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## Newsletter, May 2005

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### This month's contributors:

**Eddy Dumalo**  
**Jim Aylesworth**  
**Patrick Campbell**

#### **Notice of Meeting:**

**Thursday, May 26 at 7:00 PM**  
**Half an Hour early**  
**- AT CEDARS!!!!**

#### **Topic:**

**Presented by Frank Hofmann:**  
**The Annual Inspection**

- **Required Paper Work**
- **What owners can/must do to prepare for it**
- **Tools required**
- **A practical demonstration**

**Come see what it is all about!**

#### **Location:**

**Laurentide Aviation Maintenance Hangar, Cedars Airport**  
<http://www.laurentideaviation.com/>

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

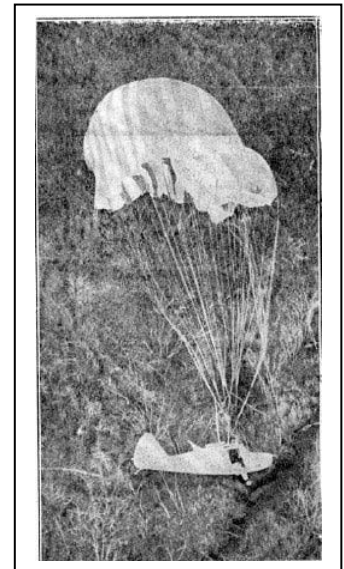
**A word from our Chapter President...****Eddy Dumalo**

The following members from the area's aviation community have signed on for the John Scholefield Space Day. Jim Low, Bob Haverstock, Ted Savard & Wally Robinson, Ron Hills & Mike Halle, Bill Atrill & Al Blackwood, Alex Vegh & buddy Stan, Tino Martini, Ed Hannaford, Robert Hope, Juerg(George)Hollinger, Michel Moreau, Al Scammel, Bill Doran, Don Mountpleasant, Jim Aylesworth, Gerry Conrad, Bill Wyman, Peter Rochester, Hal Birkett, Ross Holden, Jack Geall, Ross Turner, Jerry Adams. Should you wish to team up, then, please give me a call. The foregoing come from over the Ontario border and as far north as La Macaza. They represent the Aeroclub St. Lazare, Alexandria Flying Club, the Canadian Aviation Heritage Centre, the Experimental Aircraft Association, and other flying enthusiasts. They are using up annual leave, time from their businesses, leaving other projects and animals; all to help out with this educational event... Others not mentioned above may still come, that being contingent on forthcoming flight schedules and the status of tight- work deadlines. We can still do with more hands because the intent is to have two mentors per airplane, one for the cockpit, the other for the walkaround. Some of the mentors could do with help in lifting youngsters into the cockpits. Also many have signed on for the two work days of June 14&15; if you can make it for one day, that too would be great, your precious time either way.

Laurentide Aviation's Jacquie Scholefield has taken over airfield activities where the late John Scholefield left off. Many thanks to Jacquie for so generously offering the airport and the services of her staff for these two days.

Laurentide Aviation has experienced a shortfall in the number of airplanes they had initially set out to provide; Messrs. Tino Martini (EAA) from across the border with his Challenger, Robert Hope (EAA) from Ile Chretien with his Aeronca Chief, and Bill Wyman (Aeroclub St.Lazare) from Pincourt with his Cessna 120, all came to the rescue and will be displaying their cherished airplanes.

At a recent planning meeting for the John Scholefield Space Day I told of Jim Aylesworth, former Air Canada Captain, coming to represent Air Canada's flying arm; and that he may be flying in with his Stinson 108. The EMS sponsor then asked if I had ever heard of "exploding wing bolts" on Stinsons. Hmm...thoughts about the Canada Arm came to mind, not to forgo one about some kind of joke. Upon checking this out with Jim and paraphrasing what he said, I learned that the Spanish Air Force used the 108 in military service with some unusual modifications; modifications made in the interest of saving lives (sic, presumably those of General Staff Officers?). Two such 108's were equipped with exploding wing bolts and huge parachutes, one of which did fly. The concept was to, in an emergency, blow off the wings and then deploy a parachute for the rest of the aircraft. As Jim put it; "Possibly most interesting, the aircraft shown in the image was salvaged and is flying today!" Please see image right, submitted by Jim. Stinsons do live on!



Any others that intend to fly into Cedars for the event should let Maurillio at dispatch know one day beforehand; a no-fly NOTAM has been issued for the two days in question, and departures should also be cleared through him.

We have permission to reprint a review by Patrick Campbell of Karl Kjarsgaard's lecture on Halifax bombers. Patrick is a professional engineer and V.P. of Manufacturing at the Canadian Aviation Heritage Centre. One could not but be taken up with the passion manifested by Karl at that lecture. His HALIFAX 57 RESCUE group is now certified as a non-profit charitable organization, donations to which are tax-deductible.

