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## Newsletter, May 2008

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### **Special Note:**

**July 5, 2008 - Our Annual picnic is planned for Saturday, July 5, 10:00 to 14:00 at Cedars.**

### **Notice of Meeting:**

**Thursday, May 29, 2008 at 7:30 PM**

### **Topics:**

**A home-made CNC router by Scott Black, a video "Big Props" and Sun-'n-Fun pictures.**

### **Location:**

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

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

**Michel Moreau**

**Mike Lustig**

**Dave Cyr**

**John Austen-Brown**

**Winston Smith**

### **OSHKOSH TRIP PLANNING**

Some of our members have indicated they would like to share the drive or flight to Oshkosh this year. Your webmaster has been collecting names and will share the list so you can arrange and plan the trip. Send an email to [davidjcyr@hotmail.com](mailto:davidjcyr@hotmail.com) or call 514-825-8585 if you would like to be the driver/pilot or would like to go along with and support someone who is...

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

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

Chers amis,

Many thanks to Doug Remoundos who conducted an excellent “rust removing” session at our last month meeting and walked us through that dreadful questionnaire. It was very well worth it. Carry this questionnaire with your log book, with the date on it and your pilot license will be valid for the next two years (you also need a medical; of course, Doug is not a Doctor yet).

This month, as announced, Scott Black will talk to us about his homemade CNC router and as a complement we will watch a spectacular video, lent by Raymond Lambert, “Big rocks and long props”. Bill Evans is also supposed to bring some pictures from Sun & Fun.

This will be our last indoor meeting of the season. The June meeting, as I told you last month, will be...in July, the 5th! We will gather our flying machines at Cedars Airport and have a picnic there.

By then the flying breakfast season will be in full bloom.

Don't miss St-Lazare on June 8th, Cornwall on June 15th, Les Faucheurs de Marguerites in Sherbrooke June 28th-29th (much more than a breakfast flying) and this year include in your plans the COPA convention in St Thomas, On. July 11th-13th. It is almost next door and if you pre-register you will get a free SPOT device.

I remind you also that we are trying to team up people for the Oshkosh pilgrimage. If you are looking for a ride (not necessarily free), if you are offering a ride, by air or by road, contact David Cyr. He is the focal point. It would be nice to have a Chapter meeting there.

Happy building and flying.

