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## This month's contributors:

**Eddy Dumalo**  
**Ross Holden**  
**Michel Moreau**  
**John Dudkoff**

## Newsletter, October 2004

### **Notice of Meeting: Thursday, October 28 at 7:30 PM**

#### **Topic:**

A newcomer has arrived on the international kit plane builder's scene. Dream Aircraft of Granby manufactures a four-seat bushplane with lots to offer. "...The Tundra design has a familiar look. An amalgamation of existing models, which themselves are derivatives of various classic designs. In no way did they re-invent the wheel however it was substantially improved...." R. St Georges, Quebec Bush Pilot Association.

Dream Aircraft will present to us its Tundra, how the kit is manufactured and there will be a hands-on assembling demonstration.

[www.dreamaircraft.com](http://www.dreamaircraft.com)

#### **Location:**

**Room 204**  
**Penfield Building**  
**John Abbott College**

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

Your Executive has been working at setting up a comprehensive aircraft supplier list, names of tradesmen and companies providing services to the aircraft industry. Some consideration is also being given to putting in place a tool-sharing inventory. As well, we are looking at means to achieve a heightened public awareness of our mission along with getting funds from leaders in the aviation industry. If you consider your skills useful to achieving these ends, then, please join your Executive in an active way, as new Directorships can be readily established.

Following the enhancement of our website several inquiries about joining the chapter have been received. One call came from five pilots and their families in regards to vacationing in Montreal, which pilots are members of North Carolina Chapters 506 and 1114. They are anxious to learn about our aviation community, local airports and what are members are building and flying. I'll be calling some of you to help me out in showing them around in early July.

Thanks go out to Winston Smith of COPA Fl.#59 at the Cornwall Flying Club for helping fill the void in our Young Eagle's predicament (See September Message). He made arrangements for Nigel Field, his COPA Flight's Young Eagles' Coordinator, to attend an informal flying event for some 13 school children, where he will see that the children will be given formal certificates to commemorate their first flight, a flight out of a grass strip near St.Eugene, Ontario. I'm told that Nancy Bennet, a Quebec school teacher living near the airstrip organized the event. and She has a simulator in her classroom and is also an ardent aviation exponent to her pupils. Winston has offered to cooperate with us on flying Young Eagles and tells that he has many pilots that would love to fly such youngsters, at the same time, though, wondering why we were not flying Young Eagles.

Best regards,  
Eddy

**EAA 266 Membership Renewal****Ross Holden**

This note is to inform all unpaid members that the EAA Chapter 266 membership fees for the year, Sept 2003 to Sept. 2004 is presently due. Payment is simple, members can mail a cheque to me, or pay at one of the meetings, preferably by cheque. The fee per year is \$25.00 (a real bargain, a bit more than \$2.00 per month) very affordable for everyone!!! You will receive a membership card as confirmation of payment. A new membership list will be made, listing member's aircraft or project, as well as address, phone and e mail numbers. So if you have a new aircraft, have started a new project, or have recently become internet-enabled please let me know. This year a discount of \$1.00 will be given for a chapter library rental, upon payment of membership.

My address is:

Ross Holden  
18 Golf Ave.  
Pointe Claire, QC H9S 4N5

**My Bird****Michel Moreau**

I am pleased to announce that the re-engining project of my Q-2 with a Jabiru is now nearly finished. I have completed the flight and climb tests and received my Special Certificate of Airworthiness today. This Australian engine runs like a ..Swiss clock! What is left to do is the finishing and painting of the cowling.

I would like to thank profusely all the Chapter members who have guided me and helped me: David Cyr, my chief engineer and lawn-mower bracket designer, Frank Hofmann and Ron Hills always available for advice, my movers from Lachute to Pointe-Claire and back, Eddy Dumalo, Peter Rochester, Ron Hills, Frank Hofmann, David Cyr and son Sean. There was also non-Chapter help from Rad Skivanic, Saleem Saleh, Jacques Genest, Alain Dion, Ghislain Bilodeau, Serge Aubert and Daniel Sasseville. My vendor-Chapter member Gord Larsen who endured many frivolous questions during the process deserves also a big thank-you. I hope that I did not forget too many people. One of these days I'll talk in detail about the project.

Below: The Bird



On another topic, I would like to share with you some pictures that I brought back from a memorable flight in the Alps this summer. I rented an airplane (Robin DR-400) an instructor in Grenoble, France. We flew to the Mont Blanc, up to 14,000' (the summit is at 15,750') and circled it. The intent was to get to the top but we lacked a little bit of time and updraft for that. On the way back we landed at Courcheville, a 1200' long runway at 6000' with a 20% slope. It is quite an experience to land full power up-slope and to take-off down hill while your vertical speed indicator shows minus 500' per minute at the time of lift-off! I highly recommend the experience!

