

# TURN <sup>AND</sup> BANK

OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

August 1999

## Zip Driver:

*Sport Flying at Twice  
the Speed of Sound*

*Handy RV tips*



*Mother's Day  
UltraLight Fly In*



Technical Guy

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**On The Cover:**

A pair of civilian owned F-104's taxi out prior to an airshow performance.

*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  
ASSOCIATION  
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 Tues. of each month at 20:00 in the clubhouse:  
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 on the third Tues. of each month at 19:30 in the clubhouse.

Chapter aircraft pilots, mail cheques (Payable to RAAC Chapter 85) to:

Brad Short, 8052-122a Street.Surrey. B.C. V3W-7R4

RAAC National Homepage: <http://www.inforamp.net/~raac>

RAA Chapter 85 Homepage: [http://home.istar.ca/~airframe/raa\\_85](http://home.istar.ca/~airframe/raa_85)

Delta Heritage Air Park Homepage: <http://home.istar.ca/~bb4>

Source for CARS and Chapter 549 Airworthiness Manual: <http://www.aerotraining.com>

# Technical Guy

From the Western Canada RVator

## Firewall Recess and Other Tips Anonymous

Oh, there ain't nuthin like a rebel non-conformist! Need a recess in that firewall? I made one up today using a 7" stainless steel mixing bowl costing \$4.89 plus tax (always tax).

Stole the idea from a magazine article. It wasn't easy, but wasn't too hard either. It did take me most of the day but it is finished and looks great! I sealed it with Proseal that expired in '93. Wonderful stuff! I love Proseal! Good for attaching fairings without rivet holes, and good for fillets between skins which are paintable and make a lovely transition between layers or overlaps. Amazing what you can do if you are cheap and stubborn!

I also found a way to clean up all the steel parts quickly. First off, I worked for 3 hours sloshing on a wax and grease remover that, even outside in the fresh air, made your throat burn and used up a myriad of cloths and paper towels and how do you get all the gunk out of the crannies? I

was told once that the BEST way to prep the steel was to san/glassbead/shell blast the parts and prime ASAP. Good idea but I don't own a sandblast unit. There are however, any number of body and auto restore places around that have what you need, I found an outfit in the Yeller pages that proclaimed "do it yourself for cheap, and save"! They charge \$20 for 1 hour and a sack of sand or whatever you can do about all you need in that time. No smell, no cleanup, no 3 hours bent over.

What a great way to do all the complex structures like motor mount, rudder pedals, steps, canopy from-all in one go and prime when you get home. Look into it where you live. For \$20, it is like a gift - lots of hours in the old cleanup way. **T&B**

**T**HE PACIFIC ULTRA-LIGHT PILOT'S ASSOCIATION (PUFA), the largest west coast ultralight flying club, held its 14th annual Mother's Day Fly-In, Drive-In, Come In breakfast at the "Intergalactic Aerodrome". This airfield, in South Surrey BC is the home of the "not so famous" Red Baron who is trying to revive Captain Von Richthofen's Flying Circus; without much success. Most of his flying is defensive and is directed at protecting his airfield from those darned aircraft which keep dropping flour bombs onto the noble Maltese cross adorning the roof of the main hangar. Snoopy is of course always trying to sneak up on the Baron by flying out of the sun with his "Sopwith Beaver". Only in the nick of time is the Red Baron's plane able to Immelmann turn away from certain death. We are all having lots of fun in this serious flying activity!

The breakfast was graced by sunshine - and rain and hail, but two brave aviators, Geof Rochan and Glen Ursel, in the beauti-

ful red "Murphy Renegade" made it safely. It was reported by an unreliable source that the

Red Baron was sneaking about with large stick-on Maltese Crosses hoping to recruit Geof for his Flying Circus, however he was thwarted by that Vari-Eze flying Gordon Hindle (known as the Silver Fox!)

Mike Langford flew in with his

## PUFA Mother's Day Fly In

By Fred Baron

Robinson R-22 helicopter and left his other toys, a T-28 and a Harvard, at the Boundary Bay airport. It was great to see him arrive, handling the copper like a dancer at the Bolshoi Ballet!

