

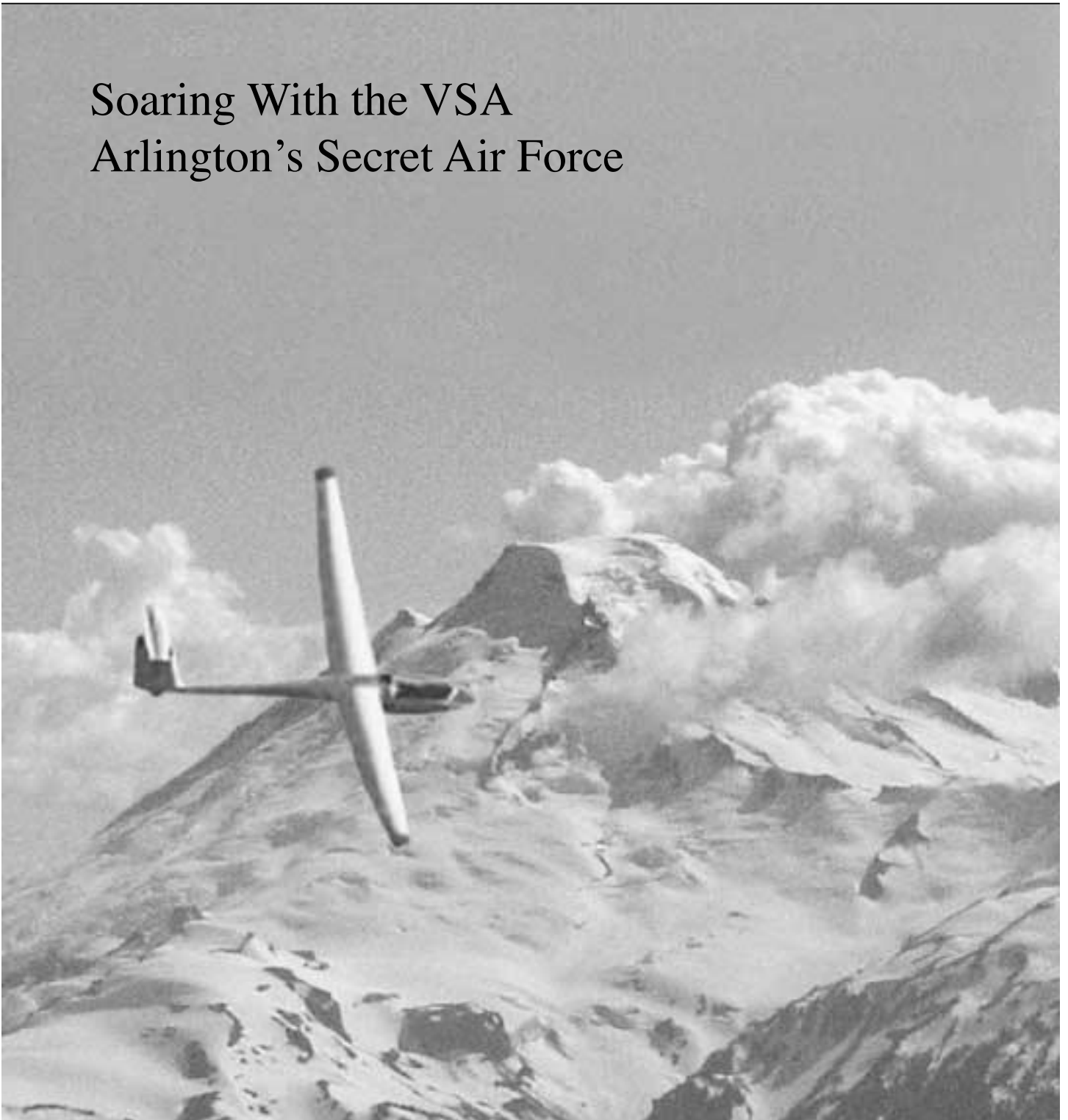
Turn & Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

July 2002

Soaring With the VSA Arlington's Secret Air Force





On The Cover:

A Glider banks in front of Mount Baker (?)

Above: the Club's J-5 a long, long time ago. Colin Walker Photo

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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:

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>

RECREATIONAL
AIRCRAFT
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Delta Heritage Airpark
Vancouver, B.C.



