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Newsletter, May 2010

Notice of Meeting:

Thursday, May 27, 2010 at 7:30 PM

Topics:

1. Tony Molle's Lancair
2. Jabiru J250 project by Gord Larsen (3rd time lucky?)
3. The usual lie swapping and hangar flying

Location:

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

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Mes amis,

For the same price we will have a dual program this month: Toni Molle will talk about the construction of his Lancair 320. Time permitting he might also say a few words of his Midget Mustang (a very active man Toni!) and Gord Larsen will finally have a chance to run us through the construction of the Jabiru J-250 that he completed last year and has been flying since last November.

This will be our last formal meeting of the season. We will close by our traditional picnic-fly-in. This year it will be held at St-Lazare airport on July 10th, between 10:00 and 14:00. No rain date! The Chapter will provide coffee, soft drinks and donuts. Bring your own food (and chairs for those driving). There will also be a possibility of BBQing.

Do not forget also the famous St-Lazare Fly-in, this year held on June 13. The St-Lazare Flying Club is looking for volunteers to help on that day.

While visiting André Létourneau, who has graciously accepted to cut the upper wing spars for the Pitts project, Bill Evans and I were able to admire a beautiful Jodel D-9 wing under construction. The wing is now temporarily stored with fuselage hung from the ceiling (see picture) to make room to assemble a Stearman wing. What a busy (and generous) man this André is!

Wings of a Thatcher CX-4 are also under construction in André's workshop in Beloeil (see picture).

I am pleased to attach a brief history of EAA in Canada, supplied by Rem Walker. It was written in 2003 when Rem resigned as Chairman of the EAACC. A couple of years ago Jack Dueck became the Chairman of EAACC. I am sure that you are receiving his regular *Bits And Pieces*' e-Newsletter. If not, I encourage you to subscribe at <http://www.eaa.org/bitsandpieces/>

On the local scene our Chapter was formally created in 1966. A small group of enthusiasts had had been gathering since 1964 (and possibly earlier) under the lead of George Reid. In 1965 they named the group the "Montreal Aircraft Homebuilders' Club" which became EAA Chapter 266.

Happy building, and flying!

MM



Above: André
Létourneau in his
workshop in Beloit
with Jodel D-9 wing
and fuselage



Left: Thatcher CX-4
wing panel

In the Rearview Mirror (Part 1 of 2) May 2003

Rem Walker

On October 3, 1955 Keith Hopkinson of Goderich, Ontario, under the authority of Flight Permit 001, made the first flight in an aircraft constructed under Department of Transport regulations that recognized homebuilt aircraft in Canada.

This flight actually started in 1953 when EAA was formed in the United States. EAA was successful in formalizing requests that had been made to allow homebuilts to be officially recognized in that country. This provided the impetus for Keith Hopkinson to try to persuade the Department of Transport to allow this activity in Canada with the encouragement and help of EAA Founder, Paul Poberezny and with the support of a petition presented through the Canadian Owners and Pilots Association, a portion of which was prepared by Al Bartlett, the Federal Government agreed to use Hopkinson's construction of a Stits SA-3A Playboy as the test case. The rest is history!

The Department of Transport, Air Services, Civil Aviation Branch, issued Information Circular 0/32/58 that outlined the roles for homebuilts. They were required to conform to paragraph 1.8, Chapter I, Part. II of the Engineering and Inspection Manual.

Original homebuilts were called "ultra-lights" and they kept that name until 1982 when the present Ultralight Category was introduced and the homebuilt aircraft became known as Amateur-Built Aircraft and built to the Airworthiness Manual Chapter 549 standards.

The first homebuilts were limited to two seats, a gross weight of 1200 pounds and a wing loading of 10 pounds per square foot. The gross weight was later upped to 1500 pounds.

As the number of EAA members began to grow in Canada they formed themselves into EAA Chapters and it became evident that a Canadian organization was needed to represent their interests to the Department of Transport. In the mid 1960's a meeting was held in Toronto, gathering EAA Chapter executive officers, who elected Al Ludford as President and Herb Cunningham as Vice-President of the newly-formed EAA Canadian Council. Herb became President several months later.

Originally, the Presidents and Vice-presidents of the EAA Chapters formed the EAACC and the organization was funded by donations from each chapter, based on its membership. For liability reasons it was decided that the EAACC should be incorporated in the Province of Ontario and at the same time the name was changed to EAA Canada (EAAC).

Money to finance EAAC was raised by organizing the Orillia Fly-In and running several airshows and aerobatic competitions in Ontario and Quebec. This was not a dependable way to ensure adequate financing so in the early 1970's Canadians were asked to send an additional two dollars when they renewed their EAA membership. This extra two dollars was returned, to EAAC by EAA. However, some members

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<http://eaa266.org>

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complained about this, wondering what they were getting for their money. This method of funding was discontinued after a couple of years.

