

Turn of Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

November 2002

2002 RAAC AGM ROYAL NORWEGIAN NAVAL AIR FORCE





On The Cover:
Chapter 85's 2002 Fly-In.
Above: a beautiful Beech Staggerwing.
Mark Munzel Photos.

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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>

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 Vancouver, B.C.




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RAAC AGM 2002

Reported by Rob Prior

RAA 85 Questions for the AGM:

Who's going to CARAC meetings now?

No meetings lately that have been relevant to recreational aviation. Paul heard through Kathy Lubitz (UPAC) that they will be discussing the Airshow vs. Fly-in vs. "a random gathering" issue soon, and they plan to attend that.

Very few members in the Ottawa area right now, which makes it difficult to get regular representation.

Paul Sharpe has been going as needed.

What new initiatives are going on now?

Technical Advisor Program

With the support of Transport Canada, we are starting a program to train chapter members in the paperwork associated with amateur-built aircraft. This will help Transport Canada speed through the processing of amateur-built paperwork. It's unclear why this is needed and why MD-RA isn't doing this already, but Transport and RAA both seem to think it is a good idea to be doing this, and Transport is going to fund the initiative.

How many members nationally?

1577 renewals in 2001, based on the financial statement from last year.

1106 renewals so far in 2002.09.15. That's approximately 70% of the renewals

in 71% of the time, so it appears we're not losing members this year.

Current count of mailing labels for the magazine is just under 1700, but that includes 44 for duplicates for regional directors and about another 30-40 complimentary issues (Transport, etc.).

How are the finances?

10542.00 at 2000.12.31

(7747.58) at 2001.12.31

~6000.00 at 2002.09.15 (year to date)

~0.00 at 2002.12.31 (forecast)

AGM Notes:

Call to order 0835

Directors introduction

Directors reports

Chris Horsten - Update on activities. Magazine, builder's seminar, etc. Call for people to take initiative in holding seminars and promoting the organization locally.

O: Email Chris: What's the size of a .PDF for the Recreational Flyer?

O: Email Chris for info on introductory builder's seminar.

Gary Wolf - Update on activities. Articles of incorporation replacement. Minutes kept up-to-date. Office costs cut. Volunteers now handling much of the work in the office, Marina and Eileen now handling memberships and phones. Bulk purchase programs.

Redrive builder's co-op. Texas Parasol builder's group. Increase membership in ultralight community. Board re-building relationship with TC. Technical advisor program first in this new relationship. Safety seminar. Working towards common goal of safety with TC. Chapter Liability Insurance policy. Protects chapters during meetings & events. \$5M liability. Many events held across the country covered by this policy. 1600 members paying for coverage for 5000 chapter members. Call for volunteers across the country.

Bill Weir - Brought 1987 (then EAAC) AGM brochure along (also held in Winnipeg?). Financial highlights: contract labour 2001 \$23.5K in 2001, reduced to \$12.5K in 2002 (ytd). Regarding Magazine costs, it's either a magazine *or* a newsletter, there's no real way to do something in-between. Finances show that we're breaking even this year, but that doesn't leave anything for expansion. We're a grassroots organization, members who want to and can must take initiatives on their own.

David Moore - Impromptu speech on Technical Advisor Program. TC processing 3 planes in the time it should take to do 10. Problems with names not matching, weight & balance calculations, nameplates improper.

Continued on Page 8

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.

AIRFrame



Aircraft Portraits

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

3032 Carina Place, Burnaby, BC, V3J 1B5

604/422.8448

Bulletin Board

Last I heard, Norm Helmer is looking for someone to help or take over his Paradyne project. The Paradyne is a cutting edge new concept in STOL aircraft that shows promise. He's now residing at the George Kerby Centre in Burnaby. His phone number is (604) 527-8970.

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 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.

On October 27th there will be a practice for those wishing to participate in the Remembrance Day Fly-Past, with a second one on November 3, both at 10AM. Only those who have practiced will be allowed to participate. For details contact George Spence at (604) 298-2541.

