

TURN AND BANK



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

June 1998

*Technical
Guy and
Composites
101*



New
Developments
at Reno



First Contact From Europe

Letter from Sig.....3

Technical Guy
from EAA's Technical Counselor News ..3

Bulletin Board4

Minutes
By Jim Hunter4

Halfway to Reno
Test and Photo by Mark Munzel.....5

Classified.....7

The Last Word
By George Gregory8

On The Cover:

A highly modified P-51, complete with counterrotating props and Learjet flying surfaces. Arlington, 1997. Rob Prior photo.

The TURN AND BANK is the monthly publication of RAAC Chapter 85 and is intended to keep members informed as to the club's activities, and to promote safety and technical excellence in the field of sport aviation. No responsibility or liability is assumed, expressed or implied as to the content of articles contained in the Turn and Bank: the intention is to provide a forum for discussion and exchange of ideas.

Newsletter contributions should be mailed to George Gregory, 19470-88th Avenue, Surrey, B.C. V4N 3G5 no later than the 12th of each month. Business Fax is (604)-469-3495. Please remember to indicate "attention George Gregory" on your fax.

Enquiries to the Membership Chairman should be mailed to Rob Prior, #204-130 E.11th St., North Vancouver, B.C. V7L-4R3

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AIRCRAFT
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CANADA
Delta Heritage Airpark
Vancouver, B.C.



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For inspections of Amateur Built Aircraft Projects contact the Recreational Aircraft Association Headquarters at 1-800-387-1028

Regular Meetings are held on the first Tuesday of each month at 20:00 hours in the clubhouse at:

Delta Airpark, 4103-104th Street
Delta, B.C. Clubhouse phone: 596-3644
Mailing Address: Chapter 85, RAAC

c/o Delta Heritage Airpark, 4103-104th St., RR#3, Delta, B.C. V4K-3N3

Executive meetings are held on the third Tuesday of each month at 19:30 hours in the clubhouse.

Chapter aircraft pilots, mail cheques (Payable to RAAC Chapter 85) to:
Brad Short, 8052-122a Street.Surrey. B.C. V3W-7R4

The following is excerpted from an e-mail received from Sig to member Rob Prior...

...Well we have settled in our base camp here, from where we will start out trips into other parts of Europe. Next week we'll explore the Mediterranean island of Sardinia.

Flying is out of the question here; the charter cost for a club PA 12 is some \$130/hr. dry. Top this with \$10-\$20 landing fees and gas prices of some \$1.50/litre and you get the idea. But soaring is more reasonable and the infrastructure is well established. My Canadian glider license is valid

First Contact Across the Atlantic

here. Last week I had a great dual flight in a twin Astir. We flew from Karlsruhe in the

Rhine valley for 2 1/2 hours. We climbed from a 200m tow to 1700 m and covered a 1000 km area from the Black forest to Heidelberg. It is amazing what a glide angle of 1:38 can do. With 130 km/hr cruising speed, I could nearly keep up with the Porsche's on the Autobahn below. Unfortunately I don't have a scanner here to send you some photos.

In June we plan to visit England, and hopefully will pay mark Scott a visit to see how he can survive with all those Brits around and without a decent Canadian beer in sight...

Happy flying and stay in touch,
Sig

T&B

Technical Guy

Tips from EAA's
Technical Counselor News

Composites 101

By Wally Anderson, EAA #421445
Technical Counselor, Chapter 31

Of the many materials available to builders during the past 40 years, only composites have developed an enormous diversity of products. With the development of sophisticated molecules used in resins and exotic woven materials, our potentials for making lighter, stronger parts are well within our reach at modest prices. These new chemicals also increase the need for safe handling to maintain our health.

This article is designed for the average aircraft builder who uses composite materials for fairings, cowlings, wing tips, etc., and provides an overview of new materials and techniques and offers some tips to make the process easier.

Fiberglass is actually many filaments of extruded glass, woven into a cloth or mat or combination of cloth and mat. Fiberglass and other composite cloths like carbon fiber and Kevlar have unique properties of strength, weight and application. In general order of strength in cloth material from weakest to strongest is E glass, S glass, carbon fiber and Kevlar fiber. Resins come to us in liquid form and when used with a catalyst or hardener form complex chemical molecules that make a strong, rigid material when mixed with cloth fibers. In very simplistic generalization, there are polyester, vinylester and epoxy resins. The numbers of resin products are enormous. Each has specific properties for various application. When used in the right proportions we can gain the strength of metal and complex forms at much less weight.

