

# EAA 266

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## Newsletter, February 25, 2021

**Notice of ZOOM Meeting:**

Thursday, February 25, 2021 at 7:30 PM:

**Presenter:** Tony Molle

**Topic:** The Lancair. The initial purchase, build and flight of C-FZSZ. We will explore this as well as a walk around and flight in the Lancair 360.

**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/or contains sound, safe, generally accepted aircraft best practices.

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

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

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

Hello everyone!

We are saddened to hear of the passing of EAA266 long-time member Steve Szabad, on January 26, 2021. His close friend Frank Grayer is scheduled to say a few words in recognition of Steve at the commencement of Thursday's meeting.

I am expecting several first-time attendees and anticipate they will all receive our standard warm-and-hearty welcome!

As an additional reminder, please check that your Zoom hardware/software setup is ready to go.

Best Regards to All and Stay Safe,

Mike Lustig  
President, EAA 266

**A word from our Editor****Richard Guevara****From adversity to success**

I learned about 12 VDC electrical systems because I had to. I had recently purchased my very first car, a 1981 VW Jetta, which was a very sporty drive – point it, push the gas, and hang on! At the time I was unaware that the car's electrical system had finally been classified as "Acceptable" by whoever gives those ratings, after many years of being graded as "Piece of junk". If I knew then what I know now, I would have gotten a second opinion- it was still a horrible piece of junk. I would take the car in for servicing and they would replace a relay. I would go home and two days later the problem would reoccur. I would go back in and they would replace another relay with the same result as previous. "Hey, I'm just doing what the diagnostics said to do". Trips to work on the highway became heart thumpers as the electrical system quickly fell apart (battery terminals corrosion, bad battery, dead alternator, etc.) leaving me with no confidence whatsoever that I would get from A to B in one piece. As I slowly began to educate myself about 12 Volt electrical systems in general and this car in particular, and as I acquired various pieces of test gear, I started to get a feel for the possible and the probable. Once, late in the evening under a shop light, I saw that the contacts of the fuel pump relay had turned to what looked like an aluminum colour. Since the fuel pump relay had been the latest piece of the car to become unreliable, I tried sanding the contacts with some emery paper then tried the car. Success. So much for dealers mechanics and their flow charts – based repair. My trips to the dealer became less frequent and my trips to the parts department and the scrap yard became more frequent. Not long after my trial by fire of owning this unique vehicle, I dumped it and bought a Toyota Corolla (now on my third) In the Army I was saved from destroying some taxpayers' property (and my service record) when I attempted to jump start the car with a SMP military vehicle. Luckily for me, a special connector prevented me from connecting the two systems together – especially when I found out later that the SMP vehicle had a 24Volt system. Now after working on cars, campers, high performance military aircraft and a homebuilt, (all with multiples of 12Volt batteries: 12 V, 24V, 48V) my answer to all electrical issues is always "Can't be worse than the Jetta!"

By the way, I have heard that the latest Jettas have pretty good electrical systems (That should reduce the chances of any lawsuits!)

Stay Safe,  
-The Editor

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**Bill and John's Excellent ) Winter Adventure****by John W.**

I suppose that the idea of writing about this particular flight first crossed my mind after the actual flight in February 2008 when Bill Evans and I decided that it'd be fun to go to Moe's Annual February Fly-In on the Ottawa River, just north of Ottawa, Ontario. It was a grand day out just when the days are short and the temps are cold. However, sometimes, it takes a little encouragement from others to do just that – write about a simple occasion where two friends decide to embark on an adventure. I got this encouragement from Bill jogging my memory about the flight during a recent Zoom meeting of the St. Lazare Flying Club – Heck! There aren't many other things to write about during this pandemic that has just about everything idled, except, the occasional engine that still turns over at the airport!  
So...