In 1969 the first aerobatic contest in Canada was held at Peterborough, Ontario. Unfortunately, several pilots were not permitted to fly Canadian homebuilts in the contest because the regulations did not permit that activity. This provided EAA Canada with the goal to convince Transport Canada to change the regulations. EAAC President, Herb Cunningham and the board of directors realized that success depended on having proper technical material to back up the request.

The next two years were spent bringing together people with technical backgrounds in all phases of design, engineering and test flying. The group was chaired by Ted Stack and they were called the EAA Technical Committee. The EAA Technical Committee prepared a proposal that transport Canada approved, resulting in waivers being granted for qualified aerobatic homebuilts. Gerry Younger, with his Pitts Special, received the first of many similar waivers granted to other qualified aerobatic homebuilts,

On June 3, 1974 the first issue of Canadian Sport Aviation News, edited by Herb Cunningham, was sent to members of the EAAC and in bulk to EAA Chapters in Canada for distribution to chapter members. This continued until February 10, 1976 when COPA and the EAAC made a deal that continues to this day. COPA has always been a staunch supporter of EAA, right from the early 1950's when COPA supported the petition mentioned in paragraph two, which led to the official recognition of homebuilt aircraft in Canada. While discussing the many problems involved in keeping the EAAC members advised as to Canadian activities COPA Manager, Bill Pepler and EAAC President, Herb Cunningham came up with the idea to send COPA's monthly Canadian General Aviation News free, to EAA Chapters and members. This began 'the practice of including EAA news in COPA's publication.

In 1976 Herb Cunningham resigned as EAAC President. The officers and directors were a new bunch in keeping with the desire to let the people from the west take over the responsibility to run the organization. Gogi Goguillot of Vancouver was President with Tony Swain, also of Vancouver, Vice-President.

In the meantime, the EAA Technical Committee, chaired by Ted Slack, was busy with a submission to Transport Canada in September 1974. This resulted in the increase in the gross weight for homebuilts from 1500 pounds to 1985 pounds and the wing loading to 20.4 pounds per square foot. More designs became available to Canadian builders,

The '70s also saw the advent of composite construction, something that was not familiar to Transport Canada so they were not permitted to be built and flown in this country. To sort this out Ted Stack and the Tech Qmu4ttee organized a conference/workshop at Centennial College in Toronto, December 3-10, 1977. Burt Rutan and Larry Haig attended from the United States with senior officials from

Transport Canada present. At the end of the week Ken Owen, then Chief of Airworthiness and John Mew, then Chief of Inspections, expressed their satisfaction with this type of construction.

In December 1982 Slack and the Technical Committee presented a report to Transport Canada with several recommendations that would bring Canada's homebuilt activities in step with the many advances taking place. All recommendations were accepted. They were:

- Allowing helicopters to be constructed by amateur-builders. Russ Gerrish of Calgary built a Rotorway Exec, the first under the new regs, Test flight was on June 11, 1985.
- Increasing the number of seats from two to four.
- Increasing the gross weight from 1985 pounds to 3968 pounds.
- Increasing the gross weight of gyroplanes and fixed-wing gliders.

Changing the initial test period from 50 hours to 25 hours of trouble-free operation.

(Note: This article was too long for the newsletter so it is being presented in 2 parts. Part 2 will be presented in the next newsletter - Editor)

Editor's Note

Scott Black

I am monitoring the progress of two of my friends' projects which have been mentioned in the newsletter over the past year. Otto Deitrich's Tiger Moth and Pierre Racette's Bleriot are both at the covering stage. By this fall I hope to show both aircraft more or less completed so stay tuned. Also, last month I captioned the photograph of Rem Walker with Michel Moreau as being taken in Moose Jaw when in fact it was taken in Regina. The aircraft museum shots were taken in Moose Jaw. My apologies. See you at the meeting

Scott

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 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

For Sale: 1980 Pober Pixie P9 Built by Dale Lamport. C-GTLO.
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. 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 \$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 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



Laurentide Aviation

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- Fuel 100LL and Oil (Available in bulk.)
- Hangar and Plug-in
- Restaurant

✘ MAINTENANCE

- Owner Assisted Maintenance (Heated Hangar)
- Parts
- Inspections
- Calibrations
- Engine and Radio Work

✘ FLIGHT TRAINING

- Recreational to ATP/L
- Advanced Training - Night/VFR OTT/ Instrument Simulator



Print - Fill Out - Bring to Meeting or Mail in
 EAA Chapter 266 Membership Application:

New:___ Renewal:___ Date:___/___/___
 EAA Number _____
 Exp Date:___/___/___
 Name: _____
 Address: _____
 City/Town: _____
 Prov:_____ Postal Code:_____
 Phone:(___)___-____H (___)___-____W
 E-mail: _____
 Distribution Preference: E-mail___ Post___
 Aircraft & Registration(s):

Other Aviation Affiliations:

COPA:___ RAA:___
 Other: _____
 Annual Dues: Sept 1st to Aug 31st: \$25
 Make cheque payable to: EAA Chapter 266
 Mail to: Ross Holden
 19701 Maple Road RR2
 Williamstown, Ont
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