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Newsletter, November 2005

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Notice of Meeting:

Thursday, November 24 at 7:30 PM

Topic:

Richard Cote from Pneumatique Equipment and Supplies Ltd will talk about pneumatic tools. Visit: <http://www.pneumatique.com/>

Location:

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

This month's contributors:

**John Dudkoff
Ross Holden
Roberto Cea-Campo**

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

A word from our Chapter President...**John Dudkoff**

At the past director's meeting "executive elections" were held. Fortunately, most directors decided to continue their great support of the Chapter. After four years as president, Eddy Dumalo has decided not to renew his position. Eddy has done a great job in promoting the visibility of our chapter by supporting events like Space Day, Young Eagles and Aviation Day. On behalf of our Chapter, I would like to thank Eddy for his contribution and wish your aircraft a speedy recovery! David Cyr has been a director for over six years, maintaining our website, e-mailing the newsletter and taking minutes of our meeting in an efficient manner. Michel Moreau has been a director for over eight years, organizing Air Rallies and Young Eagles events. As our program director, Michel makes sure we have guest speakers and audio equipment for our meetings, not an easy task! For the last two years Mike Lustig has been our newsletter editor, taking great photographs of Chapter events and making sure the newsletter gets out in time for our meetings. Ross Holden has been our membership director for six years. Logging new and renewed memberships during the meetings is not always easy. Calling a member because he hasn't paid his dues is even harder. Ross has also been our caterer, providing fresh coffee and donuts during our meetings. Stan Michaleski has been a director at large for seventeen years. Stan's connections allow us to have our director's meetings at DICOM. Being a gifted craftsman, Stan has produced some novel gifts for our Chapter, which include the famous giant sparkplug award. Mark Clement has been our treasurer for the past two years. Mark has made a significant contribution to the Chapter by introducing Aviation Day and recently provided the Chapter with industry guest speakers. Ed Hannaford has been our librarian for over ten years, and allows our chapter members to look good at aviation events by means of EAA caps and pins. Our technical counselor Frank Hofmann and our Flight Advisor, Peter Blatter, are the corner stones of our Chapter, having served as directors for many years and have promoted aviation in general. Recently we have two new volunteers that joined the directorship, Robert Hope and Roberto Cea-Campo. Welcome aboard! Other chapter members have made their contribution by telling friends about our Chapter, informing our program director about potential speakers or allowing the membership into their homes to share in an aviation experience. Thanks to everyone who has contributed over the years!

As for myself, I was a director on and off for over six years. As vice president, I was bumped up to president. For those who don't know me, I began tinkering with aircraft when I was 14 years old. A ride in a Cessna 140, sponsored by an Air Cadet squadron sparked my interest, along with a high school mate who broke his arm trying to fly a hang glider made out of polyethylene and bamboo off the school roof! I enjoyed building and designing RC models during my teens. It taught me the meaning of patience and perseverance. I earned my pilot license at 19 and was interested in becoming an airline pilot, however, after completing my mechanical engineering degree, I landed a job at CAE. During a business trip down in Florida, I saw a Volmer Jensen Flying Boat and I was hooked again on building an aircraft, this time, one that I could fly in. EAA USA provided me with Jack Geall's name and I started to attend EAA 266 meetings. An opportunity allowed me to quit my job and head back to school for a year studying Aircraft Maintenance at Centennial College in Ontario. By this time I had convinced myself the Volmer wasn't worth the effort and started to look at low-wing aircraft that had good cross country performance with some aerobatic capability. A trip down to Oshkosh convinced me that the RV-6 was the way to go. Along the homebuilding journey and working for three major aerospace companies, several hurdles and other commitments were overcome before getting the RV-6 into the air, but the effort was well worth it! My wife gave the "RV grin" after her first ride. (I think she was happy I finished the plane and we landed safely).

As president, I would like to work more closely with the Canadian Aviation Heritage Centre (CAHC) in Ste de Bellevue. I believe that with some assistance to the Centre we could hold our monthly meetings at the site and provide a forum for hands-on demonstrations. It could be a win-win situation for our Chapter and the Centre.

John Dudkoff
Chapter 266 President

Membership Update

Ross Holden

I am pleased to act as Chapter 266 membership director for another year. The 2006 membership fees are now due, and they are the same as last year: \$25.00. Some of the members renewed their memberships at Aviation day last summer -- taking advantage of the free hamburger that was offered. Their membership cards are available from me at any meeting. Members who have not as yet renewed for this year may do so by mail, to the chapter address on bottom of any Newsletter page, or at one of the chapter meetings. A check is the preferred method of payment, but cash is acceptable at the meetings. Renewing promptly, makes my job easier, and helps out the Chapter's bank account.

