

Turn & Bank

OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

January/February 2000

Airman's Adventure

The Way it Was, Part III



Happy New Year!



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On The Cover:

A Pitts Special taxis out in Victoria.
Above: A Q-2 prepares to land.
Mark Munzel Photos

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

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
Delta Heritage Air Park Homepage: <http://home.istar.ca/~bb4>
Source for CARS and Chapter 549 Airworthiness Manual:
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RECREATIONAL AIRCRAFT ASSOCIATION CANADA
Delta Heritage Airpark
Vancouver, B.C.



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Technical Guy

From the Western Canada RVator

HOSE FITTINGS AND FUEL LINES

Charlie Kuss, Boca Raton, FL

Yesterday I opened the package containing my fuel tank fittings. While inspecting the 90 degree bulkhead fitting, I noted that it had debris inside of it. In a past life as an aerospace machine assembler, I was taught to always carefully inspect all fit-

tings and flares carefully before using them. Obviously, you don't want to use anything which is scratched on the flare mating surface. When in doubt, throw it out!

All tubes and fittings should be flushed with solvent before installation to clear out debris and preservative coatings. Assembled lines and fittings should be flushed again before final assembly using solvent and air pressure. Cap one end of the line/fitting/assembly. Partially fill with solvent, cap the open end and tip, roll, shake, etc. Drain the solvent and blow out with air. Repeat as needed.

We used 111-trichlorethylene (spelling?) It's not the sort of thing that you find at the local Builder's Square. There is one product which removes grease, oils and grime, evaporates without leaving a residue and is readily available. Buy the aerosol cans of BRAKE CLEAN available at your local auto parts store. I have no brand preference. I do prefer the old chlorinated

rather than the new, safer, non-chlorinated types. It works better. You take your choice. Using a proper painter's mask and nitrile gloves (Harbor Freight, MSC, McMaster-Carr, etc.) will protect your skin and lungs from the fumes.

Last year someone else on the list posted an excellent suggestion upon finishing the fuel system. Sorry, I don't remember who to attribute this to. Fill both fuel tanks with several gallons of fuel. Disconnect the fuel line from the carburetor/fuel distributor and attach a rubber fuel hose to the line. Place the other end in a suitable container. Operate the electric fuel pump till you've emptied both fuel tanks. This flushing operation should be repeated till all debris is removed from the fuel system. Don't forget to check the gascolator after each run. As the recent thread regarding fires has made everyone aware: this is a critical system. Here, cleanliness and good workmanship are imperative. **T&B**

WHAT'S THAT YOU SAY, Charlie, have I ever been to Clearwater?" Sure have. Wanted to go there for many years. Passed thru there a couple of times by car but that ain't the same. Ya see, many years ago, I had a fishing trip in the Cannim and Mahood Lake area. While talkin' to the ranger, he told me about Helmecken Falls. Since then, I had a burnin' desire to see it. Well, as luck would have it, years later I did see the falls, but it was under unusual and unplanned circumstances. Honey and me planned a flyin' trip back to Ontario, and I was quite set about flyin' the Fraser to Lytton and the Thompson to Kamloops then take the Yellowhead Pass to Edmonton. On the way home we'd stop at Lethbridge and fly the southern route home.

Well, when we got to Kamloops we checked in for a weather briefing after we fueled up. Things didn't look too good. The Pass was closed with low cloud just north of Clearwater. However I was determined to press on as far as it was safe to fly. We filed a flight plan and took off. About 2/3 of the way to Clearwater the clouds looked pretty low and heavy so I turned around and flew back to Barrie and landed on a little strip. Ya see this was the first flight Honey had in our homebuilt and I didn't want to do anything to make her nervous so with the engine still idling we had a con-

The Way It Was

Frank Sutton

ference and Honey said she didn't think it looked too bad, so I opened the throttle and headed north. It wasn't long before we started passing some low thick clouds but there was still lots of room to manoeuvre in the valley. Light rain started to fall but soon I was in sight of the beautiful gravel air strip at Clearwater. We landed and as we tied the aircraft down the rain became quite uncomfortable to work in. We were just about finished when a fellow drove up in a car. We introduced each other and he mentioned we would likely be here for a couple of days. He said we had flown over his house when we set up our landing pattern. He volunteered that he had come on a private road in an unlicensed car, but he would go home and get his car and drive us to a motel. This he did and I was grateful because I was overdue for reporting to Kam-

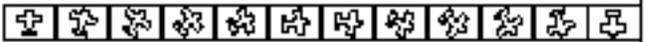
loops. When I phoned them they said, "Are we ever glad to hear from you".

