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- **Hank Smulders Memorial**

Newsletter, March 2011

Next meeting: Mar 31, 2011 at 7:30 pm

Guest Speakers:

Carlose Sa will speak on Glass Panels

John Dudkoff will present his Volmer Sportsman

Location:

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

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Bruce Olson

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President's Message**Michel Moreau**

Hi everybody,

We were all very sad to learn the death of Hank Smulders last week. Although we knew of his terminal illness, when that kind of news falls it is always a shock. Hank was a long time member of our Chapter and was always showing up at our monthly evening with his old friend and Lancaster neighbour Ed Hannaford, when he was not off flying the arctic in a Hercules. In his spare time Hank was restoring airplanes, cars and as an A.M.E. doing annual inspections for some of us. A great guy, he will be missed, he is already missed. Our sincere condolences to the family and his close friends.

Last month I talked of the Bob Gairns Award presented to the Wyman family. I came across a story (Stampe collecting) that Bob wrote in the Chapter newsletter. It was retyped by Tony Molle and will be included in the next newsletter. The story ends a little abruptly. I have not found a continuation yet. Bob had brought the Stampe to Canada in 1971. He then restored it for nearly 30 years and flew it in 1999, the year of his accident with the glider. Bob was 80 years old and was carrying on three projects in parallel the Stampe, the glider and he had I believe a Tailwind. He was active at the Montreal Soaring Association in Hawkesbury, had been Vice-president of Chapter 266 and its Newsletter editor for quite a few years, until his death actually. Quite a man!

(editor's note: The story by Bob Gairns, some pictures of his Stampe and an article by Toni Bianca on Stampes was intended for this issue but it was felt more appropriate to include some well written personal recollections of Hank Smulders kindly provided by Bill and Bruce)

This month we will have the pleasure to hear John Dudkoff talk about his Volmer project. And in April we will host what Bill Evans calls "The Great Debate". We want to do a review of the options available for someone wanting to own a small airplane: homebuilt, ultra light, certified aircraft, "Owner maintenance" etc. Most of you have already made up your mind (and are set in their ways!) on this issue but there may still some who are hesitating. It would be a great opportunity to invite friends who have not made the jump yet. We will compare typical costs of acquisition and operation, licensing, performance etc. It might be fun..and heated!

Finally I have to apologize to Richard Plante, the builder of the Bleriot XI at the CAHC. In the last newsletter I called him Richard Lauzon. Old age I guess...

See you on Thursday 31st.

MM

I knew Hank first from Air Canada Technical Training. He began his career in 1967 I believe and retired with 28 years in 1995. Hank reached the position of Line Maintenance General Foreman. He was very well known in the company, having worked on outside assignment crews as well as the Line Operation at Mirabel. I believe he greatly enjoyed that work. In spite of his demanding position in Line Maintenance he managed generally to stay on good terms with his peers.

Hank then flew as a Flight Engineer with more operators than I know but there was one in the Phillipines. His last position was with First Air flying the arctic. For a number of years the schedule was very taxing but in recent years he flew fewer hours and fewer blocks as his health allowed. His blocks consisted chiefly of Hercules work, flying resources based freight all across the Arctic Circle. I recall one contract with a Norwegian Firm, where they hauled mining equipment to evaluate a site in Northern Greenland. Moving the cargo there took a month and after the samples were taken, a month to fly everything out. I mention this contract, because Hank enjoyed this sort of arctic wilderness work best.

As Hank flew less professionally he took a greater interest in his own aircraft. They are: a Cessna 172, Kingfisher, Stinson 108-3, Cessna 120, Breezy, Fly-baby Biplane. He occasionally flew a Stampe and another 172 though they were not his own. This was the Hank we knew, great flier, skilled builder and mechanic. Hank was always a great knowledge resource and increasing took a keen interest in the flight safety of his aircraft and those of his friends. Most of all Hank became a close friend.

There were several plans to return some of Hank's aircraft to flight, but time prevented us. In the Summer of 2010 Hank noticed a sustained lack of energy and was diagnosed with Leukaemia. It was described as aggressive. One physician thought Hank might have a year. I believe that Hank undertook the treatments that showed the best promise but a little more time was all they provided.

His beloved sister Kalaya moved from Edmonton to care for him many months ago and did everything one could imagine for him. She has been a friend to any number of the pilots and builders in the Lancaster area. I believe she also has flown in the past.

Kalaya phoned one evening just before supper saying Hank had requested prayer as he was slipping away. Four of Hank's friends drove up the Hawkesbury Hospital. Gord Larsen and I arrived just minutes before Hank Passed from this life. Thus his last request was fulfilled.