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General	Paul Trudel.....	532-8570



on less than 1 gallon of fuel per hour

You're probably wondering what kind of an aircraft gets this kind of performance? You're probably thinking it must be incredibly aerodynamic. It must be made of modern materials and carefully hand crafted. It must have a very small engine.

Well, you're right on all these. The airplane I'm talking about is incredibly sleek and smooth – it'll fly in a sideways slip almost as efficiently as it'll fly coordinated. It is made by hand of fiberglass composite material. And, in fact, it has no engine at all. I'm talking about a glider.

Gliders allow you to really experience the art and finesse of flying. Relying on naturally rising air currents requires you to fully understand the environment around you. You completely tune into heating, cooling, winds and terrain features. You work silently with nature, like an eagle, cheating gravity at every turn.

Now don't get me wrong. Power flying is great too and presents a host of challenges and enjoyments. That is why I fly both power planes and gliders. Power planes give you the opportunity to pick a destination and, provided the conditions remain VFR, get there and see the scenery on the

way with amazing reliability.

Soaring allows you to lazily drift amongst the clouds and the mountains, trying to capture rising air and using that to propel yourself to greater heights. While you may take off with a destination in mind for a cross-country flight (and people routinely complete 500 and 1000 km flights in BC) your path is much more at the whim of nature and your ability to understand what the clues are telling you.

When you're gliding, you're almost

the dynamics of terrain and weather. From lazy turns, playing around the clouds (uh, I mean staying 500' vertical and 2000' horizontal from clouds) to aerobatics – loops, rolls, stall turns and other daring maneuvers. From a first cross-country flight from Hope over to Harrison Lake to a competition flight where your skills are pitted not only against your personal aspirations but against other experienced pilots.

Soaring is about precision flying. Maintaining the optimum speed for the current conditions. Keeping the ship perfectly coordinated to maximize your time aloft. Landing and stopping within 150 meters of the button, without the ability to add power on final or to go-around if you don't like the approach.

But mostly, soaring is about having fun while flying, whatever your skill level and goals.


The Vancouver Soaring Association, based at Hope Airport, has a fleet of 5 two-seat gliders, 4 solo gliders and 3 Tow-planes. The club is all-volunteer, so instruc-

Soaring is about precision flying.

always in a turn or changing speed; circling tightly in a thermal or working a ridge in a figure-eight pattern, slowing down to a few knots above stall to maximize your time in the lift or kicking up to high speeds to get out of an area of sink.

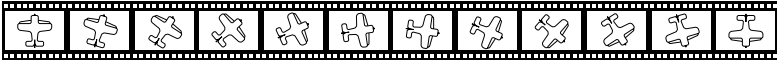
Soaring has an incredible ability to test and extend your flying skill. From simple flights working in a known area to find lift to long cross-country flights understanding

tion is offered at no additional cost. We operate every weekend from around the beginning of April to the end of October. Fly or drive out and see for yourself what this type of flying is all about.

For more information on the Vancouver Soaring Association, check out our web site at www.vsa.ca or talk to one of the RAA members who is also involved in soaring (Daniel Weinkam, Daryl Spencer) 

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.

Don't forget that George is looking for pictures you may have of aircraft for his Stock picture collection. These will be used in future issues of the Turn and Bank as needed as well as use in the Recreational Flyer when a nice picture is needed for articles and fillers.

JULY 6, 2002: Chapter Fly-In

JULY 10-14 EAA NW Arlington Fly-In, Arlington Airport, Arlington, WA

JULY 23-29 EAA 50TH Airventure Airshow and Fly-in, Wittman Field, Oshkosh, WI

SEPT 27, 28, 29 RAAC ANNUAL GENERAL MEETING Mark your calendars September 27th, 28th and 29th, and book your

flights to friendly Manitoba to attend the most exciting RAA - Annual General Meeting ever, since last year! In addition to meeting old friends, greeting new members, and discussing RAA business, Winnipeg offers an action packed weekend for RAA members and our partners.

Minutes Jim Hunter

Minutes of the General Meeting,
4 June, 2002

Call to order: 8:00 by Custodian Tim Baker in the absence of President and Vice President.

Hunter/Thompson: that the Minutes of the General Meeting of 7 May, 2002 be accepted as printed in the Turn and Bank. Discussion Carried.

Correspondence: None received.