November 15 is the Black Tie and Blue Jeans Auction, also (I gather) a BCAC func-

tion, at the Vancouver international Building, Richmond, BC.

If you know of any upcoming events, give George a call! This column is looking a bit thin these days.

*Below: A Cessna and George Spence's Chipmunk at the Chapter's Fly-In.
Mark Munzel Photo.*



Minutes

Jim Hunter

Minutes of the General Meeting (the Annual General Meeting), October 1, 2002

Call to order: 8:00 by President Tim Nicholas

Hunter/Cutting: that the Minutes of the General Meeting of 3 September, 2002 be approved as printed in the Chapter newsletter. Discussion Carried.

Correspondence:

Letter received from BCIT Bursary Committee advising that Mr. Arash Imani of Coquitlam has been awarded the \$500 bursary in the AME Program as granted by Chapter 85.

Committee Reports:

Treasury: Verbal report by Treasurer Don Souter.

Membership: Rob Prior: We have 130 members as of this evening. This is down 10 from

this time last year.

Buildings: Dave Bell/Dan Weinkam: Hangar roof now totally painted. Tie downs going fine but several available.

Library: Tim Baker: Going fine.

Newsletter: George Gregory: Going fine but keep those etc. etc. coming in.

Aircraft: Gerard Van Dijk: Turbi operating well and busy. Nothing on the J-5 rebuild, but presumably, it is progressing.

RAAC: Rob Prior: Rob reported on his attendance at the RAAC AGM in Winnipeg recently. He will blurb all to the Turn and Bank.

DHAPCOM: Bruce Prior: All is OK. Breakfast October 13. COPA Flight 5, a new and local COPA Flight held its first Young Eagles day. They used our facilities as their base.

Old Business:

1) November 11 Fly-By: George Spence: First practice Sunday October 27, 10:00 AM Clubhouse. Second Practice, Sunday November 3, 10:00 AM and the big day, Monday, November 11. Be at the club-house by 9:30 AM and ready to go. Remember: no practice,

no brief, no fly.

New Business:

Election of Officers: The election ably conducted by Bruce Prior. The results:

To serve in the year 2003:

President: Tim Baker

Vice President: Gerard Van Dijk

Treasurer: Don Souter

Secretary: Jim Hunter

Custodian: Joh Maccready

Program Chairman: Dan Lawler

To serve as Directors for three year terms:

Rob Prior

Bob Cutting

We thank all the retiring officers for their faithful service.

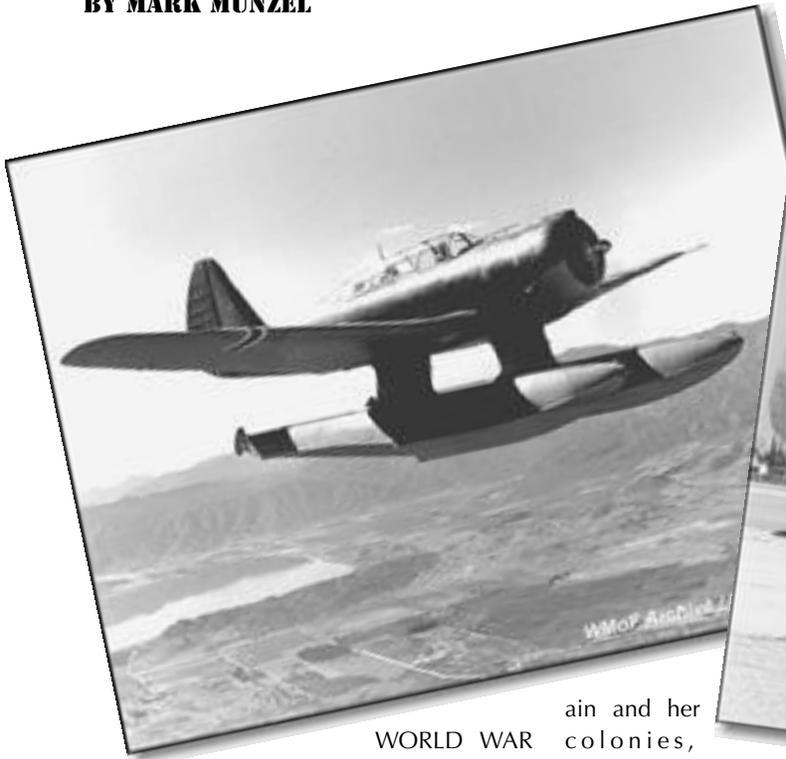
Prior/Cooper: that the ballots be destroyed. Carried.

