



**Recreational Aircraft Association of Canada, Chapter 85**  
**Monthly Membership Meeting 7:30 pm**  
**Tuesday, January 4<sup>th</sup>, 2022**

**Monthly Membership Meeting:**

Join Zoom Meeting  
<https://us02web.zoom.us/j/6845419367>  
Meeting ID: 684 541 9367

**Convened 7:34PM**

- New members and visitors: Welcome and introductions
  - Mike Davenport
    - Belonged to the Chapter in the 1970's
      - Served as Treasurer, helped to rebuild the Piper J5, build the Pober Pixie
    - Was involved during the 1990's flying local youth in the Young Eagles program
    - Writing for the EAA
  - Mark Thibault
    - Always been interested in the group, Bill Bird took him for a ride in the Cruzer
    - Always had a dream of building his own plane
    - Wants to get experience with the Cruzer, all aspects, and operations
    - Involved with the Abbotsford Flying Club flying youth since 2009, over 1000 youth flown until COVID caused them to pause the program
      - Willing to help us set up a similar program
    - Full time IT – cyber security

**PROGRAM**

**A presentation on the history and present operations of DAPCOM by John Macready and Bruce Prior. DAPCOM is the committee that operates the Delta Heritage Air Park.**

- Introduced by Bill Bird
  - Thought it would be good to have some information transfer from older members to the newer members
  - Delta Heritage Airpark is an actual municipal park
  - Chapter 85 has been granted the legal responsibility to operate the park
  - John Macready, with his long experience as the DAPCOM Chairman, is best to describe the responsibilities of running the airpark
  - Bruce Prior has a long history with the Airpark and can best talk about its history
- Bruce:
  - Outline of presentation appended below
- John:
  - Outline of presentation appended below

## **Business Meeting**

### **Minutes of last meeting on November 2, 2021**

- **Motion to approve the minutes as presented**
  - **Moved: Peter Sleeman**
  - **Seconded: Eric Leave**
  - **Carried**

### **Introduction of the 2022 Executive, Directors & Ex-Officio Positions:**

#### **Executive:**

President:	Alex MacKay
▪	Willing to stay one more year 2022
▪	Will discuss further later
Past President	Peter Whittaker
Vice President:	Peter Sleeman
Secretary:	Tim Novak
Treasurer:	Sebastien Seykora
Program Director:	William Bird/Kesar Nizzar
Custodian:	Clif Dawson
Director:	Shawn Connelly
Director:	John de Visser
Director:	Cyril Henderson
Director:	John Macready
Director:	Eric Munzer
Director:	Tim Saxton

#### **Ex-Officio (Appointed) Positions 2022:**

Aircraft Chief Pilot	Sebastien Seykora
Aircraft Manager	Harald Schiedel
Buildings	John de Visser
Membership Chair	Ran Sariel
Newsletter Editor	George Gregory
Webmaster	Poul Rasmussen

### **2022 Membership Dues**

Membership Type	Yearly Dues: National Member	Yearly Dues: Non-National Member
Individual	\$45	\$60
Family	\$60	\$90
Associate	\$20	-

National members belong to the Recreational Aircraft Association of Canada (<https://www.raa.ca/>)

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

### Committee Reports:

- Treasurer: Sebastien Seykora
  - Not present
  - Reported as at Jan01/22 RAA 85 has \$3,000 more than it did as at Jan01/21
- Vice President: Peter Sleeman
  - Nothing to report
  - Jerry Vernon is still available as the guest speaker if the banquet occurs
- Secretary: Tim Novak
- Membership: Ran Sariel
  - Not present
  - Reported 30 paid members, 10 are National members, and six are authorized to fly the Cruzer
  - Some members are expected to re-up but have yet to pay
- Aircraft Chief Pilot: Sebastien Seykora
  - Not present
  - No report
- Aircraft Manager: Harald Schiedel
  - Cruzer flying hours: 274hrs, 78.3hrs since Jan01/21 (195.8hrs Dec31/20)
  - In 2020 total flying 121.5hrs
  - Annual hours flown
 

Month	2020	2021
August	23.4	12.8
September	14.5	9.7
October	8.6	6.6
November	6.2	0.7
December	11.1	3.0
Total	63.8	32.8
  - Inclement weather reduced the flying operations during 2021
  - Flying Incentives

