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Newsletter, November, 2015

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Notice of Meeting:

*** NOTE THE DATE, PLEASE !!! ***
Thursday, November 19, 2015 at 7:30 PM

Topics:

- 1. Presenter: David Cyr**
Topic: Electrical Wiring and Modern Aircraft Electronics
- 2. EAA Chapter Videos**

Location:

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

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

Dear Members,

October's meeting had a surprise for us! Due to a labour disruption, the John Abbott facilities were locked when we arrived. Thanks to some quick action by Michel Moreau, we reconvened at the Canadian Aviation Heritage Center by 7:45. My sincere apologies to those who arrived too early or late to receive the word. Let it be known that we now have a back-up plan in place, should this happen again in future. From Michel: "Should the situation reoccur, the CAHC will be pleased to welcome us again". Thanks for that, Michel!

The 2015 EAA 266 Christmas Supper will be held on Thursday, December 10 at Casa Grecque Vaudreuil, 110A, rue Joseph-Carrier, Vaudreuil, QC, tel: (450) 424-2144. Arrival 6:00-6:30PM. Welcome to all.

Recently, a Montreal Area GA Fleet Equipage Survey was conducted by our Technical Counselor Frank Hofmann. The results of the survey are published in this issue of our newsletter. 95 aircraft owners responded, many of which are EAA 266 members, so thanks very much from Frank to all of you who were able to participate in the worthy effort.

Once again, I would like to point out that **this month's meeting** will be held on **November 19**, exceptionally, being the third Thursday of the month.

Best Regards to All,

Mike Lustig
President

A word from our Editor**Richard Guevara**

A colleague at work sent me this amazing drawing done by his daughter. I was touched at the instant capture of so many emotions and the fact that his daughter is only sixteen years old. While I realize that this newsletter deals with EAA stuff, I felt that I had to share this tribute to our heroes with you.

RG



Montreal Area GA Fleet Equipage Survey
2015

As technology advances the assumption is that everyone will keep pace with these advances by updating equipment. In that process some realities may be being overlooked by those looking to planning and regulating for airspace usage.

One of the assertions made in the aviation community is that equipping everyone – manned and unmanned aircraft - with Transponders or ADS-B will make flying manned aircraft less risky, and that the cost of doing so will be acceptable.

Since it appears that many in government and industry have misconceptions about the nature of the GA fleet an attempt was made to gather some data to help those involved to make data driven and evidence-based decisions.

A survey of the GA aircraft fleet and its Transponder installations was carried out in November 2015 of aircraft based on airports in the Montreal area. The responses included data for aircraft based at Cedars, St. Lazare, Lancaster, Ile Perrot, Hawkesbury East and environs, Bromont, Trudeau and Mascouche. The respondents were contacted by the Presidents of various GA owner/pilot groups in the Montreal area.

Survey participants owned aircraft built as early as 1946 and as late as 2015. The fleet surveyed includes Type Certificated aircraft, Owner Maintenance, Homebuilts, Ultra Light and Advanced Ultralight aircraft.

The results were as follows:

- **95** owners responded.
- The average age of aircraft surveyed was **41 years** (1974.5 year of manufacture). North American Aircraft production peaked in 1978 at 17000 units.
- The median age of aircraft was **40 years (1975.5 model year)**. (Half the fleet in this survey was older and half of it was younger.)
- **73** Aircraft in this survey were built prior to 2000. (**22** aircraft in the survey were built after 1999.)
- **41** aircraft were not Type Certificated – (Homebuilts, Owner Maintained, Ultralight or Advanced Ultralight) category. – **43%**
- **16** aircraft in the fleet of 95 had no electrical system. - **17%**
- **47** in the total survey fleet of 95 had a Transponder installed. - **49.5%**
- The average age of those Transponder equipped was **40** years (1975)
- **4** transponder equipped aircraft currently not using transponder due to maintenance issue = 8.5% of the aircraft with installed Transponders.
- **No** aircraft were ADS-B equipped.
- **3** thought they **would** equip with ADS-B by 2020. - **3%** of the fleet may be ADS-B equipped in 2020.
- **8** owners **might** consider installing ADS-B in 2020 = **8.4%**.

Among the **22** aircraft **built since 2000**:

- **18** had an electrical system = **82%**;
- **18%** of these newer aircraft did not have an electrical system.
- **9** in that post 1999 fleet which had an **electrical system** had Transponders = **50%**.
- **13** of the **22** in the **post 1999** fleet did not have Transponders = **59%** of the post 1999 fleet.
- If this fleet is representative, then only 24% of **all light GA aircraft** in this survey utilize transponders when flying.

Summary

Owners' responses were accepted as given. No verifications of technical records were made. Even if it was possible to equip the whole fleet with Transponder it would be wrong to assume that all the Transponders are fully functional and are calibrated.