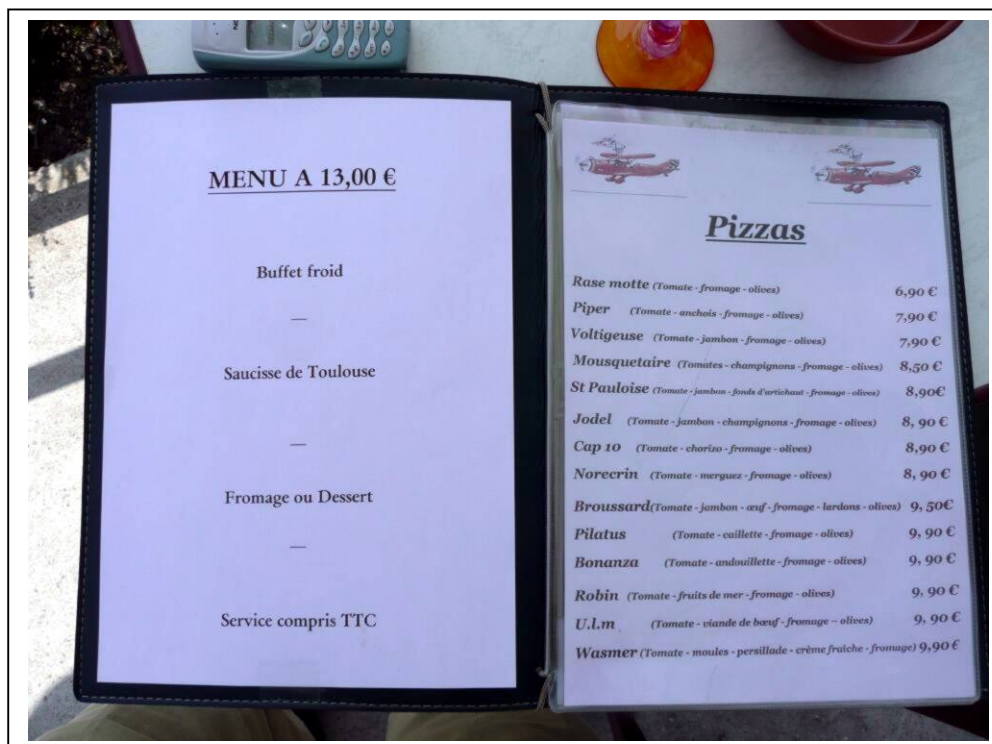
MM

P.S. A few shots taken during my last European excursion.



## Photos from Michel's Trip to France

Michel Moreau



## Jodel Landing Gear

Mike Lustig

Although my [Jodel D11](#) project was started many years ago, back when I first joined EAA266, I have not previously done any articles or presentations on it so far. Virtual simulations, rib jig construction, computer-plotted gusset templates and endless Jodel trivia just never seemed interesting enough to talk about. So all but friends and family were spared (until now!). Thanks to the efforts of Michel Moreau and Scott Black, I hope have a topic worthy of sharing with you.

Contact Us!

<http://eaa266.org>

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## Origins

As you may recall from recent newsletters, Michel and Scott bought a Jodel F-11 from Bill R. in the United States. By the way, this aircraft has subsequently been inspected and brought up to snuff, and should be gracing the skies over St. Lazare soon, so I'm told. Bill R. had mentioned to Michel that he had also a French landing gear. (The F-11 uses the spring-steel type, popular in North America and developed in part by Bill R. himself). My project leans more heavily on the original French designs and the latter Australian developments from these. Making a French-style landing gear from scratch would have been the second-most challenging and expensive exercise next to the "firewall-forward", of the whole project, so I am most fortunate to be spared this.

On a recent visit to Canada to see Michel and the F-11, Bill brought the landing gear up. I was delighted to see that it was in fact a European-made gear, as it had tires which read "Dunlop Montlucon (France) Aero 420 x 150 Type -2". Bill told Michel and me that the gear was from Spain and was for a [Jodel 1050](#). (the four-seater ancestor of the Robin DR series). At first, this didn't seem to make sense, as 1050's were never produced in Spain. After I got the gear home, I found that, indeed, the wheel bearings were marked "DR BNR Made in Spain"! So I wrote to the Jodel Yahoo! group to see if anyone could explain this. Dave Cyr helped, by placing some photos on our website. (See [http://www.eaa266.org:80/eea266-projects-mike\\_lustig.htm](http://www.eaa266.org:80/eea266-projects-mike_lustig.htm) )

David W. of England, renowned Jodel archivist, answered quickly and had this to say:

"... Only one DR.1050 has appeared on the Spanish register. This is CEA-built c/n 421 EC-AUQ which is still current in Spain. Aerodifusion at Santander in Spain had a production line, which built 127 D.11 variants between 1955 and 1971. These were models D.112 Popuplane (with 60 hp) and then D.119OS Compostela (with 90 hp), also a few D.119F prototypes for evaluation as a primary trainer by the Spanish Air Force with the Spanish-built Fletcha engine. Three of these went to USA. They were D.112 c/n E.51 N7834R, plus D.119OS c/n E.71 N2803Q and c/n E.72 N2804Q. I believe that N2803Q is still current and the other two cancelled. I don't know the details of the undercarriages on these, but they may be what you have ..."

This I found to be very helpful, as it established the origins of the gear as from a Spanish Aerodifusion Jodel D112 or D.119OS. However, this did not explain why the gear was 1050-type, as opposed to the lighter D11-family type (two-seater, like my project). Shortly, afterward Agustín M. posted this info on Yahoo!:

"... I have two Spanish made legs for the Compostela (D-119OS) and they look equal to those in the photo. I'll put them on my nearly made [D150](#), but with a pair of Grove 6.00-6 wheels and brakes ..."

