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## This month's contributors:

**Eddy Dumalo**  
**Michel Moreau**  
**David Cyr**  
**Rem Walker**

## Newsletter, May 2003

### Notice of Meeting:

**Thursday, May 29 at 7:30pm**

**Speaker: Nick Wolochatiuk**, a freelance photographer and writer, will be our guest speaker. He will entertain us with such topics as Aviation photography, Air-to-air photography, Aircraft designation names and nicknames starting with a personally-developed aviation trivia session. A fun evening!

### Location:

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

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

Wally Robinson was at the April meeting with his health so improved after major surgery, that he took up some of his former duties as Director of Catering. Welcome back Wally.

Pierre Tessier's software presentation brought on some much interest and left little time to see Jack Geall's video of the USAF Museum. Jack was unable to come in any event, having been caught up in a Laurentian snowstorm. What little was seen, and judging by some of the questions Jack asked of the curator, a running narration by him would have been a big hit. One could see that the museum's aircraft history would be comprehensive, when the first thing you see in the main lobby is a statue of Icarus. This was followed by a suspended Bleriot, an anti-aircraft balloon, a Kitty Hawk Flyer, WWI&WWII and in-between-the-wars aircraft. The list goes on; Spitfire (no museum would be complete without one, and who knows, maybe there is a ME-109 there also), Troop Gliders, V1 Buzz Bomb, the first Jet Fighter (Luftwaffe)... Ron Hills took the video home to see how long it really is - we must have Jack go over it for us. There was also a video of Sun'n Fun for which Ron was ready to comment upon, but time ran out for that as well.

Even though the LBPSB (Lester B. Pearson School Board) approached us initially about Space Day, the response from the Aeroclub St.Lazare (COPA Fl.43) was so overwhelming that it is befitting that it too be recognized as a stand-alone sponsor. The former Aeroclub President, Jean Martel and the LBPSB concur, and my also being a member of the Aeroclub, they have asked me to represent both entities. I spoke of this at our last chapter meeting in the presence of the new Aeroclub President, Andre Dionne, its Secretary Austin Straw and Director Mike Boisvert. Francois Bougie also present from the Aeroclub attended a Space Day committee meeting and, his participation was most helpful. He has agreed to help planning the marshalling and air traffic control for the event. I understand that the LBPSB is going to make use of his artistic talent for Space Day. Several small aircraft enterprises such as JABIRU, BUSH CADDY and CHALLENGER will be participating. Some other Quebec based enterprises of a similar nature were also asked to participate but declined, deeming the event as not being commercial enough. Space Day will be held at Laurentide Cedars Airport on June 10&11 - see also magazine coverage in PLEIN VOL.

Other events coming up and worthy of note are the Young Eagle's Day at Lachute and the St.Lazare Fly-In. Pilots from the Lachute COPA Flight 118, the St.Lazare Aeroclub/COPA Flight 43, and EAA 266 will be flying out of Lachute on May 31. Two schools are involved, one from Chomedey and the other from Brownsburg. Michel Moreau is crafting the whole thing and tells that the pilot response has been very good. Though, more ground volunteers are needed. The other major event is the St.Lazare Fly-In on June 8<sup>th</sup> as mentioned in previous newsletters. Have your breakfast there, bring your children and grandchildren, and check out the airport's unique pastoral setting.

Lastly, there follows an account of the first attempts to fly the English Channel, as published by Lutterworth Periodicals, London and Redhill. It was written by aviation historian Harry Harper, and appeared in THE BOY'S OWN ANNUAL, Vol. 63, 1940-41.

**CONQUERING THE CHANNEL**

I turn back pages of an early diary. Here is a name that sets my thoughts racing – the name of Latham, the inimitable, never to be forgotten Hubert Latham. None brought into contact with that extraordinary man will ever forget his magnetic personality. He was slim, dark, rather slow-moving, with a somewhat weary, bored expression which gave no hint of his fiery spirit. If one got to know him – if one spent whole weeks with him, as I did – one found him a delightful companion, and a man who did not appear to know the meaning of the word fear.