John Dudkoff and Mike Lustig are working on a brochure for our chapter, one that has a mission statement, illustrations, and meeting place. From what I've seen of it will serve to foster a heightened awareness of what we are all about. John's wife, Marie Chantal has consented to translate it; tough jobs that translations are. Permission has already been received to display it at the Canadian Aviation Heritage Centre. Anyone know of an aviation-minded professional printer who would help in keeping production cost down?

Last I spoke with Michel Moreau about the Young Eagles Day he's organizing, June 4th at Lachute, he told of having more difficulty recruiting ground support than for pilots and airplanes. If you are available to help with marshalling, crowd control, and other safety concerns; then, please give Michel a call at 514 694 2129 or e-mail at [njmorea@videotron.ca](mailto:njmorea@videotron.ca)

Keep your social calendar open for:

St. Lazare Breakfast Fly-In Sunday June 12

A tentative annual EAA picnic at Windover Field, Saturday July 9.

EAA Aviation Day at Laurentide Aviation Cedars, Sunday, August 21

Best regards,  
Eddy

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**Report of Lecture by Karl Kjarsgaard****Patrick Campbell**

(Last Month's Chapter meeting was a lecture by Karl Kjarsgaard, covering the Handley-Page Halifax restoration at Trenton and related topics. Ed.)

Karl Kjarsgaard was brought up in Saskatchewan and went through some 300 hours of flight training in the West; later working on DC-4s for Eldorado Mining, then with Wardair where he flew a thousand hours, mainly on Twin Otters, but including 50 hours on the Bristol Freighter at Yellowknife before going to Canadian Pacific to fly the DC-8. When Air Canada took over CP Air, he began flying to Europe with Air Canada.

By the study of aeronautical literature, Kjarsgaard decided that one of the most significant aircraft in the history of the RCAF was the Handley-Page Halifax, rather than the better known Avro Lancaster. It seemed that, after the war, every Halifax was scrapped, without exception, so he began his search for the restorable remains of just one of the 6,100 Halifaxes that had been built, preferably one of the marks flown by the RCAF or, better still, one actually flown on RCAF operations. There was one assembled at the RAF museum in Hendon, but only the unassembled remains of a machine recovered from underwater, and there was a complete machine in the Elvington Museum in Yorkshire, but it was a hybrid assembled from several machines, with much of the airframe from Hastings aircraft. Kjarsgaard's dream was to recover and rebuild a genuine Halifax, if one could be found.

After searching the official records of all 6,100 machines, Kjarsgaard found that one Halifax had ditched in a deep freshwater lake in Norway after a supply-dropping sortie for the Norwegian underground. The same aircraft had previously towed a Hamilcar on Operation Varsity, the Rhine crossing. On his next flight to the UK, he went up to Norway, and by a

series of quite incredible blends of luck and good judgment, he was given a sonar picture of just what he was looking for.

In time, and incredible effort, and with the help of many people, the Halifax was raised from 750 feet of water and brought to the RCAF station in Trenton, Ontario. Fortunately the recovery was recorded on film for a fine CBC documentary, and we viewed an edited version. Unfortunately, as the Halifax ditched in frigid water, only the tail gunner escaped alive.

Kjarsgaard's research revealed, if my brief notes are correct, that the RCAF's 6 group flew some 39,000 RCAF bomber operations (the RAF and the RCAF flew operations, the Americans flew missions) of which 28,000 of the operations were in the Halifax; 72% of the total. Kjarsgaard also pointed out that the RAF and the RCAF, between them, flew some 120,000 operations on the Halifax. Research also revealed that some 7,000 Americans came up to Canada to fly with the RCAF, and at total of 704 of them did not survive; many of these Americans flew in the Halifax, so its rebuilding has significance beyond our borders.

We were shown films of the rebuild at Trenton, the main work being done by a remarkably small number of people. We were told how some of the most damaged parts were replaced by units from other Halifaxes, a rear fuselage (from NA 142) that had been used as a henhouse in the Scottish Isles, a mint set of bomb doors from an English monastery, and other surprising tales.

The particular machine at Trenton was identified as NA 337, and, since the recovery, Kjarsgaard organized recovery of some 6,000 pounds of parts from a Halifax that had crashed and sunk into a swamp in Belgium. Some of the parts contributed to the Trenton machine. The bodies of several of the crew were found and appropriate medical personnel were brought in to aid in identification of the bodies and effects, and later internment. This machine was identified as Serial No. LW682 of the RCAF's 426 Squadron. Kjarsgaard says we can do a website search at Halifax NA 337, which is the Trenton machine, or at <http://www.57rescuecanada.com/> for further data on LW1710.

