

Turn & Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

April 2002

Test Flying High Performance Homebuilts

Fairings





On The Cover:
 Franz Friesen's Turbine powered Phoenix. Franz Friesen photo.
 Above: Murphy's mighty SR3500. Murphy Aircraft Photo.

Inside

Technical Guy 3
 Bulletin Board 4
 Minutes
 By Jim Hunter 4
 Flying High Performance Homebuilts
 by Kevin Maher 5
 Classified 7
 The Last Word
 by George Gregory 8

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. Contributions can be e-mailed to George at:

gregdesign@telus.net

Enquiries to the Membership Chairman should be mailed to Rob Prior, 3032 Carina Place, Burnaby, BC, V3J 1B5

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:
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Technical Guy

Fred Hinsch

reprinted from the October 1993
Turn and Bank

This is for those of you out there who have been flying your airplanes without fairings, like me, mainly for reasons of procrastination. Well, if your airplane is at the airport and may even be sitting outside (mine is) you can still have fairings on it and improve its looks and performance. What you want to make:

-Wing root and flap fairings, this can be a single fairing

-Gear leg fairings, they could be bent of alclad sheet.

-Gear leg fairing to the fuselage

-Gear leg to wheelpants (this assumes you have them). There may be other fairings you can make but I will stick to these.

What you will need:

-Modeling clay. About 25 lbs should do it. You can buy this at hobby shops or ceramics shops.

-Some foam blocks, 3" pink stuff is what I used.

-Two yards of 6 oz. polyester cloth and one yard of 2.5 oz. polyester cloth.

-16' x 4" of 6 oz. poly. tape.

-One quart container (the ice cream type) of zeothix. It is a filler that stops the mix from running too much. one half that amount of microballoons.

-Three 500 ml kits of Coldcure. This is a 2 part polyester resin that will cure outside in any temperature you would care to work in. Or any equivalent product.

-A small can of paste wax (poly resin won't stick to it).

-Three 1" paint brushes (for spreading the resin mix on the mold). Those are the essentials; add whatever else you think you may need.

Let's go do it: In my case my Bede is at the airport and has been for a long time. I wasn't about to take it home to do this; so off I went to the airport on a good day with all my supplies and tools. I had already installed leg fairings of metal so the fairings I was looking at were the upper and lower ones. I took a creeper board for lying under the airplane and a pail of water (the clay

mold must remain damp until you lay up your cloth). To save some clay, I used the foam, carved to a rough outline of the future fairings and glued to the spots around the leg fairing. I found that masking tape also works. The clay work took hours! Molding it over the top of the foam, filling all voids. Now and then it needs to be sprayed with a spray bottle of water. A spatula comes in handy to smooth out the mold. Under the floor I spread it out in a half circle, but on top it meets the sidechannel and is drawn forward and aft to make it look streamlined. I don't need to tell you that the flatter you make the curves the larger this thing will get! So use your own judgement here. I cut out all the pieces of cloth first, then mixed the resin adding lots of the thickener. (This was going to be overhead - yuck). I wetted the cloth first and man was that a mess! However, I did man-age to do it without getting it all over myself.

To backtrack a moment, around the edge of the mold spread a thin coat of wax to save your paint job. The next day the glass is hard. I hope you were wearing rubber surgical gloves for your glassing! I cut it at the back edge with a lino knife and carefully loosened it with a hack-saw blade. I did not try to save the mold, or the clay for that matter. Back in the workshop after doing the process twice, the fairing was cleaned and lightly sanded and another layup was made with 6 oz. cloth. The third and final one is the 2.5 oz. cloth and micro balloons in the mix (this makes it self leveling). Any dips after that are filled with featherfill. To install these fairings I used sheet metal screws underneath. On top none are needed. The cut back edge needs a metal doubler underneath for screws to go into. The bottom fairings are basically done the

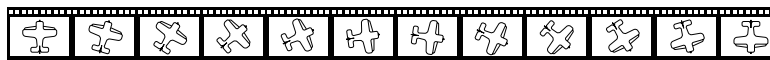
same way. Mine enclose the brake calipers and attach to the wheel pants with nutplates and stainless steel screws. My next project were the wingroot fairings. Very little clay is needed here, only the juncture between the side angle of the windshield and the wing leading edge needs a clay mold.