Committee Reports:

Treasury: Don Souter: Verbal report from Don. All is prosperous.

Membership: Rob Prior: 127 of all types with three new members this evening.

Buildings: Dave Bell/Dan Weinkam: Hangar roof to be painted in August. It will cost about \$500. Big annual cleanup on Friday, July 5 in preparation for the Fly-In the next day. Barbecue following the clean-up. We need lots of help! (for the clean-up and then the barbecue).

Library: Tim Baker: it's fine.

Newsletter: George Gregory and his usual plaintive cry.

Program: arranged by Dan Lawler: we have two gentlemen from Zephyr aircraft tonight to expound upon their airplanes.

RAAC: Rob Prior:

1) Rob mentioned to the membership that the chapter is sending \$500 to RAAC. This is in lieu of the \$2 per member levy" as passed a couple of RAAC AGM's ago.

2) Aircraft Chairman Tedd McHenry explained to the membership the deliberations of the May Executive Meeting. At that meeting, it was proposed that, starting in January 2003, the Chapter would make mandatory and collect RAAC membership dues for all new members. It would also collect RAAC membership dues for all Chapter members enrolled before 2003 unless that member indicated that he did not wish to belong to RAAC. Be it noted that the proposal was not approved by all Executive members at their meeting.

Following Tedd's presentation and discussion, an informal vote was taken and this indicated that the proposal had the approval of the General Membership but with a small but earnest opposition. The Exec can now proceed knowing that it has General approval.

Aircraft: Tedd McHenry: Turbi had 18.2 hours put upon it in May. Tedd would like

to meet with all Turbi pilots after this meeting.

DHAPCOM: Terry Wilshire:

1) Air Cadets will be working around the field on Saturday.

2) Breakfast, Sunday 9 June.

3) The Fire Department has tentatively approved the fuel depot but the pumps now have to be kept locked after use. Get a key from Terry. Help out visitors by unlocking the pumps for them (and then locking up afterwards).

4) Schools in the entire GVRD area have been given brochures about the Wright Flyer contest (18 May, 2003).

5) DHAPCOM needs a Treasurer. Talk to Terry if interested.

Old Business:

1) Fly In Committee meets Tuesday, Briefing Building.

2) We need some Young Eagle participation to go with the Fly In. See Tim Baker.

New Business: None.

Spence/Walker: that we adjourn and verily, we didst.

Jim Hunter, Secretary



Arlington's Secret Air Force

Text and Photos by
Mark Munzel

WE WHO LIVE in the Lower Mainland are blessed with nearby aviation museums. The Canadian Museum of Flight at Langley airport is the most obvious one. Larger collections are a short distance over the border. Seattle's Museum of Flight, the Olympic Flying Museum, the Evergreen Aviation Museum in McMinnville, and the Tillamook Air Museum can all be reached in a day's drive or flight.

But this list overlooks what may be the most significant collection of aircraft in the area. Most people don't know about it, because it was established recently, hasn't been publicized, and isn't available for public viewing. Indeed, it's not clear whether the collection is a museum or an investment holding. It's not even clear who the owner is.

Don't conclude from the lack of detail that the location is secret or hidden. Quite the opposite - in mid July, it will be swarming with people and planes gathered for the EAA's third-largest fly-in. Yes, it's at Arlington airport. The recently-built hangars on the southwest corner of the field contain (and conceal) a spectacular collection of Second World War aircraft. The "Flying Heritage Collection" includes well-known and relatively abundant warbirds like the P-51 Mustang and Spitfire, and also rarer types like the Focke Wulf FW 190, Heinkel He 111 and the Japanese Ki. 43 Oscar. All told, FHC has at least 23 planes

hanged at Arlington or being restored elsewhere.

Who owns the planes? The name most often floated is Seattle multimillionaire Paul Allen, co-founder of a company named Microsoft. Although he retired from the software behemoth in 1983, Allen remains the second-largest shareholder (behind somebody named Bill Gates). Allen's other investments include the Seattle Seahawks football team (100% ownership) and their new stadium (ditto). He also built the Experience Music Project in downtown Seattle, a \$100-million museum dedicated to his idol, Jimi Hendrix. Now he appears to be dabbling in warbirds - FHC's aircraft are registered to an organization with the same

name as Allen's largest holding company.

However, Allen is not known to be a pilot or even an aviation buff. A second theory holds that FHC is owned by a collective of current and former Microsoft executives, with Allen's company serving as the business implement.

