

Turn & Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

July 2001

Harvards, Part II RV Building Tips



inside



Cover: A gorgeous Harvard just waiting to be flown. Picture by Mark Munzel. Above: a Dehavilland Dragon photographed at the Scottish National Air Museum by David Smith

Technical Guy	
Tips from the Western Canada RVator	3
Bulletin Board	4
Minutes	
By Jim Hunter	4
The Canadian Harvard Aircraft Association	
Text and Pix by Mark Munzel.....	5
Classified	7
The Last Word	
By George Gregory	8

RECREATIONAL
AIRCRAFT
ASSOCIATION
CANADA
Delta Heritage Airpark
Vancouver, B.C.



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 MDRA Inspection Services , ph. 1-877-419-2111 fax 1-519-457-0980 email: mdrainsp@on.aibn.com 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:

Tedd McHenry

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

RAA Chapter 85 Homepage: http://www.b4.ca/raa_85

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

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

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Technical Guy

Tips from the
Western Canada RVator

Building Tips
by Hank Horst as
reported by Tedd McHenry

We were very fortunate to have Hank Horst, the RAA inspector for Kelowna region, give a presentation at the Salmon Arm RV builders's gathering. Hank spoke for more than an hour, in two sessions, telling us about common mistakes builders make, passing on many valuable tips, and clarifying the role of the RAA. New builders like me found the advice very helpful. I've tried to condense Hank's presentation into this short article. My apologies to Hank for any errors, or important points left out.

RV builders and enthusiasts gather in Salmon Arm to hear Hank Horst speak.

Rigging

Hank emphasized the importance of proper rigging. If the airplane isn't rigged right, it won't fly right. With many kits, the manufacturer's rigging procedure isn't adequate to give proper rigging. Van's rigging procedures are pretty thorough. But don't leave anything out!

Hank also strongly recommended checking your level for accuracy--as do the Van's construction manuals. Check it regularly, as in every time you use it for a critical measurement. The RV-6 manual gives a good procedure for checking your level in the Bulkhead Assembly subsection of Section 7 (Wing).

Don't use common string for aligning and rigging. Use 12# fishing line. It won't sag, and you can get a more precise measurement than with common string.

When plumbing, set a can of liquid--water is fine--on the floor, so that the plumb bob is in the liquid. That will dampen the oscillations of the plumb bob, the same way a shock absorber dampens the oscillations of your car's suspension.

Jigs

Hank emphasized the same point that Van has emphasized in the RVator: the jigs don't need to be accurate, only rigid and stable. Strictly speaking, what we use when

building an RV are fixtures, not jigs. Jigs position tools for accurate machining and forming, and so must be very accurate themselves. Fixtures, however, only hold parts in relation to each other. So the fixture must be rigid, to keep the parts aligned, but the fixture dimensions themselves are not at all critical. It might be nice to build a fuselage fixture so that each station is perfectly positioned and level. But, to be certain, you're going to have to measure and fine tune the position of each bulkhead anyway so, other than the satisfaction of doing it, there's no point getting that carried away with the fuselage fixture.

Fuel Tanks

Fuel tank leaks are a vexing problem for many builders. You can test your tank many ways, but the bottom line is: does it hold gasoline? Hank recommends leak-testing your tanks with gasoline. Auto gas is fine. You can drain it into the family car when you're done.

Preliminary testing with air and a balloon is fine, says Hank, but you should still test with gasoline. He related the story of one unfortunate builder whose tanks seemed to hold air just fine but, once filled with gasoline, had five small leaks.

Hank recommends PRC as a sealant, because it flows better than Pro Seal. With better flow, you're more likely to get good coverage in the hard to reach places. Hard to reach places like the back sides of rivets--which you should inspect individually, to be sure they're covered. Dipping the rivets in sealant before setting them is also a good idea. Be sure to seal in warm conditions, too.

Fuel Lines and Filters

Fuel lines and filters often cause problems during inspections. Even worse, they too often cause problems in flight. Hank warned against using paper in-line fuel fil-

ters. Paper in-line filters are not acceptable. Regardless of your fuel system, you should still use a gascolator. You must use fuel lines with an inside diameter of at least 3/8 inch, for any homebuilt aircraft.