- In December we decided to implement incentives to encourage pilot to fly the Cruiser more often
          1. 30 minutes free if the Cruiser has not flown in the last 14 days, Airtime must be at least 1 hour
          2. 10% discount on 2 or more hours of airtime per day
          3. 20% discount on 4 or more hours of airtime per day
        - These rules apply from Dec12/21 until further notice
  - Would to increase the flying member fee to \$150 per year and charge the fee in May, instead of January, to coincide with the insurance renewal. Anyone joining at a different time of year still pays the \$150 when they join, and \$150 again in May, no pro-rating. This way the cost paid by RAA 85 are reflected in the costs to the pilots.
  - To accomplish this, we keep everything the same for the moment and then in May charge all ZXC pilots \$150 minus the \$100 they have already paid in January. This effectively makes the first four months of the year free but aligns everything going forward.
  - We paid an extra \$611 to add pilots to the roster last year, an increase of 19.5%.
  - Insurance May 2021 – 2022 \$3,136
  - 12 pilots on the roster (Sep16/21)
  - Maintenance
    - Oil change is due on Jan09/22
      - Should be done after next flight. New oil filter is in the cabinet and a full oil case is under the bench
    - Brake issues
      - Not enough pressure to hold plane during run-up
      - It is necessary to bleed the brake lines and check the brake pedal geometry
        - Dave and Marcus volunteered to investigate this issue
    - Cyril Henderson – Is a booster available to improve brake pressure?
      - Harald – Looking into changing the brake pedal geometry first
    - Issues with VOLCOM 760 radio
      - Problems to contact ground station, static noise
      - It is necessary to check the wiring and connections to the radio, intercom, PTT switches and headset plugs
      - Looking for volunteers
      - GARMIN GTR 200 \$1,631 + cable, or
      - ICOM IC A220 \$1,438 + cable
      - Dave Hallier – The plane is not flyable with the current radio due to static, getting progressively worse over time
        - Harald – Sounds like it could be a shielding issue.
    - Annual inspection
      - Depends on maintenance shop availability
- Hangar / Workshop: John de Visser

- Shop is going great
- Jonathan now has his own shop
- Shop is empty right now
- Should let John know if you have any tools or items to donate
- Custodian: Clif Dawson
  - All appears to be well
  - No toilette paper in the Roundhouse, Tim Novak will restock tomorrow
- DAPCOM News: Dave Hallier
  - Nothing to report
  - Next meeting Jan27/22
  - John Macready
    - Nothing to add
    - Has there been a need to shovel snow from the sidewalks?
      - Clif – All the snow is gone, people don't come out much when it snows.
    - Keeping snow of the sidewalks should be thought about, access to the Roundhouse and hangar
- Newsletter: George Gregory
  - Not present
  - New edition of Turn & Bank expected soon
  - Bill Bird has been good at providing content
- Programs: William Bird/ Kesar Nizzar
  - Bill – Have a number of speakers arranged for February and March

**Announcements:**

**2022 Annual Awards Banquet:** March or April, venue and speaker to be announced later

**2022 Annual Fly-Inn:** tentatively the last Saturday of June or first Saturday in July

**RAA Chapter 85 Pancake Breakfasts:** Second Sunday of January, April, October

**RAA Chapter 85 Pancake Breakfast, Sunday, January 9<sup>th</sup>: – Cancelled**

**Motion to Adjourn - By: Bruce Prior, Seconded: John Macready, 9:37PM**

# RAA 85 Zoom Meeting Tue 4 Jan 2022

By Bruce Prior

## The Story of DapCom

John Macready asked me to address the following 6 items:

- How Bruce became involved
- Brief History of Delta Air Park
- Significance of the name: “Delta Heritage Air Park”
- History of Operations Committee from 1995
- Original Funding
- Who Operates DHAP? (I dropped this item with John's agreement)
- Volunteer concept

### How Bruce became involved

- I learned to fly in 1970.
- I visited Delta every weekend after flying lessons to observe pilot techniques.
- I met Charles 'Gogi' Goguillot, Tony and Mary Swain, Darmel Diston, Viggo Petersen and many other "personalities" of the day.
- I bought a ratty Fleet 80 Canuck C-FENP in 1971 (for \$2,400, it's still at DHAP, now \$35,000...).
- Gogi inspired me to restore ENP which I did in 1973-4.
- I joined EAA 85 in 1972.
- I was first Secretary of DapCom, and later Treasurer as well.
- I was surprised recently to see that I'm listed on the RAA 85 website as 'DapCom Consultant.'

### Brief history of DHAP

- Darmel and Corea Diston opened their farm land for flight in the early 60s.
- See DHAP website for photos of the Diston farm before flying started there.
- A Fly-In was successful in 1962. See current website for a link to the 1962 Fly-in brochure.
- No coffee shop existed then, just a sandwich serving window in the granary wall.
- Fuel purchases were in cash. Payments were left in a tin in Darmel's garage.
- There were no fences and few hangars. The primary runway was 28-10, "the diagonal." Runway 25-07 was in bad shape.
- By the early 70's, the granary had become a small coffee shop. New hangars 1 and 2, the RAA Clubhouse, and the RAA Hangar were built.
- See RAA85 website for link to two editions of DHAP News, 1998, 1999, with more early history.

