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Newsletter, October, 2016

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Notice of Meeting:

Thursday, October 27, 2016 at 7:30 PM

Topic 1:

Pierre Senneville will give a talk on test flying the Lancair 360 and getting the pilot up to speed on this high performance aircraft

Topic 2:

David Cyr will give an update on his AOA sensor that he presented last year and give a short demo of the PCB software he used for the project

Topic 3:

Richard Guevara will give a demo on the Solidworks 3D CAD tool that is free to EAA members

Location:

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

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Dear Members,

There are two topics I would like to cover this month: membership and elections.

September has now passed and membership fees for the 2016-2017 season are now due. Thanks to an ongoing effort to keep costs down, we are pleased to offer memberships at the same old price: \$25 CND. Unfortunately, our chapter insurance, our single biggest expense, is charged in American dollars. If the price of oil would go back to \$100, and the Canadian dollar recovered, chapter finances would be a lot better off, but I'm sure none of us would wish for that. A much better strategy would be to wish for more members. For example, one new member joined last month and his name is Dean Templeton; Welcome Dean! Our good fortune to have Dean join us is thanks to the effort of one member thinking of a friend who might enjoy our company and inviting him to a meeting. I'm asking everyone reading this (who can) to Invite, Attend, Enjoy, and Please pay their membership. The future of our chapter depends on this.

Elections for Chapter Board of Directors (BOD) are now ongoing. As you may have noticed, the BOD tends to fall inside a certain demographic, and this has its limitations. So, if you happen to be a woman, a student pilot, young enough to have a keen memory, know how to create a page on Facebook and/or are fluent in Dreamweaver, you would be perfect to improve our diversity. Actually, any one of these traits would be a big help and we don't mind at all if you exaggerate! Seriously, if you would like to volunteer as a Director, please e-mail me at mike.lustig@eaa266.org or speak to me or another Director at October's meeting.

Please make special note that the November meeting will be held a week earlier than usual, specifically:

**November meeting is on Nov 17, not Nov 24.
This month's meeting is the normal Thursday, Oct 27**

Best Regards to All,

Mike Lustig

President

I had a chat with Tim Hoversten, a technical advisor from Oshkosh EAA last Friday. I was asking if there was a consensus on the relative crashworthiness of the different types of aircraft fuselage construction (wood, aluminum, steel, glass, carbon fibre). Behind this was a personal moratorium on the building of my VP1 (a completely wooden aircraft) after I read a rather scary post about the chances of walking away from a crash in a wooden aircraft. He gave a viewpoint that I had not thought about: If you are in a metal crash cage, the cage might well stay intact but what about the human inside it? Think egg yolk - but a wooden cage would absorb some of the energy - until it failed! I had a flashback to auto races where drivers climb out of steel cages after horrendous crashes and walk away from the crash. Another thing to consider: The pleasant flying characteristics (NACA 4412 airfoil, generous geometry) would help keep it away from the ground as long as was ruthless to keep the empty weight to under 440 pounds as per the plans.

He said that he knew the aircraft and that it was designed back in 1966 by Bud Evans, an aeronautical engineer and pilot, and that it had been designed to meet FAR Part 23 requirements. If it was a lemon I am sure I would have heard something somewhere from the many builders and owners of this aircraft over the last fifty years it has been around. He also had no reservations recommending T-88 epoxy as an acceptable adhesive. So time to dust off the Tony Bingelis trio of books and get back to the shop – I have an airplane to build!

Solidworks 3D CAD software available from EAA brought to our attention by David Cyr

A clarification on the price of a license for Dassault's Solidworks 3D CAD package mentioned in last month's newsletter. We said "probably costs about \$25,000 (educated guess)" but on further examination the price was found to be more like \$4,000. The free version available to EAA members does not allow you to use it for commercial purposes, so if you use it then decide to commercialize the product, you will have to get a commercial license to use the drawings and stay within the law. Our apologies for this error.

Miscal stuff ...

... various folks

- 1) There is a story to this picture: Ed was exhausted. A thick fog covered the field. Nevertheless, as dawn broke, he drifted to the flight line. With coffee in hand, he roamed around looking for ole' Betsy. It took a while to find her - he would recognize that P&W Model 985 anywhere.



2) The following documents are now available from TCCA:

Title: Transport Canada Aeronautical Information Manual (TC AIM)

Number: TP 14371

Effective Date: (2016-10-13)

<http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>

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.

**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**

The Unclassified Classified

Free Ads for Paid-Up Members

Seeking: Looking for partner (or partners) to purchase a small (2-4 place) airplane. Would consider factory or home-built, tricycle or tail wheel. Robert Hope, roberthope530@gmail.com

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



Please note: Graham's email has changed to graham@flyairprestige.com

Contact Us!

<http://eaa266.org>