Are you still with me? Good. The 4" tape is laid over the top of the wing and fuselage. Again two layers of the tape (but only one at the airport). I used no 2.5 oz here, only another layer of glass with micro balloons. I have a metal wing and used handywrap (yes, you read this right) under it to lay the glass onto. From the leading edge it goes under a little way and over the top of the side window. The whole thing goes back over the top of the flaps too. The finished fairing looks great. If you have a glass wing, you may want to bond it to the wing itself. Of course you must sand off some paint. Again, use judgement how much to overlap it onto the fuselage side! My fairing of course is portable because the wing is metal, but it is attached to the wing. You don't want water running into the cockpit. Winter is coming soon (this was originally published in October) and I may think up some other fairings till next spring, so if you feel inspired, now get to it!



The Chapter's second aircraft carrier trailer is for sale. It's a gem! \$480 or best reasonable offer. It's at John Keon's place 16301 - 20 Ave., Surrey ph. 536-8589 or call Jim Hunter at 576-2678.

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? Want to contribute to the community good? 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.

Don't forget the Annual Bash on April 27. Contact Any executive member for tickets. See the ad on back for details.

The chapter is looking for someone to head up a chapter fly-in this summer. July 6 is the weekend picked. If you're interested, speak up! Contact any member of the executive to sign up.

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Minutes

Jim Hunter

Minutes of the General Meeting, 5 March, 2002

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

Hunter/Spence: that the Minutes of the General Meeting of 5 February, 2002 be adopted as printed in the Turn and Bank. Discussion Carried.

Correspondence: none received.

Committee Reports:

Treasury: Don Souter: Verbal report. We are in good shape.

Membership: Rob Prior: of 134 members, all but 27 have renewed. Our membership breakdown is 64 individual memberships, 14 family, 5 life and 26 complimentary.

Buildings: Dan Weinkam/David Bell: OK but lots of Chapter tie-downs available.

Library: From the murky depths, Tim Baker says going fine but still looking for "Diesel Aircraft Engines".

Vice President: Emily Clemens has tickets for the Annual Bash on 27 April. Please buy them soon so we have a good body (if you'll pardon the expression) count. We pay for a certain number of dinners and it is up to us to provide the consumers thereof.

Program: Dan Lawler: Tonight we have a presentation by Mr. Leon Massa whose firm Compact Radial Engines in Surrey modifies one, two, three and four cylinder Italian built air-cooled engines for aeronautical use. The one jug model is for powered parachutes but the four cylinder develops about 90 horses and would work fine in such as a Volksplane or FlyBaby.

RAAC: Rob Prior: Quiet.

Aircraft: Tedd McHenry: 3.7 hours put on the Turbi and it's said to be running well. And from Gaetan: the J-5 wings are

ready for cover. The fabric is being sewn into panels. Fuselage is next. Now, we need somebody to work on the instrument panel. If you are he, talk to Gaetan.

DHAPCOM: Terry Wilshire: Breakfast this coming Sunday (Why are we telling you now?)

-Tuesday, 12 March, Wright Flyer Committee meets

-27 March, Operating Committee meets.

Old Business: none.

New Business:

Some discussion about having a fly-in come the Summer. Nobody put himself forward to be the chairman but anybody who feels himself worthy is welcome to offer himself up. We did, however, decide upon a suitable date: July 6. That's half way between July 1 which has gotten itself gromed (?-Ed.) onto by Langley and the second weekend, which is Arlington. Spence/Herman: that we adjourn and twe'r so.

