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## Newsletter, Oct 2011

**Next meeting: Oct. 27, 2011 at 7:30 PM**

**Guest Speaker:**

**Leo Nikkinen will talk about procedures for flying into the US**

**John Kahn will talk about his Pazmany PL-2**

**Location:**

**Room 204**

**Penfield Building**

**John Abbott College**

**Ste. Anne de Bellevue**

## This month's contributor:

**Michel Moreau**

**Bill Evans**

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**Message from the President****Michel Moreau**

Hi!

Following the September meeting during which a call for new directors was made I am glad to report that we had two candidates: Graham Batty and Raymond Lambert. Graham was already our catering man. Graham is a young flight instructor, amongst other things. Raymond is a corporate pilot and a builder. He has two projects going at the same time: a Personal Cruiser and a Bearhawk Patrol. I am sure that both will bring a lot of good ideas and talent in running the Chapter. Of course their nomination requires your approval at the next general meeting.

What will also need ratification is the nomination of Bill Evans as the President of the chapter. Yes, I have decided to retire after quite a few years as an active Board member. It is time for new blood, new ideas. Bill brings a long aviation and homebuilding experience and he is willing to devote time to the chapter's affairs. I thank him for his decision. He will be a good President.

At the last Directors meeting it was decided to put an end to the Pitts adventure as a chapter project. That project was meant to attract new members who might have been interested in wood working. It did not work as intended, possibly because the Pitts was the wrong aircraft. Anyway as a chapter we could not go much further, soon the project would have to be registered with MDRA. An association cannot own a homebuilt project. It has to be an individual or a group of named individuals and significant money would have to be spent. The project is for sale for \$2,000. Our members have the first option to buy it. If nobody shows up in the next couple of months it will be advertised outside our circle.

Another good program is lined up for you at the next meeting: Leo Nikkinen will take us through his experiences crossing the Canada-US border and John Kahn will present his recent acquisition, a Pazmany PL-2. Not a very common aircraft around here but an interesting one.

Now this will be my last appeal. The chapter is not very healthy. We need new members. I know that this is quite common in aviation. Please make an effort to bring new faces to our meetings. We have very good programs and it is a great place to exchange information. If you know anybody building, flying or even just interested in airplanes: bring him along! I'll still be around, but sitting in a back seat.

Happy building and flying!

MM

**Sonerai II Flight Test****Bill Evans**

On Aug 4, 2011, After 8 months of work and delays, I was able to fly my Sonerai II, the first time in 2011.

The day before I did some taxi runs but I noticed that slowing down from 40mph, there was a spot where it wanted to be come squirrely. I was able to hold it straight but it wasn't automatic. Somehow this seemed different from 2010. All this matters because I have increased the vertical fin by 1/3 area, and the rudder by 40%area. The rudder also was the recipient of a 10 sq in trim tab. Lastly the mechanical stabilizer trim mechanism was removed and a new

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electric trim mechanism installed.

The takeoff remains unchanged, at least in summer weather. I began with pitching the aircraft up and down 45 degrees but not above 150 kts. The pitch control of the aircraft remained unchanged. I may have seen +2g's when I pulled out. The aircraft structure and tail felt solid. So I tried some reversing 45 degree turns. Those of you who know my aircraft may know that it used to be subject to divergent yaw when rolled briskly. With the increased fin area, this yawing tendency has stopped. I expected improvement but a total elimination of adverse yaw comes as a nice surprise.

I set the speed to 130 mph and increased pressure on the rudder pedals, right rudder first to 10 degrees and released the pedal at 10 degrees. I was astonished when the aircraft ball indicator returned to neutral. So I did the same to the left rudder with the same result. Amazing. Just to be sure of what I was seeing I took my feet off the pedals and the ball indicator stayed centered and the compass indication stayed the same. Then I increased the right rudder to 15 degrees. The aircraft remained stable and I did not experience any pre-stall buffet as I had in 2007. Then I repeated this with 15 degrees left rudder and released the pedal. The result was the same. Very nice.

I wanted to know whether the aircraft had improved any when medium then steep turns are made. To my satisfaction, the aircraft turns nicely at 90 degrees and shows no unusual tendencies. Then I made reversing 90 degree turns and the ball remained centered. This was very good news. I did perhaps 6 or these. The adverse yaw is gone.

While I was in cruise I tried to adjust the elevator trim to see whether it had enough travel at the 3/4" stabilizer leading edge down position, my usual neutral setting. The answer was that the elevator trim runs out, before the aircraft is trimmed level. That being the case, I switched the Electric stabilizer trim on and just touched the trim switch to up, perhaps 1/2 second. I could feel the change. It was quite noticeable. Then I tried to retrim the elevator and found that the aircraft trimmed for pitch with the elevator trim in the neutral position. Throughout the later approach the elevator trim was sufficient to keep the aircraft trimmed the way I like it, which is slightly aircraft nose down.

The rudder tab was installed to reduce the pilot workload in cruise. It seemed a shame to rebuild the rudder and not incorporate nut-plates to accommodate a rudder tab. I sped up to say 140 mph to check the yaw trim. With the 5 degree rudder tab, the aircraft flies straight with the ball centered and at every airspeed throughout the airspeed range.

