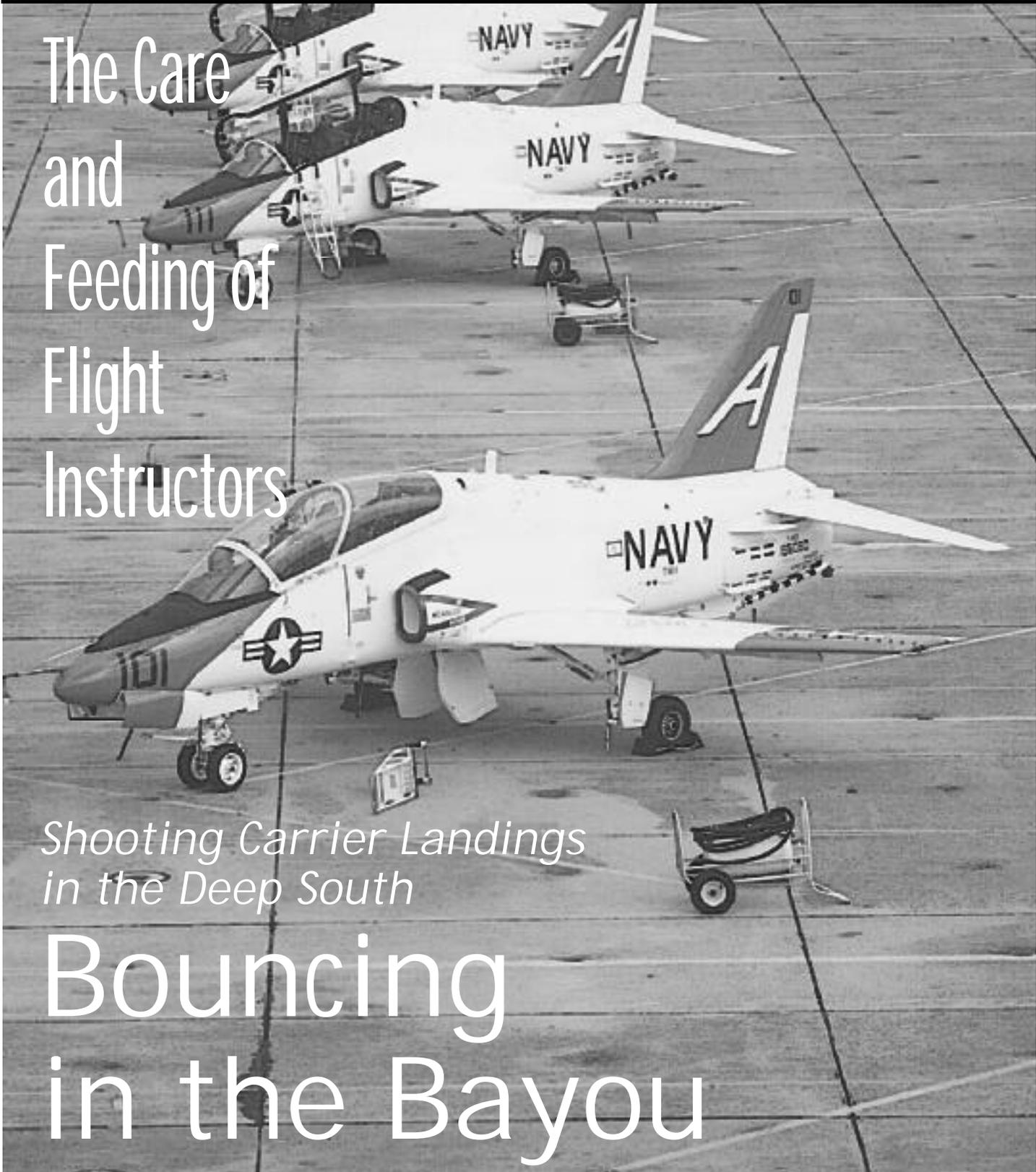


TURN ^{AND} BANK



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

March 1999



The Care
and
Feeding of
Flight
Instructors

*Shooting Carrier Landings
in the Deep South*

Bouncing
in the Bayou



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On The Cover:

Boeing T-45s on the ramp at Naval Air Station Meridian, MS, awaiting abuse from student pilots

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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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

