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## This month's contributors:

**Eddy Dumalo**  
**Michel Moreau**

## Newsletter, September 2003

### Notice of Meeting: Thursday, September 25 at 7:30pm

**Speaker:** John Dudkoff will show us his RV-6 and talk about his construction project that is just about ready for first flight. We will also show a short video of "Space Day at Cedars".

**Location:**  
Laurentide Aviation's hangar at Les Cedres Airport, at exit 26 off Highway 20, just past Dorion.



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**A word from the Chapter President...****Eddy Dumalo**

This past year saw many flying and social events sponsored by several flying groups, which events afforded an opportunity to meet new people in the aviation community. Our newsletter was offered to them electronically, and many accepted the offer.

So, to new recipients of the newsletter I'd like to say more about our Chapter and its evolution under the EAA umbrella. A strict impression of EAA is usually the one embodying an aircraft being built in a home garage cum workshop. Our chapter, though, encompasses activities beyond that inasmuch as our members have not all built their own aircraft. Some are; owners of certified airplanes, pilots renting airplanes, aspiring pilots, entrepreneurs to the aviation industry, salesmen and distributors of aircraft components, ex-military pilots and service personnel, AME's, aircraft tradesmen, from academe with a keen interest in how aviation has shaped Canadian history, test pilots, flight instructors, airline and bush pilots, college teachers of aviation programs, and some others I've surely missed. Their commonality is aviation. We need new members lest we fall below what the Manhattan Project nuclear physicists considered a critical mass. We are at the point of incipiency that could take us below that mass. Recruiting is not only a matter of collecting dues, but also one of enhancing the vitality and diversity of the chapter. There follows a broad view of what the Chapter does. It attracts guest speakers, has a library, holds technical seminars, participates in varied flying events, fosters networking, provides expertise in construction, maintenance, aerodynamics, design, electricity, electronics, and flight advice for test flights. Please, then, give some thought to joining us. Your manifest interest is evident since there was an inclination in the first instance to see what our newsletters were all about. I realize that the annual membership fee has to come from discretionary income and not from a core budget, and; this gives pause to convince you and those members that are delinquent in paying, that the money spent for dues is really a good investment.

The return on investment could be in dollars, entertainment value, a heightened political awareness, an insight into the country's history, an interaction with fellow flyers - all as related to aviation at large. If steered away from a bad choice or directed towards a good one you gain monetarily either way, and even be spared a lot of headaches. This is but some of what active participation in the Chapter can do for you. The cost to you per meeting is \$2.50, and; assuming you save \$5.00 as a result of some course of action, your return on investment is 100%, a two bagger, and an ROI that bankers would envy. A home run each meeting is not unrealistic. A facile example this, but one that is nonetheless achievable.

Without resorting to a formal survey of what members wish to have in the way of meeting topics, a horseback one was done this past year and, here's what it flushed out. Some thought we had become a social club by having little technical content for dedicated builders, some wanted progress reports on who was building what, yet others favoured industrial site visits. Some favoured meetings in an aeronautical setting in lieu of a college lecture hall, the lecture hall being way too large to foster

intimate participation. Often heard, also, was a wish to have more young people at the meetings. A longstanding member, regular attendee, opined that you can't please everybody, intimating that the mix of topics wasn't all that bad. Lack of unanimity was apparent. Michel Moreau, interim Program Director, has already lined up some interesting speakers for the next few months, but does not claim to have a silver bullet. We have to hear from you informally, as the one formal survey I know of was rather sterile. Loose lips won't sink ships here, so let's talk it up more - your executive can't read minds. Keep an eye out for guest speakers you would like to see at meetings and, let us know.

Elections are coming up soon, so, would you give consideration to how you could best serve the Chapter. Right now, for lack of volunteers, several members on your executive are holding more than one directorship. If you wish to nominate someone or still better offer your talents to a given directorship, then, let us know. Here is what a Vancouver Island newsletter editor had to say about what makes a chapter work.

“The Annual Business Meeting and Election of Officers take place in October and it is time to give serious thought to this most important event in the operation of our Chapter. Ask any of our members who have held office in the past whether or not it takes a lot of work. The answer I am sure will be a resounding yes. But who said it had to be easy? Ours is a great organization, but without work and dedication from YOU, it will slowly fade and fall apart.

We all have different talents. Some are leaders...some not. Others know how to handle money... some how to organize events... some how to cook hamburgers... some how to write letters... some to give Young Eagle rides... some to encourage... some to clean up after a BBQ... some to give technical advice and the list goes on and on.

Let us NOT however just look for a slate of names. (Anybody will do.) If this Chapter is to be worth its salt and to thrive and grow, then it needs people willing to do what is necessary of a good leader from the President on down to the Directors willing to tackle most everything.

So folks, give it a LOT of thought. If you think you have or can develop skills to do a job, be willing to let your name stand. When the nominating committee comes calling, present them with well thought out candidates for office.”.....end of quote.

Claude Denoncourt and colleagues are building an RV7, and tells of a website that displays construction sequences. See [www.geocities.com/lesgensdair2002](http://www.geocities.com/lesgensdair2002) and [www.geocities.com/lesgensdair2002/page2.html](http://www.geocities.com/lesgensdair2002/page2.html)

To the converted, don't forget this Thursday to bring your cheque book or \$25 to Ross Holden.

