



Recreational Aircraft Association of Canada, Chapter 85
Monthly Membership Meeting 7:30 pm
Tuesday, November 2nd, 2021

Zoom Meeting

Join Zoom Meeting
<https://us02web.zoom.us/j/6845419367>

Minutes

New members and visitors: welcome and introductions

Program

Program: General Q&A session with Eric Leaver, a new member of Chapter 85.

Eric brings experience in aerospace management, operations, and engineering. He has worked on small aircraft design and certification for over 30 years including recently the Cub Crafters XCub. He is currently managing the certification of an electric, two seat aircraft designed for the training market. He is a FAA Designated Engineering Representative in the disciplines of Structures and Flight Analyst.

- Introduction
 - Spent most of his life in aviation
 - Parents owned a Piper Aircraft dealership in Colombia
 - Operated a helicopter charter company servicing the oil industry in Colombia
 - Designed and built his own aircraft which was eventually certified by the FAA
 - Came to Canada about 20 years ago, lives in Ladner
 - Talked with Ran during the BBQ
 - Very interested in the Cruiser
 - May even get his flight medical reinstated
- Question Period answers
 - Licensed engineer
 - Lead various aircraft certification projects
 - Formed the engineering department of Cub Crafters
 - Brought Carbon Cub to certification
 - Working on the XCub
 - Tricycle gear version now available
 - FAA Designated Engineering Representative (DER)
 - TC Design Approval Representative (DAR)
 - European Aviation Safety Agency (EASA) is more supportive than FAA and TC
 - Very innovative designs are coming from Europe
 - Aircraft and aircraft component certification process is expensive

- Takes a long time
- Very rigorous testing criteria
 - Must meet the requirements intended
 - Tested in all conditions – temperature, vibration, altitude, etc.
- Economies of scale is just not there like it is in the automotive industry
- Electric powered aircraft
 - Billions of dollars are being spent on EV's
 - Electric aircraft for training are becoming more feasible
 - 90 minute duration goal - 60 minute flight plus 30 minute reserve
 - Batteries are still very heavy
- Hybrid powered aircraft
 - High powered liquid fuel engine available for takeoff
 - Electric motor available for cruise
 - Batteries can be recharged in flight with the engine
 - Electric motor power does not diminish at altitude
 - Battery lifetime and battery end of life issues still need to be resolved
- Hydrogen powered aircraft
 - H2 fuel density is low – fuel storage volume is large
 - Method of supplying H2 to airports is not in place
- Easier to get approval for homebuilt aircraft
 - TC and FAA do not approve homebuilt aircraft design criteria
 - Neither wants the responsibility
 - TC and FAA do get involved with the manufacture of homebuilt aircraft

Business Meeting

Approval of Minutes of last meeting on October 5th, 2021

- Moved: Peter Sleeman
- Seconded: Ran Sariel
- Carried

2022 Membership Dues

Chapter 85 Regular Annual Membership (with RAA National Membership) \$45

Student Chapter 85 Membership	\$15 (insurance at RAA events)
RAA National Insurance Fee for non-national members	\$15 (insurance at RAA events)
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Total for Chapter 85 Regular + RAA National Insurance Fee	\$60

Chapter 85 Annual Membership with Cruiser Pilot in Command privileges) (with RAA National Membership) \$145

RAA National Insurance Fee for non-national members	\$15 (insurance at RAA events)
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Total for Chapter 85 Cruiser PIC + RAA National Insurance Fee	\$160