Using the parallel of re-enforced con-

crete to understand how composites work may be helpful. cloth is like re-enforces steel and resin is like concrete. Minimal steel and a concrete pillar will crumble, but all the steel won't help unless held together by a good mixture of concrete. Likewise, the best carbon fiber cloth won't have much strength if mixed with a low-grade polyester resin. Match your quality of cloth and resin for best results.

Print-through is a term used to describe the surface when the pattern of the woven cloth can be seen through the gel coat or paint. It is caused by shrinkage of resins between the woven cloth cells as they continue to release volatiles. heat can accelerate this shrinkage. Soaking polyester fiberglass parts at 170 degrees Fahrenheit for 2 hours will speed up the shrinkage process, and a fine sanding and good primer should greatly reduce print-through. Another trick to avoid print-through is to use a very tight weave cloth or mat on the top layer if doing a layup. Polyester resins shrink 3-5%, vinylester and epoxy resin, 1%. Therefore, the greatest print-through will come from

Continued on Page 6

AIRframe



Aircraft Portraits

Rob Prior
mail to: Airframe@istar.ca
<http://home.istar.ca/~airframe>

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BULLETIN BOARD

Re: Classified Ads: If you are running a business card size ad or larger in the Turn and Bank, there is a nominal charge. Rates are on page 7: see The club Treasurer to make payment.

If you have questions or problems with your aircraft construction, we have members who have developed some expertise in various fields who have volunteered to advise you on methods, procedures and pitfalls in the capacity of Builders' Counselors something along the lines of the former designee programme. Please respect the fact that these are volunteers who may not appreciate late calls, and will not return long-distance calls on their answering machines. Also, none are inspectors, and although experienced in their various fields, cannot be held responsible. It is and remains YOUR project. Their names and numbers are on page two and will be a regular feature of our contents page.

Please note that the locks for the clubhouse and the club hangar have been changed. If you want a key that works in both hangar and clubhouse, give Rob Prior a call at 980-7723.

Re: Border Crossing Permits: it's that time of year again!

Ask for: Foreign Civil Aircraft Special Flight Authorization (SFA) No. NE/AC-1013.

For permits contact:
Duty Officer

Federal Aviation Administration
Seattle Manufacturing Inspection District
Office ANM 108 S
1601 Lind Avenue SW
Renton, WA 98055

They will need your aircraft type, model, registration and serial number. A rough itinerary (eg: Arlington, Evergreen, etc.) is required along with point of departure and first landing destination in the States, but they seem to want it comprehensive to; so put in just about anywhere you are likely to go or wind up. Give also dates for which you need the permit. They will also require a photocopy of your C or R and of your journey log page containing your most recent annual.

They are willing to give 180 day coverage that should certainly take in the season. Mail you request to the above address or fax it to (206) 227-1159; or you can

phone it in at (206) 227-2173.

Member Dirk Post writes: 'This year the chapter has made an enthusiastic start to the fly-out season. In April 5 aircraft went on a sight-seeing flight to the Laconnor bulb fields. The weather had been that good that we were about a week late, only a few fields were still in bloom. What do I know about tulips! The second flyout was to Qualicum on Saturday May 2. Four of the chapter's aircraft were there. Again weather was good but hazy for the Point Roberts route. on Sunday morning Qualicum couldn't be reached VFR. There are tentative plans for 2 fly-outs during June. George Spence is laying the groundwork for a trip to the Martin Mars/Sproat Lake. There is a lot of planning involved and i hope the enthusiasm shown at the meeting will translate into good participation. This is slated for the latter part of June - details to follow at the meeting. For Saturday June 13 there is a fly-in/out at Oliver. Barring lousy weather I'd like to leave Langley at 0800 and i'll see if anyone answers on 122.75 in the area of Mission. The VFR rout is approximately 140 statute miles. Give me a call if you're interested.'

Minutes by Jim Hunter

Minutes of the General Meeting,
5 May, 1998

Call to order : 8:00 pm by President Pat O'Donnell

Prior I/Souter: that the Minutes of the General meeting of 7 April, 1998 be adopted as printed in the Turn and Bank. Discussion carried.

