

Turn & Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

June 2003





On The Cover:
George Spence's Glasair. Above: a Hurricane at the Reynolds Museum. See page 5. Mark Munzel pic.

Inside

Reno Musings
by Don Souter 3

Bulletin Board 4

Minutes
by Paul Macready 4

Taking the Wraps Off Reynolds
by Mark Munzel 5

Classified..... 7

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. George's email address is:
gregdesign@telus.net

Enquiries to the Membership Chairman should be mailed to Rob Prior, 3032 Carina Place, Burnaby, B.C. 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: mdraisp@on.aibn.com

Regular Meetings are held on the first Tues. of each month at 20:00 (8pm) 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 (7:30 pm) in the clubhouse.

Chapter aircraft pilots, mail cheques (Payable to RAAC Chapter 85) to:
Tedd McHenry

RAAC National Homepage: <http://www.raa.ca>
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 ASSOCIATION CANADA
Delta Heritage Airpark
Vancouver, B.C.

President:	Tim Baker	588-0333
Past President:	Tim Nicholas	572-1845
Vice President:	Gerard Van Dijk	830-9592
Secretary:	Jim Hunter	576-2678
Treasurer:	Don Souter	930-6243
Membership:	Rob Prior	422-8446
Librarian:	John Macready	984-6428
Prgm Chairman:	Dan Lawler	536-1536
A/CChairman:	Tedd McHenry	574-4764
Hangar, Workshop, and Building Committee		
Co-Chairmen:	Dan Weinkam	939-4745
	Dave Bell	
Newsletter:		
Production:	George Gregory	882-8016
Ass'y and Distribution:	Lothar Juraski	942-0700
Marketing:	Don Souter	572-6279
Check Pilots:	Tedd McHenry	574-4764
	Terry Wilshire	273-4741
	946-4152 (bus) 293-0663 (pager)	
	Francois Leh	813-7742
Directors	Rob Prior	422-8446
	Dan McGowan	324-3348
	Bruce Prior	437-4219
	Paul Trudel	532-8570
	Bob Cutting	275-1603
	John Bell	596-8373
Builder's Counselors:		
Structures:	Dan McGowan	324-3348
Composites	Gordon Hindle	535-0592
Propellers and Wood:	Colin Walker	581-9602
Engines	John Blake	820-9088
Steel	Pat O'Donnell	533-1839
Aluminum	George Worden	433-5564
Computers in Aviation	Rob Prior	422-8446
General	Paul Trudel	532-8570

RENO MUSINGS

Don Souter

AS I SIT HERE LISTENING to the roar of the first spring races at the drag strip in Seattle, my mind starts to wander, thinking about the many events that I want to attend this year. The car races the fly ins & 'oh : can't forget the best end of summer

ritual known to all as RENO- NATIONAL CHAMPIONSHIP AIR RACES! The associated airshow is full of many top notch performers, the real stars of this event are the RACE PILOTS. Ranging from the "slow" birds (only 170 mph average speed) to the ever fantastic propeller driven speedsters of war-bird fame. And still new to Reno: the JETS.

Jet racing is sooooo quiet with the wind whistling through the sagebrush and a loud music dj next door -- you might easily miss some of the exiting manoeuvring these invited pilots flying ex Soviet/ Chech training Albatross jets must do to complete their race.

Still, the most excitement comes from the high powered unlimited racers----Now with the ever favored RARE BEAR poised to make a comeback; the top gold racers have to find some more magical tricks to best yesteryear's records! At just a half tick or less off the magical 500 mph lap times for DAGO RED last year, it is going to be interesting to see if the teams can push that throttle any further thru the wire rebuild gate than they already have. The fine sounds of screaming propellers and the whine of the blowers straining to make that last bit of boost do it's magic must be heard to be believed -no, make that felt - as the entire body vibrates to the beat of the pistons pushing ever faster.

OK - so you want homebuilts--- the two wing or single wing? Biplanes go at about 170 or better around a 3.11 mile oval--the same for the miniatures called F-1. Or do you mean the really fast small guys?? The 2nd newest class at Reno is the SPORT CLASS. The "Lancair" "Thunder Mustangs" and Glasair are among the elites that race their own 6 mile course at 250 to 350 mile per hour lap speeds. These also include the drastically under-powered "eze" that Klaus Savier has used to keep his speeds fast enough to qualify with birds that have about double the horsepower at cruise of his little engine.