Role of the RAA

The role of the RAA has changed dramatically in the last couple of years, and many people (myself included) are confused about it. Hank puts it simply like this: the role of the RAA is to help builders meet Transport Canada's rules. One of the best things the RAA has done to help builders is to put all the critical rules and references in one Builder's Manual. You can order it directly through the RAA, and Hank strongly recommends that you do. I don't have mine yet but, after seeing what's in it, I'm certainly going to get one.

In a nutshell, the RAA provides inspectors (for a fee, to cover costs), who check your work at critical points during construction, to help you keep on track. Once the final inspection is completed, you still have to satisfy Transport Canada. But with good inspections that won't be a problem.

In closing, Hank emphasized a couple of critical items in the regulations that are sometimes missed by builders.


-You must use aircraft-standard materials.

-You must incorporate the AD on cabin heaters (details are in the RAA manual).

-In-line paper fuel filters are not acceptable.

-The fuel shut-off valve must be located such that the pilot can operate it while strapped in.

Hank's presentation was the highlight of the event for me. I hope I've been successful in passing on some of what I learned from it.

This article originally appeared in the October, 1998 issue of the Western Canada RVator. 

AIR Frame



Aircraft Portraits

Rob Prior
www.b4.ca/airframe
rv7@b4.ca

3032 Carina Place, Burnaby, BC, V3J 1B5

604/422.8446

Bulletin Board

Last I heard, Norm Helmer is looking for someone to help with his Paradyne project. The Paradyne is a cutting edge new concept in STOL aircraft that shows promise. If you're interested give him a call at 943-7887.

Dan Lawler would like you to send your email addresses to him at: dan.lawler@kvaerner.com

He will create a database so he can send announcements about meeting programs, etc. Currently he has a list of about 20 e-mail addresses, and would like to expand it and keep it up to date.

Want to learn more about aircraft construction? Get involved in the J-5 project! Also, we are looking for help from someone knowledgeable in fabric work. Talk to a member of the executive and they'll put you in contact with the right people.

To ALL interested in RESERVED Camping at Arlington 2001: you must book and pay for ALL five nights in advance. Contact Don Souter at dwsouter@lynx.net or phone at 572-6079 and leave a message. He'll get in touch with you shortly with details. Last year's price was \$100 US. This includes camping and admission.

July 11-15, Arlington, WA: EAA Northwest Fly-in. Contact Betty Scott or Barbara Tobert at Tel.: 360 435 5857; E-mail: flyin@nweaa.org; Web page www.nweaa.org.

July 14, Nimpo Lake, BC: BCFA AGM/Social to be held at Nimpo Lake at 1 p.m. Contact Mary at Tel.: 250-742-3239 for accommodation.

July 15, The Kamloops Flying Club will

be hosting a fly-in breakfast. Contact Ken Barry, COPA Flight 82, at Tel.: 250-376-6969 or E-mail: kabarry@sageserve.com.

August 10-22, 2001, QUESNEL, B.C. TO ALASKA: Join the second annual self-fly tour to Alaska. Visit our Web site <http://www.flynorth.com> or e-mail: jrdale@netidea.com.

August 10-12, ABBOTSFORD, BRITISH COLUMBIA: Abbotsford International Airshow at the Abbotsford Airport. Snowbirds performance. For more info call 604-852-8511.

August 10-12, PENTICTON, BRITISH COLUMBIA: Fly-in beach party and dinner/dance at the Penticton Regional Airport. (PFC / COPA Flight 50) Saturday night dinner/dance, speaker, and silent auction. Peach Festival weekend in Penticton. Vans available for transportation. Contact Gary West at e-mail: west@direct.ca.

August 19, PITT MEADOWS, BRITISH COLUMBIA: Open House at Pitt Meadows Regional Airport. A day of family activities including vintage aircraft, model aircraft, vintage cars, sky diving and static displays. Young Eagles free airplane rides. Food available. Free admission. Visiting aircraft will be welcomed and directed to secure parking. For more info contact Ron Blakely at Tel./Fax: 604-465-1343 or E-mail: rblakely@istar.ca.

August 25, OLIVER, BRITISH COLUMBIA: The Oliver Flying Club (CAU3) is hosting the Okanagan's best fly-in breakfast starting at 8 a.m. Enjoy pancakes, eggs,

sausage, fried Yukon Gold potatoes, and fresh melon. After breakfast, tour unique hangars, view warbird demonstrations, and take in the Oliver Rodeo across the runway. Contact Mike Covert at Tel.: 250-498-3342.