### Significance of the name: “Delta Heritage Air Park”

- It was once a farm, but in the early 60s the farmer, who was also a pilot, sensed a growing demand for an aerodrome where pilots could store and fly their airplanes. At that time the only alternatives were Vancouver International Airport or, further east, Langley and Abbotsford Airports. Pitt Meadows and Boundary Bay airports weren't then in operation. The farmer stopped farming and began building hangars and serving hamburgers.
- **Delta Air Park was born.**
- The airplanes kept coming until, by the early 70s, there were about 120 airplanes based on the site.

- Then in 1995, the Greater Vancouver Regional District bought the land for a staging area and parking lot as part of its long range development plan for the Boundary Bay Linear Park. Initially their plan was to evict the tenants and bulldoze the buildings, but...
- When the eviction notice went out it was addressed not only to the air park tenants but also to the businesses on 104 Street!
- They were all land owners. They couldn't be evicted and they were furious. They quickly formed a property owners committee with RAA and hangar tenant support.
- They persuaded the decision makers that the Air Park was a valuable asset and could be accommodated within GVRD's larger plan. The government backed off on eviction and bulldozing and turned the matter over to GVRD to work out an arrangement.
- The players in this negotiation were: Don Crowe (Commercial hangars on 204 St), Tony Swain (COPA), Terry Wilshire (RAA 85), Donn Richardson (tenant, retired Transport Canada Regional Director). Frank Edgell (Deputy Minister Lands and Water), and Rick Hankin (GVRD Manager of Parks).
- In July 1995 RAA became an aerodrome operator. We realized that if we wanted to, we could change the air park name now while everything was new and changing fast.
- It was Tony that came up with the word "Heritage." And he now had a practical reason to change the name: for banking purposes he needed a new name to differentiate from the previous owner's bank account, but still retain identity of the flying community.
- He suggested to GVRD that we insert 'Heritage' into the name to reflect the historic 'Grass Roots' style of aviation activity. They agreed.
- **Delta Heritage Air Park was born.**

### **History of Operations Committee from 1995**

- DapCom Chairmen: Terry Wilshire, Trevor Skillen, Raymond Colley, John Macready, Dave Hallier.
- Early work: As first chair, Terry and his committee members developed all the administration and ground operating procedures. These procedures included Hangars, Tiedowns, Fuel, Garbage collection, Grass cutting, Coffee Shop, Record keeping, Accounting and so on. Most of them are still in effect today.
- The first DapCom meeting was held in July 1995 and DapCom positions were decided. Pat O'Donnell was RAA President then. DapCom members were decided: Terry Wilshire (Chair), Dirk Post (Treasurer), Bruce Prior (Secretary), Hangar Manager (Tony Swain), Fuel Manager (Ken Hicks), and Construction and Repair (Ron Greenlaw?).
- All DapCom minutes from July 1995 onward are filed in the Air Park Office.
- The committee didn't fully understand GVRD procedures at that time, so capital spending was kept to a minimum. We didn't yet know how money would flow between GVRD and RAA.
- GVRD developed a Cash Report form for DapCom. Now we began to understand how the money flow would work. If the Cash Report bottom line shows expenses exceeding revenues, GVRD pays DapCom; if the bottom line shows revenues exceeding expenses (usually from fuel sales), DapCom pays GVRD.
- The Cash Report worked well and is still submitted monthly.
- The first Licence Agreement between GVRD and RAA 85 (term 1995-2000) was negotiated and signed in mid 1996.
- Subsequent Chairmen developed Annual Budgets and began repairing and expanding the Air Park facilities.

### **Original Funding**

- In the earliest days we had no money! We discovered immediately that we needed a float for day to day expenses.
- The DapCom members ponied up and we soon had our own “Emergency Fund” of \$8,207! Much of it (\$7K) was thanks to the generosity of Les Mitchell. We managed that way for many years.
- There was no float clause in the 1995 or the 2000 Licence Agreements. An \$8,000 float was added to the 2005 Licence Agreement but even then we didn't get the money right away and the DapCom member investors weren't reimbursed until 2006! At that time we returned \$7,000 to Les Mitchell and kept the rest in our bank account.

### **Who operates DHAP?**

- John's presentation covered this.

### **Volunteer concept**

Three things came to mind when I saw the requested subject, volunteer concept.