For the unfamiliar, this is a large gathering of private airplane owners, some on skis and some on wheels that has taken place every winter, for as long as I can remember, in the form of a one day fly-in on the river in front of the host's house. It's always a hoot of a day with upwards of 75-100 planes that have shown up for the occasion, if good weather prevails (numbers vary, but it's always a good turnout). Typically, there is a plowed ice runway, followed by a ski runway next to it for the diehards. Warm food like baked beans, chili, (a lima bean chili recipe that's the talk of the town!), stuff for sale, hot coffee and hot chocolate for the kids, music and camaraderie are the main attractions, aside from the cool airplanes that fly-in and out. The mission was simple. Depart Gord Larsen's airfield in Bainsville (Lancaster, Ontario) on the 8th of February to Moe's Fly-In and return the same day...hopefully, not breaking anything in the process as the plane, a 65hp Aeronca Champ, was on skis, the weather was bitterly cold (early AM), and the aircraft was fully loaded.

To my recollection...it went something like this.

Bill showed up early on Saturday morning when I was in the midst of preheating the engine. I did this using a Volkswagen Beetle's gas heater (Remember those? I sure as heck do, I still own one!) connected up to the battery on my '88 Dodge Van (it's long since retired). The setup was right out of a Red Green show. A friend of mine had showed me years prior, just how great a remote-mounted Volks Gas heater was at putting out the BTU's to preheat the engine. To this day, I still use the same system for remote starts where there is no 110V power supply for heaters. So, before long, the engine was toasty warm and ready to be started. The plan was to warm it up a bit, load Bill (I'll get to this later), pack down the runway with the Champ's skis and then take off. The two concerns I had was that the wind wasn't as strong down the pipe as I had hoped it would be and that it was a short runway with a high patch of trees at the end. Yes, 1+2 = eh, we'll see how it goes?

So now... let's get to the part where Bill, in a snowmobile suit, had to climb into the plane. This was an exercise that I didn't think would be an obstacle. It should be said at this point that Bill isn't the smallest passenger – how, over these past few years he ever made it into and out of his homebuilt Sonerai is still a mystery to me. He's a big man with a high torso which puts him, in the front seat, almost to the top of the cabin. Even if it worked – weight and balance wise - I

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don't think he'd have fit physically in the back seat. Bellanca Scout...maybe? Baby Champ...not so much. Suffice to say, visibility from the back seat (where I was) was really limited. I suppose it must be his agility, for, on that day, against the rules of gravity he somehow managed to get in.

I came to the conclusion, once he was in, that packing the snow wasn't going to be a problem. After Bill got in, I noticed that the skis seemed well spread apart and that entry into the aft seat was made easy, given the already deep snow. Seeing over Bill's shoulders was however, another problem which I could only remedy by standing on the floor boards and asking Bill to drop a shoulder.

Nonetheless, we had come up with a plan. I had determined that if the plane wasn't airborne by about the halfway mark (the runway is only 2000ft) that we'd have to abort and then try to figure out a way to stop the plane, as by now, after several passes up and down the runway to pack snow and warm up the engine, we had reduced the inherent friction of the skis against the snow to an acceptable/minimal resistance. The problem ahead of us was...could we accelerate fast enough with our 65 horses and could we stop, if we had to, without brakes? As it was getting warmer (we took off at 10:00am) there was no way to determine whether or not it'd work without at least giving it a try.

On the way back to the threshold from one last packing run, I gave the ol' Champ full power coming out of the taxiway and onto the main runway. If there ever was a need to use every bit of runway, today was the day! She sputtered to life in the cold. I opened her up slowly but firmly to make sure it neither quit due to a rapid ingestion of cold air nor slow enough not to be immediately in the full 65hp regime. As I leaned forward to see over Bill's broad shoulders, I knew, given the weight on the stick that the tail was going to take a while to get up. I leaned further forward. Steadily, but surely (it wasn't instantaneous like it normally was!) the tail did come up. We struggled to build up flying speed. 20, 30, 35, 40...it seemed to take forever. Much like a float plane, I lifted one ski and then the next to "unstuck" the skis and break into ground effect just above the stall. Finally, past the point of no return (halfway through the runway) I realized that the only option was to continue. I knew that I must keep the airplane in ground effect, pick up the most speed for the remaining runway, before initiating a climb. Our only option ahead (and I had banked on this, pun intended) was to literally bank to the left, out of the way of the oncoming trees and climb out above the neighbour's house, remarkably, doing so at the maximum rate the aircraft would climb at...if we were lucky, which was about 100-150ft per minute. I quietly prayed that the engine didn't lose power, because, at this point there wasn't so much as an ounce of altitude between us and the house to conduct a flare in his backyard if the engine gave out. Fortunately...it didn't...but my note to myself was that the return landing should be much easier as long as we weren't intending to go-around in the late afternoon. Another take-off, from the same strip, with Bill on board, was out of the question.

