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Newsletter, September 2021

Notice of ZOOM Meeting:

Thursday, September 30, 2021 at 7:30 PM:

Topic:

Michel Parent will present a conference about sheet metal spinning. During this presentation, he will explain all the steps needed to form this family of parts. He will take two typical parts and explain in detail the complexity of each and all the tooling involved. If you follow his explanations and process, you will be able to fabricate functional parts for your amateur-built or ultralight aircraft.

Location:

PLEASE NOTE, THIS IS AN ONLINE MEETING.

The sign-on link is provided within the e-mail that transmitted this newsletter.

Please be advised that any discussions or articles presented in this newsletter are for educational purposes ONLY. Only the reader can make the determination as to if the information provided is suitable for a particular application, and that this information is based on and contains generally accepted aircraft best practices.

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Mike Lustig

Vice-President:

Bill Evans

Past President:

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Treasurer:

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Membership Coordinator:

John Dudkoff

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Newsletter Editor:

Richard Guevara

Catering:

Leo & Nora Nikkinen

To contact any of our executive, send email to

contact@eaa266.org

and mention in the email the person to whom it is directed.

Librarian:

Ed Hannaford

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Flight Advisor:

Graham Batty

Website Administrator :

Sandrine Gressard

A word from our Chapter President...**Mike Lustig**

Welcome back to EAA Chapter 266 & the 2021-2022 season! First off, I would like to extend my sympathies to those who may have felt that resuming in-person meetings at this point in the pandemic would be the way to go. The possibility was given due consideration and discussions did take place with the receptive and very fine staff of John Abbott College, however in the end, it was not in the cards. Maybe next year...

On the bright side, I would say the Zoom meeting experiment of last season was a solid success. Thanks so much to the stars of our show, our 2020-2021 presenters!

The collection of EAA Chapter 266 annual dues are hereby re-instated, but with a twist. We are asking that “local members” pay \$40 for the season. Local member is defined as someone who would be capable of attending meetings at John Abbott College in person, by virtue of how far away they live from JAC, and also according to their own particular ability to travel that distance at night/winter under regular circumstances. For example, somebody living in Calgary who wants to join EAA 266 would be considered a “virtual member”, as would someone living in Laval who is prohibited from driving at night. So if you are a local member, please send your \$40 via Interac® e-Transfer to eaachapter266@gmail.com Auto-deposit is enabled, so no password is required.

Virtual members are encouraged to continue attending & participating in our Zoom sessions like last year. Link-sharing is encouraged, but the link should not be posted on the internet.

And finally, membership to students and people 25 years and younger is free, as always.

There will be no Zoom Waiting Room that you may have experienced in Zoom meetings; when you click on the meeting link, you will go straight into the meeting. Say “*Use Internet Audio*” if asked.

Best Regards to All and Stay Safe,

Mike Lustig
President, EAA 266

A word from our Editor**Richard Guevara**

The uncertainty continues as the Delta variant rages and masses of people await for guidance from workplaces on if and when they are to return to the workplace, or remain sequestered at home. Public places are now a checkerboard of rules of who is allowed and what is allowed. With this as a backdrop, our tribe continues what it does – helping members with building, repairing and flying homebuilt aircraft and supporting our network. It is said: “Where there is a will, there is a way”, and I am always amazed as to how we effectively zig and zag to maintain our mission.

Bill Evans in his Casey piece in this issue describes some in-flight events that we need to take notice of regarding portable electronics devices in the cockpit – make sure you read it.

Stay Safe,
-The Editor

There is a remarkable flying to Casey, Quebec, each September. It ran this year from Sept 3-6. Gord Larsen and I went Sept 4. We departed in his C-172 STOL early and refueled at Lachute, QC. We made plans to meet Leo and Nora Nikkinen based at Les Cedres. But we met dozens of pilots new to us. Upon arrival we were warmly greeted by Sandrine Gressard. She made my day.

Since the demise of VOR and ADF, I primarily use Foreflight installed on an iPad 2, and Gord had a backup Garmin GPS; might be a Garmin 495. This Garmin needs to be plugged into the aircraft 12V system. The GPS battery is long dead. We also brought maps.

The wind was from the west, but I did not find it rough. To make the trip in a day, we left early. I did not notice on Foreflight that the drift was remarkable and we arrived close to what Foreflight estimated. It was under two hours. Leo had video of our landing. The link is below:

<https://www.youtube.com/watch?v=oIdE3oXoPp8>

Once you fly north of Lachute, the terrain is increasingly rugged and difficult to identify when viewed at angles. The lower you are the harder lakes and mountains are to identify.

The curve: There is an AD on Cessna 172s to remove the fuse (below the acft battery) from the cigar lighter. Some owners downgraded the fuse to allow its use as a power source. We did not know the fuse was missing. The reason is that some pilots/pax lit tobacco products and dropped burning tobacco embers on the carpet which started fires. If you've ever had a fire/smoke in the cockpit you know why the AD was approved.

COPA and the organizers put on food and memorabilia (Casey was a SAC Emergency landing base. There remains a (hangar) floor which would house a B52. The RCAF based CF-100 and CF-101 Voodoos there for NORAD exercises). The runway is say a mile long. Casey was very handy because NORAD had a B-52 base at Plattsburg and in the 1970's we often heard the towers passing off aircraft who were practicing bombing runs. The key term was Oil Can Alley.

There were perhaps 50 aircraft on the ground and operating that September day. Given the location, it's an amazing turnout. The local town is Casey and everyone turns out. The airport has been developed some and the locals support and protect the site.

