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- **Membership has its Privileges**
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## Newsletter, November 2002

**Notice of Meeting:  
Thursday, November 28, 7:30pm**

**Derek Gilmour, VP Special Mission  
Aircraft, Bombardier**

**Frank Hofmann will bring us up to  
date on All Things COPA**

**Penfield 204  
John Abbot College  
Ste. Anne de Bellevue**

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

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A word from the Chapter President...

Our Guest Speaker for Nov. 28 is Derek Gilmour, Vice-President Special Mission Aircraft, in the employ of Bombardier. He was, for example, responsible for the engineering development and design philosophy of the Global Express and for major modifications later for special applications requested by the United Kingdom Military. These were followed up with flight tests of aspects of the resultant bumps and nodes sticking out.

After an appeal to Chapter members for somebody to act as Interim Program Director, and notwithstanding formal elections, Michel Moreau, de facto, has agreed to assume the responsibilities of this Directorship.

The St. Lazare Aeroclub (COPA Flight 43) held a Young Eagle's Day at their airport on Nov. 2, which event was organized by John Wyman. It was unusually cold with gusting winds that day, which did not take anything away from the enthusiasm of the many pilots there. Many of which have dual memberships with Flight 43 and Chapter 266, the names of participating pilots and aircraft owners being: Blair Barwick, Peter Blatter (flying J.P. Chartrand's Champ), Francois Bougie, Ed Hannaford, J.D. Houde, Jean Martel, Louis Pouliot, and John Wyman. The flying ended with happy youngsters and with fulfillment for the pilots. Regardless of affiliations - bravo to all the pilots.

A fellow pilot who ties down his fast single engine at Cedars told me about an unexpected CAF escort. So, here,

unaltered, is what he e-mailed for your reading. " I left Guelph around noon on a very hazy day, 1st mistake of this day was made when I had no idea of what my heading should be, this was the 1st time I could not see Lake Ontario, I new it was South so on I went, I contacted Toronto Radio and they gave me a proper heading to Island Airport, Hummm, radio is a little quite after about 5 minutes, I was rite over the airport and I decided to see if the controller forgot about me, after receiving no reply I noticed the radio was dead, I checked the fuses then went for the handheld my partner left me and discovered the battery was dead, 2nd mistake of the day, never checked them, 3rd mistake was no spare battery. I decided to squawk 7600, Toronto airspace is busy, so I went at my 7500 ft. altitude I gave in my flight plan with no problems, around Cornwall I started my descent when this fighter plane (CF-18??) came from under the plane and straight up in front of me, he must have been doing 500mph, he sure got my attention, well about 30 seconds later about 500 ft to left another one was wagging his wings, these guys have missiles, my 4th mistake of the day was not remembering where the intercept instructions were, trust me, when you have guns looking at you the mind gets a little confused, did he want me to follow him?? or land at Cornwall? or keep on going, I decided to wag my wings and continue my descent to Cedars and hope I would not be shot down in the process, all went well and luckily no one was in the circuit when I landed, reaching the pumps I got the expected ' phone this number now' as we watched two of these fighters flying over the field making sure I landed safely. Well I made the call, expecting the worst from FSS, but all I got was a

transfer to some Captain in our Airforce who questioned me about my intercept knowledge. Lesson learned?? Check battery, get a plug in adapter for the cigar lighter, and read the intercept orders once in a while." Peter Blatter wondered if the fighters could have slowed down enough to fly alongside some of our Aeronca Champs.

Derek Humby will be passing out a questionnaire on topics you would to have presented at our regular monthly meetings. Please accord this important request the undivided attention it deserves.

At the October Meeting, one component of the equipment array needed for our guest speakers presentation was missing. Rather than folding like a cheap suitcase in the face in the face of this unexpected setback, Pierre Tessier ventured, anyway, to address us without his presentation material and took on the many tough questions that came his way. He acquitted himself admirably, and truly kindled a desire to have him back again for a full-blown presentation. Being a sculptor by profession, as well as a pilot, owner of two aircraft and grass strip, and moreover a collector of miniature a/c models, our customary model gift was received with the elation of a kid in a

candy store. A resounding applause followed.

Joe Hanson will not be standing again for the Office of Chapter News Editor and, will be following other interests outside of the Chapter. So, thanks Joe for the time and effort you've dedicated for us and, may you enjoy the best of luck in all your new endeavors.

Please avail yourselves of the Name Tag Stickers as you arrive at the November Meeting, but be cautioned that they stick too tenaciously to leather clothing.