August 26, CHILLIWACK, BRITISH COLUMBIA: Chilliwack Flight Fest 2001 at the Chilliwack Airport. Free air show. For more info call Jeff Nelmes at Tel.: 604-858-7437 or e-mail: jnelmes@uniserve.com.

September 11-13, SEATTLE, WASHINGTON: Aerospace North America - "SAE World Congress and Exhibition" event will take place in Seattle at the Washington State Convention and Trade Centre.

September 13-16, RENO, NEVADA: Reno Air Racing Annual National Championship Air Races. Reno/Stead Airport. Call 775-972-6663.

September 16, KAMLOOPS, BRITISH COLUMBIA: The Kamloops Flying Club will be hosting a fly-in breakfast. Contact Ken Barry, COPA Flight 82, at Tel.: 250-376-6969 or E-mail: kabarry@sageserve.com.

September 28-30, OLIVER, BRITISH COLUMBIA: Second Annual Yak 'Discovery' Fly-in at the Oliver Airport. Arrangements have been made with the Southwind Motor Inn which is right on the field for special Yak rooms rates. Great golfing and winery tours and we welcome all flyers, especially other Warbirds. For more info contact Paul Dumoret at Tel.: 250-498-6208 (work); 250-490-0005 (cell); Fax: 250-495-2126; E-mail: 3bar@direct.ca.

Minutes Jim Hunter

Minutes of the General Meeting,
5 June, 2001

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

Spence/Hubble: that the minutes of the General meeting of 1st May, 2001 be adopted as printed in the Turn and Bank. Discussion carried.

Correspondence; none received.

Committee Reports:

Treasury: Verbal report by Treasurer Don Souter.

Membership: Rob Prior: As at May General Meeting.

Buildings; Dan Weinkam/Dave Bell: OK. Lots of tiedowns available. a huge squad of Air Cadets will be at the field on June 9 to work on assorted things.

Library: Tim Baker: Going fine.

Vice President: Emily Clemens: Emily wasn't here for the May GM so wants to thank all the members who came to the Annual Bash. it was a good event.

Newsletter; George Gregory: going fine. The July newsletter may not arrive to members in time for the July meeting; George has to go back to Chicago to learn how to be a printer. Program: Tonight we have good member Norm Helmer to tell us about the airplane of his own design. It's called the Paradyne and is actually quite revolutionary.

Aircraft: Tedd McHenry: the Turbi is back from Sechelt and is performing quite well.

Already a couple of members have had their mandatory 90 day chck-outs. And on the J-5 project: The fuselage is all primed and the cloth covering is about to begin.

DHAPCOM: Terry Wilshire: Everything looking good. Air Cadets to be working all around the field on Saturday.

Old Business: The June 30 DHAP Fly-In: Bruce Prior: There will be breakfast service. Will be a mobile grub rig operating all day. Displays both hobby and commercial by flying schools, books, swap meet (if anybody makes it happen) Barbeque dinner and hangar Bash in the evening (includes a fourteen piece dance band). meeting of all involved Tuesday next!

Clemens/Walker: that we adjourn: Sure 'nuff.

Jim Hunter, Secretary.

The Canadian Harvard Association

by
Mark Munzel
with Greg Tyrell

E-mail is a marvelous thing. It allows people miles apart to communicate instantaneously, in writing. Take my article last month on the Canadian Harvard Aircraft Association. While researching the feature, I e-mailed a list of questions to the Association. Short hours later, answers waited in my "inbox." Top that, Canada Post! When I finished the article, text was again converted to electrons as the story left my computer and headed to the Editor.

Yet sometimes, e-mail doesn't live up to its potential. No sooner had I dispatched the article than I received a message from Greg Tyrell, a past president of the CHAA and one of its Harvard pilots. He sent more details of the organization, particularly its pilot training program. It's stuff that would have improved my article immensely ... had it arrived sooner. Stoopid electrons!

In the spectrum of recreational aircraft, the Harvard is at the edge of the attainable. But it's an appealing plane, worthy of a bit more attention than other craft - and worthy of a few more column-inches in Turn & Bank. Besides, Mr. Tyrell's material is too good not to use. I'm going to test the collective patience of Chap-

ter 85 members with an impromptu Act 2 of the Harvard saga. Over to you, Greg.

The Canadian Harvard Aircraft Association is a not-for-profit, registered charity. Our mission is to acquire, preserve, restore, maintain, display and demonstrate the Harvard aircraft and other aircraft associated with the British Commonwealth Air Training Plan. The Harvard flies today as a symbol and reminder of all who served to preserve our freedom and as a living memorial to those who made the supreme sacrifice.