We found that our new friend was a licensed pilot and had his own strip. After finding lodging, he loaned us his car and told us to keep it until we left.

The next day the clouds were down to the tops of the trees. We had lots of time so drove up the Clearwater River to have a look at beautiful Helmecken Falls. No two waterfalls are the same and Helmecken have a beauty of their own. We willingly accepted and thoroughly enjoyed the hospitality of our new friend. Yuh know, it's very special to learn how to extend hospitality, but it's just as important to know how to accept it. We enjoyed two beautiful days in weather we couldn't fly in.

Yeah, Charlie, I've been to Clearwater. **T&B**

AIRframe



Aircraft Portraits

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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.

Upcoming Events Dept.: On February 7, 7:30pm at the clubhouse, we will have some folks from NAVCAN along to tell us about the workings of some new **Flight Information Centres** they will be establishing at selected fields.

The chapter is planning a visit to Murphy Aircraft in Chilliwack on Saturday, February 12. If you are interested, give Dan Lawler a call. His phone number is 536-1536. **T&B**

Minutes by Jim Hunter

Minutes of the General Meeting, 4 January, 2000

Call to order: 8:00 pm by President Tim Nicholas.

Walker/Juraski: that the minutes of the General meeting of 2 November, 1999 be adopted as printed in the *Turn and Bank*. Discussion carried.

Committee Reports:

Treasury: Verbal report by Treasurer Tim Novak. There will be a small increase in lease costs thru DHAPCOM to GVRD Parks. This is just a reflection of general inflation.

Membership: Rob Prior: Couple of dozen re-ups for 2000 so far. Dues are at the cheap rate of \$60 until end of the February GM.

Buildings: Dan Weinkam, Dave Bell: OK Hangar and tie-down annual bills going out soon.

Aircraft: Ted McHenry: Turbi actually flew 1.3 in December. Amazing.

RAAC: Bruce Prior: Number of items from Directors' Minutes. Bruce will condense and send to *Turn and Bank* but...

DHABI Program: as related by Bob Cutting, who is one of the inspectors: the DHABI-AIRABA program as we have come to know it is no more. What is happening is that a "not-for-profit" company is being created to administer the regulation, inspection and such of amateur-built aircraft in Canada. This new company as it were is now at an arm's length removed from RAAC - but the job is still going to be done. Its HQ will be at London, Ontario simply because the chap i/c lives there so any calls to Brampton related to amateur builds will just be relayed to London. The new company and program will have a new name too: "Minister's Select Committee, etc, etc." is as much as I got of it. If one thinks about it, it is a bit of a relief because many people who don't know the background and the history between RAAC and DOT regard the RAAC as some money grabbing, power tripping interloping oppressor of the common man etc. Anyway, talk to Bob Cutting or Terry Elgood.

DHAPCOM: Terry Wilshire:

- 1) Going for a long license renewal soon
- 2) There was not one single *reportable* incident at DHAP in 1999.
- 3) Still no 80/87 fuel but working on getting MOGAS. Apparently, MOGAS is 92 Octane for some reason (? - the Editor understands *Regular* MOGAS is roughly equivalent to 80/87. I hear higher grades of MOGAS are about 92 octane...I've been wrong before, though).

Library: Don Souter: OK. Thanx David Smith for some copies of the *Experimenter* November '98-September '99.

Newsletter: George Gregory: OK. Jan and Feb issues to be combined and apparently

always have been which suggests somebody is increasingly out of it! (Actually, it was decided by myself and then president Dirk Post in 1996 to combine the Jan and Feb issues because there were no December minutes to report in the January issue: the last meeting of the year is the Wine and Cheese, hence no minutes to report. Besides, I needed the breather. - Ed)

Program: Dan Lawler: To-night a video on building the Sea-Wind Amphib. but see *New Business* for two more Program items to come.

New Business:

1) **Annual Bash:** Emily Clemens V/P: Probably in the Langley area this year just for a change. On a Saturday or Friday, March or April (obviously we needs hear a bit more but doubtless will).

2) Two more forthcoming from Program Chairman Dan Lawler:

a) Monday, February 7: 7:30 pm our club-house. To meet with some NAVCAN folk about the workings of the Flight Information Centres that NAVCAN will be putting up at some selected fields. All DHAP types welcome at this meeting (guys might wish to sample the F.I.C.'s -- Visit the one that has been operating at Langley for a couple of years. It's adjacent to George Miller's Manager's Office above "Wings" restaurant).

b) Saturday, 12 February A visit to the Murphy Aircraft works in Chilliwack. Sign up with Dan after the meeting or give him a call to be in on this.