Last year's race was called the "RACE TO REMEMBER". In many ways this became very true. People got to renew friendships that had not been seen in 2 years. Unless you arrived early in 2001 you did not get there! Remember 9-11? For 2002 the Reno Air Race Assoc. Worked hard to have sponsors stay onboard. For 2002 the unanswered soon would be. Rare Bear was doing engine runs for the first time in 4 years, but just could not get it all together in time to race. Disappointing for now, but it promises to make this year's race even more exciting. Dago Red served notice early that they were ready by setting a new all time speed record for qualifying. Someone quick on the math figured that IF he had gone just one measly second faster (over the 9.6 mile course) that we would have had the magical 500mph lap that has never been officially timed at Reno.



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.

Dan has suffered a stroke and is recovering at the G.F. Strong facility in Vancouver.

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.

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. And it goes without saying that I'm always looking for good articles for the newsletter.

Due to July 1st, Canada Day, being a Tuesday, THE JULY MEETING WILL BE HELD ON WEDNESDAY JULY 2.

Don't miss the Chapter fly-in, slated for July 5. It's going to be great!

And speaking of Arlington, the EAA NorthWest Fly-In begins July 9, and runs through to Sunday, July 13. Maybe there'll be a Tailwind there this year...

Minutes Jim Hunter

Minutes of the General Meeting of May 6/03
Call to order at 2000 Hrs by President Tim Baker

Moved by Rob Prior /David Jubb that the minutes of The General Meeting of April 1/03 be adopted as printed in the "Turn and Bank"

There were several visitors introduced, namely: Mark Marcier, Phillip Marcier, Phil Silvero, John Lau and Ryan Edwards.

Committee Reports:

1. Treasurer: Don Souter reported that there are funds in our checking and savings account. All outstanding bills have been paid and we have a positive cash flow.

2. Membership: Rob Prior reported that The RAA has 134 active members. Twenty-seven of these are complimentary. There were two renewals tonight.

3. Buildings: Dave Bell indicated there were no new problems with the buildings. The association is considering repairing the clubhouse outer walls.

4. Library: John Macready reported that a former club member has donated several used books. These have been placed in the bookcase and are available for borrowing. There are new shelves in the office for storage purposes. The system to keep track of borrowed books will be updated.

5. Vice President: Gerard Van Dijk reported that there was a small deficit from the

Annual Banquet. Otherwise a successful and enjoyable venture. We will need a volunteer for future 50:50 draws.

6. Newsletter: George Gregory reported cost of Newsletter to be 45.00/120 copies and 38.00 for 125 copies! Keep articles coming

7. Entertainment Chairman Dan Lawler is recovering at home after a recent illness. Mr. Damien Lawson from the Transportation Safety Board made an informative and entertaining presentation on aviation accident investigations.

8. President: Tim Baker presented the remainder of the banquet awards.

9. RAAC: Rob Prior: No New news on the National Front. Some local flyins were poorly attended due to bad weather.

10. Aircraft: Tedd McHenry reported 7.2 Hour on the Turbi in April. It is due for an annual on Saturday. Volunteers are welcome. A new antenna will be installed. Sean

reported that work progressing on the J-5. Usually Monday nights.

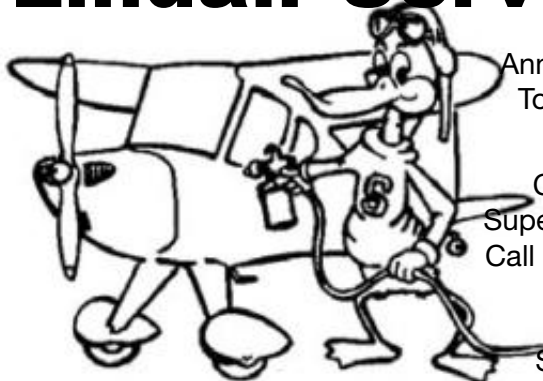
11. DHAPCOM: Terry Wiltshire reported that the management meeting would be held at DHAP on Wednesday May 7 at 7:00 PM. On May 8/03 the Delta Scout camp will be out at DHAP. The Air Cadets will be out soon for their annual cleanup. The Young Eagles will be here on Saturday May 10/03. The next Pancake breakfast will be held on Sunday May 12/03. The DHAP fly in will be held on Saturday July 5/03.