Frank Hofmann will be bringing us up to date on the latest COPA developments and will, as well, touch upon the strategic importance to General Aviation of grass-root organisations.

A Christmas get together is being planned for December 12 (cum Monthly Meeting ), at which time Chapter awards will also be presented - details to follow. Could you, then, please let me know if you, with or without female companions / wives / guests, will be coming. Tel. 514 453 4123 or e-mail<valdo@sprint.ca>

Cheers, Eddy.

**Membership****Ross Holden**

Membership renewals are going well. Keep up the good work!!!

There are still a few of you who have not renewed your memberships for 2002-2003, you may do so by sending me a cheque or paying at one of the meetings.

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Ross Holden

We have a membership list, which includes members' projects and aircraft, please be sure to advise me of yours so it may be included in the list. The list is available, from me, to all members, and is for members only.

**EAAC****Rem Walker via Dave Cyr**

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**September 10, 2002**

TO: EAA Chapters, E&A Canadian Council, IAC, Warbirds, Technical Counselors, Flight Advisors, EAA Homebuilt Aircraft Council, Others:

Arlo Speer and Maurice Simoneau, officials from Transport Canada, provided this information during the EAACC Information Symposium on July 27, 2002 at Oshkosh:

- The DATA PLATE required must be fireproof (Stainless Steel suggested) and attached to the

structure of the aircraft, not to a fairing, cowling or other part that is easily removed or can be used on another aircraft. Locate it between the rear door post and the stabilizer, near the leading edge of the stabilizer. This can be on the left or right side of the fuselage. The DATA PLATE requires this information to be engraved or permanently etched into the plate:

- Name of Builder (Other information can be added, if you wish,
- Model Designation as long as the three items on the left are on
- Serial Number the Data Plate).
- During the Final Inspection of your aircraft the MD-RA will record the information from your Data Plate.
- You can now import an Amateur-Built Aircraft from another country, which will most likely be the U.S. as the standards for airworthiness are almost identical in both countries. If you wish to import a homebuilt from some place other than the U.S. please check first with Transport Canada in case the standards of the country in question are not accepted by TC.
- Professional assistance to complete your 51% of the aircraft is now ok as noted in CAR 507 Appendix C. The assistance in the construction or assembly of parts must be subject to the overall control of the builder.
- A new warning placard is allowed as noted in CAR 507 Appendix C that may be less offensive than the one in AWM 549. With the CARS you have the option to use 3/8" letters with the placard on the outside or you may place the placard in front of each passenger seat and use smaller letters with no size specified. For a copy of the CARS and up-to-date information re homebuilts please ask for a free copy of the HANDBOOK from the EAA Canadian Council.
- A complete copy of CAR 507 Appendix C is included in the HANDBOOK provided at no cost to you by the EAACC, on your request.
- The CARs make it very clear that you, the builder, are the person responsible for the design, materials, methods and quality of construction, etc., whether done by you or by others in your supervision or employed by you. The same applies to the power plant you use and the evaluation of the design or any changes incorporated.
- If you wish to import a partially-completed homebuilt from the U. S., Transport Canada will go along with it provided the aircraft will pass the pre-cover inspection by an MD-RA.
- It was also noted that the RAA is no longer responsible for the inspections of Amateur-Built Aircraft. As of December 21, 2000 inspections have been delegated by Transport Canada to the MD-RA operating out of London, Ontario. The MD-RA is now a stand-alone, not-for-profit corporation separate from the RAA.

In other news, calls were received regarding the publicity in Canadian Flight regarding an action taken by Transport Canada: AME sign-out required for Amateur-Built Aircraft repairs. COPA and EAACC were both concerned about this action. You will find an exemption printed in the September issue of Canadian Flight. Transport Canada indicated that it was not their intention to require an AME signature but that is the way the CAR's were taken. Our thanks to TC for their quick action to correct the situation.

One of the new workshops at Oshkosh 2002 was the engine sessions on Subaru, VW and Corvair engine conversions, led by experts in the aviation community. It was standing room only throughout the week, as were the SL360 engine sessions. These will be back for 2003. Also, expect workshops on aluminum forming, as they were very popular.

EAA has introduced a new Aircraft Insurance Plan through Falcon Insurance of Austin, Texas. Coverage is reportedly at competitive rates. Unfortunately, this is too late for many who have already switched to other agencies.