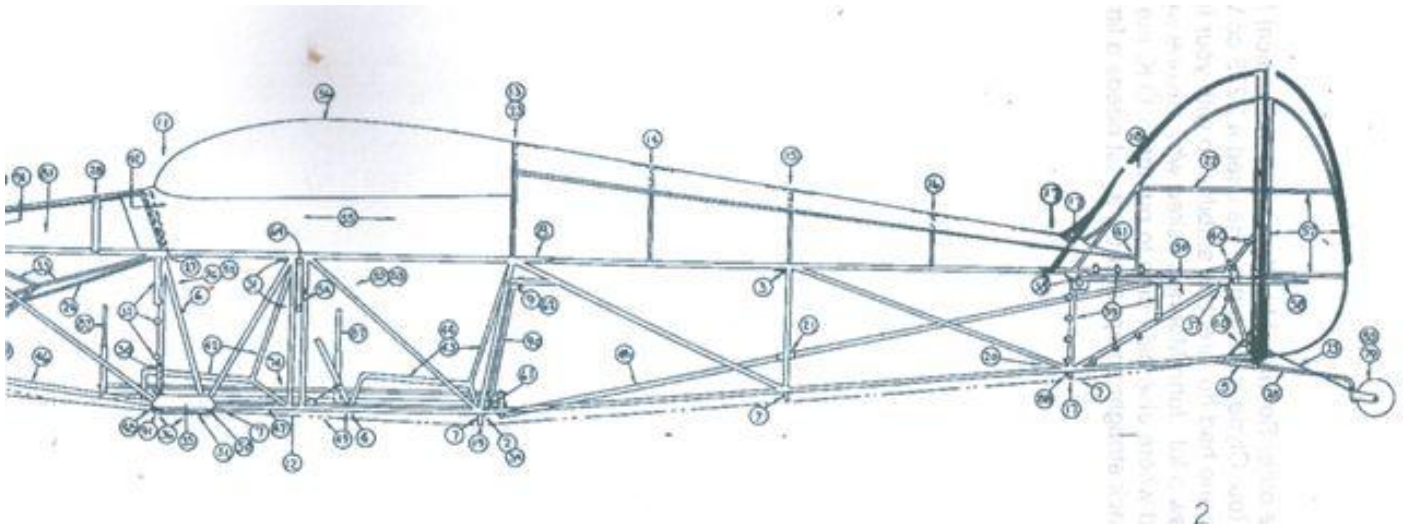
The aircraft lands straight ahead and stays straight until say 40 mph, then it wants to squirm on the tailwheel. My conclusion is that the rudder becomes ineffective by about 40 mph, so that is where things get twitchy. It's better if I ease off on the brakes below 45 mph. Touchdown is at say 65 mph. With the 2.5" x 4" tailwheel, when I round off to a 3 point position, the tailwheel touches down first. As it touches the wings stall and the main wheels drop in from say 6". You can feel the drop but there is no bounce and it rolls out straight. Good enough.

So what does all this mean? When I bought this aircraft I thought I was buying a fun aircraft, with light controls, one that was fun to fly, easy on fuel and fast in cruise. In 2007, I had more than I bargained for. With these 4 changes, the aircraft now flies the way I hoped and expected

the aircraft to fly in 2007. I now have the sport plane I thought I'd bought. I am able to trim it for pitch reliably and the rudder tab trims it for neutral yaw all the time. In turns I need to use rudder but that is true for all aircraft. The aircraft will roll if the stick is left unattended but this occurs gradually and one can see how roll is developing. The changes are slow and easy to correct. With one's hand on the stick, the aircraft now flies straight and level. Most of all I can relax my feet in cruise. Aug 5 is a banner day.

Thanks once again to those who gave me good engineering advice: Scott, Mike, David, Gord Larsen, Harvey Reid, Mike Halle and Bud Hickie have helped me greatly. Frank Hofmann designed the Rudder Tab and showed me how to attach it. Mark Morin gave me some example wiring diagrams for the electric Stabilizer Trim. It appears to work perfectly. Harvey Reid, Doug Remoundos, Bruce Olson and Gord also gave me advice about the first flight with these mods.

Bill Evans



**Above: Sketch showing increased fin and rudder size**  
**Below: At the airport**



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

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**For Sale:** Citabria Restoration Project C-FABI, a 7GCBC-Citabria sustained some damage and is partially restored, but requires additional work. For info call Eddy Dumalo at 514-453-4123

**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)

**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 wheel 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](mailto:cggnb@nb.sympatico.ca)

**For Sale:** Durand Mark V homebuilt on floats. Negative stagger wing all metal two seat biplane. Lycoming O-320 160 hp engine and new propeller. Built in 1989 and has relatively few hours on it. Wings are being adapted (leading edge and trailing flaps) for easier water landing. Plane is in Eastern Townships, Quebec, floats and wings are in Cornwall, Ontario. Contact: Thompson Hickey at (705) 267-0371, e-mail: [hickeyjt@persona.ca](mailto:hickeyjt@persona.ca)

**For Sale:** Rand KR-1 project. Fuselage, wings, controls and empennage are ready for finishing. Wood/foam panel construction. Retractable main gear is installed. Includes Karmann Ghia 1600 engine. Always stored indoors. No damage visible. Asking \$5000. Contact Bill Evans at 514-907-4919 - friend of owner.

**Wanted:** Used David Clark Headset. Must be in working condition. Prefer noise reduction. Doug Ford Ph 514-620-2902

**For Sale:** 2 ea. H - Type shoulder harness 2 inch, black with metal to metal fittings. New never used, from Aircraft Spruce, no lap belts, \$100.00. Also, hangar doors (sliding) complete with rails for 40 foot hangar. Door height is 11'5½" all metal. As removed from hangar at Cornwall. \$1200.00. Ed Hannaford. [Skyranch33@sympatico.ca](mailto:Skyranch33@sympatico.ca).



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

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- Recreational to ATPL
- 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**

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