If this statistic of the Transponder equipped rate is applicable generally, then the Unmanned Aircraft (UAV or RPA) must have an inherent detect and avoid (DAA) capability to protect the safety of all of the existing airspace users. To introduce new users into the VFR airspace who expect to rely on technology for detect and avoid of manned aircraft would be unconscionable and unacceptable.

It does not appear that many owners are accepting eventual equipage with ADS-B so that reliance on that future technology for traffic avoidance is unlikely.

From the responses given the possibility exists that by 2020 only 8% of this fleet may be ADS-B equipped.

Given the fleet age of 40 years of the fleet surveyed, an estimate is that on average the market value at this time of an airplane is in the order of \$30,000 Cdn. Coupled with the fact that the median age of some 17000 Canadian Owners and Pilots Association members is approximately 58 years old, it should be determined if the majority of these owners would likely spend 10-20% of their airplanes' value at this stage in their lives on updating equipment when they have demonstrated that most of them have operated in and around a traffic area such as Montreal and the Ottawa/St. Lawrence valleys without working Transponders or ADS-B.

Frank Hofmann
November 8, 2015

Luscombe Skiing**Ed Hannaford**

Finally, enough snow arrives by December 2nd to install skis on the Luscombe. Not wanting to waste time installing the tail ski, we try skis on the main gear only. Having no recent ski experience, my co-pilot/advisor and I did about ¾ hour of circuits and found that there was too much drag of the tailwheel thru the deep snow. A few days later with the tail ski on, manoeuvring in the deep snow was improved and experience was gained on different surfaces.

After several hours of T & Gs in fields and frozen waterways, we flew to Covey Hill to be, we were told, the first plane in, this winter, to enjoy a cup of Peter's brew. The snow there was deep and acceleration to T O speed didn't happen until we had made some tracks in the snow to follow.

A fair amount of flying was done along the Ottawa R. which gives one the opportunity to practice multi landing under different conditions, such as white-outs. A few flights were made north to lakes (Louisa & Papineau area) where one can really appreciate the fun of ski flying; unbroken snow – perfectly flat, houses along the shoreline, but not a soul in sight. Of course, the temp. was often minus 20°C or so, but with bright sunshine and quiet winds, the flight were very enjoyable.

After a flight on Jan 22nd, wheels were installed due to lack of snow at St. Lazare. On Feb 10th, I followed Gord in his Champ to E. Hawkesbury where we met up with two Taylorcrafts and we all went to the BBQ fly-in at Aylmer – landing to the river ice. Lots of planes, some on skis and others on wheels. Good food also. This was another sunny day and the return flight to St. Lazare was the low-level river route with a stop at l'Original for coffee.

A little snow arrives and the skis are back on by Feb. 15, in time for a BBQ at Pendleton (skis-only field) on the 17th. Another nice flying day and enjoyable toke a Pendleton.

More rain and it really looks like spring; can't wait for more snow, so on go the wheels for a flight on sunny and X windy March 2nd. Let's hope that next winter we receive more longer-lasting snow along with the sunshine!

Ed Hannaford

EAA 266 Library**Ed Hannaford**

The EAA 266 library contains a collection of books and DVDs that cover aircraft in general, homebuilding construction techniques, local events, history and Technical Manuals.

It would really be helpful to all of us if anyone who read or used a book could send a quick review to the newsletter. I for one know which books I would save (hint: TB Vol 1, 2 and 3) if my house was on fire and which ones I would not -Editor.

To order books - Call Ed Hannaford
613-347-1201 e-mail skyranch33@gmail.com

Cost to borrow these items is \$2.00 for a one month period

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

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B06	Amateur-Built Aircraft & Ultralight Flight Testing Handbook 1995 (2003)	U.S. D.O.T. (FAA) AC-90-89A
B07	Builders Information Handbook 2009	EAA Can. Council
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
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) (2 copies)	Shirley Render
B23	Modern Turbocharged Auto Engines for Av. Use	Charles Kondas
B24	Amateur Built Aircraft Reference Material	U.S. DOT/FAA
B25	L'Aventure des Pilots de Brousse	Sylvain Gingras
B26	Instrument Flying	Richard L. Taylor
B27	Canada's Nat. AV. Museum (Its History & Collections)	K.M. Molson
B28	Pazmany PL-4A Construction Manual	L. Pazmany
B29	Designing & Building the Sheet Metal Brake	D.J.Gingery
B30	Ocean Bridge – RAF Ferry Command	Carl A. Christie
B31	A Gift of Wings	Richard Bach
B32	The AeroElectric Connection (AC electrical systems)	Bob Nuckolls 2 copies
B33	COPA Guide to Amateur-Built (2004)	COPA
B34	The Compleat Taildragger Pilot	Harvey S Plourde
B35	Propellers – First & Final Explanation	Jack Norris
-----	The Logic of Flight (2 books in one)	Jack Norris
B36	Theory of Wing Sections	Abbott & von Doenhoff
B37	Aircraft Building Techniques – Wood	EAA
B38	Flying on the Edge	Gene Manion
B39	Pie in the Sky	Garth Wallace
B40	Cockpit Follies	Garth Wallace
B41	You Can Fly (Some history, St.Lazare Flying, etc.)	Dan Mackie
B42	I Learned About Flying From That	Flying Magazine
B43	Bush Flying	Levi & O'Meara
B44	Mountain Flying	Geeting & Woerner
B45	A change of Wings	Don McVicar
B46	Week-end Pilot	Frank Kingston Smith
B47	Great Battles WW-1 In The Air (Bishop, Brown, Mitchell, Rickenbacker)	
B48	Truth Straight From The Top – Air Canada	Robert Milton
B49	The Smile High Club	Garth Wallace
B50	Cowboys of the Sky – Alaska's Bush Pilots	Steven Levy
B51	Soaring	Peter Dixon
B52	One Zero Charlie – Grass Roots Aviation	L. Gonzales