We had lots of mothers at our function. We even introduced the single men to the single mothers! You never know!

The food was fantastic. Marie and Larry  
*Continued on Page 4*

AIRFrame



Aircraft Portraits

Rob Prior  
robp@evn.bc.ca

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

#204-130 E 11th Street, Northvan, B.C V7L 4F3 Ph. 604-280.7723

### Homebuilt Aircraft Border Crossing Permits

**Ask For: Federal Aviation Regulation (FAR) PART 91/91.715, Special Flight Authorization for foreign civil aircraft.**

Give:- Make: Builder's Name

-Type and Model Number

-Serial Number (plans number will do)

-A/C registration number

-Name and Address of the registered

owner.

It is suggested you include Xerox of C of A and Journey Log pages showing most recent annual Inspection.

Give a rough itinerary of destinations or events and first entry airport to the US as well as your point of departure going down. Give dates for which you need the permit although they will usually give you a 180 day permit.

Carry your permit on board when you get it.

Send your request to:

Duty Officer  
Federal Aviation Administration  
Transport Airplane Directorate  
Aircraft Certification Service  
Seattle MIDO  
2500 East Valley Road, Ste C2  
Renton, Washington 98055

(I am advised that no Phone or Fax # was supplied. Try Directory Assistance - Ed.)

# 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 appreci-

ate 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 club-

house 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 9/98. Blue. RCAF Association crest plus an enameled Long-eze Pin. Give Gordon Hindle a call at 535-0592. **T&B**

## Minutes by Jim Hunter

### Minutes of the General Meeting, 6 July, 1999

**Call to order:** 8:00 pm by President Pat O'Donnell who also allowed visitors/prospective new members to introduce themselves.

Jamieson/Hubble: that the Minutes of the General meeting of June 1, 1999 as kindly taken by Emily Clemens be adopted as printed in the *Turn and Bank*. Discussion carried.

Some Special Thanks: to Brad Short for his donation of a rather sophisticated laser jet printer to the Chapter and to Gordon Hindle for his donation of a Fax machine (in the care and use of the Secretary until his impeachment).

#### Committee Reports:

**Treasury:** Verbal report by Tim Novak

#### Fly In *continued from page 3*

White and daughter Debbie arrived at the crack of dawn to prepare a gourmet feast of pancakes, bacon, sausages, eggs and coffee. Marlene Parson's pancake flipping was worth the visit. Flowers were given to the mothers, daughters and Grandmothers. I even saw a guy in drag receive flowers!

Everyone had a good time and I am

**Membership:** Rob Prior: About the same as last month - about 150 but tonight's good catch of visitors should produce some more.

**RAAC:** Bruce Prior: RAAC to work with DOT to rescind the 51% rule for construction of a scratch-built homebuilt. Much more to hear about this initiative.

**DHAPCOM:** Bruce Prior for Terry Wilshire:

1) DHAPCOM sponsored breakfast/fly-in on July 4 very successful.

2) The open-forum meeting of DHAPCOM, DOT, public and interested pilots was effective. Technically, DHAP flight operations not fully skookum but, recollect that the rules for circuit operations are written assuming that an airfield exists completely in a vacuum - not scrunched as we are hard against somebody else's control zone, right under some other body else's TCA next to another country and surrounded by neighbourhoods, bird and bunny farms and etc. (nicely put! - ed) So, before changing all your procedures wait until DHAPCOM works with DOT to establish circuit and operating procedures that are of the real world. Doubtless more later.

**Aircraft:** Turbi flew about 15 hours in June. Brad Short unable to continue as chairman. See Pat if you are willing to be A/C Committee Chairman. More about A/C in new business.

sure we will all remember Mothers' Day of '99. Fly safely and remember that Big Brother has lowered the bottom of the class C airspace over the "Intergalactic Aerodrome" and White Rock to 1,500 feet above sea level: over some Gulf Islands it is down to 1,200 feet or even sea level! How can we say altitude is a pilot's best friend [when] "they" keep pushing us lower?