The CHAA is located in Tillsonburg, Ontario, residing in two hangar facilities.

Currently the CHAA own four Harvard aircraft and a Tiger Moth. We are in the process of restoring a Yale and a Link trainer. Several volunteers are involved in the restoration, maintenance, flight operations, and service aspects of the CHAA.

In order to demonstrate the aircraft, CHAA maintains a competent pilot pool (currently approximately 15 are qualified) and a strong flight training program. The process for checking out in the Harvard is straightforward. First, you must understand that CHAA is checking you out because of our requirement for pilots. Those who pass their check out are expected to maintain their currency and stay with the organization. The benefits for the candidates are obvious: Where else can you be trained in a Harvard so reasonably and be able to fly one when you want to?

The first step is to become a CHAA member (\$35). A ground school is then conducted over two weekends in March. It costs \$50, as does the accompanying manual. You will have to write an exam at the end of the course

The benefits for the candidates are obvious: Where else can you be trained in a Harvard so reasonably and be able to fly one when you want to?

and achieve a passing mark.

The next step is starting to fly the Harvard. We do not focus on hours too much; however, you should have some tailwheel time. What we do look for is a good learning attitude and good airmanship. The Harvard is a constant learning environment and there are always times when you will be challenged by it. That said, it is a pleasure to fly.

A conversion check pilot will train you to a syllabus. When he feels you are safe with the airplane, you will be sent solo. This usually takes 5 to 10 hours. Once you are comfortable flying solo, you will fly a confirmation ride with another CHAA check pilot. After passing your ride, you will be presented your wings at the Association's Annual Meeting. It's a proud moment because you had to work for them.

The cost of being checked out is paid through flight-support donations and depending on your ability, may be \$3500 to \$4000. The Harvard is not for everyone and, if necessary, flying performance will be reviewed and discussed with the candidate.

During the first year flying you will be used for ferrying the aircraft and taking other CHAA members up for backseat rides. Once you are comfortable with the aircraft and feel you are ready, your training will continue with formation qualifications. Formation is practice, practice, practice and it may take up to two years before you are at "Wingman" status. CHAA is a F.A.S.T. (Formation and Safety Training) signatory agency and once you receive your F.A.S.T. patch, it allows you to fly formation in waived airshows both in Canada and the United States. Once "patched," you will be utilized for the airshow and flight demonstration requests that CHAA receives.

Our flight teams are noted throughout the airshow circuit for their graceful and polished formation demonstrations. We are very proud of our team and our pilots are honoured to be part of it.

Now you ask, "What is it like to fly the Harvard?" If you are moving up from a Piper or Cessna, you will notice the size difference. The wing span is 42 feet and the gross weight is 5700 lbs. Even though 600 hp is more power than most private pilots experience, it has to move more weight.

Set your trims, feed in the power along with right rudder and the tail comes up. Wake up those feet and keep her straight.

Continued on Page 8



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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.

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

Vic Gabas (604) 853-2778

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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

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Roger Gauthier (Kelowna) (250)-763-1529
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For Sale: Electronic Tach 2.25" with generator (new) \$125, 6" castoring tailwheel, \$50, Electronic dimmer control, \$25, 2 New 600.6 Goodyear Tires, \$125 for pair, Combo EGT/CHT (needs probes), \$50, Tach Cont.C85-0200, \$35, Temp (OAT) gauge, new, \$35, Windscreen Ant., Van's, new, \$15, 525 battery (new) never had electrolyte, \$75, Fuel Pressure Gauge O/H, \$35, Lycoming Starter 0-290, 0235, 0320, 0360, for \$375.

Bob Cutting 275-1603

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.

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Continued on Page 8

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Pat O'Donnell 533-1839
FOR SALE: Zenith 250 plans and parts, wing rib moulds \$360. Christavia Mk IV project, 4130 steel tube, wing ribs, flaps ailerons, gear legs, wheels and brakes, tail stab and rudder, \$3600.
Paul Trudel 532-8570
Building Partner Wanted:
partially completed Kitfox Model IV-1200. Time too limited to complete myself. Seek-

ing building partner with some experience. Partnership arrangement - terms to be discussed. Call Marty BillinkoffDays (604) 322-7545 Cell (604) 351-0222 Evenings (604) 946-6475 email: martyb888@aol.com
WANTED: CASSUTT sport/racer preferably in flying condition. Will consider a project or an RV project. Contact Adrian Cooper tel/fax (604) 324-2104, or email at adriancooper@canoemail.com

Harvard *Continued from Page 6*

She flies off around 70 knots and starts climbing. Gear up and power back. Speed at 95 knots for the climb. You don't see too much ahead in the climb so you do 15 degree turns to look around. Level off, power back then prop and trim her out. Do some turns and you find she is almost a fingertip airplane. Practice the stalls and you find there is little warning and generally she will drop the right wing. She will recover like any other airplane but will eat up more altitude by the time you are done.