The period I am writing about is the memorable year of 1909. Lord Northcliffe had instructed me to go to Dover and meet one of the airmen then preparing for an adventure which the skeptical declared to be sheer madness – a tempting of Providence that ought to be sternly discouraged. The proposed feat was an aeroplane crossing of the Channel between England and France. Only twenty-one miles of water separate Dover from Calais, and yet with the frail, unreliable fine-weather aircraft which alone were available at that pioneer stage, it seemed indeed foolhardy to set off on a Channel crossing.

Three famous airmen were to try their luck in this flight. One of them was the fearless Latham. Another was a pioneer pilot who was considered to have a charmed life, so many aeroplane crashes had he already survived. This was the redoubtable Louis Bleriot. And a third was the quiet, unassuming Comte de Lambert – one of the pupils of the first two men to conquer the air in heavier-than-air flight, Wilbur and Orville Wright. The Comte de Lambert had become an expert pilot of one of the early types of Wright biplane, and had a machine at Wissant on the French coast, ready to fly as soon as weather conditions permitted.

It was over the luncheon table at the Lord Warden Hotel in Dover that I first met one of these three cross-Channel pioneers, in the person of Hubert Latham. He came across by boat to meet me at Dover. And I remember how we discussed not only his forthcoming Channel flight, but also the whole future of aviation. A day or so later I crossed to Calais and went out in a car to Sangatte, where Latham's Antoinette monoplane was housed in a tent erected beside the old Channel tunnel buildings. One of the most graceful of all early aeroplanes was that Antoinette – wide-winged, and with a long, tapering hull.

Never shall I forget the morning when Latham had his monoplane wheeled out to a point high on the Blanc Nez cliff. He had mounted into his pilot's seat, grasping the hand-wheels with which the machine was controlled. Then, after the engine had been started and warmed up, he taxied swiftly down the slope and headed into the wind. Another moment, and this beautiful "flying bird" had left the surface of the cliff beneath its running-wheels, and was soaring above the coastline. I should not like to have to count the number of flights I have seen since then, but that morning flight of Latham's, high above the cliffs of France, always remains in my memory as a vivid picture of man's first conquest of the air. It was gusty above the cliffs, but Latham controlled his big "bird" with wonderful dexterity – and a big bird indeed the aircraft seemed to be as it wheeled and dived above our heads.

Latham was a very fine motor-car driver as well as a superlative air pilot. He had the delicate "hands" of a first-class jockey. On that morning he seemed by sheer skill to anticipate the onslaughts of the wind, and to have his machine ready to meet each gust as it came sweeping over the cliffs.

I motored along the coast to have a chat with the Comte de Lambert at Wissant. But this pioneer, fine pilot though he was, met with no sort of luck. He took his machine out for a trial, made a bad landing, and found it to be damaged so badly that he would have to consider himself out of the contest.

Our next thrill was on the morning when the weather was fine enough for Latham to make an attempt to cross from Sangatte to Dover. A fast French torpedo-boat, the Escopette, had been detailed by the French authorities to follow Latham in his flight, and to be ready to pick him up if he fell into the Channel. Rising from a point a little inland, Latham came right over our heads as we stood near the old Channel tunnel buildings. And then his Antoinette grew smaller and smaller to our gaze, until it had vanished in the haze.

This was the first attempt to cross the Channel by aeroplane, and we stood in groups on the French cliffs, waiting for news of how the airman had fared in his great adventure. But the news when it came was none too good. Latham's motor had let him down. He had been

obliged to make a forced descent in mid-Channel, and this he had done skillfully enough. Then, tucking up his legs to keep his feet out of the water, he had calmly lit a cigarette, and had sat there waiting for rescuers to pick him up. Luckily, even though the haze made matters difficult, the Escopette had found him.

One amusing incident Latham described to us when he came ashore. As the Escopette had come alongside his slowly sinking' plane, one of the sailors on the torpedo-boat was so eager to begin salvage operations that he had jumped with a rope from the torpedo-boat's deck on to one of the wings of the plane, thinking apparently that this wing was solid enough to bear his weight. What had actually happened was that he had gone "plop" through this wing like a circus clown through a hoop, and had been drowning until rescued by his shipmates.