Technical Guy

Tips from EAA's Technical Counselor News

Wooden Truss Ribs

From the Forest Products Laboratory

Several of our builders have called asking: when building wooden truss ribs,

which grain pattern is best for the top and bottom cap strip? The answer from the Forest Products Laboratory is: as long as the cap strips are of equal dimension on either side, the strength will be the same whether the grain is vertically oriented or horizontally oriented. Most of you will recall that spars call for vertical grain wood. The way to determine this is to lay a plank flat on the table. If it is 1 x 6, the 6 inch dimension will be laying flat on the table, or horizontally. At this point the grain of the wood should be vertical. Obviously, when

you turn this on its end to make a spar of it that grain will appear to be horizontal. It is still called "vertical grain lumber". The reason that we do this is that the shrinkage is less perpendicular to the grain lines than it is parallel to them, and this is what you are looking for to maintain a sound structure, as the spar does expand and shrink over time with changes of moisture. Vertical wood has much less of a tendency to break the glue lines. In ribs using 1/4 inch cap strip, the orientation of the grain does not matter. **T&B**

The Care and Feeding of Flight Instructors

Author Unknown

IN LEARNING TO FLY, the beginner is faced with major problems. First, is the airplane, which is a piece of machinery that can be mastered with perseverance, practice, cool-headedness, curses, and occasion swift kicks. Second is the Flight Instructor, and a problem not so easily surmounted.

This Instructor is a special breed of Pilot. They are easily recognizable by their great courage, extreme skill, low forehead and mean little eyes. Because the Instructor already knows how to fly, they have the student completely at a disadvantage. They are

unimpressed with whatever skills the student may have outside of aviation. They are dedicated, therefore, to showing the student how little he or she knows and by his own example, how completely unsuitable the student is as pilot material.

Those who wish to make a success of flying are advised to follow a few common sense rules in dealing with instructors...

1) Let them know who is boss (this is done by keeping your mouth shut, as they already know they are the boss).

2) Earn their respect and admiration (best done by saying you father is president of a large airline looking for pilots at a fantastic salary).

3) Reward their efforts (it is well to bribe them with bills of large denominations and in return they might show you a little about flying and airplanes).

4) Show admiration for them (let them know how impressed you are that they can fly even though they had no sleep and are suffering from acute hangover. Instructors are egotistical and will mistake this for a compliment).

5) Let them know your problems (say you are constantly pursued by beautiful women or men [whichever is appropriate] to which you would introduce them.

Instructors are girl/boy crazy and you will get extra flight time while they think this over. It also served to keep their mind off your mistakes).

6) Tell them your ambitions. (appear for lessons with hair uncombed, shoes scuffed, and buttons missing from your shirt. Wear a leather jacket with holes at the elbows and look bored with the whole procedure. They will know you are interested in becoming an instructor and give you special attention).

7) Demonstrate your aptitude. (fly with one wing low and skid all turns. Get plenty of good bounces into landings and ground loop once in a while. Instructors prefer to think all students are knuckleheads).

8) Show the right mental attitude (convince them that you are a lunatic. Instructors solo students when convinced there is nothing to be done and the student is bent on committing suicide anyway; louse up enough landings and they will leave the airplane to save their own skin. You can then teach yourself).

9) Never disobey Instructors (when the Instructor tells you to go to Hell, file a flight plan and take off).

10) Don't take unnecessary risks (fly solo whenever you can). **T&B**

AIRframe



Aircraft Portraits

Rob Prior

mail to: Airframe@istar.ca
http://home.istar.ca/~airframe

#204-430 E 11th Street, Northvan, B.C V7L 4R3 Ph. 604-980.7723

Don't Miss the
Annual Bash
Casa Sleigh Restaurant
7:30 pm, Doors Open at 6
Contributions for Door Prizes
are requested.

BULLETIN BOARD

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.

Lost and Found Dept: **Lost:** one hat! Arlington Airport Thursday July 9. Blue. RCAF Association crest plus an enameled Long-eze Pin. Give Gordon Hindle a call at 535-0592.

Program: for our March meeting we will have two guest speakers: Mis Danielle Rehm, inspector, General Aviation and Mr Roy Taylor from Victoria. He will cover various aspects regarding permits for home-builts. Have your questions ready!