O'Donnell/Hoffman: that we adjourn.
Jim Hunter, Secretary.

Airman's Adventure

This article appeared in the April 1994 edition of the Turn and Bank. It opens with our hero giving his version of events to the FAA:

I WAS ASKED TO MAKE A WRITTEN STATEMENT concerning certain events that occurred yesterday. First of all, I would like to thank that very nice FAA man who took my student pilot's license and told me I wouldn't need it any more. I guess that means that you're giving me my full-fledged pilot's license. You should watch that fellow though; after I told him all of this he seemed quite nervous and his hand was shaking. Anyway, here is what happened:

The weather had been kind of bad since last week, when I soloed. But on the day in question I was not about to let low ceilings and drizzle deter me from another exciting experience at the controls of an airplane. I was pretty proud of my accomplishment, and I had invited my neighbour to go with me since I planned to fly to a town about two hundred miles away where I knew of an excellent restaurant that served absolutely wonderful charbroiled steaks and the greatest martinis.

On the way to the airport my neighbour was a little concerned about the weather but I assured him once again about the steaks and martinis that we would soon be enjoying and he seemed much happier.

When we arrived at the airport the freezing drizzle had stopped, as I already knew from my ground school meteorology it would. There were only a few snowflakes. I checked the weather and I was assured that it was solid IFR. I was delighted. But when I talked to the local operator I found out that my regular airplane, a Piper J-3 Cub, was down for repairs. You could imagine my disappointment. Just then a friendly, intelligent line

boy suggested that I take another airplane, which I immediately saw was very sleek and looked much easier to fly. I think that he called it an Aztec C, also made by Piper. It didn't have a tail wheel, but I didn't say anything because I was in a hurry. Oh yes, it had a spare engine for some reason.

You should watch that fellow though; after I told him all of this he seemed quite nervous and his hand was shaking.

We climbed in and I began looking for an ignition switch. Now, I don't want to get anyone in trouble, but it shouldn't be necessary to get the airplane manual just to find out how to start an airplane. That's ridiculous! I never saw so many dials and needles and knobs, handles and switches. As we both know, confidentially, they simplified this in the J-3 Cub. I forgot to men-

tion that I *did* file a flight plan, and those people were *so* nice. When I told them I was flying an Aztec they said it was all right to go direct via Victor 435, a local super-highway, all the way. These fellows deserve a lot of credit. They told me a lot of other things too, but everybody has problems with red tape.

The take-off was one of my best and I carefully left the pattern just the way the book says it should be done. The tower operator told me to contact Departure Control Radar but that seemed kind of silly since I knew where I was going. There must have been some kind of emergency because, all of a sudden, a lot of airline pilots began yelling at the same time and made such a racket that I just turned off the radio. You'd think that those professionals would be better trained. Anyway, I climbed up into a few little flat clouds, cumulus type, at three hundred feet, but Highway 435 was right under me and, since I knew it was straight east to the town where we were going to have drinks and dinner, I just went on up into the solid overcast. After all, it was snowing so hard by now that it was a waste of time to watch the ground. This was a bad thing to do, I realized. My neighbour undoubtedly wanted to see the scenery, especially the mountains all around us, but everybody has to be disappointed sometime and we pilots have to make the best of it, don't we?

It was pretty smooth flying and, except for the ice that seemed to be forming here and there, especially on the windshield; there wasn't much to see. I will say that I handled to controls quite easily for a pilot with only six hours. My computer and pencils fell out of my shirt pocket once in a while but these phenomenon sometimes occur I am told. I don't expect you to believe this, but my pocket watch was standing straight up on its chain and other small objects that should have been lying around the cabin were collecting on the roof. That was pretty funny and I asked my neighbour to look but he just kept staring straight ahead with sort of a glassy look in his eyes and I figured that he was afraid of heights like all non-pilots are. By the way, something was wrong with the altimeter; it kept winding and unwinding all the time.