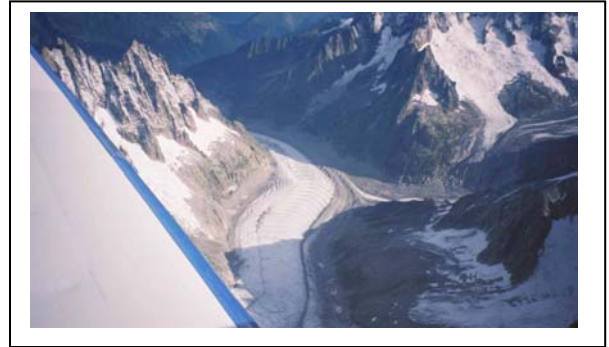
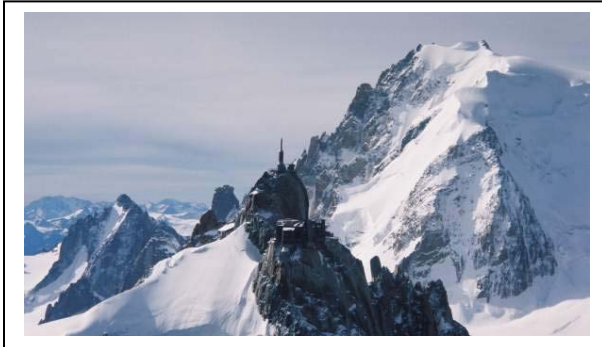
Rental: 132 euros/hour, instructor 30 euros/hour. Trip time: 1 hour 50 minutes.

Top Left: Michel and his instructor in Robin DR400 F-GSBS

Top Right: Holding short at Courchevel

Bottom Left: Mont Blanc

Bottom Right: The Alps from above



### **Initial Flight Testing Of C-GEZT**

**John Dudkoff**

The initial flight testing of my RV-6 is under way. I say initial, since I'm planning to perform the full test plan over the next year. I currently have 30 hours of airtime with 84 take-off and landings and received my Special Certificate of Airworthiness Oct 1st.

In the August newsletter I mentioned Bruce Olson from the St. Lazare Flying Club did the initial first flight. I am very happy that he did. Finding a pilot with RV tailwheel, flight test and instructing experience is rare in this part of the country. Bruce has 16000 hours + and flies 747s for Air Canada. Bruce initially checked out the basic flight characteristics of the aircraft including slow flight and stalls.

My engine was overhauled and the critical break-in performed by Aero Sport Power. After the critical break-in, the oil was drained and the filter cut open to verify if there were any problems. Aero Sport Power recommended that I fly the aircraft for the first 10 hours at 70% power, and to keep the taxi duration to a minimum.

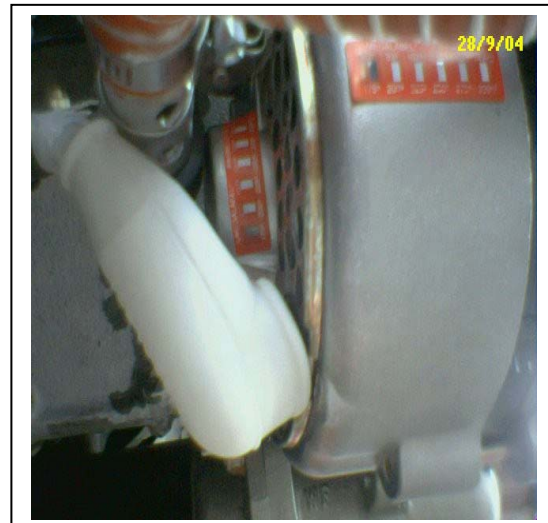
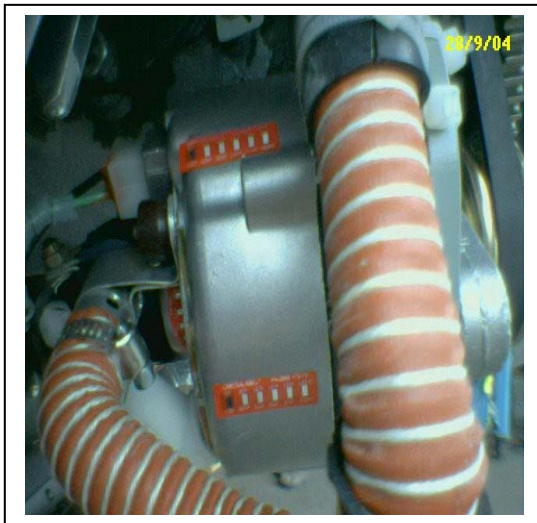
For next ten hours Bruce and I flew the aircraft, monitoring the engine and performing a large number of turns! During this time I started to get the feel of the aircraft and I'm very satisfied. You read about the joys of flying a RV and talk to pilots and now I can fully relate to their comments.