Hunter/Hubble: that we adjourn, and thus indeed.

Jim Hunter, Secretary

LA OOSS IKKE GLEMMER (LET US NOT FORGET)

BY MARK MUNZEL



WORLD WAR TWO AVIATION is not a subject of direct relevance to recreational flying. However, as we near Remembrance Day and the Club's annual cenotaph flypast, it seems appropriate to raise the topic of past conflicts against tyranny - and of the sacrifices made, even locally, in the course of them.

Although the West Coast was never a major theatre in World War Two, the RCAF's Western Air Command was active throughout. Stranraer and Canso flying boats patrolled our coastline. Hurricane and Kittyhawk fighters stood ready to repel air attacks, however unlikely those might be. Fledgling bomber crews practiced their duties in Hampdens, Mitchells, and Liberators.

But the RCAF was not the only Allied air force to operate in Western Canada. And sadly, when the inevitable training accidents occurred it wasn't just Canadian aircrew whose lives were lost. This November, let's reflect upon the brief western sojourn of the military forces of Norway.

Yes, Norway. When the Nordic state was invaded by Germany in the spring of 1940, a large number of Norwegian citizens escaped the onrushing German forces. From Brit-

ain and her colonies, they prepared to fight for the return of their homeland. They needed an air force to do this, and to have an air force they needed to train pilots and aircrew.

Much of this training would be done in Canada. The Royal Norwegian Air Force training base at Little Norway on Toronto

THE RCAF WAS NOT THE ONLY ALLIED AIR FORCE TO OPERATE IN WESTERN CANADA

Island ultimately became large, significant to the war effort, and fairly well-known. (If you're saying "Hunh?" you can learn more at www.emb-norway.ca.) The extent and success of Norwegian training in Ontario has overshadowed Norway's other training activities in Canada, particularly those around Vancouver and Victoria early in 1941.

Canada was then at war with Germany but not with Japan. With the West Coast far from any operational theatre, RCAF operations here had not reached the level of inten-

sity they would a year later. The skies over the coast could accommodate more aircraft than were using them. Also, the West Coast had numerous flying boat bases, with water that didn't freeze up in winter - unlike that in Ontario. Both these characteristics drew the attention of the Royal Norwegian Naval Air Force. Anxious to strike back against Germany, the RNNAF was preparing to take delivery of patrol floatplanes ordered from the United States. It wanted to start training on them without delay, but could not do so at Little Norway in mid-winter. So the Norwegians asked and received permission for the first six aircraft to be delivered to RCAF Station Jericho Beach. The planes were flown up from California, via Portland, in late February and early March.

The aircraft were single-engine Northrop N-3PBs, the first of 24 that would ultimately be acquired by Norway. They were not small, with a span of almost 49 feet, length of 38 feet and gross weight of 10,600 lbs. Power was a Wright R-1820 radial of 1200 hp. They cruised at 215 miles per hour,

topped out at over 250, could climb to 28,000 feet, and had a range of up to 1400 miles. Armament was 2000 pounds of torpedoes or bombs plus a few machine guns. In 1941 terms the N-3PB was an impressive floatplane, and it remains one of the fastest non-racing seaplanes ever built.

With the Norwegian ferry pilots serving as instructors, the RNNAF began immediately to train new aircrews. Sadly, adapting to the big, heavy N-3PB proved difficult for the Norwegians in the worst possible way. Just two days after the first pair of aircraft arrived in Vancouver, one crashed off Point Atkinson. Both the instructor and student on board were killed.