While this was going on, the search continued, and Kjarsgaard finally located a Mark III Halifax, the mark most used by the RCAF, that had survived the war, and was being used over the Atlantic on weather reporting. The flight suffered a severe fuel leak and this led to a ditching, from which all the crew escaped, and they were subsequently rescued. The Halifax, LW 1710, floated for several hours before sinking, fortunately when a ship was nearby. Kjarsgaard's research located the aircraft navigator's log, stating point of ditching, and the log of the ship pinpointing the location of the sinking. So this is the next target, to find and raise LW 1710, which sank slowly with empty tanks, at a known location, in saltwater, but so deep that deterioration may not be too severe. This will, of course, require a great deal of money and very sophisticated equipment, probably at least \$330,000, but Kjarsgaard has some encouraging replies to his request for help. Perhaps, in time, there will be one more of these wonderful machines to be seen.

Kjarsgaard finished with some sobering statistics. Of a total of 100 personnel who were chosen for aircrew, typical losses would be 12 killed in training, 51 killed on operations, 13 as prisoners of war and only 24 survivors. It is to their memory that Kjarsgaard has devoted so much time and effort over a period of years. Chapter 266 of the EAA has organized many fine lectures over the years, but this was one of the really memorable and stirring occasions....

PJC 04/24/05

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**Nominate Someone for an EAA Major Achievement Award**

The EAA Major Achievement Award is an annual award. Chapters nominate individual winners on the basis of continually making a difference in the recreational aviation movement.

These individuals volunteer their time and support by either contributing to Chapter Leadership positions and/or Chapter programs. Early in the year the Chapter Office will send the nomination forms to each Chapter, the deadline for nominations is May 31, 2005, and the awards are presented at the Theater in the Woods during AirVenture.

Each Chapter has the opportunity to gain recognition for a living individual, male or female, whose actions or accomplishments they feel have contributed the most in furthering the cause of recreational aviation. The EAA Major Achievement Awards will be presented to ten winners selected from the nominations submitted. For a nomination form, visit [http://www.eaa.org/chapters/programs/major\\_achievement\\_awards.pdf](http://www.eaa.org/chapters/programs/major_achievement_awards.pdf) or speak to a handy EAA 266 Director.

**Coming Events**

June 4, 2005: Young Eagles at Lachute. Contact Michel Moreau (514) 694-2129 for details.

June 12, 2005: The St. Lazare Fly-In. Please respect the no-low-pass rules!

June 14 & 15, 2005: Space Day at Laurentide - Cedars A/P

July 9, 2005: Fly-In/Drive-In/Field Day at Windover Airport. Details to be announced shortly.

July 23-24, 2005: An interesting place to fly for a weekend! The first annual Alexandria Volleyball Tournament - to be held at the Alexandria Airport. Up to 400 teams of 4 players with 2 spares, entry fee is \$300 with prizes totaling \$20,000. A percentage of the proceeds will be donated to CHEO. More information can be seen at <http://alextournament.com/volleyball/>

August 21, 2005: Aviation Day and Flea Market at Cedars Airport

August 21, 2005: Fly-In at Alexandria Airport

October 1, 2005: Air Rally starting from Lachute

**Website of the Month****Mike Lustig**

This section is dedicated to recognizing outstanding achievement in the field of amateur and experimental aviation. This month's selection is <http://www.rst-engr.com/>, which is the website of RST Engineering, a small, family-run aviation and communication electronics kit manufacturer and direct seller. They are located in the Sierra foothills of Northern California. The tip to this website was received from Leo Powning, who is the moderator of the Jodel discussion group on Yahoo. Leo writes:

"... I built a RST-442 Intercom for my D18. The intercom is described on:

<http://www.rst-engr.com/rst/catalog/intercom.html>.

The kit is complete with everything needed to attach to your transceiver. The kit costs only US\$96 and performs the same as commercial intercoms costing \$500 or more. It's a small and light unit and I mounted it on the parcel shelf of the D18 so I don't have headset wires trailing across my lap from the panel..."

If you have a nomination for Website of the Month, please email Dave at [david.cyr@sympatico.ca](mailto:david.cyr@sympatico.ca) or me at [mike.lustig@progression.net](mailto:mike.lustig@progression.net)

**Unclassified**

**Wanted:** I am looking for an "L" shape heated pitot tube. It must be in good condition and functional. Louis Beaulieu, 450-424-7358

**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](mailto: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 or Kitfox

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



### Laurentide Aviation

**Cedars Airport Unicom: 123.5**

Tel: (450) 452-4882 Fax: (450) 452-4405

Email: [laurentide@sympatico.ca](mailto:laurentide@sympatico.ca)

<http://www.laurentideaviation.com/>

#### ✘ SERVICES

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Fuel 100LL and Oil (Available in bulk.)  
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