For the past couple of years COPA and EAA have been working together, with input from the EAACC, to persuade the FAA to lift the restriction on Owner-Maintenance flying in the U.S. We do know that some owners who read this letter have successfully requested a

Special Flight Authorization to fly their O-M aircraft in the U. S. and we visited with them during Oshkosh 2002. The official word is that the FAA says "no" but some of the FSDO' s do not appear to have received the word.

If you are thinking about putting your Type Certificated Aircraft into the O-M Category you should think twice about it because once it is there you will find it next to impossible to return to Type Certificated status. COPA provides a guide booklet on this topic in case you are a member and interested in O-M.

Please note the new Email address for MD-RA Inspection Services in London, Ontario is [md-ra@md-ra-com](mailto:md-ra@md-ra-com).

#### EAA CANADIAN COUNCIL ACTIVITIES BEGINNING IN 1988

The first meeting of the EAA Canadian Council with Transport Canada officials was on January 5, 1988. The meeting became the springboard for initiatives that have proven to be of benefit to homebuilt aircraft enthusiasts. They are:

- High Performance Aircraft/Rating. Completed 1992.
- IFR for Amateur-Built Aircraft. Complete 1996.

Note: COPA, EAA, CASTC and several individuals assisted the EAACC with its proposal 1998 proposal to Transport Canada re IFR for Amateur Aircraft. Support from the RAA for the concept of Amateur-Built IFR was received by Transport Canada after Barry Miller became President.

- Simplified Aerobatic Procedure. Completed 1996.
- Provided funds to enable representatives from Aerobatics Canada to travel to Ottawa to attend CARAC meetings when aerobatics was on the table.
- Requested an Exemption for Amateur-Built Aircraft and Advanced Ultralights from the Approved Aircraft Seats and Safety-Belts order of August 30, 1994. This was completed in December 1994.
- Tens of thousands of dollars have been provided since 1993 to enable EAACC reps to travel to Ottawa to attend CARAC meetings. This continues to the present time.
- Funding to develop the standards for the Sport Aircraft Category was provided by Zenair, Murphy, Seawind, COPA and EAACC.
- EAACC has provided thousands of copies (free) of the Handbook, Ultralight Summary, Tire-Kickers' Special, Finish Report and Flight Test Manual to anyone asking for a copy.
- EAA and COPA, with input from the EAACC, negotiated a Simplified Border Crossing Procedure as jointly announced during Oshkosh 1999.
- EAACC supported the Owner-Maintenance Category and is supporting the joint effort of EAA and COPA to convince the FAA to permit O-M to fly in the U.S.
- EAA hosted meetings between Transport Canada, Federal Aviation Administration, EAA Canadian Council, Canadian Aerosport Technical Committee and manufacturers in Oshkosh, WI, to bring commonality between the homebuilt regs in Canada and U.S.
- EAACC placed these items on the agenda for the COPA-sponsored meeting in Calgary in January 2001, re. Amateur-Built Aircraft and Ultralights:
  - Revisit the 51% Rule. Done, CAR 507.
  - Increase the gross weight for Amateur-Built Aircraft. Done, CAR 507.
  - More passenger seats in Amateur-Built Aircraft. No.
  - Permit the importation of foreign-built homebuilts. Done, CAR 507.
- The FAA, TC, CASTC, EAACC, EAA meetings in Oshkosh paid off when TC approved the importation of foreign-built homebuilts in CAR 507 Appendix C in 2002.
- Organize a yearly Information Symposium during Oshkosh, attended by TC officials.
- EAACC and COPA were concerned with TC's action regarding the AME sign-out required for Amateur-Built Aircraft repairs. Exemption is in September Canadian Flight.
- Advise chapters when NavCanada studies are scheduled in their area.

- Working with TC to preserve the AMA's now in AWM 549. NPA 2002-003 Evaluation Of Amateur-Built Aircraft Kits will be in CAR 507 Appendix X. More to follow.
- Supported NavCanada's plan to raise the weight limit for fee-exempt light aircraft.
- Working with TC re Regulatory Workshops planned this fall and winter (2002/2003).
- Supported the National Aviation Museum in its quest for funding.
- EAACC reps have attended TC's Canadian Aviation Safety Seminars.

### **October 25, 2002**

NAV CANADA has announced increases in its service charges, effective March 1, 2003. For the weight group that most of you are in the increase will be from \$58.00 to \$60.00 per year.

The October issue of COPA's Canadian Flight contained two items of interest to you. The first dealt with the 32nd Annual Labour Day Weekend Fly-In put on by EAA Chapter 305 in Stanley, N.S., co-hosted by COPA Flight # 60. See the picture on page 12.