Minutes

by Jim Hunter

Minutes of the General Meeting, 2 February, 1999

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

Beaton/Walker: that the Minutes of the General Meeting of 5 January, 1999 be adopted as printed in the *Turn and Bank*. Discussion Carried.

Committee Reports:

Treasury: Verbal report by Treasurer Tim Novak.

Membership: Rob Prior: Grand total of 141 members but with 65 yet to renew for '99.

Library: Don Souter: OK. Is cleaning out junk from the little office. Expect to win it as raffle prizes.

Buildings: Dan Weinkam will be taking over the paper-pushing end of the job; rentals and etc. We still need a member to look after the technical end of the job. See Pat.

RAAC: Bruce Prior:

1) Airworthiness Manual AC43.15 is now available. Look for the 1999 edition.

2) Remember to register with RAAC AIR-ABA Program *before* starting to build an airplane. Drilling out rivets is boring; drilling out glue is nigh on to impossible.

DHAPCOM: Terry Wilshire:

1) Drainage work continues (as does the abominable source of its necessity)

2) Some movement on the re-opening of the coffee shop viz: the GVRD and the multi-use facility concept. This will be a gradual evolution process.

3) Lots of help on many tasks still needed. See Terry.

J-5 Rebuild: Gary Ewing: Good progress. Squads are working Thursday nights and Saturday mornings. Still good opportunity to volunteer. Some conflicts arising re: use of the shop. Executive will look to resolve at its next meeting.

Newsletter: George Gregory: K.T.C.A.L.C.F. (? - ed.) etc.

Program: John Vlaka: After the meeting tonight, a video "Target Berlin" -apparently the only colour *documentary* produced in Britain during WWII. (Henry V was done in colour as propaganda to inspire the Brits to stiffen the sinews, summon up the blood etc.)

At the March GM, we will have various (2,3 or 4) DOT people to talk to us about LICENSING (note: see "Bulletin Board", under Program, top of page. -ed).

Old Business:

1)**Annual Bash:** Tim Nicholas: will be Friday, April 23 at CASA SLEIGH in Ladner. Tickets \$25. Available soon.

New Business:

1) **CMFT Langley** needs donations to buy dummy but authentic looking props on the Lockheed Lodestar that they own but which is displayed at DHAP. Therefore, a motion:

Beaton/Prior 2: that Chapter 85 donate \$200 to CMFT towards costs of obtaining propellers for the Lodestar.

Wilshire, Taylor: an amendment: that this sum be raised to \$500. Discussion on the amendment. The amendment *carried*.

Discussion on the main motion: no longer relevant.

Ewing/ Nicholas: that we adjourn: Carried.
Jim Hunter, upstart clerk. T&B

The J-5 Rebuild Continues!

Want building
experience?
Thinking of
starting a
project?
Here's a good
place to start
learning...

Contact Gary Ewing
at 585-8278

Bouncing in

text and

photos by

Mark Munzel



the Bayou

DATELINE: MERIDIAN, MISSISSIPPI, OCTOBER 1998. The rumors are true. Except for the rare oasis like New Orleans, America's Deep South is no cultural garden of plenty. There are tobacco farms and swamps and truck dealerships and more swamps.

What do people do to pass the time in Mississippi? If they're US Navy student pilots, they fly in circles above a training airfield. (Ovals, actually, but "circles" sounds better.) On each circuit, they try to drop their aircraft onto the same little patch of runway. "Drop" is the operating word here -- when landing a Navy jet, one does not flare. After impact, the plane and pilot spring back into the air for another cycle.

This may sound as enjoyable as jumping repeatedly from a third-storey window. But it is exciting for the students. This flying is preparing them for the last and most important part of their training: learning to land aboard an aircraft carrier. What the students are doing is called Field Carrier Landing Practice, or FCLP. In Navy slang, it is known as "bouncing."

US Navy training is a three-stage process, carried out at bases in Florida, Mississippi, and Texas -- all states that are conspicuously short of mountains for

novice pilots to fly into. Students first learn to fly in Primary training, using turboprop-powered aircraft. The new pilots progress to an Intermediate course in straight-wing jets. Here they practice air navigation, formation flying, and spins. The final stage is Advanced training, which teaches low-level flight, basic combat techniques, FCLP, and carrier landings.