**T&B**

**Newsletter:** George Gregory: OK. Always happy to receive new contributions.

**Program:** Tonight John Vlake has a video from and about Murphy Aviation's airplanes.

#### New Business:

1) Joe Shewella will take over the management of the **J-5 rebuild project**. This is an eleventh hour reprieve but we won't tell you about that.

2) In answer to a question: Nobody has heard anything about the **Abbotsford Airshow** at all except that there is app[arently] going to be one.

Prior One/Prior Two: that we adjourn.

Jim Hunter, Secretary

Support  
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Formation departure. The 104s take-off speed is typically around 190 knots!



# ZIP DRIVER:

FLYING THE WORLD'S FASTEST PERSONAL PLANE

TEXT AND PHOTOS BY MARK MUNZEL

**L**IKE MANY BOYS AND GIRLS, Rick Svetkoff knew in his youth that he wanted to be a pilot. Like many kids, he wanted to fly the fastest and most spectacular aircraft around at the time - in his case, the Lockheed F-104 Starfighter. And today he does.

This would not be a big deal had the Starfighter not been built as a warplane, or if its last flight in uniform (in North America, at least) had not been sixteen years ago. With an afterburning General Electric turbojet and double-supersonic top speed, the F-104 is an unlikely choice of airplane for private ownership. It needs long runways, it consumes jet fuel faster than Dean Martin swills cocktails, and it has zero baggage space. But the "104" has consumed Rick Svetkoff's heart. There are four F-104s on the US civil register, and Rick owns three of them.

The F-104 has a mystique. Most anyone who's ever seen an airplane can recognize the Starfighter's dramatic lines. The fuselage is a slender, pointed tube; there's a T-tail at the back; and there are these little trapezoidal protrusions on the side that are jokingly called "wings." In the 1950s, the press called the jet "the missile with the man in it." Pilots called it "104" or the "Zip." They loved to fly it. Not only did it look good, it was the fastest plane in the US Air Force. It became the fastest plane in ours, too, when the Royal Canadian Air

Force bought the type in 1959.

Many Canadians have a cultural bond to the F-104. Two hundred Starfighters were built by Canadair. Based in Europe, they were the backbone of our commitment to NATO for 25 years. Literally thousands of Canadians spent a portion of their life in Germany or France, as pilots or technicians or admin staff or dependents. Every day they saw and heard F-104s; intentionally or

**What it lacks in turning radius it makes up for in roll rate, (720 degrees per second, if you're curious)...**

not, the plane became an icon of their time overseas.

It was also an icon in Rick Svetkoff's early life, even though he wasn't a Canadian in Germany, or even an "Air Force brat" in the US. When Svetkoff was growing up in Michigan, his schoolmates thought that astronauts were cool. Astronauts flew F-104s. On TV, Rick found the astronauts interesting, but their sleek airplanes were entrancing. He became the ultimate F-104 fan. He'd even watch "I Dream of Jeannie" to catch brief clips of Major Nelson's Starfighter, not to see Barbara Eden.

As much as he desired to, Svetkoff had to wait a while to fly one. From age 19, he was a charter and corporate pilot. When the US military resumed recruiting after Vietnam, he joined the Navy to fly fighter-bombers. Then he made the leap to an airline. Today he's a 16,000-hour MD-80 pilot during the week. On weekends, he can be found at the stick of a smaller but faster airplane.

We're not talking merely Lancair fast here. Here is Rick describing takeoff in the F-104: "Once my roll starts, I verify the [afterburner] nozzle, then check the instruments, and I already have 120 knots on the ASI. Within two or three seconds, I'm rotating. I immediately reach over to pull the gear up, to avoid the retraction limit of 260. By the other end of the runway, I'm doing 325 to 375 knots, depending on the air temperature." The Starfighter cruises at Mach 0.92. Its top speed is Mach 2.5, making it the fastest privately-owned airplane in the US, if not the world. (For the record, Rick does sometimes "go super" over water near his Tampa-St. Petersburg base, but not to top end.)