After 10 hours, the engine cylinder and oil temperatures were within recommended limits, oil consumption had stabilized, Bruce felt it was time for some serious training. I gained

experience in slow flight, flying behind the power curve, stalls, emergency procedures, best rate and angle of climbs, simulated engine-out glides, steep turns, flying around a point and many, many take-off and landings at Mirabel airport (at 500 ft AGL pattern altitude). The only time I got a little concerned was on base leg to the Lachute airport when Bruce said, "I smell smoke" with a pause. Although I did not smell the smoke, for a moment a dozen things pop into my head on what it could be. After the pause, Bruce said he was only joking (Airline pilot humor!) and asked what steps I would take. After going through the fire drill, we landed at Lachute. Bruce got out of the aircraft and on August 1st, 2004, I soloed C-GEZT.

After soloing, I began to fly the aircraft to Cornwall and Lachute to practice take-offs and landings. On one flight (at 18-hours airtime), my "alternator low voltage" light came on. I headed back to Cedars airport and landed. After removing the alternator, I took it to an alternator shop. When dis-assembled, beads of solder were found in the case. I had purchased the alternator about 6 years ago from Van's. It was a Honda Civic rebuilt alternator. I had some concern about not supplying sufficient cooling to the diodes, so I purchased some temperature sensor decals that turn black when you exceed a temperature value. The decal is divided into 25 deg F increments from 175 deg F to 300 deg F. When I received another alternator from Vans, I installed the temperature decal in four locations (see photos). When I started my engine my "new" alternator was charging correctly at 14.2 volts. I performed a series of tests, including best angle of climbs. The temperature was between 175 and 200 deg F, which is within the limits of the alternator. So what happened? It turns out that after consulting the "RV list"; Van's had some quality control problems with the alternator overhaul shop. The original alternator could only develop 13.8 volts. At the time I thought it was the voltage regulator setting.

With the alternator problem behind me and winter approaching, I now get into cold weather flight-testing and should not have "cooling" problems!



### **Submit your Technical Questions**

Given there is a wealth of technical knowledge within our Chapter, we will answer questions of a technical nature related to homebuilt construction, so submit your technical question(s) at the next meeting, or e-mail or phone it in ahead of time to any member of the EAA 266 Executive. Questions will be answered ASAP by our panel of experts.

**EAA 266 pins, caps and crests still available**

We sold several caps and crests at Aviation Day, but more are still available. Get yours from Ed Hannaford at the next meeting!

**Are you a Redneck Pilot?**

As a service to the local aviation community, EAA266 has provided this simple diagnostic to identify potential redneck pilots among us. If you answer yes to three or more questions below, you may be a redneck pilot:

- Your stall warning plays "Dixie"
- Your cross country flight plan uses flea markets as checkpoints.
- You think sectional charts should show trailer parks.
- You've ever used moonshine as Avgas.
- You have mudflaps on your wheel pants.
- Your toothpick keeps poking your mike.
- You've ever just taxied around the airport drinking beer.
- You wouldn't be caught dead in a Grumman Yankee.
- You use a Purina feed sack for a wind sock.
- The side of your airplane has a sign advertising your septic tank service.
- You constantly confuse Beechcraft with Beechnut.
- You refer to formation flying as "we got us a convoy."
- Your matched set of luggage is three grocery bags from Piggly Wiggly.
- You've ever fueled your airplane from a mason jar.
- You've got a gun rack on the passenger window.
- You have more than one roll of duct tape holding your cowling together.
- Your preflight includes removing all of the clover, grass, and wheat from your landing gear.
- You figure the weight of the mud and manure on your airplane into the CG calculations.
- You siphon gas from your tractor to put in your airplane.
- You've never landed at an actual airport though you've been flying for years.
- You've ground looped after hitting a cow.
- You consider anything over 100' AGL to be high altitude flight.
- There are parts of your airplane labeled John Deere.
- You've never actually seen a sectional but have all of the Texaco road maps for your flying area.
- There's exhaust residue on the right side of your aircraft and tobacco stains on the left.
- You have to buzz the strip to chase off the sheep and goats.
- You use your parachute to cover your plane.
- You've ever landed on the main street of town to get a cup of coffee.
- The tread pattern, if any, on your main tires doesn't match.
- Your primary comm. radio has 90 channels.

## Unclassifieds

**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 hangered. \$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 of 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)

[www.laurentideaviation.com](http://www.laurentideaviation.com)

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Restaurant

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Engine and Radio Work

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Simulator