To grab any of [the arresting cables] on a standard 2.5-degree approach, the plane can stray above or below the centre of the glidepath by only 21 inches

The airplane flown for Advanced training is the Boeing T-45 Goshawk, previously known as the McDonnell Douglas T-45. It is a license-built variant of the British Aerospace Hawk used by the Royal Air Force. This hot little jet was first ordered by the US Navy in 1981. The Navy really wanted to buy a Hawk incorporating only those changes necessary for carrier landings, like a tailhook. But Americans enjoy tinkering with things.... The T-45 that entered service ELEVEN YEARS later had an enlarged and slatted wing, larger fin and stabilizers, new landing gear, new cockpit, and a more powerful engine. Most importantly, its

structure was beefed up to withstand thousands of violent arrivals onto a runway -- or onto a ship.

Landing on an aircraft carrier requires no small amount of piloting skill. If the plane is to stop, its tailhook must snag one of four arresting cables strung across the deck. The wires are spaced 30 feet apart. To grab any of them on a standard 2.5-degree approach, the plane can stray above or below the centre of the glidepath by only 21 inches! Such precision is not easy to achieve in a 13,600-pound TOGW trainer with an approach speed of 118 knots. Line-up is also critical. Aircraft are parked along the sides of the carrier's landing area, leaving about 30 feet of wingtip clearance for a T-45 whose approach is right down the middle.

The pilot's intent is to touch down just before "trapping" a wire with the hook. Grabbing a wire while still airborne results in a "pinkie" trap, which embarrasses the pilot as badly as it strains his (or her -- this is the '90s Navy) back. Even before the wheels touch, the pilot applies full power; should it miss all the wires, the plane will be airborne before it runs out of deck.

FCLP is the "batting practice" of Naval aviation. The outline of a carrier deck is

Continued next page

Feel the noise! A T-45 slams onto the runway of a Navy training field in Mississippi.



marked on the runway, and students fly their approaches to it as they would to a ship. The significant difference in FCLP is that there are no wires to catch. Every landing pass is a touch and go, accompanied by a "thump" and a screaming of tires.

Carrier pilots rely on two aids for precision landings, at sea or in the FCLP pattern. One is the Optical Landing System, vaguely similar to VASI in its function. The system uses a Fresnel lens to project a narrow shaft of yellow light, the "meatball," up the glide-path. The pilot cannot see the light unless he is properly lined up. Once he is, the vertical position of the "ball," relative to a row of green datum lights, indicates whether he is high or low on the approach.

The second aid is a human Landing Signal Officer (LSO) who watches

approaching planes from beside the landing area. The LSO radios fine corrections to the pilot, to refine the approach. His terse advice -- "More power," "You're high," "Left for lineup," and so on -- is based on experience and careful observation of the oncoming planes. It is the LSO's duty to nitpick, because there is so little room for error when landing aboard ship. The LSO gives each landing a grade (ranging for "OK" for average or better, to "no grade" for weak, to "cut" for a pass so dangerous that the pilot should be censured), and makes written comments. Where another viewer might only have seen a descending orange-and-white jet, an LSO will

note, "Slow out of turn, half a ball high in the middle, corrected for left wing low at the ramp."

Student Naval Aviators get one week of FCLP at the end of Intermediate training. A further two weeks are scheduled for near the end of the Advanced syllabus. In both sessions, the students fly two sets of eight "bounces" on two or three days of each week. This gives them a grand total of around 120 practice approaches.

Once they have received the blessing of an LSO, the students will finish Advanced training with Carrier Qualification. Landing on a carrier is more complicated than is landing on a runway painted to look like one. The carrier travels, so pilots must use their navigation skills to find it. It moves -- it pitches, heaves, and rolls with the sea. And it tries to slide out from underneath planes on approach. The landing area crosses the deck at seven-degree angle to the bow, pointing slightly off to port. As a pilot descends towards the arresting wires, the ship seems to drift away to starboard.

On their first trip out to "the boat," each student will make six daytime arrested landings. Ideally, the biggest difference

Continued on Page 8



One of the key landing aids for Navy pilots is the optical landing system, known as the "meatball" for the narrow beam of light it projects up the approach path.

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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

Ads that have been in for more than 6 months are subject to removal if space is required for other stuff. Please contact George the editor if you want it kept in.

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.

WANTED: Medium size air compressor, with or without tank.