Whoever the owner is, lots of money

is being spent to acquire aircraft and make them as authentic as possible. This posting from an Internet discussion group gives an idea of the level of quality sought:

"The FHC P-51D restoration (which started as a complete, more or less flyable airplane), will take a few years of full time work by an experience shop just due to the level of authenticity demanded by the owner. A special wire-marking machine is being used to duplicate the ink stamp coding on every electrical wire in the airplane. Ink stamps are being used to mark component parts, paint colors are being researched, etc. All this takes time, including for tooling that has to be devised to do things that only the original manufac-

**this list [of museums] overlooks
what may be the most significant collection of
aircraft in the area**

turer ever did. Now you have to figure out something to make one or two parts 60 years later. The original part may have been drop-hammer formed. Do you have a steel drop hammer die in the correct shape handy? Or was the last one scrapped 40 years ago? Maybe you can make some temporary tooling out of fiberglass and con-

crete that will make one or two parts using a hydropress or stretch forming operation? The shop now becomes an experimental metal forming lab just for these parts!"

The P-51 isn't the only FHC aircraft that was in good shape when purchased but is being taken to a higher level. The Collection's first acquisition in 1998 was a rare B-17E, the oldest flyable example of the Flying Fortress. It was purchased straight out of the restoration shop, flown from Florida to Washington, and then disassembled to be re-restored. A similar story applies to the Collection's P-40C Warhawk - a true WWII veteran recovered from Russia, incidentally. Some of the work is being done in the Arlington hangar, but some has been contracted to the finest (and priciest) restoration shops in the US and Britain.

The name "Flying Heritage Collection" leads to the tantalizing thought that the planes will be seen in the sky once they are on public display. Perhaps I should say *if* they are on display, since no plans have been announced for the collection. However, erecting a museum at Arlington airport or elsewhere would be consistent with Paul Allen's past behaviour of sharing his passions with the world - Microsoft Word and the Experience Music Project being cases in point. Even if the Flying Heritage Collection isn't a front for Allen, museums are popular tax write-offs for rich folk...

As usual, several privately-owned warbirds can be expected at this year's Arlington fly in. Impressive as these trainers, liaisons, and occasional combat types are, remember as you walk among them that you're just up the field from another group of warbirds that's staggering by comparison. And hope that the owners of the FHC will someday be as generous about sharing them with the public. *(more photos on page 8! -ed.)*



The Collection's first acquisition in 1998 was a rare B-17E, the oldest flyable example of the Flying Fortress

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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: 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

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ered, 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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Ole #45-3931 198 st. Langley BC 514-1280

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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

Headsets -2 David Clark H10-30 \$125 / \$100. Bendix starters for Lycoming - 2 @ \$250 each Terry Elgood 604-279-2062

email: elgood@aebc.com
FOR SALE: Murphy type floats 1500's. \$9600 CDN. New, complete with rudders. Harold Schapansky (604) 826-5068



The Flying Heritage Collection, so far:

Stored at Arlington airport:

Boeing B-17E Flying Fortress
 Lockheed P-38L Lightning
 Curtiss P-40C Tomahawk
 Douglas AD-4N Skyraider
 Mitsubishi A6M Zeros (two!)
 Nakajima Ki.43 Oscar
 Curtis JN-4D Jenny
 Supermarine Spitfire Vc
 Heinkel He.111 (also two, one for parts)
 Fieseler Fi.156 Storch
 Polikarpov Po-2
 Polikarpov I-16 Rata
 Messerschmitt Me.262A
 Republic F-84G Thunderjet
 North American F-86A Sabre

Under restoration (and where):

North American B-25J Mitchell (California)
 Republic P-47D Thunderbolt (California)
 North American P-51D Mustang (California)
 Grumman F6F-5 Hellcat (Texas)
 Vought/GM FG-1D Corsair (Texas)
 A third Mitsubishi A6M Zero (California)
 Focke Wulf Fw-190A (UK)
 Hawker Hurricane (UK) (unconfirmed)
 Messerschmitt Bf.109E (UK) (unconfirmed)

Thanks to Dennis Bergstrom for compiling the list.

More of the collection: From Top, Curtiss P-40C Tomahawk, Heinkel HE 111, Polikarpov I-16 Rata

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