Committee Reports:

Treasury: Verbal report by Treasurer Tim Novak.

Membership: Rob Prior, Chairman: We

have 126 paid up full members and 26 complementary.

Buildings: Colin Walker: Bi-annual cleanup this coming Saturday - May 9 about 9:00 am start. Lunch to be provided by the ladies (for them as has done some work, we would imagine).

Aircraft: Brad Short: Turbi had 11.3 hours put upon it in April. The plans for the re-engineering are afoot. it will be done so as not to take the airplane out of service at all (I merely quote).

Fly-outs: Dirk Post: Some dates to be published in the Turn and Bank - let Dirk know if you want to be on the fly-out call roster phone list.

Some new events:

7 June - Revelstoke

13 June- Oliver Airport Day

19-21 June - Wetaskewin, AB

June 30, July 1 Langley Days

And on a date TBA, a trip to Port Alberni to see the Martin Marses at Sproat Lake. This needs some liaison work as we will need local ground transport from Port Alberni

(and what with the forest fire potential that this year seems to be portending etc.).

Newsletter, Events: Going fine say their Chairmen.

RAAC: Bruce Prior: Seems that RAAC AIR-ABA Committee not wanting to get involved in the decertification-to-owner-performed-maintenance-procedures for older factory built aircraft. It would appear that the process is happening, is even soon to be in effect. It will be narrower in what is allowable than was earlier thought or desired by many.

Chief AIR-ABA Inspector: Bob Cutting: He and his mates been very busy with flight permits. Mostly to non-Chapter, non-RAAC types tho'.

DHAPCOM: Terry Wilshire: 4 July Fly-in for DHAPCOM workers. Chapter will have some peripheral participation.

New Thought: to have black-top rather than gravel with sealant on the DHAP taxiways.

Prior (1 of 2)/Smith:that we adjourn. Carried.

Jim Hunter, Secretary.

HARMON ROCKET TO RENO



Mark
Munzel
teases us
with
recent
develop-
ments
coming
out of
Reno

IT'S TIME TO PHONE YOUR TRAVEL AGENT! The 1998 Reno Air Races are coming up, September 17-20. There'll be lots new to see this year.

"So what?" you say. Each year, the Turn and Bank covers the races, but you wonder why. Reno seems to have little connection to recreational flying. The idea of planes racing each other around a pylon course is not unappealing to you. But most of the planes are old military aircraft -- World War Two fighters and trainers. The only light, amateur-built craft are the Biplanes and the Formula 1's. Alas, these Pitts Specials and Cassutts aren't useful airplanes. They're tiny one-off racers, not family movers.

What would get you interested in air racing, you figure, is a race class for the people. One in which exciting yet practical sport planes can compete. Perhaps even a class in which you could compete.

Racing for the Rest of Us

Here it is! The Reno Air Racing Association recently announced that it will add a new class of racers in 1998 -- sport aircraft.

According to the Chairman of the Air Races, "The purpose of Sport Class air racing is to highlight the new and innovative work being done in the development of high performance kit built aircraft." Yes, this class is open to almost anybody with a plane built from a production aircraft kit. No plans-built aircraft or prototypes of new

designs need apply; Sport Class racing is meant for Glasairs, Lancairs, Questair Ventures, and their kind. The only other major restriction on competing airplanes is that they must be powered by a recip engine with a displacement under 650 cubic inches. This means that you won't have to compete with any turbine-powered Glasair III's (don't laugh -- a guy in Florida has one!).

Does news of this new racing class inspire you to get your Harmon Rocket project completed this summer, in time to race in September? No need to hurry. While Reno's organizers boasts that the Sport Class "will give the average pilot in his or her kit built aircraft a chance to go racing," the minimum pilot qualifications will likely be the same as for the other classes at Reno -- 1000 hours minimum, 500 on type.

What Else is New?

If you want to compete with a non-kit homebuilt or even a design of your own, it had better be fast. You'll have to enter as an Unlimited racer, and fly against the 50-year old fighters that dominate this class.

The good news: You wouldn't be the only Unlimited entrant building his or her own airplane. The bad news: The others are making their racers up from large chunks of existing craft, with scratchbuilt bits to fair them all together. These folks are not amateur builders.