Training continued, and in mid-March the surviving aircraft deployed to RCAF Station Patricia Bay (now Victoria airport). Again, one of the first flights turned tragic - an aircraft stalled just after takeoff,

DESPITE HEAVY LOSSES, THE SQUADRON'S COMBAT RECORD WAS DISTINGUISHED - IT INCLUDES NINE ATTACKS ON U-BOATS AND ONE AIR-TO-AIR KILL AGAINST A GERMAN PATROL AIRCRAFT.

with two of the three crew receiving fatal injuries.

Sixty-one years later, losing two aircraft and four lives so rapidly sounds like a cruel double-blow, one that must have crushed the morale of the surviving RNNAF personnel. But they kept going. They accepted that sacrifices were necessary if they were to regain their homeland.

After two weeks at Pat Bay, the four surviving planes returned to Vancouver. In early April, they were disassembled, placed on rail cars, and shipped to Ontario in anticipation of break-up. The RNNAF would continue its work-ups on the N-3PB closer to the war zone. By mid-May, the Norwegians and their floatplanes were in Iceland, where they became 330 (Norwegian) Squadron, Royal Air Force. Despite heavy losses, the squadron's combat record was distinguished - it includes nine attacks on U-boats and one air-to-air kill against a German patrol aircraft.

Today, we'd recognize the accidental deaths of four people as a significant tragedy. (Witness the entire nation's response to the loss of four soldiers in Afghanistan.) Yet the Second World War claimed tens of millions of lives. For those of us born after the war, knowing what a tiny portion of the total cost those four Norwegians represent reaffirms how the scale of World War Two - whether measured in duration, effort, lives, horrors, or what was at stake if the Allies lost - was beyond measure. Which is more reason to us to pay tribute to those

who believed it worth fighting.

As far as I'm aware, there are no monuments, museum displays or the like to commemorate the RNNAF's brief time in B.C. So on the 11th day of the 11th month, give the Norwegians a tribute by reflecting how Canada's allies served and made sacrifices nearby, as well as overseas.

Acknowledgements: Thanks to Jim Bates for providing information and the Western Museum of Flight in Torrance, California for photographs.



*Serves the **Canadian** Sport Flyer.*

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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

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

Will consider small antique aircraft engine as trade-in.

FOR SALE: One set of 1500 Murphy floats ready to go.

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

FOR SALE: 6 Factory new Franklin 180 hp cylinders includes installed valves \$300 each, will not part out.

Tim Novak 271-8586

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Stuart Gear (604) 941-9402

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E-mail: tmw@industriallaser.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

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

erly filled out, etc. Why isn't MD-RA picking these up? We don't know. We'll be talking to MD-RA to see what they say. Two training sessions in Ontario first as a pilot project to see how it goes, if all goes well will extend to other parts of Canada.

Q: Would this parallel and support the MD-RA?

A: Jaime Alexander would like to see the Technical Advisors take the MD-RA course but not require that they become an inspector. Then they'd have the background he feels they'd need to just take care of the paperwork.

Q: Someone heard people out west were getting inspections/paperwork done in a few weeks.

A: There were complaints about the Ontario MD-RA office, some things have changed.

Regional Director's Reports

Rob Prior (BC Mainland) - Me

Ken Armstrong (read by Paul Sharpe) (BC Van Isle) - Leadership malaise on the island right now. Large variety of interests in this region. Ken believes membership would elect to become only COPA flights if mandatory membership was mandated (many clubs are RAA chapters and COPA flights).

Gerry Theroux (Alberta) - Held COPA convention in Red Deer. Fly-outs this year. Young Eagles program. Many RAA members are also COPA members, but no COPA flights that Gerry knows of.

Marc DiGirolamo (read by Gary Wolf) (Saskatchewan) - One Chapter, 4901 North Saskatchewan. 38 members. One airshow this year. More homebuilt airplanes appearing on the flightlines this year. Commend the board for allowing the conference calling on Board Meetings, really allows the country to come together so people can know what's going on. Thanks to the Winnipeg chapters for hosting.