Latham was a disappointed man, naturally, the more so because his Antoinette machine, although salvaged by a tug which had come out behind the torpedo-boat, was so damaged in being taken from the water that it was virtually a wreck. Luckily there was a spare machine in Paris, and Latham wired for it immediately, planning to make a second attempt as soon as he could.

### THE AMAZING BLERIOT

In the meantime, however, another factor had entered into the situation. This was the arrival in Calais, ready for a dash across the Channel directly wind and weather permitted, of a formidable competitor in the person of Louis Bleriot. I remember going to the railway station to see Bleriot's little 25 h.p. monoplane arrive on a truck. Travel stained it was, and looking somewhat the worst for wear – it had already been used in a good many experimental flights. Its wings folded alongside its fuselage, it was towed by a horse to a tent in the little roadside village of Les Baraques, between Calais and Sangatte. Bleriot met us in the Terminus Hotel at Calais, and discussed his plans with us. No talkative excitable Frenchman was this world-famed pilot. Deeds counted with him more than words.

An amazing fellow, this Bleriot! He was a keen motorist and manufacturer of motor-car head-lamps, and he had spent years of effort, to say nothing of large sums of money, in building and testing one after another of a long series of experimental aircraft. Helicopters, or vertical-flight machines, had interested him at first. He had also experimented with flapping-wing aircraft. And then he had begun building a series of small monoplanes. Time after time he had crashed, but he seemed to possess a charmed life. His friend Leblanc described to me how, after Bleriot had taxied across a field in one of these experimental planes, he would make a sudden dart up into the air, flying erratically for a short distance and then coming down pell-mell, his machine completely out of control, in a resounding, desolating crash. There his machine would lie, a mass of wreckage, and his mechanics would come running across the field, white-faced and fearing the worst. But presently, as the dust began to subside, out from under some part of the wreckage would crawl Bleriot – his overalls cut and torn, his face probably blood-stained through cuts and scratches, but otherwise merely superficially injured. It became almost a proverb in French aviation that you simply could not kill Louis Bleriot; he had the nine lives of the cat, and a good many more as well.

None of us who was at Calais will ever forget that morning of July 25, 1909 – a date which will be memorable as long as world records are valued.

We now had two air camps at Calais – that of Bleriot at Les Baraques, and that of Latham at Sangatte. Latham had received his new machine, and the two rival camps were watching each other keenly, both Latham and Bleriot being anxious to seize the first favorable opportunity for a Channel air dash. As soon as it was light on the morning of July 25, Latham's advisers at Sangatte went outside their little hotel on the cliffs and made an examination of wind and weather. A brisk wind was blowing, and in view of this, and of their belief that the wind would continue to rise as the morning advanced, these experts decided that it was unnecessary to

call Latham, who was asleep in the hotel. It had been arranged overnight that he would get up as soon as it was light if there was any chance of an early-morning flight. Otherwise he would stay in bed for much-needed rest.

Meanwhile, down at the Terminus Hotel in Calais, Bleriot and his friends were up and about as early as half-past two in the morning. I was staying at this hotel, and we were having coffee and rolls soon after three o'clock. Then the cars were got out, and we drove along the coast road to Les Baraques.

### FLY HE DID

As soon as he reached Les Baraques, Bleriot ordered his mechanics to get the monoplane out of its tent. Then he went down towards the beach with Leblanc, and they made a careful examination of the weather. When he had returned to his machine, Bleriot told us the he was going to make a short trial flight. The little three-cylinder engine of his monoplane was started up. I should mention that, a few days previously, Bleriot had burned his foot rather badly in a petrol fire, and was now obliged to hobble about with the aid of a couple of sticks. That, however, meant little to this determined man. I can recall how, as he hobbled to his place in the cockpit of the monoplane, he turned to some of us with a smile and said: "Even if I can't walk very well, I'll soon show you that I can fly!"

