

# RECREATIONAL AIRCRAFT ASSOCIATION OF CANADA

## Chapter 85

General Meeting, 1 February 2011, at the Chapter Clubhouse, Delta BC

**Call To Order:** President Tim called the meeting to order at 1940. 37 persons were present.

### Correspondence

A new 5-year Delta Heritage Air Park Lease Agreement between Metro Vancouver and RAAC Chapter 85 has been approved and is now in effect until 2015. A copy is in the Chapter files.

A copy of the Chapter Constitution has been obtained from Victoria and is now on file.

**Membership:** Dave reported we have 33 members including 6 life, 4 family, and 1 associate member. (A few more renewed their membership later in the evening.)

### Library

Robin reported that an organization used the clubhouse last Sunday; she claimed that RAA members knew nothing about it. On further discussion it became clear that the Executive had approved use of the clubhouse by the Boundary Bay Flying Club for their annual general meeting and that the BBFC had paid \$25. It was agreed that in future, when a party rents the clubhouse, a sign will be posted at the Clubhouse advising the details.

### Vice-President's Report

John reminded the members that the Awards Banquet will be held at the Town & Country Inn on 26 March 2011. Tickets are available from him and Lynn Walker now. No speaker has been lined up yet. Please forward your ideas for a speaker to John.

Tim called on the members to report achievements, completed aircraft, first flights, Murphy's law incidents and other actions deserving of recognition. Unidentified voice from the floor: "There's still time to win the Broken Prop Award!"

### DapCom

Raymond reported that all is quiet at the Air Park right now. One of the fuel pump nozzles has been replaced. DapCom is gearing up for Spring repair work. Some folks are driving on the wet grass and digging deep ruts. Tenants are reminded to avoid any driving on the airfield unless necessary to deliver/pickup heavy gear.

### RAAC

John called Gary Wolf about the procedures for finding and approving Regional Directors. The next Recreational Flyer will contain a nomination form. A national election is required if there is competition for the positions. Members vote about 1 month after notice of nominees is published.

**Turn & Bank:** Editor Joan needs tech articles. Tim offered to write an article and later present a demo on vibration analysis. Peter said he could write up his recent experience with aircraft fires.

**Program:** Cyril has movie on Corky Imeson's "Mountain Flying" for tonight if there is time (there wasn't). He will also ask George McNutt to do a Rust Remover presentation at a future meeting.

## **Chapter Aircraft**

All members were sent emails over the past few weeks outlining Turbi operating costs and associated aircraft operation alternatives. At the meeting a handout was available summarizing the costs and the options. Chapter Aircraft Chair Raymond proposed that those present discuss all aspects of the aircraft issue. He reminded members that no motion or vote is required to continue operating as we are.

Peter K. presented his concerns with liability risks faced by the Chapter executive and directors. He explained briefly what Liability in Tort is, and how the Chapter could face large legal costs. Lawsuits against the executive and directors could be based on perceived mismanagement, or perceptions that the executive and directors knew or ought to have foreseen the situation, etc. He suggested we could face large costs even if we were to win in court.

Alex R. questioned Peter's premise by suggesting that risk to executive and directors is small to non-existent, and that there are no case examples in Canada to suggest otherwise. One or two others made similar comments.

Peter K's second point was that societies exist to reap the benefits of mutual support. He advocated an option where the flyers would pay a portion of the operating costs and the Chapter would pick up the rest (this is similar to Option 7 on the handout where pilots would have to pay about \$250 per year in addition to membership fees). No one else spoke in support of Peter's proposal.

Raymond described current insurance coverage on the Turbi: \$1,000,000 third party liability and \$300,000 second party (passenger) liability.

Steve suggested that because we require passengers to sign a waiver of responsibility, the Chapter takes no risk. Tedd explained that this wasn't so and that the only party likely to benefit from a signed waiver was the insurance company since it could argue that the passenger was aware of his or her risk when he or she climbed into the airplane. Steve asked why we employ a waiver system then, but no answer was forthcoming.

Tedd went on to suggest that we should try something to improve the situation rather than simply vote to sell the Turbi.