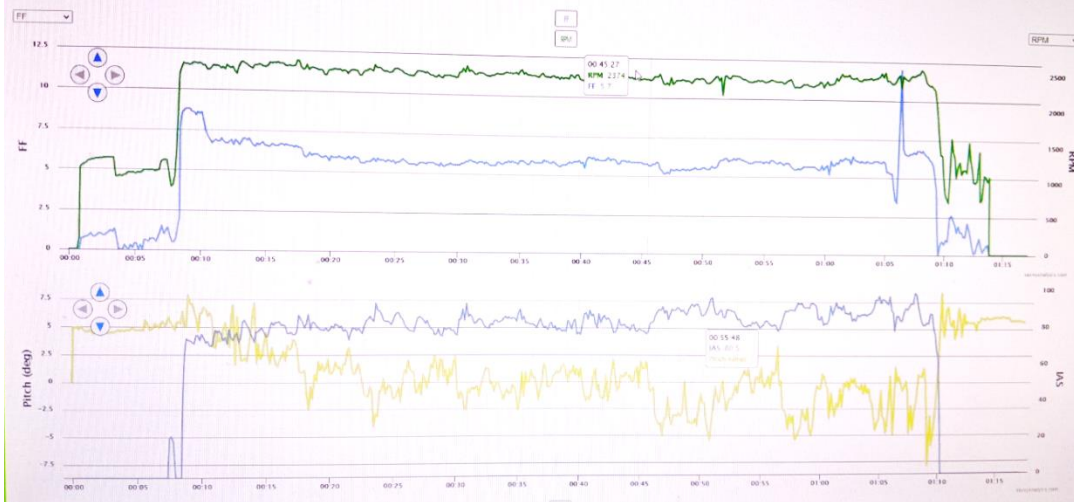
Membership fees can be sent by e-transfer to our Membership Chair, Ran Sariel(ran.sariel@gmail.com)

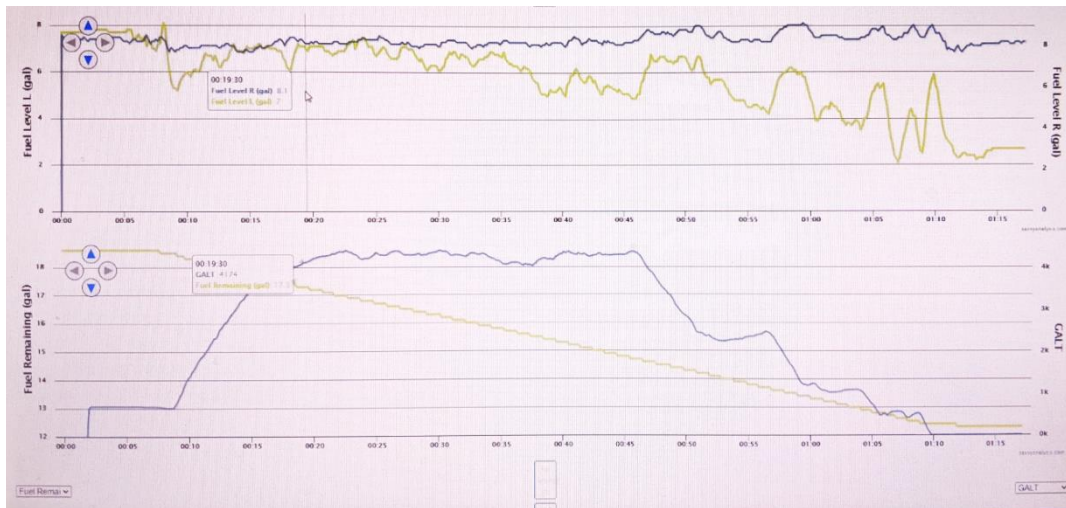
Committee Reports:

- Treasurer: Sebastien Seykora
 - About \$2,000 in outstanding hangar rents have now been received
 - Metro Parks commission has been received
 - Would like to see another 20 hours flown on the Cruiser before year end
 - Provided the updated estimate on the yearend balance
 - Still working in increasing the bank balance to provide a comfortable contingency fund
 - Aircraft insurance cost was greater than expected
 - \$611 additional premium due to added pilots
 - Only pilots checked out will be included on the insurance pilot list for 2022
 - Painting the Cruiser found problems that were fixed
 - \$140 per hour air time rate looks good
- Vice President: Peter Sleeman
 - Nothing to report
 - Noted that on the Round House there are 500 watt flood lights left on during the day
 - Should be on a photo cell, motion detector, and timer
- Membership: Ran Sariel
 - 56 members
 - 13 members with flying privs
 - The availability of the workshop is attracting new members
 - 2022 membership fees can be e-transferred to
 - ran.sariel@gmail.com
 - Can also contact Ran at memberhship@raa85.ca
 - 2022 membership fee cheques can be mailed to Sebastien
 - Email Sebastien at cluros@gmail.com for his postal address
- Aircraft Manager: Harald Schiedel
 - Cruiser flew about 70 hours this year, last year was about 120 hours
 - Cruiser was down for six weeks for painting and annual inspection this year
 - Recent bad weather – only 3.5 hours flown in the last two weeks
- Chief Pilot: Sebastien Seykora
 - Fuel starvation issue a few days ago
 - Low fuel in the tank being used coupled with moderate turbulence and nose down pitch
 - Pilot switched tanks, engine restarted immediately
 - Landed without further issue
 - Unuseable fuel is 7L in both tanks
 - Fuel flow meter needs to be tweaked further
 - If fuel gauges and fuel remaining differ by more than 4L then the pilot should dip the tanks to determine actual fuel on board
 - Engine analyzer identified what had happened
 - Fuel port was unported due to rough conditions, low fuel, nose down attitude

Destination: Delta Heritage Air Park Airport (CAK3)

Previous Flight All Flights Next Flight





- Hangar and Workshop: John de Visser
 - Workshop in use
 - Brad is next in, then Trevor on Dec 15th
 - Perry in January
- Custodian: Clif Dawson
 - Round house is all good
 - Dropped by the other day and found the gate was left open with no one around
 - It takes a lot of effort to close and lock the gate
- DAPCOM News: John Macready
 - Presented a written document appended below
- Newsletter: George Gregory
 - Not present
 - New issue of Turn & Bank completed, will appear on RAA 85 website shortly
- Programs: Peter Murphy/ Kesar Nizzar
 - Peter Murphy
 - Nothing further to add from last month
 - Will stay in the “back row” to support the new team in the new year

Announcements:

- 2.3.1 PANCAKE BREAKFASTS: JANUARY (?)
- 2.3.2 Annual Awards Banquet (postponed until next March/ April)
- 2.3.3 Remembrance Day (November 11th, 2021) – Cancelled
 - Low key event, stand by the flags
- 2.3.4 Christmas Party (December 7th general meeting?)
 - Not likely at this point
 - To be discussed during the next Executive meeting

Motion to Adjourn - By: Shawn Connelly, Seconded: John Macready, 9:42PM

Dapcom Report to RAA Membership Meeting Nov 2, 2021.

- Dapcom and RAA attended the Biannual Management Meeting. Several reports to the Management Group were given, namely, 5 yr. Capital Plan, Operational and Event Updates, and the Flight Incident Report. Kesar presented a summary of our Wildlife Management Plan he wrote.
- Metro Vancouver Parks is satisfied with the way in which Delta Air Park is operated. We anticipate operating through 2025 and beyond.
- Dave Hallier was confirmed as the next Chairman of the Operations Committee at the October General meeting. His start date will be January 1, 2022. John Macready will remain in the position until Dec 31, 2021.
- Dapcom has written "Tractor Operator Safety Guidelines" for those members/tenants wishing to mow the runway.
- Dapcom has removed the Jiffy John portable toilet, located at the fuel pumps, by the end of October.
- Dapcom is cautioning all members against driving heavy equipment over the septic field site close to the clubhouse. A sign has been placed at the site warning of the concern
- The Hedgerow Restoration Project is progressing. The planting of site # 1 has been completed. MVRP will plant Site # 2 in spring 2022. Most planting was completed by various volunteers. RAA will be responsible for installation of an irrigation system in the spring.
- The orange snow fence has been replaced across the threshold of RW25 along 104 St to deter public incursions onto the field.
- The two runway signs at the (displaced) threshold of RW25 have relocated at an equal distance from 104 St.
- The Piper Clipper seizure and sale is complete. All costs have been recovered.
- Dapcom is asking all tenants not to drive or park on the grass from now on throughout the winter. This will result in large ruts in the field which impair aircraft movement.

Submitted by J Macready, Chairman Dapcom 2021.