Harry Hill (Manitoba) - Two chapters. 60-70 members in Winnipeg, less in Brandon. About 30 projects under way. Recurrency meeting each January has become just a Safety seminar, as Transport's rules for recurrency training have changed somehow. Chapter completed a 40'x60' finishing shop/hangar this year. Winnipeg chapter took out a corporate membership in Lynncrest airpark, which permits them to build hangars. Wanted a place available for members to finish an airplane (much like RAA 85's shop). Members pay a fee for use, there's room for a few projects to be on the go at once.

Morris Frandsen (Ontario North) - 5 chapters. All very active. One not a valid chapter as nobody wants to hold office. One large fly-in this year. Some members have joined because of the attractive insurance package RAAC offers. Northern regional fly-in in July.

Gunner Doerwald (read by Paul Sharpe) (Ontario South) - Fly-in cancelled this year due to funding problems at the last minute.

Ray Fiset (Quebec) - 21 new airplanes this year to date, two more this weekend if all goes well. 40 new projects under construction. Next year between 20-30 new aircraft expected to complete. 6 fly-ins in the region this year. Every chapter has an MD-RA inspector. Difficult to attract new members, and to get existing members to renew. 18 active kit manufacturers in the region. One member wrote a software program to analyze aircraft performance (AeroPAD).

Break

Bylaws (Paul Sharpe) - Bylaws not passed at last AGM. Larry

Quinton worked on revisions for a few months. Larry then resigned. No work really has been completed, although the work Larry has done is a good start. Bylaws really aren't ready for ratification at this time. Paul suggests that we make two motions. One, to not ratify these by-laws. Two, to nominate/appoint someone to review them properly for next year. No pressing need for new by-laws at this point.

M: Morris Frandsen - to reject. Gerry Theroux second. Carried unanimously.

M: Gerry Theroux - to appoint Paul Swift to review (accepted by Paul). Carried unanimously.

Proposal to change voting procedure in the by-laws.

M: To allow chapters to use a "ballot envelope" for the collection of national votes at chapter meetings. This envelope would be express posted to Bill Rice to be received by November 15th of this year. (this suggestion was made and received 100% support at the director's meeting on Friday). Carried.

Chapter Liability Insurance (Gary Wolf) - Onus on chapters to send in status reports to remain covered. Currently only 5 members required for national status. Few years ago realized that the existing policy wasn't particularly useful for the chapters, so found a new policy that was more relevant to the organization. \$9600 this year and expecting an increase next year. AIM insurance is the group supplying the insurance. Do the chapters see value in this policy? Do they still want it? To buy insurance separately would cost \$1500 for 1 fly-in's worth of insurance for one chapter, and \$4-5K for one year's insurance including a dozen meetings and a fly-in. Chapters get the value whether all are members or not. 1600 members paying for 5000 who get the benefit. Possible Solutions - Mandatory national membership (\$50/person). Assess annual fee on each non-national member (\$15/person). Do nothing (\$0/person).

Discussion. Long, long discussion.

M: Paul Sharpe - That all non-national chapter members be imposed \$15/year to support RAA's initiatives. Seconded. Carried.

M: That chapters be required to collect the levy at next membership renewal. Seconded. Carried.

Proposals for 2003 AGM location. None forwarded. Will be advertised in magazine looking for locations. Gerry Theroux indicates that Alberta may be interested, in Calgary, and will check with the membership. This implies that BC may be next on the list as we're moving to the West now.

Aranka has new membership forms with updated prices, would like people to take some home.

Jill Oakes - How to build an RAA Hangar. Develop a business plan, sell it to the municipality. Municipality agreed to chip in 50% of costs! Donations from club members. 50/50 draws. Recreational Aviation Foundation. Corporate donations. Equipment donations. Professional services donations. Volunteer labour. Total cost (to the chapter) \$20K for a 48x60 hangar. Complete cost about \$50K. \$6K left to spend on finishing. Jill will write an article for the Magazine.

Bill Tee - Hangars. Donated drawings for T-hangars to the RAA some years ago. Presented to Weldon Howell. Available for the cost of duplication. Someone on the board said they'd look for them.

Thanks to the Winnipeg chapter for putting on the meeting.

Motion to adjourn. Seconded. Carried.