Doug 275-1405

FOR SALE: Icom handheld radio, brand new PTT with sidetone, charger, etc. \$500
George Gregory 882-8016

FOR SALE:

Walker prop 72x44 for 65 to 85 hp Continental; as new, \$500. Also Prestolite DC hydraulic power pack (for retractable gear)

\$125, 5" Venturi, \$40, 2" Venturi (brass) \$50. Complete set windshield/rear observer plexiglass for Taylorcraft L2A, \$350. One set of 4 Bungee Cords for J3, new, \$100. RV6A Stainless (321) 1 3/4 crossover exhaust system with stainless forged flanges \$750 obo

Bob Cutting 275-1603
Email rcutting@direct.ca

FOR SALE:

52" x 34" Shettler's propeller with hub, \$100.

Vic Gabas (604) 853-2778

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

Classified continued on page 8

Classified Ads
(Continued from page 7)

and case (modified for A/C use), \$1000 obo. 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 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 dis-

assembled). \$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: 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

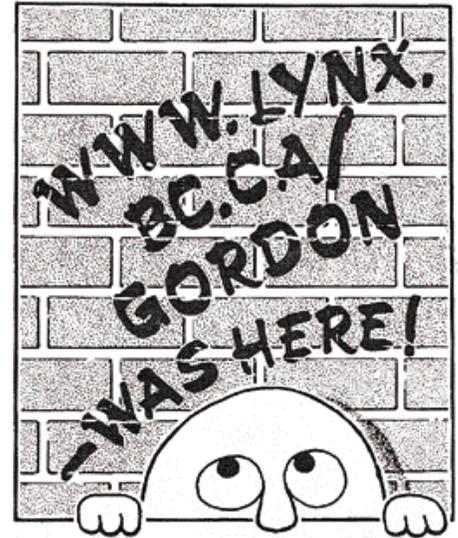
WANTED: No bounce landing gear for Aeronca Champ

Ken Morrison (604)524-1762
FOR SALE: Softcom 2 place Intercom ATC-2Y, with accessories \$110.

Stuart Gear (604) 941-9402
E-mail:sgear@infoserve.net

FOR SALE: Set of instruments, switches, breakers, sheet metal tools, misc aircraft parts and materials.

Grant 536-6945



Bounce continued from page 6

between a carrier landing and an FCLP pass will be the 1.3-G deceleration the pilot feels when he traps. After each landing, pilot and jet will be catapulted from the ship, in the easy part of carrier flying. Each student must make four more safe traps on

another day to become carrier qualified, or CQed. If a student is unable to CQ, his Navy career will be over. Even after 18 months and 300 hours of flight training, a new pilot's usefulness is determined solely by his ability to bring a multi-million dollar, high-performance combat aircraft back to its home at sea.

The successful students will be given their pilots wings, and sent off to fly an aircraft that can hurt other people, like the F-14 or F-18. Meanwhile, back over the flat land of Mississippi, the next batch of Navy students will be flying T-45s around in ... ovals. But it's not as if they have better things to do.... **T&B**

I HAVE JUST ABOUT HAD IT with winter. Soggy grass, high winds, and gloomy, low ceilings have exacted a terrible emotional toll on us all. Thankfully, spring is coming (I hope)...and we will return to gentle, warm breezes, firm turf beneath our wheels, airshows, and all that other delightful summer stuff.

I need a fix, real bad. I was looking through some of the pictures I took last summer and am itching to reacquaint myself with the good folks at Arlington and any other events which may happen this summer. In fact, I have compiled a list of resolutions, a couple of things I would like to do while I can still afford it.



One thing I really want to do is to fly to an airshow or fly-in (what a concept). Maybe even Arlington, although I'll probably try to pressgang someone who's flown there before to accompany me. This excludes at least some of the family, but not all of them aren't as plane crazy as I am. I don't anticipate a problem.

Another resolution: to use the Cessna

for some long weekend adventures, maybe to the Island, and some trips into the interior. Maybe even the prairies again, although with another family member we are running out of places to put things like clothes and toothbrushes. Nevertheless, we've got to use it while we can. Before long we'll be too big to fit in there.

The other day, we were having our usual Saturday morning coffee, when my dear spouse piped up that we would just have to get a bigger airplane (bless her)...until I pointed out what true 6 place airplanes usually cost. But you never know... *sometimes* deals can be had.

Sometimes.

T&B