In the same issue you can read the story of the two Rotorway Helicopters flown from Calgary, Alberta to Oshkosh and return. The two helicopters were flown by Russ Gerrish and Al Behuncik. See page C-7. You may recall that Russ Gerrish was the builder of the first helicopter in Canada constructed under Transport Canada's AWM 549 Sub Chapter C beginning at 549.201. That was in June 1985. Since then many other homebuilt helicopters have taken to the air, thanks to the successful completion of the first one 17 years ago!

The EAACC publishes a HANDBOOK that gives detailed information on the regs, inspections, documentation, etc., required for an Amateur-Built Aircraft, from the Letter of Intent to Build to the Issuance of the Flight Permit. It is provided at no cost to you and to anyone else who asks for a copy. It is also available, in bulk, to ALL Chapters, for distribution to chapter members. Lately, we have had requests from MD-RA's for a dozen or so copies, so that they can give them to the builders of aircraft they are inspecting.

One of the reasons Transport Canada is having two Regulatory Workshops in Ontario, in November, is because of the many errors being made in the paperwork submitted by builders. Transport Canada is asking each of the Ontario chapters to send two (or even three) fellows to the workshop so they can be brought up to speed on the regs, forms, problem areas, etc., and then return to the chapter to pass on the information to their fellow builders. The HANDBOOK can be useful to builders of aircraft and it is suggested that the chapters encourage the use of the HANDBOOK by anyone building an aircraft.

YOUNG EAGLES can be flown in the winter. Some fellows put their aircraft on skis to enable them to fly from the snow. Take a young person with you then enroll them in the Young Eagles Program for entry in the world's largest log book in Oshkosh. For more details contact Lloyd Richards. Lloyd has forms and certificates, etc.

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Fax: 705-268-7454

Timmins, ON P4N 7H6

Occasionally we receive requests from builders who want to get a tail-wheel checkout before they start flying the conventional-gear aircraft they are building. Others are looking for a place to provide "builder-assistance", to help them with their aircraft. For those on the

prairies this address may be of interest. They do carbon composite and fiberglass, machining, welding, auto engine conversions, upholstery, paint and finish details and repair your interior or exterior plastic parts. Contact: Reg Clarke, Box 1990, Hanna, AB T0J 1P0 Tel: 403-854-4541. The email address is airryder@telusplanet.net. You may recall Reg from the feature in Sport Aviation, February 1996 on his XPRESSO # 4 with the Subaru conversion and leather interior.

Two Recreational Aviation Technical Advisor Safety Seminars are being held in Ontario, in November 2002. The dates and locations are:

- Saturday/Sunday November 16,17 Canadian Warplane Heritage Museum, Hamilton, ON
- Saturday/Sunday November 30, December 1 Best Western, Highland Inn, Midland, ON

**AGENDA**

	<b>Saturday</b>	<b>Sunday</b>
<b>TIME</b>	<b>TOPIC</b>	<b>TOPIC</b>
08:30-10:00	Travel to Seminar Registration	MD-RA Inspection Services "inspection Program"
10:00-10:15	Introductions	Coffee Break
10:15-11:15	Amateur Built Aircraft Exemption	"Forms" Weight & Balance What is it???
11:15-12:00	Amateur Built Aircraft Exemption	Weight & Balance
12:00-13:00	LUNCH	LUNCH
13:00-14:00	Aircraft Registration -ownership -registration marks -location of marks -data plates -initial application -change of ownership -fee's -importation	After the C of A is issued -removal of restrictions -modifications -acrobatics -IFR
14:00-15:15	System Safety What can they do for you?????	Owner Responsibilities With regards to Aircraft Maintenance
15:15-15:30	Coffee Break	15:00 - Evaluation of this Seminar Closing remarks

PRESENTERS

Jamie Alexandre — MD-RA Inspection Services  
 Maurice Simoneau — Transport Canada, HQ  
 Will Boles — Transport Canada, System Safety  
 Wayne Juniper — Transport Canada, Quality and Programs  
 Lindsay Cadenhead — Transport Canada, Licensing

15:30-17:00	Understanding the Canadian Aviation Regulations (CAR's) / Internet	
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NOTE: This idea is regional. It is not a national initiative by Transport Canada. If other regional offices pick up on it, similar Workshops may happen in your area, but none are planned at this time. Technical Counselors are welcome to attend as are MD-RAs.