Our flight ahead was uneventful – except, of course, for the best part of the story when I tried to help Bill out of the Champ. This is where we both got a good laugh after I had recovered the use of my lungs. I suppose, yet again, I hadn't given enough consideration to Bill's imposing figure in the front seat of the Champ. I thought that if Bill kept a good grip on the overhead cross members of the fuselage while I helped him to maneuver his legs (that were tied up in a cumbersome snowsuit) out of the cockpit, that the rest would be straightforward for him to exit the aircraft in much the same fashion as he entered it. Little did I take into account was how the fuselage in a taildragger is sloped downwards and aft. Well, the last words say it all. Down and aft we went, except Bill bore down on me when he had trouble finding his footing and down I

went with him in the more fortunate position of being on top! OUCH! My saving grace was that we had parked in deep snow on the ice and that was my cushion to the fall. Bill asked me..."are you ok John?" and I managed to eek out I was "ooooh-kay" aside from being flattened like a pancake.

The way back was pretty uneventful...stopping in Gatineau for some fuel and a washroom break, then carrying on to Lancaster to park and wrap up the Champ until next time. Our flight to Moe's was 2.2 hours in the Champ. I suppose the winds at altitude that day (a whole 2000ft) were much stronger than they were on takeoff.

I bought the Champ in 2002 from out West in Cooking Lake, Alberta and flew it back across the country with the winds on our back. That's important in a Champ. If the wind isn't on your back, then it'll take a while. I wrote about that trip many years ago which was with my father, Bill Wyman. That was a real x-country! 22.5 hours in 3 days. It was my 4th airplane - and looks wise, she didn't turn any heads (in fact, people were probably inclined to look the other way!), but it was a good performer for 65hp. I really cut mustard on a Champ after learning to first fly on a Schweizer 2-33 glider in the Air Cadets and then a regular Cessna 150 as part of their glider and power flying scholarships. That's what a Champ does. It teaches you things you thought you knew - makes you honest. Up until 2012 I had flown some 320 hours in the Champ with an array of people - but that particular flight with Bill Evans was one for the 'short hop' books. Thank-you Bill for raising that flight during the meeting as it's been fun reflecting on it and it might just give me the inspiration, one day soon, to get it back into the air for more excellent adventures.

Blue, Cumulus filled skies...and lots of flying in 2021!

John

Footnote: Soloed in CF-ACQ, an Air Cadet 2-33 in 1974 - Go Air Cadets! -Editor

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**Of General Interest****various contributors**

Some useful Zoom links:

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

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**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.



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](mailto: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

**For Sale:** Icom handheld aviation radio with Li-ion battery, 120 volt AC charger, all original packaged items including optional OPC-499 headset adapter cable and CP-22 cigarette lighter charger. Note that the CP-22 is used to charge the radio battery from a 12 to 24 volt power source, but it will not power the radio from an external DC power source. \$175 CAD Leo Nikkinen, [leo49@videotron.ca](mailto:leo49@videotron.ca), 514 867-7343 (voice and text).



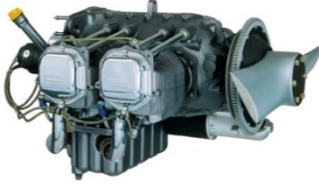
**Plans (drawings) to give away, Still Available! :** Plans for the Super Cavalier SA 105 all-wood aircraft. Donation thanks to John Duckmanton. For information, call Michel 514-694-2129.

**FREE Plans (drawings) !** 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](mailto:lucrobes@hotmail.fr)



**For Sale:** Lycoming O235-C1 with logs 2160 SMO, 1427 STO (PenYann) with starter and generator. \$2900.00 John 514-428-1233

Picture below FOR REFERENCE ONLY:



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**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](mailto:roberthope530@gmail.com)

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**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@gmail.com](mailto:skyranch33@gmail.com)

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**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, \$50.00. [skyranch33@gmail.com](mailto:skyranch33@gmail.com)

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**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](mailto:ronny@total.net)

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

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