And fly he did. His machine was quickly off the ground, and the short flight was completely successful. I was astonished to see how easily Bleriot controlled his 'plane in the wind-gusts blowing across the coast. While this test flight was in progress, I had been talking to Leblanc, and learned that the plan now was for Bleriot to start off on a cross-Channel flight immediately after he had landed from this preliminary trial.

Directly the little 'plane had landed, and the mechanics had given another look over the engine, Bleriot said he was anxious to be off. As he stood up in the cockpit of his 'plane, he looked out seaward. Then turning to Leblanc, who was just beside the machine, he asked: "Where is Dover?" Leblanc, promptly pointed an arm in the right direction, and Bleriot nodded. He had no compass; he had no map; he had no wireless equipment in his machine with which to obtain position or direction bearings. He just darted away above the cliff road, and steered out over the Channel, flying low and heading in the direction Leblanc had indicated.

### THE VICTOR'S STORY

Bleriot told me afterwards, in his own words, the story of that historic flight. As he passed out above the Channel he caught sight of the torpedo-boat which had been ordered to follow him. But soon he found himself leaving this surface craft behind. Ahead of him there was now an empty expanse of Channel. He could not see any other ships. And for a time, as he confessed, he simply flew blindly, holding his plane on what he thought was the right course. For ten minutes or more he flew in this manner, seeing nothing around or below him, and peering anxiously ahead. And there was a new anxiety. His little three-cylinder air-cooled engine had never previously run for more than about twenty minutes without overheating and showing signs of loss of power. Now it began to show signs of the same trouble again; it began to get very hot, and its power fell away. This meant that Bleriot began to lose altitude, finding himself nearer and nearer the water. It looked, in fact, as though this Channel attempt of his – like the earlier one of Latham – would end ingloriously in a plunge into the water.

Then Providence took a hand. Across the Channel came a sudden rain-squall, and this had the effect of cooling his engine and restoring its former power. Bleriot regained the height he had lost, and flew doggedly on. After what seemed to him a very long time, but which was really only a matter of a few more minutes, he caught sight of a dim shape on the water far ahead. It grew clearer as he gazed. It was the English coast – the familiar white cliffs with

their summits of green turf. Now as he drew nearer the English shore, Bleriot realized that the wind had been carrying him in the direction of St. Margaret's Bay. A quick movement of his rudder brought him heading directly towards Dover Harbour, with the Castle showing clearly up on the hill. As he drew nearer the coast he had to withstand some pretty severe buffeting from the wind, which had risen rapidly as he crossed the Channel. In near the cliffs were treacherous eddies which tossed his little monoplane about like a row-boat in the surf, but Bleriot battled on. Sweeping in just near Dover Castle, he steered for a smooth stretch of grassland. But just as he neared the ground, another vicious gust caught him, and he made such a rough landing that his under-carriage was damaged and his propeller broken.

However, what did details matter at such a moment as this? The English Channel had been conquered by aeroplane. The first airman flying a heavier-than-air machine had dipped out of the sky and landed on English soil. England was no longer an island so far as air navigation was concerned.

Bleriot was a very tired man as he sat there in the cockpit of his plane just near Dover Castle. He was so tired, in fact, that he sat quietly in his machine for a time. Nothing happened; nobody appeared; it seemed as if none but the sea-gulls had witnessed this first peaceful aeroplane invasion of England. Then a policeman came hurrying from the cliff road across to where Bleriot's monoplane lay. And next came a fast-driven motor-car. This had come up from Dover, and it brought a friend of Bleriot's, who excitedly waved a French flag. After this some soldiers came running across from a neighboring barracks, followed in their turn by some newspaper men who had come hot-foot from the town below. Bleriot was helped from his plane. Then he was put in a car and driven down to the Lord Warden Hotel at Dover.

One of the things that had amused him, he told me afterwards, was the solemn arrival of British Customs men. Here was a new problem for them – the arrival on English soil of a flying vessel from the Continent. Gravely they asked Bleriot whether he had any dutiable articles to declare. He was also asked to fill up an official form, signing himself as “master” of a strange craft described as “monoplane”. And he had also to assure the officials that he had no infectious diseases aboard.

