

## In this Issue:

## Newsletter, March 2010

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### **Notice of Meeting:**

**Thursday, Mar 25, 2010 at 7:30 PM**

### **Topics:**

- 1. Jabiru J250 project by Gord Larsen**
- 2. Some photos from the Windover fly-in 2009**
- 3. The usual lie swapping and hangar flying**

### **Location:**

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

### **This month's contributors:**

**Michel Moreau**

**David Cyr**

**Bill Evans**

**Scott Black**

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

Mes amis,

Last month, at the meeting, I suggested that the Chapter should create a « History page » on its web site. The Directors discussed the idea this week and I am glad to report that it was accepted. We already have a description of the current projects or airplanes of our members. By the way, we should all make an effort to bring that section up to date. David Cyr, our Web Manager, would like to see more submissions. This new section would seek to pay tribute to our past Chapter members. If you are in contact with one of our past members please approach him and ask him if he has pictures of his old project (complete or in progress). If these people are no longer around but you personally have pictures please bring them along we will scan them and return them to you. We promise! We already received pictures of an Osprey project, and, of course, we will post pictures of Georges Laporte's Pitts.

In 1991 an album (named Yearbook, 1989-1990) was produced which contained pictures and a little text about a large portion of the Chapter members of that era. There were 77 members then and the President was Mike Flahault. It took a long time to gather the information that went in this "directory" and the experience was not repeated. With new technology we don't have to wait to receive information from everybody before going to print. This can be a work in progress. As soon as we would receive something, a picture, a document we would post it to the site. I think that it might be an incentive for the members to visit our Web site, to see what else is new (old).

This month Gord Larsen will run us through the construction of a Jabiru J250. Don't miss it!

MM

**Highlights from our February Chapter Meeting****David Cyr**

Frank Hofmann talked about the aircraft certification process and implications for home builders and pilots. As a follow-up to the MD-RA talk by Pierre Fournier, Frank stressed the importance of building to the designer's specification citing examples of home-built aircraft that have failed because the owner made unapproved changes to the design.

Frank referred to his personal experiences with the ongoing Seawind certification process that has been in the works since the year 2000! In addition to the need for very deep pockets, it is also critical to have a good relationship with the regulator who should be part of the process from design through certification; a process where personality conflicts can dramatically complicate or even scuttle the certification of a new aircraft.

In order to put an aircraft into production after it has been that has been certified as a prototype, a second stage of certification is required; "Production Certification". To pass this step, among other things, the manufacturer has to demonstrate there is a Quality system in place as well as a Configuration Management process that ensures Design and Manufacturing are in sync in terms of ensuring engineering changes initiated in either design or manufacturing are reflected in both, and that testing is redone if necessary.

In the context of amateur-built aircraft that are not fully "certified", flight authority still requires compliance with regulations, CARs 549. In addition to meeting and maintaining the requirements stipulated in 549, to fly legally the following documents need to be onboard:

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Certificate of Registration, Certificate of Airworthiness, insurance documents, the aircraft journey log that must include entries like the biennial transponder recertification, a check list, the pilot operating handbook, current maps, pilot licence with valid medical and currency noted, and if traveling to the USA, a letter authorizing a home-built aircraft to fly into the States and the APIS (Advance Passenger Information) number.

Thank you Frank for sharing your in-depth knowledge of this subject and making it relevant to our constituency!

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**Chapter Project – Pitts S-1C****Bill Evans**

During 2009, Canada's Centennial of Flight, an early member of EAA 266, George Laporte, offered his Pitts S-1C project to the chapter at no cost with the provision that we would make something useful out of it.

**The Survey**

The 2009 Directors briefly surveyed the project and decided that here was something worthwhile and that it should be kept. The fuselage is tack welded and on its gear. The horizontal stabilizers have been fabricated and there is sufficient tubing left to fabricate the vertical fin and tail control surfaces. A complete set of plans is included. The lower wing is complete, the wing ribs for the upper wing are assembled and there is sufficient wood to complete the upper wing. Marc Clement has offered his preliminary opinion that there is likely no penetrating rust in the 4130 tubing. A further inspection after cleaning will be necessary before priming. Michel Moreau has shown the lower wings to André Letourneau and he felt that they were of acceptable materials and good construction. The main landing gear includes axles, wheels and drum brakes. The drum brakes might not be adequate for a flying aircraft. There are a few 60 year-old instruments. It is not likely that these would be useable.

Michel Moreau has offered the limited use of his garage (summer 2010) to fabricate the structure of the upper wing. Marc Clement has offered to complete the welding of the fuselage structure if we clean the surface rust and redo any of the 50 year-old tack-welds. Another member has offered to fabricate the fuel tank out of aluminum. Gord Larsen has offered the use of his gas compressor to sand blast the fuselage. Bill Evans will supply sand blasting equipment and glass bead. We have been offered money, materials and time by skilled members, in a number of aircraft technical fields. So all the elements are in place to make major progress on this project. What is required is manpower and enthusiasm.

**Next Steps**

It has been decided to start by specifying two activities and proceeding with them, after which further activities will be identified once we have willing participants. They are as follows:

- 1) Sandblast the fuselage, inspect and prime temporarily pending finish welding. The interior of the fuselage tubing could also be preserved with preservative and linseed oil to prevent future rust. Gord Larsen has offered his facility and compressor at Lancaster for the sandblasting. Then Marc Clement will complete the welding. If we had a suitable steel primer it could also be primed at the same time.

- 2) Fabricate the upper wings with the existing wing ribs (already assembled) and spar stock that André Letourneau has offered to cut to size.

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**Other Needs**

It would be advantageous to obtain any available documentation on building a Pitts, such as type club news letters etc. Any documents pertaining to the type and if it exists a builders manual would be welcome. Would any of you find and donate these items?