Best regards all,  
Eddy

# EAA Chapter 266

Montreal, Quebec, Canada

Chapter Address : 677 Giraud, Ste. Dorothee, Quebec H7X

## APPLICATION FOR MEMBERSHIP OR RENEWAL

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Province \_\_\_\_\_ Postal Code \_\_\_\_\_ - \_\_\_\_\_

Phone - Business: \_\_\_\_\_ Residence: \_\_\_\_\_

Email Address: \_\_\_\_\_

- Do you own an aircraft? Yes \_\_\_\_\_ No \_\_\_\_\_

- Are you presently involved in a construction / restoration project? Yes \_\_\_\_\_ No \_\_\_\_\_

If either question was answered YES, please state what type of aircraft:

1) \_\_\_\_\_ completed \_\_\_\_\_ %

2) \_\_\_\_\_ completed \_\_\_\_\_ %

3) \_\_\_\_\_ completed \_\_\_\_\_ %

Is there any way that Chapter 266 could be helpful to you? Please give details \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Is there any particular way you could contribute to Chapter 266 as an individual? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Chapter 266 Annual Air Rally****by Michel Moreau**

Michel Moreau and Rad Skrivanic, with help from the Lachute Airport Flying Club (KEJY Aviation), pulled off a huge success on Saturday, September 6, with our second annual Air Rally. Fourteen planes flew the course with two to four member teams, and everyone, about 40 people, had a great time and lots of fun. It was very encouraging for Rad and Michel to see so many participants (pilots and navigators); so much so, that they will plan to organize the rally again next year. Michel had said that he would target a minimum of ten teams this year, before committing to doing it again next year, given the amount of work required to prepare the rally. Part of the success was due to the fact that we were able to give every participant (pilots and navigators) at least one prize. We received very generous donations from our sponsors: Dicom, Pratt & Whitney Canada, AeRROW Parts & Service, KEJY Aviation and EAA Chapter 266. The participants were:

The Calverley family	C 172	C-FVVO
Team Gougeon/Coulombe and sons	PA 28	C-FWHN
Couple Parent/Desmarais	C 177	C-FQZW
Team Martel/Desert/Desert	B 23	C-FRJF
Couple Rowland	P Warrior	C-GNGH
Team Cyr/Heintzman	Q2	C-GMBQ
Team Berichon/Vrana	C150	C-FWHW
Team Labelle/Desert	RV 6	C-GARA
Couple Houde/Sonnel	C 170	C-GUCB
Team Caron/Boisvert	PA 28	C-GBCX
Team Rochester/Mc Loughlin	C 152	C-GLRX
Team Abriat/Holden	RV 4	C-GFBM
J Leblanc	Challenger	C-IGTI
Team Anglaret/Guirguis	C 172	C-GRLY

*Editor's Comment: We owe these gentlemen, Michel Moreau and Rad Skrivanic a tremendous thank you for preparing and running the Rally. Michel and Rad went over the course at least 4 times planning the route, taking photos of the turning points and significant en route observations, and preparing the hand-out maps and photos. Thanks also to the many volunteers who helped organize the event, acted as judges and kept the event running smoothly. Don't miss it next year!*

**Annual EAA Chapter 266 Fees are Due****see Ross Holden**

Our Chapter finances are currently strained, so we ask that you send your annual dues to our Membership Director, Ross Holden, as they are now due. You can use the membership application form within this newsletter if you wish, and mail it along with your \$25.00 fee to:

Ross Holden,	or our Chapter address:	EAA Chapter 266 (Montreal)
18 Golf Ave.		677 Giraud,
Pointe Claire, QC		Ste. Dorothee, QC
H9S 4N5		H7X 3J3

**IMPORTANT NOTICE:** The John Abbott Security Patrol ticketed several cars at one of our EAA Chapter meetings last spring, not knowing that we have been granted permission to park on the campus for the duration of our meetings. It was suggested that we place a sign in the front window of our cars indicating we are attending the EAA meeting. So, please tear out or print the following page from your newsletter and place it in your car window while attending our regular EAA meetings on Thursday evenings. They also would like us to park in one designated area, which is opposite the enclave or courtyard defined by the North East facade of the Penfield Building and the other buildings that join it from the East. It is also delineated by the southerly edge of the Sports Field. It will not be marked off in any special way, so make sure you park according to these directions.



*The Leader In Recreational Aviation*

**PARKING WITH**  
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**MEMBER:**

**EXPERIMENTAL**  
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**CHAPTER 266**

**Unclassifieds**

**For Sale:** Murphy Rebel firewall back kit, many upgrades, all pre-punched skins so no jiggling required. 4' x 16' worktable included (350 \$ value) clecos and extras included, kit #333. Must sell: personal reasons. Tail group: elevators and stabs complete just need to close up, ailerons done, approx.250 hrs invested. All this for below factory price. Asking \$15,000 U.S. or \$ 19,250 Cdn. Email: [murphyrebel@aol.com](mailto:murphyrebel@aol.com) or phone: 905-432-2481

**For Sale:** Cessna 140 C-GNCJ S/N 14623; Airframe 5188 TT; Engine C-85 532 SMOH; MA-3SPA Carburetor conversion; Spin-On Oil Filter STC; 60 amp Alternator STC; Auto Gas STC; C-150 Exhaust STC; Brackett Air Filter; EGT and CHT gauges; Turn Coordinator and DG; Metalized Wing; C-150 seats, newly upholstered; Shoulder Harness STC; Scott 3200 Tailwheel; Windshield new 1996; KY-96A Radio; AT50A Transponder; Trans-Cal Encoder; Sigtronics Intercom with cabin speaker; New Wiring; Avionics Breaker Panel; Wheel Pants; Hat Shelf; Landing and Taxi Lights; Equipped for night flying. Needs repainting.

Fresh Annual with sale. This airplane does not require wheel extensions since as of 1948 the main gear was slanted further forward by Cessna. \$26 000 CDN Located in Montreal area. Frank Hofmann [fhofmann@hoftec.com](mailto:fhofmann@hoftec.com) 514-696-4572

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