Finally, I decided we had flown about long enough to be where we were going, since I had worked it out on the computer. I

am a whiz at that computer, but something must have gone wrong with it since when I came down to look for the airport there wasn't anything there except mountains. These weather people sure had been wrong, too. It was real marginal conditions with a ceiling of about one hundred feet. You just can't trust anybody in this business

As pilot in command, I take my responsibilities very seriously.

except yourself, right? Why, there were even thunderstorms going on with occasional bolts of lightning. I decided that my neighbour should see how beautiful it was and the way it seemed to turn that fog all yellow, but I guess he was asleep, having gotten over his fear of heights, and I didn't want to wake him up. Anyway, just then an emergency occurred because the engine quit. It really didn't worry me since I had just read the manual and I knew right where the other ignition switch was. I just fired up the other engine and we kept right on

going. This business of having two engines is really a safety factor. If one quits the other is right there, ready to go. Maybe all airplanes should have two engines. You might look into this.

As pilot in command, I take my responsibilities very seriously. It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad my neighbour was asleep because it was pretty dark under the clouds and if it hadn't been for the lightning flashes it would have been hard to navigate.

Also, it was hard to read road signs through the ice on the windshield. Several cars ran off the road when we passed and you can sure see what they mean about flying being a lot safer than driving.

To make a long story short, I finally spotted an airport that I knew right away was pretty close to town and since we were already late for cocktails and dinner, I decided to land there. It was an Air Force Base so I knew it had plenty of runway and I could already see a lot of coloured lights flashing in the control tower so I knew that we were welcome. Somebody had told me that you could always talk to these military people on the international emergency fre-

quency so I tried it but you wouldn't believe the language that I heard. These people ought to be straightened out by somebody and I would like to complain as a taxpayer. Evidently they were expecting somebody to come in and land because they kept talking about some g--d---stupid-son-of-a-b----- up in that fog. I wanted to be helpful so I landed on the ramp to be out of the way in case that other fellow needed the runway. A lot of people came running out waving at us. It was pretty evident that they had never seen an Aztec C before. One fellow, some general with a pretty nasty temper, was real mad about something. I tried to explain to him in a reasonable manner that I didn't think the tower operator should be swearing at that guy up there but his face was so red that I think he must have a drinking problem.

Well, that's about all. I caught a bus back home because the weather really got bad, but my neighbour stayed at the hospital there. He can't make a statement yet because he's still not awake. Poor fellow, he must have the flu, or something.

Let me know if you need anything else, and please send my new license airmail, special delivery. **T&B**

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

Business Card: \$25 per year

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

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.

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

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Roger Gauthier (Kelowna) (250)-763-1529
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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: 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

Classified continued on page 8

Classified Ads (Continued from page 7)

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

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

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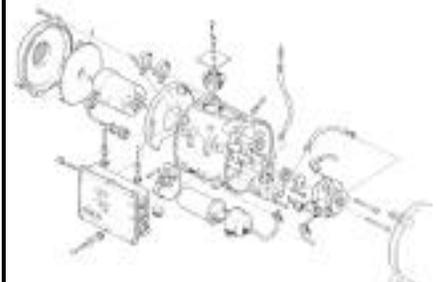
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E-mail: tmw@industrialallaser.com

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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1G2

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WELCOME TO THE FIRST EDITION OF 2000! And yes, I have read the suggestions from faithful readers that the Millenium begins next January 1. Still, when the odometer (as it were) rolls over and all the digits denoting the year change, it feels like a Big Deal. 'Nuff said.

Over the next few months I hope to make some changes to the Turn and Bank's appearance. You will notice this month that I've created a new masthead and changed the way type justifies in the columns. It's all a grand experiment, so please bear with me. Expect the newsletter's look to evolve over the next few months.

What will the next few years bring? Hard to tell. As I was changing the names and phone numbers on page 2 for the new executive, I noted with some satisfaction that there are a number of people relatively

new to executive duties on the roll. Some have already have a few years of solid service under their belts, others are totally new; but it's great to see people stepping in as many of the long serving executive take a much deserved rest.



As for myself, I have no immediate plans to discontinue as editor of the Turn and Bank (unless someone else really wants a turn at it). It remains the solitary contribution that I can make, given my schedule; and (though it is a bit of work) it's sort of fun. So you're stuck with me for now.

A couple of significant changes I'd like

to incorporate into future issues: first, are there any women involved in the chapter who would like to contribute their slant on things on a regular basis? Or along similar lines, perhaps a column on families, flying, and building. How about a "places-to-fly" column? Don't forget pictures and blurbs on your kids and grandkids, projects and adventures. This is your newsletter. We want to make it as interesting, relevant, and widely read as possible.

We publish less than two hundred newsletters each month, mainly for members and some relevant organizations: but (and this is important) the Turn and Bank is also published on the Internet, where anyone can access it. This newsletter is one of the ways we reach out to the larger community to introduce and promote sport flying. So don't be bashful. *T&B*