due to a breakdown in communication with MD-RA, we did not submit a form called "Report on the Eligibility of Foreign Amateur Built Aircraft For Importation". This is supposed to be done BEFORE you bring the aircraft in so that you don't end up importing something that cannot be approved for whatever reason. When we found out about this, the airplane was already sitting in a hangar in Lachute and had been deregistered by the FAA. It was now, in terms of registration, in no-man's land. To top it off, the US certificate of registration had errors on it when compared to the dataplate, which is a no-no. Technically it could not be proven that the papers belonged to that airplane because of this discrepancy. An anxious few weeks followed and I won't bore you with the details but it looks like the kinks have been ironed out, partly by persistence and partly by luck, I suspect. Please, if anyone is considering bringing in a homebuilt, for heaven's sake please check out the links at the bottom of the article. You don't want to be in this situation. Incidentally, unless we missed it, I don't believe this requirement is spelled out in the COPA information on importing a homebuilt, so don't rely on that information as definitive. Also, the importation checklist on the TC site says that a TC inspector handles the importation inspection, whereas now it has been delegated to the MD-RA. It seems that there is a lot of confusion in this area and the government documentation is lagging behind the current practice. The form I have is from MD-RA yet I can't find it on line. I will post it to the Chapter website (see links). Please, if anything I have said is incorrect let me know so that I can ensure that our members get the right story - I will see that it gets clarified in the next issue.

As winter had closed in it looked like St Lazare would be difficult to fly into and working on the airplane would also be difficult in the open shed in January. Luck intervened again and Michel found a hangar in Lachute that had space due to the owner's other airplane being recovered. The price - free! And heat was available as well. Again - connections (not mine). Had we ended up at St Lazare we would not have been able to work on it conveniently. This was quite fortunate, as the required upgrades were much longer than intended (like that is a surprise). As it is, we have been working on the airplane for a few hrs every weekend and Michel, being retired, has occasionally gone up during the week. Dave Cyr has also been pressed into service and thanks to him we have a nice schematic of the electrics.

Contact Us!

<http://eaa266.org>

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Since January, we have replaced numerous non-fireproof nuts in the engine compartment, the gascolator and some fuel lines, applied Canadian registration letters, the applicable placards and cleaned up numerous odds and ends (new tires etc) to prepare for the MD-RA inspection. The application has been made for a Cert. of Registration, which is required before the inspection, and we are just about ready, I think. It is a question of Transport Canada processing the paperwork now. After that we will need a canopy cover, new seat cushions, installation of a radio and we will be ready to fly. I will have to get my Recreational license and a tailwheel endorsement before I can be PIC, but until then I will be co-pilot and I am looking forward to it.



I will keep the Chapter informed as things develop. Hopefully next month will bring good news, TC willing.

Scott Black

Program Director, EAA 266

(be sure to visit <http://eaa266.org/eaa266-projects-michel&scott.htm> to view the form referred to above, and to see two videos of the ferry flight. Ed.)

New Additions to the Chapter Library

Ed Hannaford

Here are the latest books:

B34	The Compleat Taildragger Pilot	Harvey S Plourde
B35	Propellers – First & Final Explanation	Jack Norris
	The Logic of Flight (2 books in one)	Jack Norris

Book B 35 (a double book) is written by Jack Norris, a well respected engineer that has worked on spacecraft controls and many other complex systems.

Propellers - The First and Final Explanation book is described as; The professional, incisive, understandable, logic of propellers. The explanation that has been so badly needed, by aeronautical engineers, propeller designers, pilots -- the users. This should have been available, at least half a century ago! The longest, most fundamental hole in aerodynamics!

The other book (backside of B 35) is Logic of Flight - The thinking man's way to fly, featuring MAX SPEED / \$

Also, there is one new DVD:

DVD 8	Scratch Building Basics Metal Aircraft (set 2)	Can-Zac Aviation
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Contact Us!

<http://eaa266.org>

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

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 wheels 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.

Doug Friend is selling his Falco F8-L. See <http://ww.falcoforsale.com>

Location: St. Hyacinthe, QC (CSU3)

Registration # C-FKWF

Year completed: 1994

Total Time: 194.9 hours

Last Annual: February 2007

Kit Mfr's site: <http://www.seqair.com/>

The Falco is an Italian designed, low wing, all wood construction aircraft with retractable gear and a constant speed prop. It features a one-piece spar. Phone: 514-772-0535.

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: - see Ron Hills, or call him at 514-684-6581

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 (everything except engine).
 2. Set of drawings for Acro Sport II biplane
-

VOLMER AMPHIBIAN Unfinished - fuselage almost done and primed. All cables for motor, tail feathers, all instruments, gear etc. in place. Aeronca Wings have to be rebuilt. New Ceconite for wing and tail feathers ready for covering. Lycoming O290D engine 0 time, needs mags and carburetor. New gaskets, seals and SS flanges (\$2,000 worth of new parts and coverings). Motor brackets and mounts included. Asking \$15,000 obo. No reasonable offer refused. Call **Jerry Adams** at 613-525-4532 or email: jerryadams247@hotmail.com

Mustang II for sale see http://www3.sympatico.ca/fhofmann/plane_for_sale.html

Aircraft parts see <http://www.eaa266.org/eea266-classifieds.htm>. For further information call **Frank Hofmann**: 514-696-4572, fhofmann@sympatico.ca



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*** SERVICES**

- Aircraft Parking and Tie down
- Fuel 100LL and Oil (Available in bulk.)
- Hangar and Plug-in
- Restaurant

*** MAINTENANCE**

- Owner Assisted Maintenance (Heated Hangar)
- Parts
- Inspections
- Calibrations
- Engine and Radio Work

*** FLIGHT TRAINING**

- Recreational to ATPL
- Advanced Training - Night/VFR OTT/ Instrument
- Simulator



Print - Fill Out - Bring to Meeting or Mail in

EAA Chapter 266 Membership Application:

New:___ Renewal:___ Date:___/___/___

EAA Number _____

Exp Date:___/___/___

Name: _____

Address: _____

City/Town: _____

Prov:_____ Postal Code:_____

Phone:(___)___-___ H (___)___-___ W

E-mail: _____

Distribution Preference: E-mail___ Post___

Aircraft & Registration(s):

Other Aviation Affiliations:

COPA:___ RAA:___

Other: _____

Annual Dues: Sept 1st to Aug 31st: \$25

Make cheque payable to: EAA Chapter 266

Mail to: M. Moreau

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