12. New Business: Tedd McHenry wants to have a meeting of individuals who are interested in participating in the November 11/03 Remembrance Day fly past.

13. The meeting was adjourned at 20:40 hrs. Moved Tedd McHenry/Rob Prior

Respectfully submitted by John Macready for Jim Hunter May 6/03

Lindair Services Ltd.



Announces A New Product Line
To Save You Time And Money!
Superflight

Covering & Finishing System.
Superflight 102 & Dacron Fabrics
Call us for your recovering needs

604-273-4511

1-800-663-5829

Support@lindairservices.com

Taking the Wraps off Reynolds



By Mark Munzel

As summer nears, some among us must be planning cross-country flying adventures. If you intend to cross the Rockies, you must not miss the best airport attraction in Alberta: the Reynolds-Alberta Museum in Wetaskiwin, about midway between Edmonton and Red Deer.

What's the appeal? For a pilot, the big draw is the museum's collection of vintage aircraft. The aviation exhibit hall is packed with them. And rather than the ex-military planes most other museums emphasize, it's a group of light, civil aircraft that holds the spotlight.

In the hall, the colour and fun of early lightplanes - lost in the still, black and white photos that are the most common reminders of the era - come to life. There's an Avro Avian, Wacos with cabins and without, and two species of De Havilland Moth. There's a Lincoln Sport, a Curtiss Robin, a JN-4 Canuck, an American Eagle, a Bellanca, a Cessna Airmaster, a Howard....

If you intend to cross the Rockies, you must not miss the best airport attraction in Alberta

Each is immaculately clean and shinier than when it left the factory. The aircraft are squeezed around a well-polished DC-3, but a balcony helps to ensure all can be seen. (For those who absolutely need to see warbirds, there are also some chrome-yellow WWII trainers and a Hawker Hurricane. Satisfied?)

The aviation hall does double-duty as home to Canada's Aviation Hall of Fame. Display panels describe the careers and achievements of more than 150 aviation-minded men and women, from builders to

bush pilots to airline founders to mechanics. Other panels describe the aircraft and historic artifacts on show. As you may infer, it takes a while to see everything - and this is just the aviation portion of the museum.

Yes, there's more! Once you've seen the aviation hall, let the few modern jets on outdoor display lure you towards the other museum buildings. Don't expect them to be a denouement.

The Reynolds-Alberta Museum represents the donation of the Reynolds family of Wetaskiwin to its home province and



town. Aviation was just a side interest for the family. While running a string of successful car dealerships, they collected thousands of vehicles and machines of various types, and the museum exists to show off them off. If it moves, and if it could be found on a road or farm in the first half of the 1900s, the museum probably has one - be it a truck, car, tractor, excavator, bicycle, combine harvester, fire truck, half-track, forklift, or whatever. It may be on display in the museum's main building, which also houses the theatre, gift shop, and cafeteria. Or it may be in THE WAREHOUSE.

The great failing of so many museums is that items not on display are stored out-of-doors or crammed into an inadequate building. That's definitely not the case in Wetaskiwin. I write THE WAREHOUSE in capitals to emphasize the spectacle that greets anybody lucky enough to see inside. (It's open during special events, and there are daily guided tours in summer). Sheltering both the reserve collection and artifacts waiting to be restored, THE WAREHOUSE is 100,000 square feet of mechanical treasure chest. Inside, classic vehicles are stored two-high on special shelves. Every man would die for a garage or barn with a fraction of the stuff inside.

THE WAREHOUSE is 100,000 square feet of mechanical treasure chest. Inside, classic vehicles are stored two-high on special shelves.