Thanks,
Ross

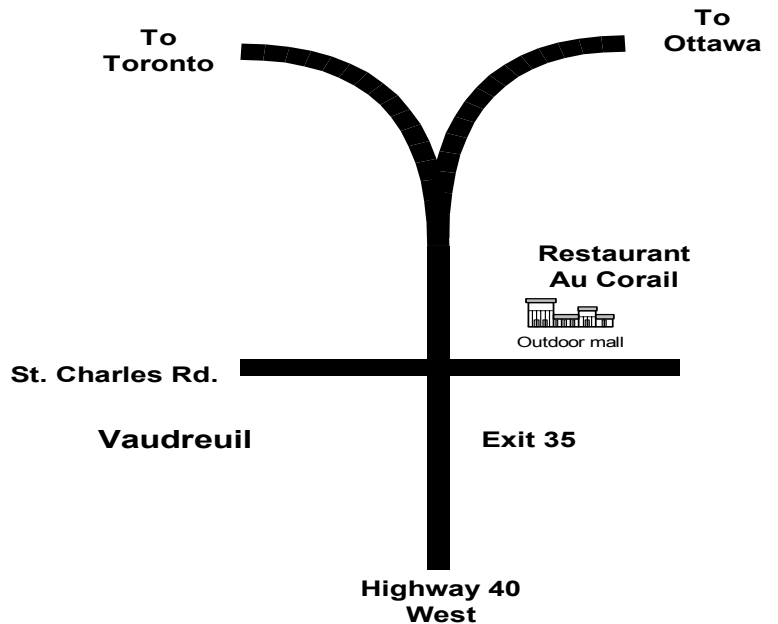
Christmas Dinner and Awards Night

December 9, 2005

Your executive again invites you to a supper get-together, to be held at the "Au Corail" restaurant, on Friday, December 9 at 18:00, with supper at 18:30.

THIS JUST IN: Mike Boisvert has confirmed at this time that a least dozen St. Lazare Flying Club members will be joining us! We hope to see as many of you as are able to come. The restaurant is licensed, serving wine, beer and liquor.

The Restaurant Au Corail is located at Exit 35 on Highway 40 going west. It is the first building west of St. Charles Road, in Vaudreuil-Dorion. St. Charles Road is the first cross street you will come to after exiting Highway 40 at Exit 35. It has a green roof and is behind the gas station that faces St. Charles Road. They may be contacted at (450) 424-2144.



Ultralight Flying in El Salvador**Roberto Cea-Campo**

(Editors Note: Please welcome Roberto Cea-Campo, the new EAA266 Technical Writer. He hails from El Salvador and worked as an ultralight crop duster there. Here is his first story:)

Ultralights were first introduced in El Salvador by Larry Zedan, a Salvadorian entrepreneur interested in these light aircraft in the early 90's, giving lessons to anyone interested. Soon it became the new phenomenon; after he introduced several Quicksilver ultralight models, with Rotax 503 and 582 powerplants. Some others introduced the first Sabre trikes from the US and then the Air Creation trikes made in France, which were also as affordable as the Quick's.

After that, RANS Aircraft were also introduced, with models as the S-12XL and S-12L AIRAILE, also with Rotax engines, followed by one Challenger with a same powerplant.

Soon, El Salvador's first Ultralight and Experimental Aircraft Club was founded with between 15 to 20 members, all with very different models, most of them built and tested on Salvadorian ground.

The trend was also increasing in popularity in neighboring countries like Guatemala; and even in Honduras. It became an effective and efficient way of crop dusting operations sugarcane plantations, although having a terrible impact when Hurricane Mitch swept the region. Later, several years after, it rebounded little by little when I joined the adventure.

It was around the year 1996 when the first fatality struck the club which brought this interesting and young association to a dark period. Some of them stopped flying; some others sold their aircraft to other countries. Others were left behind, but a few of them kept the club alive and focused throughout this era.

Aeronautical Authorities were not clear how to regulate them or classify them. The Club decided to auto-regulate, by following US standards focused on safety, their members and the general public as a primarily objective. However, we were considered the country's flying guerrilla or gang, not really welcomed by the old guard of pilots and general aviation society, as it was thought it was unsafe for everyone.



It was not until the introduction of the first RANS S-7 Courier (notably similar to the old Piper Cub) built 100% by Salvadorian hands, that the Aeronautical Authorities realized this was not going to end but to increase with time.

In early 2000, the club started to rebound with several new members (including myself) buying, re-building and bringing back to life local aircraft and the Club itself. Authorities started to work on new regulations for recreational aircraft, and this one, the S-7, was the first one to be considered "Experimental Aircraft" but was still given the "L" registration suffix given to all ultralights - or even experimental somehow back then!!