Bill Evans

"Do you see those wires?". With that simple sentence Hank turned an exciting sound and light show into just a frantic overshoot and living to fly another day. But let's retrace our steps to one week before.

At this time in my career I was laid off from my airline job and was offered a "mission". Pick up a Cessna 180 on floats with long range tanks in Goose Bay . Expenses and all the excitement I could eat , but no money. When do I leave , says I ? I wisely asked Hank if he wanted another adventure with me and he jumped at it. We arrived in Labrador to find the aircraft beached and proceeded to get it wet and do an air test. Hank joined me and that was the start of his love affair with airplanes that float.

Did I mention that nothing, NOTHING , worked on the aircraft except (oddly enough) the artificial horizon and DG? No compass, radio, engine gauges, fuel gauges. Almost as if the aircraft had sunk at the dock. Did I mention almost as if it sunk at the dock?

We survived 3 T&Gs (I hadn't been on floats for 7 years) and fueled up for the flight direct to Seven Islands. As we approached the Natash River it became obvious that without a compass continuing on was a fool's errand. Of course, just leaving YYR without a compass was a fool's errand but let's not go there. I was busy map reading at our way down the river to the St Lawrence while Hank continually leaned out the mixture to give best range. Typical wrench turning behaviour thinks I. When we got to the coast it was obvious we could not land anywhere due to heavy seas on the river.

On to Septic islands. After another 15 minutes of this fun and folly Hank quietly reached into the glove box, pulled out the logbook, and then pointed at the fuel gauges bouncing happily off the zeros." This thing has short range tanks “. 4 1/2 hours and you run on air. If I could have talked rather than just gasp I would have questioned the owners birthright.

We'd been airborne 4:15 by now and we could sense rather than see that we were close. Hank switched tanks left to right and back to left ever 4 minutes. That way when the engine died I hoped I had 3-4 minutes to pick a nice tree to plop down on. The whole time Hank keep a running commentary on tank changing, miles to run to the closest lake , how red my face looked when covered with sweat . Straight-in approach was a good idea as the left tank ran dry when dry taxiing in.

Thank Igor , the gawd of mechanics , that Hank was with me that day to save my bacon leaning out and helping and three days later stopping me from hitting those wires. I think I was too proud to tell you how grateful I was . You never kidded me about it or told anyone else. Strength , integrity were just two of your assets. I will miss you .

Bruce Olson



Hank with Stampe at St Lazare, 1991 (courtesy B. Olson, captured from a video. Bruce has offered to digitize it so that it could be played at a meeting – Stampes, Tiger Moths - great stuff)

Hank at Tues morning coffee call (courtesy Gord Larsen)



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

For Sale: Citabria Restoration Project C-FABI, a 7GCBC-Citabria sustained some damage and is partially restored, but requires additional work. For info 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. Make an Offer. Call Larry Loretto at 613-675-2301 or email 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 for basic data (VW Engine). Inexpensive, fun flying. Phone **Winston Smith** 613-528-4752 or 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. All parts are mounted on a glider trailer, which is also for sale. The complete set is \$1500, the K7 fuselage \$700. Photos are on www.hoverplanes.org under the "sailplane parts" link. Contact **John Austen-Brown** at john.austenbrown@sympatico.ca

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 wheel 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

For Sale: Durand Mark V homebuilt on floats. Negative stagger wing all metal two seat biplane. Lycoming O-320 160 hp engine and new propeller. Built in 1989 and has relatively few hours on it. Wings are being adapted (leading edge and trailing flaps) for easier water landing. Plane is in Eastern Townships, Quebec, floats and wings are in Cornwall, Ontario. Contact: Thompson Hickey at (705) 267-0371, e-mail: hickeyjt@persona.ca

For Sale: Rand KR-1 project. Fuselage, wings, controls and empennage are ready for finishing. Wood/foam panel construction. Retractable main gear is installed. Includes Karmann Ghia 1600 engine. Always stored indoors. No damage visible. Asking \$5000. Contact Bill Evans at 514-907-4919 - friend of owner.

Wanted: Used David Clark Headset. Must be in working condition. Perfer noise reduction. Doug Ford Ph 514-620-2902

Contact Us!

<http://eaa266.org>



Laurentide Aviation

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Print - Fill Out - Bring to Meeting or Mail in

EAA Chapter 266 Membership Application:

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

Make cheque payable to: EAA Chapter 266

Mail to: Robert Hope

Ile Chretien, 1072 Route 132

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