- Bill Bird's recent words (amended slightly)... “Chapter 85 needs to think of itself as a service organization (and not a social club), where every member has an obligation to help look after the airfield. For example: last summer I was at DHAP when a Stinson came in and taxied up and parked near Mary’s Place. There were a number of people watching and chatting with each other (including some RAA members) but not one of those people showed the slightest interest in greeting the newly arrived pilot. It was like they were deliberately ignoring the new arrival and projecting an attitude of 'why is this stranger at our personal airfield?' It’s attitudes of privilege like that which could get all the airplanes and owners thrown out of the place.”
  - Approaching visitors is important not just for visiting pilots but for walk-in visitors, too. I experimented with approaching walk-in visitors for the past two summers and spoke to over 300 of them. They all appreciated the attention I gave them and I found it to be a lot of fun. All RAA members and tenants should try it from time to time.
  - On a related front, it seems to me that more work is needed with respect to finding hangar tenant volunteers. The DapCom chair and other DapCom members could make it a regular but casual procedure to walk the hangar rows and look for open hangar doors.
  - Drop in and say hello. Introduce yourself if you don't know them.
  - Keep the conversation sociable, get to know them, and look for opportunities to ask them what they understand about the relationship between RAA and GVRD. Listen to what they are wondering about, if anything.
  - Don't push any particular agenda. Just keep roaming the air park hangars and making yourself better known and available for anything they wonder about or need. Help to make them feel that they are an important part of this unique Airport-Public Park.
  - Report their concerns and ideas to DapCom, and personally report back to the tenants if and when DapCom takes actions on them.
  - Over time, you will learn what their interests and abilities are, and what their working hours and possible volunteer availabilities might be.
  - Continuing discussions in a casual way like this could have huge benefit. Try it.
- Thank you.



## **Dapcom.**

### **A Presentation for RAA Chapter 85, Tuesday Jan 3, 2022.**

By John Macready

**Introduction:** Bill to comment on the relevance of the topic.

**The History:** (10 minutes) Bruce

- Bruce's perspective
- Brief history of DHAP
- Significance of the name: "Delta Heritage Air Park"
- Early Operations Committee 1995
- Original Funding Sources
- The concept of a "Air Park" vs. "Airport, Aerodrome"
- Volunteer concept

**The Present:** (30-40 minutes) John

**Relationships:** John

- John's Perspective: John the "Grass Cutter" and the "Environmental Meadow"
- The License Agreement 2020
- The RAA Chapter 85 is the "Operator"
- Management Structure: The reporting relationship (See flow diagram)
- The Management Committee: Structure and function.
- Volunteers
- Contract workers (Caretaker and Accountant)

**Dapcom Committee:**

- What is DAPCOM?
- Membership positions and responsibilities
- The "Chair" Position: What are his responsibilities
- What does this committee do?
- Reporting structure:
- Meeting Schedules
- Other responsibilities and functions

### **Funding, Income and Accounting:**

- Sources of Funding
- Sharing the Income, Financial obligations
- Operations vs. Capital Projects
- RAA Income

### **Management Committee:**

- What is the Management Committee?
- Who are the members?
- Reporting Structure:
- What do they do?
  - This committee approves:
    - Annual Capital Plan
    - Annual Budget and Reserve fund
    - Environmental Sub Committee report
    - Flight Safety Report
    - Activities report

### **Some Policies and Projects Completed by Dapcom:**

- Delta Heritage Air Park License Agreement; Versions 1995-2020
- Hangar Rental Policy 2019
- Delta Heritage Air Park Hangar Survey 2016
- Delta Heritage Air Park Assessment of Hangar Rates; Jan 2016
- Hangar Policy Wait List: Jan 2016
- Contract for Aircraft Parking and Indemnity Release
- RAA Addendum to the Contract for Aircraft Parking Space 2013
- DHAP Commitments, Air Park Operating Rules and Procedures
- Good Neighbor Policy 2005
- Noise Abatement Procedures: 2005
- Aerodrome Emergency Procedures Plan 2003.
- Emergency response Plan to Address Aircraft Accident 2019
- Drone Rules as they apply to Delta Air Park
- Environmental Management Plan (EMP) 2020
- Wildlife Management Plan 2021
- Caretaker position and Responsibilities
- Mary's Place Caretaker Responsibilities
- CFS Update 2021

- Delta Heritage Air Park Website <deltaheritageairpark.org>
- Purchase of new Fuel Management Car lock System 2018
- Fuel Pricing policy Analysis
- Tractor Safety Policy
- Hedgerow Project 2021
- Storage of Derelict and Unserviceable Aircraft 2017
- Fire Prevention Policy 2018
- Delta Heritage Air Park Certificate of Insurance,
- WorkSafe registration

#### **Activities Coordinated by DAPCOM with RAA C85**

- Clean Up day
- Remembrance Day
- Fly In Day
- Pancake Breakfasts (Dapcom Team)
- Social Days

**Questions? (10-15 minutes) All:**

**“We are what we are”**