EAA CHAPTER 266 LIBRARY**Call Librarian Ed Hannaford at 613-347-1201**

Here is a list of books and CD's in our library:

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	Capt. Bob Pearson
B14	Poberezny - The Story Begins	Paul Poberezny (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
B23	Modern Turbocharged Auto Engines For Aviation Use	Charles Kondas
B24	Amateur Built Aircraft Reference Material	U.S. DOT/FAA
B25	L'Aventure des Pilots de Brousse	Sylvain Gingras

COMPACT DISKS

CD 1	AeroPAD - Software for aircraft design analysis	SICAPT
CD 2	Propeller Care & Maintenance for Professionals	Hartzell
CD 3	Propeller Care & Maintenance for Pilots	Hartzell

**Cost to borrow these items is \$2.00 for a one month period
To order - Call Ed Hannaford - 613-347-1201**

See also our website for a complete list of videos at:

<http://www.eaa266.org/eea266-library.htm>

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

- (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 514-684-658

**For Sale: Aircraft Parts:-
For further information call
Frank Hofmann:
514-696-4572**

- 1. Ultralight project-original design, 2 seat, 2 engines, all metal, fold wing \$1,000
- 2. Lycoming 0-320 B1B; 0 hours SMOH, chromed cylinders, new camshaft and lifter bodies \$13,000
- 3. Lycoming 0-320 parts: -E2D oil sump complete with intake pipes \$600
 - Alternator support bracket \$20
 - two 150 HP pistons \$40 ea
 - Oil screen housing with screen \$100
 - Inter cylinder baffles \$10
 - Pump cover plate \$5
 - MA 4 SPA carburetor P/N 10-5009 \$ 700
 - Oil pump riser tube \$5
 - Flywheel with ring gear \$50
- 4. Lycoming 0-290 camshaft – narrow lobes, no drive gear \$50
- 5. 4 Carburetor boxes, all different \$35 ea.
- 6. Bendix Ignition switch without 'Start' \$100
- 7. 0-10" suction gauge, 2 ¼ " mount \$20
- 8. 4 Fuel gauges, 2 ¼ " \$10 each
- 9. OAT gauge, windshield mount type \$30
- 10. Control Cable 1/8" 7x19 stainless \$1.50/ft
- 11. Inertial Vertical Speed Indicator \$150
- 12. Clock, 2 ¼ " Wakmann windup \$180
- 13. Clock, 2 ¼ " Cessna electric \$30
- 14. 3" CHT, Model 17B521A \$call
- 15. Four CHT probes, gasket type Lewis 8T301F2 \$30 ea

- 16. Four CHT thermocouple leads, 10', P/N L116-10 \$10 ea
- 17. AN 3211-2 4 position rotary switch for 4 CHT probes \$30
- 18. Mitchell Course Deviation Indicator model CD-1000 \$10
- 19. Hourmeter - electric 2 ¼ " \$30
- 20. Alternator , 35 amp, Model F7087, with regulator, O/V + brackets \$85
- 21. C-140 Grimes retractable landing light, 12V, with bulb \$125
- 22. MA 3 SPA carb plastic float and gasket kit \$20
- 23. 600x6 axle nuts \$10 ea
- 24. 500x5 axles \$50 pair
- 25. 500x5 axle nuts \$10 ea.
- 26. 500x5 Axle Shims , selection of five available \$35 ea.
- 27. Stainless steel muffler shroud (possibly for an 0-320 installation) \$30
- 28. Cessna 150 rear baggage compartment closure \$10
- 29. 4 ¾ " access cover plates \$6
- 30. Wing Tip Position Light Mounts \$10
- 31. Tail Light Mount \$10
- 32. Cesna style rudder rotating beacon fin mount \$30
- 33. Instrument Post Lights \$10 ea.
- 34. C-172 Nosewheel axle with bushings \$20
- 35. Tailwheel Tire 6x2.00 Goodyear, new \$20
- 36. TriPacer shock cords – Rusco P/N 1080HD 5/8"x8" pair \$100
- 37. Hartzell Propeller Governor F-6-31Z \$400
- 38. Spinner support – Hartzell propeller \$20

- 39. Cessna 150 Style Shimmy Damper \$60
- 40. Assorted Hydraulic Fittings \$call
- 41. Flush Fuel Cap complete with mounting plate and neck \$80
- 42. C-177 flush fuel caps and plates \$80
- 43. Wooden Propeller, 52x24 for 25HP Ultralight engines, new \$120
- 44. Assorted Hardware \$call
- 45. Loran – Micrologic
- 46. Localizer Indicator
- 47. Century 21 Autopilot – needs repair \$100
- 48. Oil pressure switch for Hobbs Meter \$10
- 49. Antenna Insulator \$3
- 50. C-150 muffler \$120
- 51. C-150 muffler shroud \$ 60
- 52. C-150 air filter P/N C294510-0301 \$5
- 53. Piper J-3 exhaust header stacks \$160 pr
- 54. Piper Cherokee muffler \$120
- 55. Exhaust gaskets - Continental \$2 ea
- 56. C-85 valve covers \$10 ea
- 57. C-85 intake pipes \$10 ea
- 58. C-85 Intake elbows \$40 ea
- 59. C-85 valve pushrods \$5 ea
- 60. C-85 Inter cylinder baffles \$5 ea
- 61. Rocker Box cover gaskets – Continental – P/N 530112 \$2 ea
- 62. Dash controls – cable - T handle lock \$20

Mustang II for Sale, \$64,000 US

See: http://www3.sympatico.ca/fhofmann/plane_for_sale.html

Quotable Quotes

The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward ...and wish...

**Laurentide Aviation****Cedars Airport Unicom: 123.5**

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

Email: laurentide@sympatico.ca<http://www.laurentideaviation.com/>**✘ SERVICES**

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