Time to go back so you join the cir-

cuit, drop the gear and do your downwind checks. You fly your circuits tight in case the engine fails, or else you will never make it. The edge of the runway is on the wingtip. Turn onto base when you are 45 degrees to the threshold and power right back, prop full fine, flaps 10 degrees, then power back up to maintain 90 kts. Turn onto final and flaps as required (more flaps give you a better view ahead) and bleed the speed to 80 kts. Start your flare and be precise or else you will balloon or bounce. Wheels touch (three point is the safest) and keep looking out and keep

her straight. You come to a stop, flaps up, trims set and you might as well open the canopy and taxi back, usually to the fuel pumps. Prop to full course, throttle to idle, dead mag check, throttle to 1000 rpm and mixture to idle cut off. Switches, fuel off, harness off and controls lock. You climb out and can't wait to do it again.

For more information visit our website at www.hangarline.com. Thanks to Mr. Tyrell for this month's contribution, and to CHAA webmaster Len Sunday for helping out with the previous Harvard feature. 🍷

FIRST OF ALL: MAJOR KUDOS to all involved in the June 30 Fly-In. It was, in a word, simply great. I navigated down with three of the four kids and had to pry myself loose after two hours to get one of them to a birthday party: I could have easily stayed all day. Lots of interesting airplanes, and just this sort of wonderful airplane-party feeling. Judging by what was planned, I left before the Really Fun Stuff happened. Youngest son Nathan just wandered around in a daze, taking it all in. To all involved: THANKYOU. It was a slice of what is essential to sport flying. It was wonderful.

Secondly, I must apologize for the late issue. A rare business trip to Chicago resulted in my attending to this month's offering a week and a half later than usual. Speaking of Chicago...those of you who have been in that neck of the woods must know that Oshkosh is a scant three hours by car north of the Windy City. This realization came as somewhat of an epiphany, and of course a trip to that Blessed Realm was immediately put on the priority list.

A co-worker who had been sent off to Chicago with me was persuaded to tag along and we headed out about 8 am that Satur-



day. I wish my trip had been three weeks later so I could have caught some of the fly-in, but in fairness to my friend Allan, it would have probably been too much for the unconverted. As it was, the AirVenture Museum was fantastic. They even had a video on Roadable Aircraft (imagine!) which was a no-brainer purchase for myself.

The museum has plenty for the enthusiast as well as the layman. Some neat activities for the kids, and of course some of the most significant aircraft ever built: two Spirit of St. Louis (one static, one flying), an Aerocar (of course) and bazillions of warbirds, race planes, homebuilt prototypes... there just isn't room to describe it all.

Behind the museum proper is Pioneer Field, a sort of reproduction of an old-style aerodrome complete with turf strip, and rides offered in the TravelAir, a Ford Trimotor and an RV-6. They even have a Steve Wittman Hangar, where of course I posed beside Tailwind Serial Number 001.

As we strapped in, the pilot asked me if I wanted the "scenic route, or do you want to have some fun?" Cognizant of my single (albiet hefty) lap belt and the open cockpit, I timidly enquired as to what that might entail. Wingovers and the like, I was told. No problem there. I just didn't know how I might handle a loop or a snap roll with the single belt...

What a hoot. The airplane was in pristine condition and felt as solid as a house. The radial engine seemed to exude power and confidence. My only two complaints: too short (about three hours would have suited me just fine) and they removed the stick from the front, a necessary expedient for non-aviating passengers and the fact that there was no intercom. I finally got my open cockpit experience (anyone want to buy a Cessna?) and some great pictures and memories. As well as a rock solid determination to do the Oshkosh fly-in in 2003.

To those who have not seen the museum, I can only encourage them to take it in if in the neighbourhood. A remarkable collection of significant aircraft, a beautiful facility, the veritable heartland of recreational aviation. 🍷