Bleriot made his crossing from Calais to Dover in thirty-seven minutes. The flight was one of the most skilful, and also one of the most significant, in the entire history of the conquest of the air.

\* \* \* \* \*

Let us turn for a moment to Sangatte. Poor Hubert Latham was in a sad state of mind. His friends had not called him that morning, never dreaming that Bleriot would make a Channel dash in the wind that was blowing. His mechanics had not been ordered to get out his machine. Even when Bleriot was seen to be making his first short flight, it was thought that this was all the flying he would be doing that morning. None was more astonished than Latham's friends when Bleriot was seen heading out across the Channel. Orders were given in a great hurry for the Antoinette to be brought out of its shed. Latham was told what was happening, and dressed himself quickly. But by now Bleriot was out of sight over the Channel, and all that Latham and his friends could do was to await the result of his attempt. If he failed, then Latham would try.

Anxiously Latham and his friends paced the cliffs at Sangatte. And when the news came through that Bleriot had landed near Dover Castle, and that the first aeroplane flight across the Channel had been accomplished, poor Latham turned on his heel and walked back into his hotel. He could not trust himself to speak, his disappointment was so bitter.

Best regards,  
Eddy

**Last Month's Chapter Meeting**

by David Cyr

Our April guest speaker was Pierre Tessier, a Quebec sculptor by trade and aviation enthusiast, who developed and now markets a software package that has the ability to rough-design or validate / evaluate an existing aircraft design. Pierre says he was the conceptualizer while his son-in-law, Luc, converted the higher math into programming. Pierre's interest in aviation started when his family commitments were winding down, with his first acquisition being an ill-fated Jodel that burned up because of a defunct fire extinguisher. The next project was a Volksplane, then another Jodel D-9. He now has a 2-place Baby Ace fuselage with a Lycoming 65 HP engine awaiting installation. He seems to have many projects either on the go or planned, as he also has a Continental C90 looking for an airframe.

The program is a mathematical, conceptual tool, so design refinements come later, once the basic design is established for the desired purpose. Pierre said the purpose of the software was primarily education - to provide knowledge of aircraft design, for sharing information, fun and safety. He stressed that his program does not attempt to be a detail design tool, since there are many complex programs already available commercially.

Pierre's demonstration of his software package was fascinating, and stimulated some very interesting conversation from the group. The inputs to the program are the characteristics of the aircraft or of the proposed design, including power, airfoil shape and dimensions, fuselage shape, weight and so on. The system then calculates lift, drag, prop efficiency, air speeds, climb characteristics, etc. He has shown that some suppliers are very responsible in quoting performance characteristics, while some are far more creative. He input data in for C150, RVs, Bushbee, Mustang (tail & nose wheel configuration) and a Jodel D-11. Michael Lustig had questions about the Jodel D-11 he is building and found a soul mate in Pierre with their common interest. Frank Hofmann favorably commented on Pierre's analysis of the Mustang, saying the results were quite good; conservative if anything.

Many questions from the floor related to propeller pitch. Something I learned was that the pitch of a prop can not (should not) be specified by the aircraft designer, only the prop diameter and the expected cruise airspeed. From this, the prop manufacturer does his magic and determines the pitch his particular prop should have for the specified mission.

We were so impressed that the Chapter decided to buy the software to include in our library for member evaluation. For more information you can reference Pierre's web site at [www.sicapt.com](http://www.sicapt.com).



**Young Eagles Day****by Michel Moreau**

Again this year, we will be holding our Chapter 266 Young Eagles day in Lachute on May 31. Rain date is June 1. However, this year it will be a joint event with the newly formed COPA Flight 118 of Lachute. We will be taking two groups this year, one from John F. Kennedy Elementary School in Laval and another group from a school in Lachute. The first group will be flown in the morning starting at 10:00, with a pilot briefing at 9:30, and the second group in the afternoon starting at 14:00, pilot briefing 13:30. If you would like to participate, you should contact Michel Moreau if you haven't already.