The 1998 Reno Air Races should see several new custom-built racers battling the

Continued next page

P-51 Mustangs and F8F Bearcats for Unlimited glory. Building up a racer has become the latest fashion at Reno. Why? One reason is that the popularity and value of historic World War Two fighters are increasing. Stock warbirds are worth more than clipped, chopped, souped-up Reno competitors. It has become financially prudent to keep the fighters in immaculate, non-racing condition and build cheaper racers with no pedigree.

"this class is open to almost anybody with a plane built from a production aircraft kit."

Building a new racer also offers the carrot of radical gains in performance. The fastest Unlimited warbirds have become so quick only after decades of tweaking. Each year they gain just a few knots in speed. A pilot/owner could spend race season after race season refining a P-51 or Sea Fury to catch up to other P-51's and Sea Furies. Or he could try to leap past them with a new

design.

Custom-built racers are multiplying. In the recent past there were Tsunami and the Pond Racer, both come and gone (i.e., destroyed in crashes). Last year came "Miss Ashley II," a scratchbuilt metal fuselage with Lear 23 wings pulled by a Rolls-Royce Griffon engine. It finished 4th overall in what its pilot and designer called "just a shake-down event." Three other unique unlimiteds are expected to race at Reno in 1998. They are:

* "Shock Wave." Designed by legendary racing figures Darryl Greenamyer and the late Bruce Boland, this one uses Sea Fury wings, an F-86 tail, a new fuselage, and a P&W R4360 engine inside a composite cowling.

* "Red Heat," a Russian Yak-11 trainer with Wright R3350 engine and T-33 tail feathers. It appeared at Reno as "Mr. Awesome" in 1989, but crashed. Rebuilt, it returns.

* The "Jackson/Cornell Racer" will take its wings and vertical tail from a T-2 Buckeye jet trainer, horizontal stab from an F-86, and R3350 engine and cowl from a DC-7 airliner. Again, the fuselage is new.

And In The Wings...

If you're not satisfied by built-up racers, there's still a plane for you. While it may not be ready to race, a scratchbuilt reproduction of the Martin-Baker MB.5 should be on show. The MB.5 was the ultimate British piston fighter, looking much like a steroid-enlarged P-51 with a Griffon engine. Only one was built, and it was scrapped in 1947. The replica, being built in Reno, is entirely new except for some P-51 assemblies in the wing. Owner John Marlin expects his project to be amongst the Unlimited competitors for 1999.

Wow, you think.

They may not be practical, but those planes sound impressive. Plus, that last one meets the 51% rule! (And he even opened up the wings!)

Are you sold yet? The Reno Air Races information and ticket line is (702) 972-6663.

T&B

Technical Guy Continued from Page 3

polyester resins. The general rule is that the strongest cloth and resin layups are done around 50/50 weight ratio. This will look dry to most of us. It is possible to layup multiple layers of cloth at a time. It should be noted that if you add a layer of cloth to a tacky or green gel layer, you get a chemical bond between the two. If your previous layer is fully cured, you must rough sand that layer because these layers will be bonded mechanically, not chemically. Don't use mat with epoxy resins because of a chemical incompatibility, which can cause separation. Large air bubbles between layers should be avoided and removed if possible. Work in small areas; all the work doesn't have to be all done at once.

Follow the mixing directions, especially on hardener for epoxy resins. Any excess will cause you many problems. Polyester resins and catalyst are less fully. If you want to speed up cure time, increase the temperature 18 degrees Fahrenheit and it will cut cure time in half. Also the thinner lay-ups of cloth require longer cure time.

Resins are modern chemical wonders, but with them come health hazards. Some do's and don'ts:

-Do wear protective gloves, a box of latex gloves are a must and great for painting.

-Do wear long sleeved shirts and a dust mask when sanding.

-Do wear a respirator when using epoxy resins; you can become allergic, and skin reactions are common, and they don't get better, I'm told.

-Do protect your eyes from polyester catalyst - it will cause eye damage.

-Don't wash your hands in acetone. It goes through your skin carrying with it whatever else is on our hands into your body.