Even with maps and photos, Casey is hard to identify. The 50-75 aircraft help. After lunch and buying a \$25 coffee mug, we kicked the tires and lit the fires to return to CLA6. (Lancaster Airpark) There was an option to refuel again at Lachute if needed. The Cessna 172 might hold 5.5 hours fuel.

Takeoff was uneventful as was climb out over the mountains. Foreflight calculated the route and heading home to eliminate drift and we flew it. Flight plan was less than 2 hours. About 30 minutes after takeoff, the iPad gave warning of low battery. We plugged it in. No joy. We plugged in GPS. No joy. About 60 minutes into the flight the iPad screen went blank. We broke out the maps and endeavoured to fly the Foreflight heading exactly until we should cross the Ottawa River.

Now the Montreal-Ottawa-Kingston triangle is Mesopotamia - that land between the St Lawrence and Ottawa Rivers. There is also the Nord River north of Laval and the Rouge River through

Lachute. Gord tells me the turbulence was noticeable on the return leg at all the altitudes we tried, and the clouds looked ragged.

Surely if we held our southerly heading we would cross a river and easily find our way to CLA6 - it's right on the river. But within say 90 minutes, we recognized nothing we saw and what we did recognize was not what we saw. It mattered not; we were headed for Mesopotamia. Big Rivers. And there are big rivers and we departed the Laurentian Mountains with one right in front of us. Ha! Success we thought. When we arrived over the RIVER it was much bigger than it has been six hours earlier. It also had lots of barges and ships at anchor. Heh?

There was a town and it was at a junction to a navigable river. And although my ancestor turned south on that river to their new home at Kingsey in 1832, I did not recognize it. Gord said this must be the St Lawrence. At cruise speed that Sorel/St Francis river junction is more than an hour east of our route. Surely the West Wind had not increased that much. Impossible I thought, but the ships said: St Lawrence.

We decided to follow the river east some and within fifteen minutes there was a nice big paved runway in sight. There was a maintenance base and jets obviously undergoing maintenance at say eight locations. One runway. No Tower. We landed and taxied up to the tarmac and looked at the sign? It read Trois Rivières. We were over an hour east of our destination. Jazz and Air Canada and others were there. Why not us? Air time 2hr 10 min.

The only thing to do was re-fuel. As I recall we nearly filled the tanks. \$300 in fuel this day. No doubt we'll do this again regardless. Obviously, we need to be greeted by Sandrine again. Smile

We asked few questions. Re-tuned the COMM. Drew an ink line on the map with 5 minute intervals and prepared to fly it. That worked out very well. There were frequent islands, rivers and highways at all our intervals. The time back to Lancaster was 1 hr 15 minutes. Landing was uneventful.

Yves Chevalier (retired RCAF Tech) helped us clean and re-use the now internal power socket, and verified it powered the GPS and iPad. It does. Thanks Yves.

Best Buy salesmen are a bit snarky but they sold me a big 20,000 milliamp-hour Lithium Polymer Power Bank. It will power the iPad til the second coming.

Lessons learned?

- Know exactly what the battery life is of your navigation devices. If no 12V socket, buy a spare battery (s).
- Failing that, get a Power-Bank. Think big.
- Assume nothing. Have a way to test your 12V plug during pre-flight.
- If the battery of your Nav device is depleting, make a better plan.
- Know locations, headings and fuel of alternate airports nearby.
- While Foreflight does pack an e-suitcase for your route, winds change and winds before takeoff may be wrong 4 hours later.

Happy Flying,
Bill Evans

(Editor Note: Casey is located at 47.93616 deg N, 74.09182 deg W, elev 1,291 ft ASML)

Of General Interest

various contributors

Some useful Zoom links:

- <https://zoom.us/signup>
- <https://zoom.us/signin>
- <https://zoom.us/join>

Of General Interest

various contributors

1. If anyone is aware or comes across any event that may be of interest to our members, please email myself or someone in the list on the front of this newsletter and let us know so that we can broadcast it to all concerned.

EAA 266 Library

by 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. Due to the Covid-19 pandemic, we have suspended the library operations. We will keep you informed of any changes in library operations in future Newsletters. Details of the library may be found on the EAA 266 website: www.eaa266.org . Contact Ed Hannaford for additional information.

The Unclassified Classified

Free Ads for Paid-Up Members

Plans (drawings) to give away, Still Available! : Plans for the Super Cavalier SA 105 all-wood aircraft. Donation thanks to John Duckmanton. For information, call Michel 514-694-2129.

FREE Plans (drawings, photo below) Karatoo J6C (Australian version of Karatoo). Larger, longer, 80hp to 100hp, steel tube fuselage, metal OR wood wing, folding wing option, removable rear cockpit tubing for use as camper vehicle. High wing and large windows for exceptional outside view. Luc Robillard Tel: 514-366-7500, cell: 514-298-3459 email lucrobes@hotmail.fr



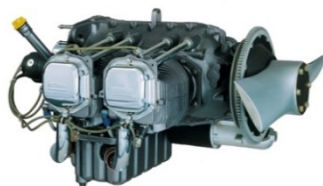
Contact Us!

<http://eaa266.org>

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For Sale: Lycoming 0235-C1 with logs 2160 SMO, 1427 STO (PenYann) with starter and generator. \$2900.00 John 514-428-1233

Picture below FOR REFERENCE ONLY:



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

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: Landing lights, 50W, 24V, 20\$ each, Frank Grayer (613) 874-2837.