Jim Hunter, Scribe

Flying High Performance Homebuilts

by Kevin Maher



F. Freisen Photo

reprinted from the October 1993 Turn and Bank

MOST OF THE ARTICLES I've written are about people - the wonderfully interesting and talented people in aviation who are driven to seek out greater adventures and challenges than the average population. Recently, However, I've felt compelled to write about pilot currency and training for pilots of high performance aircraft. Other writers in the newsletter have nibbled at the topic - annual flight test, test flying homebuilts, etc., but they have never faced the topic head on. Probably quite wisely, for it can be a contentious issue and people may not like what they read or worse yet, they may stop liking the author! I offer this not as dogma or the definitive treatise but as a seed that will hopefully germinate into a useful discussion from which good ideas will come. If you like or don't like what you are about to read, don't tell me but write a letter to the editor so that we can all mull you thought over. Before I begin, a little background.

Years ago, most general aviation aircraft all flew the same...it didn't matter if you had a Cub, Airknocker, or T-Craft, they all flew about the same. High performance was a Cessna 195 and corporate

flight departments had Beech 18's or Aztecs, The homebuilts of the time by and large mimicked the light production aircraft. Volksplanes, Fly-Baby's, and Minicabs. High performance was a 125 hp Emeraude and the Fly Baby plans warned of the brisk acceleration if you installed an 85 hp engine. A very farsighted Chapter executive bought a pile of parts that became our J-5 in order that builders could retain their currency.

As time progressed so did production sport aircraft, but not very dramatically. Constrained by marketing executives and certification requirements, most went a little bit faster but were still easy to fly and forgiving of most mistakes. Product liability lawsuits drove the costs into orbit and most production ceased. Suddenly there were no new fast or exciting airplanes available and at the same time, homebuilders discovered computers, high tech materials, and modern production methods. The rest is history. Numerous sleek beautiful aircraft kits appeared producing airplanes that outperformed factory aircraft at a fraction of the cost. homebuilders, previously just a bunch of enthusiasts buildin' stuff in their basements, now had members among them whose pri-

mary goal was to build a 250 knot, fully aerobatic, IFR certified FastAir III. If it takes a hundred thousand dollars, so be it. Some of these aircraft are even built by custom builders for their owners.

Now the part where I walk out on some very thin ice. Statistically, test flying homebuilts is the most dangerous flying around. A higher fatal accident rate than even Vietnam combat flying! The interesting part is that as homebuilts get more sophisticated, more and more of the problems seem to be at least in part pilot instead of airplane induced. Even worse, accidents in high performance homebuilts are not restricted to the first few flights, lending credence to the idea that airplanes require considerable attention in order to safely fly them. Insurance companies at work require that I undergo annual simulator training not only for the jet but also for the turboprop. The bright side to all of this is that most accidents attributed to a lack of pilot skill, knowledge, or ability are easily preventable. A quick examination of the differences in flying low and high performance aircraft is in order.

1) High cruising speeds coupled with slow deceleration rates cause new pilots the most problems. The aircraft's speed over the ground can lead to sensory overload and make flying circuits a real challenge. Maneuvering in poor weather and/or mountain valleys takes practiced skill. Structural strength at high speed can be degraded and care must be taken when maneuvering or in turbulence. In addition, small pitch changes (a couple of degrees) quickly produce large speed changes and even larger altitude changes.

2) Very sensitive flight controls and often reduced stability margins require a light touch and a little thought. Overcontrolling on initial flights is common and pilots should avoid abrupt "yank and bank" flying at high speed.

3) Higher landing speeds and stalling speed mean that speed control must be precise and low speed maneuvering be well planned (don't try to make square corners, etc.). Ten knots too fast could float you off the end of a short runway and ten knots too slow coupled with a high descent rate could cause the aircraft to stall in the flare and land hard.

4) Aerobatic and IFR capability: this is really an extension of all of the above. If you get a high performance aircraft into an

unusual attitude, things change incredibly quickly. Consequently, these type of aircraft should not be used as aerobatic trainers. Similarly their higher speeds and lesser stability make them very challenging IFR aircraft. The numerous distractions that materialize flying IFR make these aircraft somewhat hairy to fly solo in cloud. Bring along another instrument rated pilot or wait until your proficiency at both flying the airplane and flying IFR are up to snuff.

