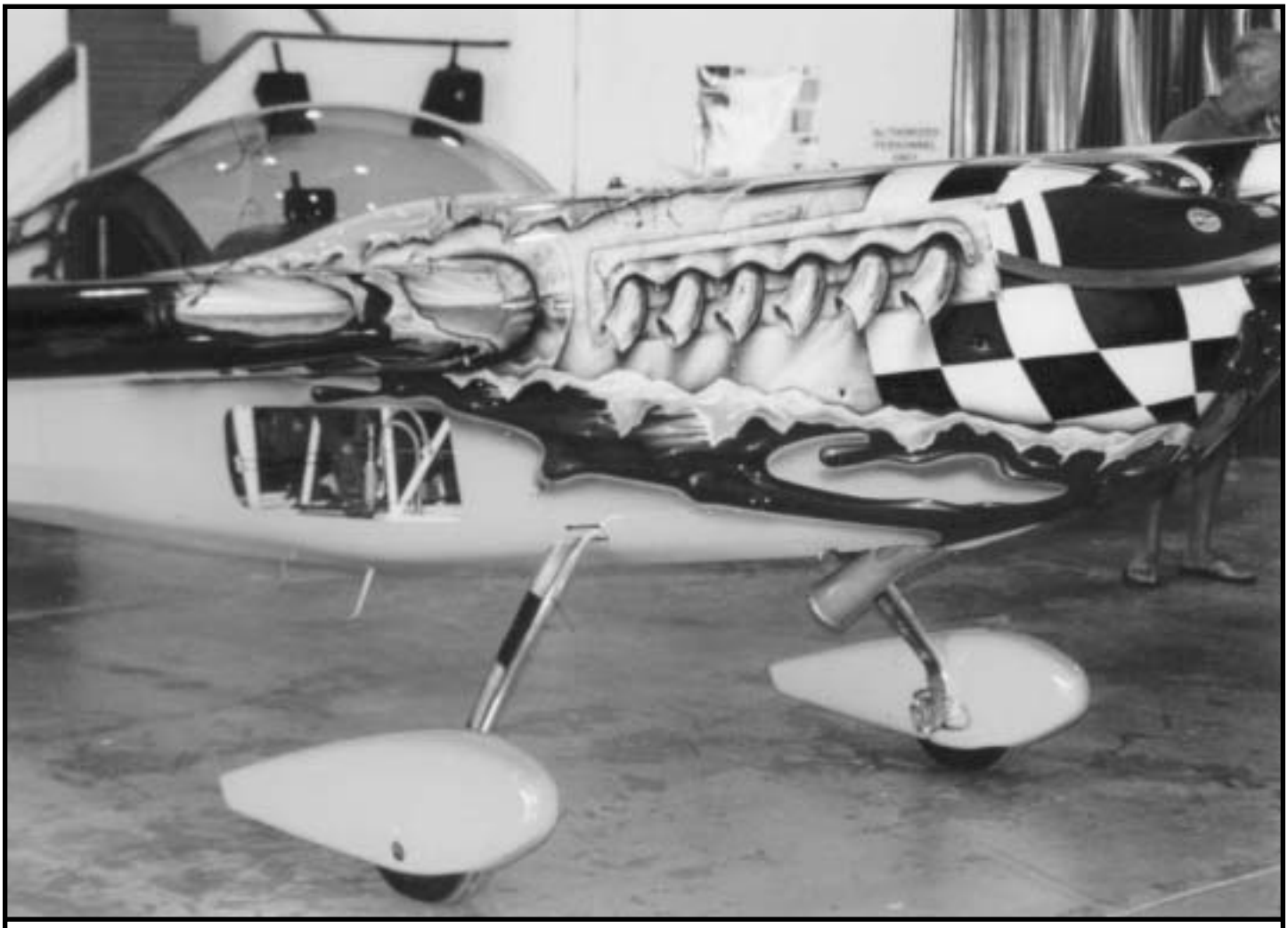
Turn & Bank

OFFICIAL NEWSLETTER OF RAAC CHAPTER 85 **March 2004**



This is not a local machine, but it is some cool paint job. This is a photo of a racer that Don Souter took at the Reno Air Races last summer. Can you imagine what this would look like on a high speed pass just above the grass!

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 Doug Brown, 9260 Pinewell Cr., Richmond, BC, V7A 2C6, no later than the 12th of each month. Or e-mailed to brown_d@fc.sd36.bc.ca

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

Regular chapter 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 85Homepage: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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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
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Librarian:	John Macready	984-6428
Program Chairman:	Francois Leh	813-7742
A/CChairman:	Tedd McHenry	574-4764
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	Dave Bell	
Newsletter:	Doug Brown	2751405
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 Vlake	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

Action, auction, auction!

Our first of many future auctions will be held at the March General Meeting. We will be auctioning off books, parts, tools, etc. For future meetings bring stuff. Lots of stuff. Bring money to buy stuff. Lots of money to buy lots of stuff. None of the stuff can be left in the clubhouse. All money raised will be put into the clubhouse building fund.

AIR Frame
Aircraft Portraits
Rob Prior
www.b4.ca/airframe
rv7@b4.ca
3032 Carina Place, Burnaby, BC, V3J 1B5 604/422.8446

Minutes of the General Meeting, 3 February, 2004

Call to order: 8:00 PM by President Tim Baker who introduced guests and visitors.

Hunter / Moor: that the Minutes of the General Meeting of 6 January, 2004 be adopted as printed in " T & B ".