Robin suggested that glider clubs have a similar situation to our Chapter since they are also non-profit societies and their members operate a number of aircraft. She would like to talk to them before we make any decisions. President Tim reported that one glider club has come to us looking for advice on liability protection for officers.

Robin then proceeded to ask a series of questions about the Air Park's financial operations: who collects what money, and so on. Raymond and Tom explained the general financial operations of the Air Park and Chapter 85's part in them. After many questions and answers the members present began

asking what Robin's questions had to do with the Turbi and eventually a member insisted that the discussion get back on a more obvious Turbi track.

Beat M. said we must as a Chapter go back to our beginnings and ask what our objectives really are. He suggested we are primarily a bunch of homebuilders and probably don't need, and can't afford, a Chapter aircraft. He said he fully supported Peter's concern with executive liability risk. He also said that he has two airplanes of his own and is tired of paying for other members' flying costs.

President Tim stated we don't want to get rid of airplane but we want to operate it on a no-cost-to-chapter basis. Alex R. and Tedd supported this approach.

Eric M. asked if everyone appreciated that \$60 of each member's \$65 membership fee goes to paying the Turbi operating costs.

Gerard recalled that years ago when we had both the Turbi and the Piper J5, most pilots preferred the J5. He suggested that maybe usage would go up if we had a different airplane, and suggested that one option would be to take up Helmut's offer of his new Jodel for \$10,000. Robin also thought a different plane might help.

VP John expressed concern about the safety of the Turbi but qualified his remarks by saying he was not a homebuilt flyer or builder. Steve suggested that John's impression of homebuilt safety was misguided and that homebuilts are every bit as safe as certified under the same conditions of operation and maintenance.

Bruce reported that the email mailing list used by the Chapter Aircraft Chair to report issues to those who fly the Turbi or who are listed on the insurance policy to fly the Turbi, contains 16 names at this time. Only three were at the meeting and one of them was a check pilot. Bruce asked why it was that we are all here spending our time debating the Turbi's future when most of those who fly it don't even attend the meeting? He surmised that they could be sitting back laughing at us, anticipating that a vote to sell the Turbi will fail as usual, and they can happily continue with their cheap flying at the Chapter's expense.

Tedd was rankled by this, saying that he might want to fly the Turbi in the future and that he was insulted by Bruce's remarks.

Primary Motion (Meyer/Prior R): That the Chapter sell the Turbi.

Subsidiary Motion (Walker L/Prior R): The the vote be held by secret ballot. Carried.

Discussion before the vote:

Joan said we have lots of options and should pursue them, not sell the Turbi.

Jean pointed out that even if we sell the Turbi we still must pay all outstanding maintenance and parts costs.

Rob recalled that over the years we have enjoyed many Chapter aircraft, sometimes no aircraft, sometimes multiple aircraft, and now one aircraft. The count has gone up and down with needs and desires of the Chapter and will probably do so again. The expressed fears that "if we sell the Turbi we will never have an airplane again" are not supported by our historical record.

Bruce explained that the Societies Acts of all provinces but two (SK and NS) don't provide for liability insurance for executives and directors. Some provinces are reviewing their positions on it. Lynn advised that executive and directors liability insurance is available from some insurers.

After the discussion on the motion, time was allowed so that those who had not renewed their membership could do so and vote. The vote was a tie: 16 for, 16 against.

Robin asked when the Turbi will be ready for flight. Raymond advised that the parts are now here so it will fly soon.

Motion (Munzer/Prior R) That the ballots be destroyed. Carried.

Motion (Klein/Macready): That the Turbi not be flown until the executive and directors liability coverage issue is resolved. Defeated.

**Old Business:** The Chapter has ordered a boroscope. Put your name on the list if you want to borrow it when it arrives.

**New Business:** Raymond advised they we need a new Chapter Aircraft Chairperson. Raymond is now DapCom Chair and he hasn't the time for managing chapter aircraft. He estimated the work would take about 2 to 3 hours a month.

**Adjournment:** On a motion.

RAAC Chapter 85: <http://raa85.b4.ca>  
Delta Heritage Air Park: <http://www3.telus.net/airpark>