In the air, the Starfighter is extremely stable, thanks to its tiny wings. What it lacks in turning radius it makes up for in roll rate, (720 degrees per second, if you're curious) and in climb potential. From 620 knots indicated at low level, a 7-G pull to

*Continued next page*



The "Starfighters" team : Owner/lead pilot Rick Svetkoff at centre, second pilot Tom Delashaw behind, and technicians Drew Holmes and Kurt Backman on the flanks.

the vertical will generate a 70,000 FPM initial climb rate. A 15,000-foot ascent takes 15 seconds. The F-104 can cover about 800 miles on internal fuel, subsonic. Landings are exciting because of their speed - 180 knots over the fence and 160 at touchdown. A braking parachute is de rigeur for runways less than, oh, 6000 feet in length.

Rick's performance summary for the F-104: "The sheer power is exhilarating. I've been flying since I was 19 years old, and this is the biggest thrill I've ever had."

Turn and Bank readers are probably wondering two things. One is, "Where did he get an airplane like that?" "From Norway," is the short answer; "from Canada," the patriotic one. Two of Svetkoff's three airplanes were built for the RCAF but transferred to the Norwegian Air Force in 1973. After retirement, they were imported into the US to do government contract work. Svetkoff purchased the first in 1995, when the original owners went bank-

rupt, and added the second a year later. His third F-104, still being reassembled, is from Jordan.

The other question is, "How can he, or any civilian, afford to

fly a Mach-2 jet fighter?" Well, a business plan helps. Right from the start, Svetkoff knew that he'd never be able to fly the 104 on a whim. He chose to operate the F-104s as an airshow act. The cost of flying would be carried in part by booking fees, and in part by sponsors looking to advertise to weekend crowds. He put up one airplane in 1997, his first year on the circuit. By 1998, he could afford to display two, in formation. Svetkoff flies lead, accompanied by Tom Delashaw, an ex-USAF fighter pilot with 2500 hours in the Starfighter. Plans are afoot for a three-ship team, once adequate funding is available.

The F-104s are good advertising vehicles, as well as a popular airshow act. Their speed and noise draw attention in the sky. On the ground, their clean lines and shiny, blue-over-white colours pull people away from the grey monotony of modern fighters. The ex-military ground crew, in uniforms that match the airplanes,

keeps the two jets in top shape. The "Starfighters" have never had a mechanical breakdown en route to, or at, an airshow. In the context of a pair of 35-year old jets, that is a meaningful accomplishment.

At time of writing, it looks like Turn and Bank readers will be able to draw their own impressions of the F-104. Rick's two Starfighters are scheduled to appear at the Abbotsford airshow this year, in their first performance on the West Coast. If somebody you know flew the "Zip," or lived with it overseas, be sure to tell him or her what's coming. If he logged time in CF-104 12850/104850 or dual 12632/104632, bring him out for a reunion! With their needle-like shape and their blistering speed, the Starfighters will be impossible to miss. Unless you blink...

T&B



Zippity-do-dah! The sound, the shape, the speed, the smoke...

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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

**LOOKING FOR RESPONSIBLE PARTNERS:**  
1967 C-172, approx 4400 hrs, fresh annual,

engine on condition but strong. Flies great. ILS, ADF, Narco radios new in 1990. Child seat, 4 place intercom. Not fancy, but a good clean airplane.

1/3 share \$10,000, \$1/2 share 15,000.  
George 882-8016

**FOR SALE:**

Crossover exhaust stainless 321 for 0-320 suitable for many including RV-3, RV-4, RV-6, Emeraude, etc., etc. (new) \$575 obo.  
Colin Walker prop 72 x 44 for 65-85 hp Continental \$425 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,

**Classified continued on page 8**

## Classified Ads (Continued from page 7)

new wing fittings, control system, Cougar fuselage mostly modified for Tailwind use.