If this the case please let us know if you would like to fly in the morning or in the afternoon.

An answer, one way or another, would be appreciated as soon as possible for planning purposes.

Regards,

Michel Moreau

**EAA Canadian Council Report****by Rem Walker**

The weather is perfect for flying Young Eagles. That is just what Lloyd Richards has been doing. As of March 31, 2003 he has flown 1393 Young Eagles, ranking # 7 on the list of high flyers! Way to go Lloyd! If you feel inspired to fly some Young Eagles please do so. If you need advice, forms or certificates please get in touch with:

Lloyd Richards, Box 1050, Timmins, ON P4N 7H6

Tel: 705-268-8060 Fax: 705-268-7454

If you have credit slips from having flown Young Eagles in the past please send them to this fellow if you are not using them locally to send young people to Oshkosh this year:

Ron Cooke, Box 74, Corbeil, ON P0H 1K0

The North Bay group, of which Ron is a member, flew 196 in 2002. They were aiming for 200 but the weather did not co-operate. Nice flying folks! Way to go EAA 366 and COPA 23 members.

Looking for a 180 HP Lycoming A1A with constant speed prop, spinner, mounting plate, motor mount, exhaust, etc., all zero time since overhaul by Viking? Call Rick Pingert 780-584-2368.

Here's a challenge for you - being a judge at Oshkosh 2003. If interested in this position please contact - Bob Reese at 915-651-7882. He is Chief Judge, living in San Angelo, Texas and would like to hear from you.

The March issue of COPA's Canadian Flight had an article written by Frank Hofmann, a member of the EAACC, that might be of interest to you. It deals with prop repairs, etc. See page 19.

EAA Chapter 245 has prepared a Power Point presentation dealing with all of the good information presented during the Safety Seminars in Hamilton and Midland last November, organized by Transport Canada's Ontario Region. Look it up on their website <http://eaa245.dhs.org/index.html> then scroll down to "Presentation". This was prepared by EAA 245 members, Bill Reed and Martin Poettker. There are several other titles there that may be of interest to you.

The 8<sup>th</sup> edition of EAA's AeroCrafter is available at a discount to you of 50%. This means you obtain a copy for \$17.50 (U.S. Funds) plus shipping, of course. It covers a whole lot of good information such as:

- Which Aircraft is Right for me
- Engine Guide
- Getting Started
- Propeller Guide

- Working with Composites
- The Sheet Metal Airplane
- Building With Wood
- Wooden Prop for your Homebuilt
- Aircraft Wiring
- Control System Savvy
- Which Engine
- Filling the Holes in your Panel
- Kits and Plans
- CAFE and Flight Report index
- Type Club index
- Aircraft Article index
- Supplies and Services
- Fabric Covering
- CD Installation Instructions
- Company index, etc.

I was asked the question - why is it we are always reading about EAA Chapter 679 and EAA Chapter 923 in COPA's Canadian Flight, with pictures? The answer is very simple, they send me information to publish! You can do the same. Or, send it direct to COPA as EAA 305 and EAA 185 have done in the past

Transport Canada officials have been invited to bring you up to date on Canada's Amateur-Built regs, etc., during the AirVenture Oshkosh 2003. This will take place on Saturday, August 2, 2003 at 1:00 PM in Forum Pavilion # 4. Hope to see you there.

**As of May 1, 2003 the EAA Canadian Council has a new Chairman.** He is:

G. Denis Browne, 144 South Alder Street, Campbell River, BC V9W 5H8  
Tel: 250-286-3562 Fax: 250-286-1178

You will be hearing from Denis with details as to his aviation background and interests along with his plans for future EAACC activities. We are grateful to Denis for accepting the Chairmanship of the EAACC.

I was Chairman for a little more than 15 years and felt it was appropriate to step aside to introduce new ideas and perspectives for the betterment of the Canadian EAA members and EAA Chapters.