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
CD 4	U.S. Industrial Tool – Product Catalog Vol. 19	U.S. Tool
CD 5	Vantage Plane Plastics Catalog 2.1	Vantage Plane
CD 6	The Europa (sVCD)	Factory
CD 7	Early Pioneers Barnstorming Around Toronto	Leavens
DVD 8	Scratch Building Basics Metal Aircraft (set 2)	Can-Zac Aviation
DVD 9	Sonex Story 2009 - 35 min.	Sonex Aircraft
DVD 10	Tailwheel 101 - 93 min.	DelGlaizo
DVD 11	Oshkosh 2010 - 60 min	EAA
DVD 12	Montebello 2011	Chapter 266
DVD 13	Oshkosh 2011 - 60 min	EAA
DVD 14	Montebello 2012	Chapter 266
DVD 15	Gatineau 2011	Chapter 266
DVD 16	Oshkosh 2012	EAA
DVD 17	Oshkosh 2013	EAA
DVD 18	Sheet Metal for Kit Aircraft	EAA

TECHNICAL MANUALS

T-01	Pilot's operating Handbook & Flight Manual, Cessna 172N
T-02	Cessna 170 Parts Manual
T-03	Cessna 150 – section 2 & 5 Service Manual
T-04	Cessna 150 Owners Manual
T-05	Cessna 152 (1978) Pilot's Operating Handbook
T-06	Stinson 108 General Service Manual
T-07	Stinson 108 150 Owner's Operating Manual
T-08	Stinson 108-150 Operating Limitations 1946
T-09	Stinson 108-150 Operating Limitations 1947
T-10	Franklin Engine Service Manual 150-B3 & 165-B3
T-11	Franklin Engine Parts List
T-12	Ercoupe-Aircoupe Owners Manual
T-13	Ercoupe Hints & Tips 1976-1978 (Owners Club)
T-14	Ercoupe Parts List (Skyport Services) 2002
T-15	Swift 125 Parts Catalog – Univair
T-16	Navion Booklet – Buyers tips
T-17	Beechcraft Single Engine Safety Info 1994
T-18	Continental Engine OH Manual for C75, 85, 90, O200
T-19	Continental Engine C Series Parts Catalog
T-20	Continental Engine A & C Series O-200 Operator's Manual
T-21	Continental Engine O-300 & C Series Operator's Manual
T-22	Continental Engine C125, C145 & O-300 Overhaul Manual
T-23	Continental Engine C125, C145 & O-300 Service Parts Catalog
T-24	Lycoming Technical Publication Revision O-320-B and D Series Engines
T-25	Slick Magnetos 4200/6200 Series Maintenance & Overhaul Instructions
T-26	Eisemann Magneto Service Handbook
T-27	Eisemann Magneto Service Parts Catalog

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

For Sale: 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

For Sale: 1 ea. H - Type shoulder harness 2 inch, black with metal-to-metal fittings. New never used, from Aircraft Spruce, no lap belts, \$100.00. skyranch33@sympatico.ca

For donation: Vari-Viggen Rutan, designed by Burt Rutan inspired by the SAAB 37 Viggen. It is 60% complete with almost everything you need to complete except the engine and the propeller. Located at the airport of Louiseville, QC CSJ4. Gaston Girard (438) 495-5253

Seeking: Active aircraft builder looking for old projects or materials. Specialized in old wood aircraft and restoration. Ron Gosselin (514) 808-1808 - ronny@total.net

For Sale: 1946 Aeronca 7AC. Continental A65 engine. Mid time engine. 2450 TT. Slick magnetos. New Fabric. Long range fuel - 5 Gal. New tires, main & tail. Maule Tundra tailwheel. Engine and windscreen covers included. Beauty to fly. 9/10 inside and out. Asking \$22,900. (514) 636-8101 or aerokd@hotmail.com



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