-Don't expose polyester hardener or acetone to a place where they can ignite. T&B

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Classified Ads are free (within reason) to members. Display Ad rates are:

Business Card:\$25 per year

1/4 page:	\$10/month	\$100/yr
1/2 page:	\$15/month	\$150/yr
1 page:	\$25/month	\$250/yr

FOR SALE: KR2S. Plans built. Approximately 40% completed including lower fuselage, empennage, wing roots, spars, landing gear, and controls. \$4500 and 600 hours invested. Has already completed one inspection and is almost ready for a second inspection. Asking \$3000.00 obo. Jamie 467-0870 or 467-6646

FOR SALE: New 4130 Tubing - most sizes available. Used - Tripacer Fuselage (comes with logs), metal prop off 150 hp Tripacer (comes with logs) Cessna spring steel gear legs, misc. wheels, axles, brakes and parts, misc. instruments (no altimeters!) A75 engine case, 7 Continental cylinders, some Lycoming cylinders (big), carbs, mags, pumps, old radios, etc. Call Pat at home, 533-1839.

Avian Graphics

Layout, Logo Design, Letterheads, Business Cards, what-have-you.

George Gregory 882-8016

WANTED: Medium size air compressor,

with or without tank.

Doug 275-1405

FOR SALE:

One pair of Taylorcraft wheels/brakes \$275.

Bob 275-1603

FOR SALE: SIROCCO PROJECT

Fuselage, canopy, tail group complete. Air frame control components done except for cable. Main-wheel gear, wheels and brakes done. Tail-spring and wheel included. Panel made, no instruments. Lycoming 0-290 GPU Zero-timed. Will Neubert stainless cross-over exhaust with stainless muffler/shrouds. Bendix PSC5 carb. Bendix mags with non-shielded leads. no starter, starter ring or alternator. Weldtech engine mount. McCauley prop.

Wings: ribs and minor spars done. Spar diaphragms done. Two spar-grade spruce planks. No other wing parts.

\$15,000 firm, complete and not interested in parting-out

Jim Hunter 576-2678

FOR SALE:

1 set (8) 60810 (68763) M10 main bearings

\$295 per set

1/2 set (4) of same \$150 per set

1 set (8) 60810 (68763) M003 main bearings \$295 per set

1 set (8) 61662 M10 Rod Bearings \$175 per set.

All bearings fit Lycoming 0-235 and 0-290 (without C/S prop). All are new, perfect but certs mislaid,

Gogi (604) 823-6428

FOR SALE:

1957 Tripacer Wings uncovered, all reworked. New leading edge. New ash tip. All Zinc Chromate ready to fabric. Included: 2-18 gal. gas tank, 2 - gas tank cover, landing light, aileron and flap, front and rear struts. Asking \$4000 Canadian.

Roger Gauthier (Kelowna) (250)-763-1529
(250) 212-0832 (cel)

WANTED: PA 18 or PA 20/22 Wings. Some damage OK. 946-5881

FOR SALE: Tailwind Project. I hate to let it go! All wood for wings, spars and ribs done, new wing fittings, control system, Cougar fuselage mostly modified for Tailwind use.

George Gregory 882-8016

FOR SALE: Lycoming GPU good jugs, crank and case (modified for A/C use), mags, turn and bank indicator. Fuel tank with gauge, cut down Sensenich prop, lots of other stuff.

George Gregory 882-8016

FOR SALE: Fleet F7 Biplane replica. Very close to original copy except for uncowed engine. Engine: Kinner R55 160 hp. Aircraft is modified for solo operation from rear

Classified continued on page 8

Classified Ads

(Continued from page 7)

cockpit. Extra bellytank with wobble pump. Original Fleet wheels, brakes, pedals and stick column. Original parachute accommodating bucket seats, oversize tires, Stits covering, voice activated intercom. Ted Hendrickson Propeller, manual and extra key magswitch.

\$35,000 Canadian. (604) 478-6048
Will consider small antique aircraft engine as trade-in.

FOR SALE: Some Cont.0-200 parts: Case (checked, no cracks) Camshaft, Gears, Rods and Pistons; Carb and spider, Starter (pull type) and Generator, mags (one is disassembled). \$2500 for the package, offers considered on individual parts. Also, Prop hub for Cont. tapered shaft, \$350, Wing parts for Taylorcraft BC-12D (disassembled) including ribs, spars, compression struts, brace wires and strut fittings. Offers?