For the immediate future I will continue to write my column "Rem's Report", in COPA's Canadian Flight. The column began in the early 1970's and took on an EAA flavour after I became Chairman of EAACC. Also, for the immediate future, I ask you to continue to send me a copy of your EAA Chapter Newsletter, along with pictures if they are available, to continue the EAA Chapter column and the EAA Fly-By column in COPA's Canadian Flight. As noted above, it is hoped that your chapter will accept the responsibility to write your own material and to send it direct to COPA. In this way you will have control over what is printed on your behalf.

I thank you for your interest, support and assistance during the past 15 years. It has been a very interesting and rewarding experience. I have had the opportunity to meet many of you either personally or by way of mail, fax or phone. For the immediate future the items listed below are still available direct from my address in Regina but it is hoped to be able to deliver this information to you in more effective ways.

- Handbook
- Through The Jungle
- Ultralight Summary
- Flight Test Manual
- Finish Report
- Tire-Kicker (discontinued)

(A sample copy of "Through The Jungle" will be sent to your chapter shortly)

Sincerely,  
Rem Walker

**Carp Air show planned for August 23-24**

Seen in "Carb Heat"

The Ottawa International Air Show is returning to Carp, Ontario airport on the weekend of August 23 - 24, as the "**Carp Flight Fest**".

**Photos for COPA Magazine**

by Frank Hofmann

Rem Walker is looking for pictures of projects to publish in the monthly COPA magazine. EAAC Chapter members should bring in photos of their aircraft or in-progress projects as potential material for publication. See any Chapter Director with your photos.

**EAA FLIES REALITY TV SHOW**

from AVweb

Well, it seems like everyone has a reality show these days and EAA is next up. Starting April 28, the trials, tribulations, challenge and honor that comes with earning a private pilot certificate will be a weekly feature on the Discovery Wings Channel. The 13-week series Learning to Fly will follow Kyle, an actual student and her instructor through the process that pilots all remember but can often find so difficult to describe to the uninitiated. [More...](#)

**MAINTENANCE MATTERS**

from AVweb

Mag Timing is Easy as One, Two, Three... There are several easy ways to time a magneto, as well as specific how-to data. The staff of Light Plane Maintenance describes a common and accurate way. [Many other maintenance subjects are presented here as well.] See web site: [www.avweb.com/maint](http://www.avweb.com/maint)

**EAA CHAPTER 266 LIBRARY**

Librarian: Ed Hannaford

B01	The Sportplane Builder	Tony Bingelis - EAA
B02	Firewall Forward	Tony Bingelis - EAA
B03	Sportplane Construction Techniques	Tony Bingelis - EAA
B04	Aircraft Fabric Covering	Neal Carlson - IAP
B05	Aircraft Weight & Balance	Joe Schafer - IAP
B06	Amateur-Built Aircraft & Ultralight Flight Testing Handbook 2001	U.S. D.O.T. (FAA) AC-90-89A
B07	Builders Information Handbook	EAA Canadian Council 2001
B08	Aircraft Painting & Finishing	Jeppesen
B09	Basic Electronics & Radio Installation	Jeppesen
B10	Aircraft Ignition & Electrical Power Systems	Jeppesen
B11	Propeller Making for the Amateur	Eric Clutton
B12	Freefall-41,000 feet & out of fuel	Compliments of Capt. Bob Pearson
B14	Poberezny - The Story Begins	Paul Poberezny (EAA Red One)
B15	Aircraft Corrosion Control	IAP
B16	Aircraft Instrument Systems	IAP
B17	Aircraft Reciprocating Engines	IAP
B18	Basic Hand Tools - Vol. 1	EAA-US Navy
B19	Choosing Your Homebuilt	Ken Armstrong
B20	An Airplane in my Living Room	Margaret Algeo
B21	Aviation Quarterly (2nd 1979)	---
B22	Double Cross (Canadian Airways)	Shirley Render
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- 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  
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**Newsletter and Chapter Meeting Ideas****from your Newsletter Editor**

We would like our membership, that's YOU, to help us with topics for our newsletter and subjects for the monthly Chapter meetings. Your flying or building experiences would make a good start. Think about what you would like to see and let us know. Telephone numbers and email addresses are on the first page of this newsletter, or, talk to us at the meetings.