George Gregory 882-8016

**FOR SALE:** 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 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:** 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

**FOR SALE:** Softcom 2 place Intercom ATC-2Y, with accessories \$110.

Stuart Gear (604) 941-9402

E-mail:sgear@infoserve.net

### FOR SALE:

6 switches, bat handle, 11 breakers, 1 combination MP and Fuel Flow Gauge, 3 Vermer controls, 2 solenoids, 1 Narco ELT 10, 1 NAVCOM King KX145, 1 Strobe Hoskins P/N701620-1, 1 Fuel Valve, 3/8, 1 Air Box, 1 heated pitot, 1 set Roxenham Mater cylinders and 500 x 5 wheels and brakes. HUGE amount of hardware, HUGE amount of insulated wire. 1 electric fuel pump (Weldon a8100-00), 1-Whitney Punch and Punches, 1 quart epoxy Chromate primer, hardener and thinner, 1 ALODINE kit, 1 fuel gauge and sender, some TOOLS, 1 constant speed Hartzell extended hub for prop (no blades) and finally, sheet ALCLAD:

- 4'X8' .032 - 2024-T3

- 4'X6' .040 - 6061-T3

- 3'X16" .090 - 2024-T3

Call GRANT (604) 536-6945

### FOR SALE:

ELT: ACK E-01, meets TSO c91 - A, complete with external antenna kit and remote panel \$225.

David Clark Headsets \$225 (mostly 10-30 type, helicopter and airplane).

Telex PT-300 PTT \$30.

Full map GPS Garmin 195 - Nicad pack,

Pacific NW map chip, PC/MAC computer cable kit, mounting bracket. \$1500 or \$1200 without map data chip.

Bendix RSA 10 ED1 Injector Body, no history, \$400. Woodward Prop Governor #210681, no history, \$400.

National 360 Parachute, blue with matching carry bag \$900

Christen 5 point aerobatic seat belt harness, with 2-point Military 3" belt \$350

Guido 948-3464 e-mail: glepore@direct.ca

**FOR SALE:** 4130 Annealed Gauge Plate now in stock, .025 to .375. We will sell you the plate or laser cut the parts Industrial Laser Cutting ltd.

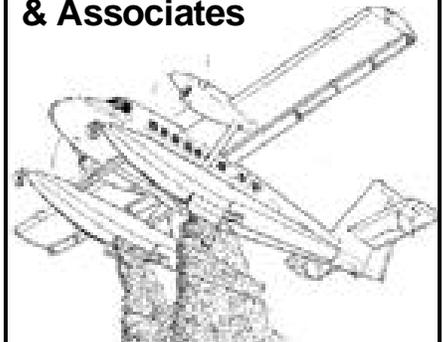
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**FOR SALE:** 1- Miller 200 amp AC/DC H.F. Tig/stick welding machine - 220V 1 ph. \$1200. 1- Miller 120 amp MIG (wire) welding machine, 110 volt. Portable sheet metal type, c/w gas kit (almost new) - \$800.

Pat O'Donnell 533-1839

## Technical Illustration Gordon J. Hindle FSAI & Associates



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**L**AST NIGHT I was doing an oil change on the Cessna and had what could only be termed a cheap (in every way) and dramatic (in every way) lesson in flight safety. I pass this on for your edification, and to keep your limbs intact.

An oil change was mandated for C-GALB and went without incident. After

checking the relevant things (like keys out of the ignition and master off) I went forward to pull the prop through a few times prior to starting up. (I have found the best way to start my particular O-300 is to put in a few shot of prime, pull the prop through a few blades, and to then hit the starter).

Imagine my surprise when the engine kicked over and started to idle! After backing up and doing a quick inventory of body parts I hurried around to the cockpit: what had I forgotten? Had I put the keys in, turned on the mags? Nope. The master wasn't even on; except for the prime, I

hadn't touched a thing.

I had always been taught to treat every propeller as if it were live; perhaps this caution is what kept me from getting clipped or worse. My belief in guardian angels has also been given a boost. Heaven knows I wasn't expecting the thing to fire, but I'm glad I treat them with the respect they deserve. To say this caution has been reinforced would be an understatement.

Lesson: continued propeller paranoia is appropriate; and check your engine controls prior to touching *anything*. I might even change my startup routine. **T&B**