5) If you fly a Cub, you can see what the weather at your destination is before you take off. If you fly the fictitious FastAir III on a 600 mile trip you could cross a mountain range, time zone, and several weather systems before you get there. Have a good working knowledge of meteorology and get a thorough briefing before you leave. Diverting to an alternate airport when you have to go to the bathroom sooo bad that your eyes are watering is bad, but not having the fuel to get to the alternate because of a weather change is worse!

6) Complex systems. If you fly fast, high, IFR, or over long distances, the airplane will be inherently more complex. Retractable gear, multiple fuel tanks, fuel injection and turbocharging. Constant speed propellers,

multiple electrical systems the list goes on. As my boss says at work, "If you can't draw the system schematic from memory along with its limitations, you should be in the books not the airplane". Harsh, perhaps, but when all this stuff quits working a good knowledge of how it's put together as well as a comprehensive emergency checklist sure beats the old "what in the hell do I do now" grope and panic.

The other solution to all this is to do what I did. Go out and buy yourself some prehistoric biplane that doesn't go fast enough to get hurt in and burns so much fuel that you can't go very far (if the engine quits you could probably land it in a field and walk home, honest). Although I've got lots of time in this type of airplane I'm still not going to test fly her because I am too emotionally attached to her. If something were to go wrong I would probably think about how much she cost or how foolish I'd look walking home instead of concentrating at the job at hand. A very dear friend said that he would fly her for me (he also happens to be the finest pilot I have ever known!) and I will take great pride in watching him re-introduce her to the sky once again.



The bright side to all of this is that most accidents attributed to a lack of pilot skill, knowledge, or ability are easily preventable



F. Freisen Photo

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1/4 page: \$10/month \$100/yr

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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: 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:

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: 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.

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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

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Don't Miss The

Annual Bash

April 27, 2002

Sundance Inn

6574 Ladner Trunk Rd, Richmond

Cocktails 5:30

Dinner 6:30



George Gregory Photo

THE END OF THIS YEAR will mark 10 years that I have been the editor of the Turn and Bank. It has been a very enjoyable time for me; but I'm starting to think of taking a rest. My family is growing and my career is taking interesting new turns. In a word, I'm just getting plain busier. And I still haven't re-started the Tailwind.

Has it been so long already? It's hard to believe. When I started doing this, I had a two-year old, a baby girl, and no airplane, no airplane project. Now I have four kids, 11, 9, 6 and 3; I guess you could say they have become my project, but Janet wisely preempted any further aviation pining by suggesting the purchase of our 172.

All of them know what it's like to be an aviating family. Janet is still steadfast that we're better off with the Cessna than a project right now mainly because of our time constraints, and I can't disagree with her (she despises the Tailwind design, however. Hmph! Too boxy, says she. A Lancair IV is the way! If I had a million dollars...).

LAST WORD GEORGE GREGORY

You can imagine I'm rather ambivalent about bringing this all up. I've spent a fifth of my life doing this, and I'm sort of attached to it. But maybe it's time to give someone else a chance to play. Being in the printing trade has helped, because I knew what could be done with desktop publishing; but I tell you, it's not hard! Many have access to computers with publisher programs, Corel, Word, whatever; and scanners are practically giveaways at Future Shop or London Drugs.

The process is simple. I make up the newsletter on a computer desktop, make a master copy of all 8 pages on a laserprinter, and then run them down to Staples or similar copyprint shop (so far Staples is the best deal) and get them printed in sets, already stapled, collated and ready for

mailing, which is presently handled by good member Lothar Juraski, who has handled that responsibility for quite a while himself.

I pay for them by Visa, and am reimbursed at the next meeting by the chapter treasurer. It's that simple.

The one really neat thing about it is that it is a concrete contribution to the common good, but one you can tailor to your own schedule, sort of pick away at it here and there. For me it's the one thing I could do for the chapter.

So: any takers? I'll certainly get the lucky candidate started, help them out with whatever details they need, be there for questions, etc. Give it some thought!

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