**Volunteers**

Given our average age, the project may be too much for most of the retired members to attempt alone. Together the project becomes much more viable and the timeline becomes realistic. Finally Iron sharpens Iron; the group members inspire each other to build.

One homebuilder wrote this, "Build Something in your lifetime. Make your mark in aircraft metals. Leave a legacy behind for others." Day by day we can make this aircraft happen.

Please consider joining.

Bill Evans

Pitts S-1 Project Leader.

Phone 514-907-4919 email: [wwevans@enter-net.com](mailto:wwevans@enter-net.com)

**Editors Note****Scott Black**

Fellow Members,

For those of you who get the newsletter from the postman this note will come too late, but for the rest of you please be aware that the St Lazare Flying Club will host its annual meeting on **March 24th, 6:00pm** at the **Topaze Restaurant in Pointe-Claire Plaza**, northeast corner Boul. St. Jean and highway 20, next to the Metro grocery store and Royal Bank, inside the shopping mall. Any of you who are not members and who would be interested in joining are welcome to attend. For more information contact John Wyman at (514) 697-4253 or Michel Moreau at (514) 694-2129.

Last month I had the opportunity to check on the progress of Pierre Racette's Bleriot. It is being constructed to celebrate the 100<sup>th</sup> anniversary of flight over the city of Montreal on July 10<sup>th</sup>, 1910 by Count Jacques deLessep. For more information on this event see:

<http://www.cahe-ccpa.com/images/bleriot/aviationweek.jpg>

I first met Pierre at the R/C flying club where he had a ¼ scale model of a Bleriot 11. It was beautifully built, with a copper fuel tank just like the original. He told me he was building a full scale one so one day I dropped by to see for myself and was amazed at what he had accomplished. I don't know what was more impressive – the volume of the work or the number of different skills required. He made patterns for castings, then had them cast at a local foundry, he did considerable machining of fittings, welding, sheet metal work and obviously lots of wood work, all in a small garage sized shop behind his house, that he also built himself. This was 2 years ago and the fuselage was not quite complete. Now the fuse is done and has the Rotec R2800 110hp radial installed. The wings are complete and he is in the process of rigging them to the airframe. The design is the Bleriot 11 Militaire and it is very authentic,

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except for the modern engine. It uses wing warping as did the original. Just looking at the landing gear and all its castings and machined parts gives an impression of the scale of work that this project represents and the high standards of craftsmanship that Pierre has brought to this project. Incidentally, don't confuse this airplane with the Bleriot being built by the Canadian Aviation Heritage Center in St Anne de Bellevue. This airplane was built entirely by Pierre in his shop and there are numerous differences between the 2 aircraft.

The aircraft is almost ready for covering as all the structure, systems and rigging are pretty well complete. Enjoy the pictures and I hope you get to see the real airplane in person as it is magnificent. I am sorry I don't have a better overall picture of the fuselage but it was in cramped quarters. When it is all together outside I will try to get some better shots.



Here is the completed fuselage in the warehouse where the aircraft is being assembled. The forklift in front of it sort of spoils the perspective. I am looking forward to seeing it outside in its natural element.



The silver parts that join the 2 parallel gear struts are cast aluminum fittings that Pierre had done at a local foundry to his patterns. He then machined them to fit. The photo does not do justice to the number of parts in that gear. Note that all the black parts are powder coated, not painted. That's what I call building from scratch!



Both wings are complete. Note the aft fuse and tail in the back ground (and Pierre on the left in the black tuque)

The black former in front of the engine is hand formed from aluminum. Note dataplate above prop hub – see zoomed view below



## Unclassified

## Free Ads for Paid-Up Members

Power Tools For Sale: Call Georges Laporte at 450-661-4711 (or 613-528-4582):  
 3 H.P. 220v. air compressor, 30 gallon tank, on wheels - \$250. Sandblaster with tank - \$30.  
 Small sandblast gun - \$25. Atlas 4 inch metal lathe, on bench - \$300.00. Logan 6 inch metal  
 lathe on bench, some gears missing - \$300. Unimat jeweller's or model maker lathe, with  
 accessories, almost new - \$300. Oxy-acetylene welding outfit with tanks - \$400. Miller 225  
 amp. welder, 220 volts, with tig welding accessories, for steel and aluminum, argon tank -  
 \$400. Horizontal Band Saw for cutting metal, almost new - \$225. Very sturdy steel  
 workbench, all bolted together, 8 feet long - \$200. Bench drill press - \$65. Band saw - \$75

For Sale: Citabria Restoration Project C-FABI, a 7GCBC-Citabria sustained some damage and  
 is partially restored, but requires additional work. For more information, 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. Asking \$6000 & \$5500. Call Larry Loretto at 613-675-2301 or email  
[loretto@hawk.igs.net](mailto: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](http://www.greatplains.com/pixie.html) for basic data (VW Engine).  
 Inexpensive, fun flying. Phone **Winston Smith** 613-528-4752 or [pwsmith@cnwl.igs.net](mailto: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. They could be rebuilt and the rudder  
 also, which was missing when the parts were supplied. All parts are mounted on a glider  
 trailer, which is also for sale. The complete set is ~~\$3000~~, the K7 fuselage \$700. Photos are on  
[www.hoverplanes.org](http://www.hoverplanes.org) under the "sailplane parts" link. Contact **John Austen-Brown** at  
[john.austenbrown@sympatico.ca](mailto:john.austenbrown@sympatico.ca)

**Update: Price now reduced to \$1500 or best offer. The equipped 35ft trailer is worth  
 about this, so the sailplane is free!**

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](mailto: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](mailto: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.

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](mailto:cggnb@nb.sympatico.ca)

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

**Make cheque payable to:** EAA Chapter 266

Mail to: Ross Holden

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