THE WAREHOUSE holds perfectly-restored airplanes that didn't fit into the aviation hall, such as an Aeronca C-3, Auster, Anson, Stinson 108, Staggingwing, J-3, Taylorcraft, Beech 18, and Barkley Grow T8P-1. But these planes take up only a sliver of the building and I want to talk about what's in the remainder. I know many RAA members have a passion for all things mechanical, not just planes. One of you will have to visit THE WAREHOUSE and identify all the cars. Allot plenty of time, because there's several hundred of them, spanning from the turn of the last century to the 1970s. The collection encapsulates the history of the automobile through all its manufacturers, technical advances, and styling changes. Once you're

continued on page 8



CLASSIFIED ADVERTISEMENTS



DEMEL AIRCRAFT CORPORATION

Parts and Supplies

Brackett Air Filters
Gill Batteries
Red Ram 20w50 oil
Champion Oil Filters
Engine Gaskets
Spark Plugs
Scat/Cat Tube
Ameri-King ELT

Windshields
Instruments
Control Cable
Tires/Brakes
Shock Cords
Sitka Spruce
Baltic Birch Plywood
Spars/Ribs

4130 tube/sheet
2024T3/6061T6 Tube/Sheet Alu-minum
Building/Repair Tools
Poly Fiber Coverings
Dealer Inquiries for RANDOLPH
products

We carry a HUGE Selection of AN hardware
DEMEL AIRCRAFT CORP.
RR#2, SITE 30, COMP 27 PENTICTON AIRPORT
PENTICTON, BC V2A 6J7
(250) 490-9532 1-888-490-9532
FAX: (250) 490-9538



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.

For Sale: SIROCCO PROJECT

Notice: The author of the following advertisement having returned to his right mind has come to realize that saying \$15,000 firm and etc. in the ad was a decidedly unbright thing to say. Therefore, being anxious to sell and unable to work on it himself, he is now willing to (Saints Preserve Us!) NEGOTI-ATE. Please read on - and call!

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.

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: 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

FOR SALE: Softcom 2 place Intercom ATC-2Y, with accessories \$110.

Stuart Gear (604) 941-9402

E-mail:sgear@infoserve.net

FOR SALE: 4130 Annealed Gauge Plate now in stock, .025 to .375. We will sell you the plate or laser cut the parts Industrial Laser Cutting Ltd.

(604) 946-4152, Fax: (604) 946-4153

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

FOR SALE: Murphy type floats 1500's. \$9600 CDN. New, comp[lete with rudders.

Harold Schapansky (604) 826-5068

About the only thing the Reynolds-Alberta Museum lacked (at the time of my visit) was a guidebook to the collection...But with over 5000 artifacts to describe, it might have to be a multi-volume set.



done with the cars, you'll need nearly as much time to ID the farm machinery.

I won't describe the main display building for a simple yet embarrassing reason: I ran out of time on my visit to the museum so I never saw it. The museum's brochure says it offers dioramas, hands-on displays, audio-visual shows, and ... more than 100 more machines.

During summer, the museum offers rides in vintage cars and planes, and demonstrates machinery of years past. It also hosts events like car shows, using dozens of restored vehicles from the collection to augment the displays and parades.

The museum is sure to fascinate a wife and kids ("Daddy, what's

that?") as well as the adult male who's most likely to pick it as a vacation stop. By road, it's just a few miles east of Highway 2. But it's easiest to reach by plane. The museum is adjacent to Wetaskiwin airport, so you can taxi right up. Not being on most flight paths across the prairies, Wetaskiwin isn't somewhere you might plan to visit. But it should be.

About the only thing the Reynolds-Alberta Museum lacked (at the time of my visit) was a guidebook to the collection, be it the plane section or the whole thing. It would be a useful reference and a great souvenir. But with over 5000 artifacts to describe, it might have to be a multi-volume set.

**Important notice:
The July Meeting will be held
WEDNESDAY July 2
so as to avoid conflict with
Canada Day celebrations**

Publishing and Design Services
Magazines, Logos, Newsletters
George Gregory
gregdesign@telus.net
(604) 882-8016

AIR Frame

Aircraft Portraits

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

3032 Carina Place, Burnaby, BC, V3J 1B5 604/422.8446