Agustín then agreed to supply photos, which showed clearly that the Compostela used 1050-style gear, with a cross-section similar in shape to a football, not like the egg-shaped cross-section of the lighter D11 gear. This was great news, as it established precedent to use these heavier gear on my project. Note: The original D11 gear is cited on occasion for being on the weak side and perhaps a little short. The 1050 style is 85 mm longer.

As luck would have it, the good news was not over. Coincidentally, days later, Scott asked me if I had any photos of Jodels with fenders, instead of fairings (or spats as they are called in Britain). I knew I had seen a few photos on airliners.net and managed to send him several. One of these became his favourite, [G-BHNL](#). As I zoomed in on the fenders, I thought: hey, that looks like another 1050 gear! I looked up the registration for this aircraft on [G-INFO](#) and found that it is registered to Mike M. of the UK, who also happens to be on the Jodel Yahoo! forum.

So I wrote to Mike and asked him if I was right and he answered:

"... Well spotted! NL does have 1050 legs and I'd recommend them to all D11-series owner/builders. They're slightly longer and give better prop clearance. I'm planning to install them on my rebuild D11 retirement project next year. ..."

This was super news!

## Rebuild

The Jodel landing gear is similar to an oleo arrangement except that it has a series of cylindrical rubber blocks in compression instead of oil and air. The good news is that they don't leak anything. Unfortunately, the rubber tends to become permanently compressed over time and needs replacement. Pete S. of the UK and purveyor of all things Jodel, via [AirworldUK](http://AirworldUK), explained that the rubbers will be barrel-shaped when first removed, but if they don't become square (side view of a cylinder) in the next 24 hrs, they need replacement. Since the rubbers are under compression, the gear needs to be placed in a jig for disassembly, or the guide could become scored as the last bolt is taken out and the leg pops out. Or so I was warned on Yahoo! So I made this jig and removed the guide bolts (see right).



Much to my surprise, the guide stayed put, obviously seized in place from spending years out of service. Ironically, it took an large opposite force to open the gear (see left). Some handy trees, rope and a Honda car jack got the gear apart in a fraction of the time it took to build the compression jig. Isn't that the way it always goes!

Now I have the gear apart, the plan is to get the outer leg bead-blasted, have the welding inspected, then paint it with Polyfiber primer and Aerothane Enamel. New rubbers are coming my way from AirworldUK, although I did consider a suggestion from Austin to use wine carbuoy stoppers and adjusting them to size, as he did.

As far as the lower leg is concerned, the objective is to discard it (as Agustín did) and its classic drum brakes (very little wear!) and genuine French 420 x 150 wheels (sniff!). I will then replace these with an Australian Jodel mod from Frank Rogers that uses bolt-on axles, followed by aluminum axles and Grove brakes with magnesium wheels. (see [Aircraft Spruce](http://Aircraft Spruce), part #'s 06-00919 and 06-00799). Wheel and leg fairings are still TBD at this point.

**Coming Events**

<b>June 8, 2008:</b>	Breakfast Fly in at St. Lazare, Quebec
<b>June 20- 22, 2008:</b>	<a href="#">Canadian Aviation Expo</a> , Oshawa, Ontario
<b>June 28-29, 2008:</b>	<a href="#">Les Faucheurs de Marguerites</a> , Sherbrooke, Québec
<b>July 28- Aug. 3, 2008:</b>	<a href="#">EAA Airventure</a> , Oshkosh, Wisconsin
<b>August 9- 17, 2008:</b>	<a href="#">International Balloon Festival</a> , Saint-Jean-sur-Richelieu, Québec
<b>August 23- 24, 2008:</b>	<a href="#">Classic Air Rallye</a> at Rockcliffe Airport, Ottawa, Ontario
<b>September 6, 2008:</b>	Windover Field Day

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

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 fibreglass 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)

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.

**Doug Friend** is selling his Falco F8-L. See <http://www.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.

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- Engine and Radio Work

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- Advanced Training - Night/VFR OTT/ Instrument Simulator



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

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

Mail to: M. Moreau

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