Contact David Smith (604) 513-0353
(604)513-0373 (fax)

FOR SALE: 1 pair David Clark Helicopter headset, 1 Telex MRB-2400 headset, 1

Marvel Schebler MA3-SPA and 1 MA4-SPA carburetors. June McMann 943-5369

Aircraft Painting

Will paint, finish off aircraft for cash or part share in airplane. Prefer Cessna or Piper. Value of work is \$6-8000 depending on condition of aircraft.

Kevin 580-6264
FOR SALE: 1967 Cessna 172. 4100 TT, 1750 SMOH, on condition, runs great. Dual NavComs, ADF, Transponder Mode C, Asking \$28,000 obo. Chuck 826-8898
FOR SALE: One set of 1500 Murphy floats ready to go.

Ole #45-3931 198 st. Langley BC 514-1280
FOR SALE: 6 Factory new Franklin 180 hp cylinders includes installed valves \$300 each, will not part out.

Tim Novak 271-8586

Dear Chapter 85 Members and Friends,
DEMEL AIRCRAFT Corp., being a Poly Fiber distributor would like to hold a Poly Fiber Basic Fabric Covering Seminar and a Composite Construction Workshop in 1998. We are very pleased to be able to sponsor these excellent workshops which

are taught by factory trained experts that do this for a living. You won't be disappointed!

The dates have not been decided as of yet. That's where you, the enthusiasts come into the role. We have picked a few weekends for you to think about: They are:

May 23 and 24

May 30 and 31

June 6 and 7

Sept 12 and 13

Sept 19 and 20

Please let us know what weekend will be the best; we will pick a weekend after we hear back from you. Include your phone number and the date that suits you.

There will be a fee of \$275 for each 2 day workshop. this includes all the materials and supplies needed. Travel to and from Penticton and accommodations and meals are NOT included. See our ad on page 7 for our phone and fax numbers.

WE ARE BEGINNING TO ENJOY the benefits of aircraft ownership. Last weekend, new child seat installed, we sallied forth for our first family flyout to Gibsons-Sechelt. The mission was to do SOMETHING in the airplane that we could all enjoy and thus justify its drain on the family treasury.

The trip was the main object, and we all enjoyed especially traversing the north shore of Burrard Inlet. Just to see anything besides the usual Glen Valley-Alouette-Mission circle we have flown so many times. Gibson/Sechelt airport doesn't have that much of interest for non-aviating sorts, just a bunch of neat airplanes (including a very nice new Glastar, a Glasaire, a Dragonfly, Cavalier, and other goodies) and some real friendly people. And a bathroom. Did I mention the bathroom? Five miles out of the airport the co-pilot announced that your-youngest-has-to-pee-step-on-it-bub-and-I-have-to-too. We didn't quite make it: our child seat has now been -er- initiated into the Gregory family by Matthew's often enthusiastic bladder.

The other family members were able to hold on until we landed. We left the luggage door open to dry things out and stag-



gered forth in search of relief and adventure.

We chatted with the locals for a while and then just decided to meander around. The children found the hilly terrain next to the hangars an adequate playground while Jan and I just sat and soaked up the peacefulness. It was nice; really nice: we spent an hour just poking around and enjoying one another in the cool, sunny breeze.

Having ascertained that the Cessna's back seat was more or less dry we loaded up. I should add that the child seat, being the latest novelty, is a coveted position in our family cruiser. Herein lies one of the great facts of family politics: whatever is new is best, and is hotly contested by the concerned parties.

I have a theory: nobody who aspires to a career as a diplomat should be allowed to do so unless they have successfully raised at least two children. The experience gained in negotiating skill is inestimable.

The children fought with gusto for the

privilege of occupying the cramped, noisy, hot child seat before parental authority was exercised to settle the matter.

Sarah and Christopher got their turn on the way back while 30 pound Matthew had the regular back seat all to himself.

It didn't really matter. They were all asleep by the time we were over Port Moody, headsets askew on their little craniums, our little aviators passed out in the back.

It was only the second time that Janet has ridden in the front with me. The rest of the time she has occupied the back, comforting nervous kids: but now that they have their own special seat, adults have been thankfully relegated to the front seats.

On another note: I seem to remember someone giving me, or suggesting a contribution for the "Technical Guy" column. In the flurry of conversation that ensues following each meeting, I don't remember if it was actually given to me or not. I've been busy and must confess I haven't conducted a full search for it yet. If I did miss it, and you don't see your article in here, my apologies. And if you haven't given me anything and are going to, it's always welcome.

T&B