Discussion:Carried

Addition to the Minutes: Our VP Gerrard Van Dijk took the Minutes at the January meeting for which we thank him mightily.

Correspondence: Card received and read from Christa Juraski thanking the Chapter for flowers sent upon the occasion of Lothar`s passing.

Committee Reports:

Treasury: Don Souter: Don`s verbal report delivered.

Membership: Rob Prior: We have a nominal membership of 114. About 60 have actually renewed fror 2004.

Buildings: Dan Weinkam: Hangar rents now due. Cost of hangars up a wee bit. Cost of tie - downs remains the same.

Library: John Macready: - - John has developed a somewhat streamlined way of checking out item; just sign a card.
- - John asks that members not bring in the hoards of periodicals; they just gum up the area and never go away.

PresidentVice: Gerrard Van Dijk: Annual Bash is 17 April at the Sun Dance. Happy hour begins about 6:00. Tickets now available. $ 30 per person.

Newsletter: Doug Brown: Doug looking for volunteers to give him profiles on their projects - both new and historic, built years ago, still or no longer even owned.
Glen Hoffman`s article about Lothar Juraski in " T & B " of January very well done.

Program: Chairman Francois Leh introduced Mr. Rick Le Noury of Navcan Boundary Bay folk who will give a presentation on the new flight procedures at CZBB and how they will affect us.

Aircraft: Tedd McHenry: Turbi flown a mighty 2.1 hours in January which is not surprizing. Tedd gave a balance on the Turbi account and will give a copy also to " T & B ". Tedd gave some info on why we do not any longer have a leader for the J - 5 re build project.

RAAC: Rob Prior: Rob will submit a blurb on Central Office doings for February " T & B ".

Air Park Committee: Terry Wilshire:
1) Breakfast Sunday next.
2) Committee still working on the licence re newal. They see no bumps in the road.

3) Please fly at DHAP stricktly in accordance with the approved flight procedures for the place. Apparently even independent monitors have evaluated the flight practices at DHAP as about the best they see anywhere.

Old Business: None.

New Business:

1) Bruce Prior looking for information for Awards Night - Newly completed air planes, accomplishment of a licence major screw ups et al. Talk to Bruce.

2) President Tim talked about the need for a Building Fund but this is already under way with the "Loony Bin" program wherein you toss any loose change into the pot. We shall maintain a chart to see how it grows. (Got started off to- night; the winner of the 50/50 draw threw his winnings into the pot !

Hoffman / Hubble: that we adjourn so it being thus moved, we did.

Jim Hunter, Secretary

Bulletin Board

About the Club Turbi
Tedd McHenry,Aircraft Chairman

The Chapter Executive has decided to raise the hourly rate for the Turbi,and to change the rate structure.The Turbi isn ’t raising enough revenue to cover its costs.We hope to raise a bit more money with the new rate,and we also hope to discourage extremely short flights with the new rate structure. The new rate will be 60 dollars per hour,wet.There will be a 30 dollar minimum charge,per use.“Per use ”means that you can do a short out-and-back with each leg less than 0.5 hours and only pay the minimum charge once,not on each leg.But if you make a single flight of less than 0.5 hours you pay 30 dollars. The new rate will take effect after the July general meeting.

While we encourage people to pay in advance, it’s not strictly required by the rules. Please pay me Tedd McHenry, by cash, cheque, or Visa. Most people come to a meeting and pay, but you can just send him a cheque by mail. There’s a web site that shows everyone’s account balance, and lists my postal address for people who want to send a cheque.

To fly the Turbi you must have a valid pilot license and medical, some previous taildragger time, be a paid-up member in good standing of Chapter 85, and pass a check ride with one of Chapter 85’s check pilots. The check ride is good for 90 days. Check pilots are Terry Wilshire, Francois Leh, and me. Contact information for the check pilots is on the library chalkboard in the clubhouse.

The rate is $60 per hour wet, with a $30 minimum per trip. There is a set of Chapter rules for flying the airplane, which I won’t detail here, but they are in a binder in the hanger near the Turbi if you wish to read them. When you do a check ride you’ll be asked to sign a form saying you’ve read them. But here are some highlights.

The Turbi has $300,000 liability insurance per seat, plus third-party liability of $1,000,000, and $25,000 not-in-motion hull coverage (with a $500 deductible). Note that there is no in-motion coverage. Chapter 85’s policy is that any damage that happens to the airplane when you have signed it out is your responsibility. You must pay for the repairs or make the repairs yourself. (Except, of course, for routine maintenance.)

The airplane is maintained by Gerrard van Dijk and anyone whose arm he can twist to help him. The very low rental rate of the Turbi is due in no small part to the free maintenance Gerrard provides. If you fly the airplane, I strongly encourage you to offer some of your time to help him maintain it. You don’t need any expertise, Gerrard provides all of that. But an extra pair of hands, or even just someone to bring back a hot coffee from the pilot’s room on a cold day, is a big help.

Booking the Turbi is a very informal process. Just write down the date and time on the big chalkboard in the clubhouse. The main purpose of the Turbi is to help pilots maintain proficiency while they build, it is mostly flown on local circuit-and-bump flights. But cross-country flights are perfectly okay.

If you plan to take the airplane overnight, or for more than two hours on a weekend or holiday, you need the approval of the Aircraft Chairman or a Chapter officer. Remember, though, that the airplane has no transponder, so there are some limits on where you can go.

The Turbi is a delightful airplane to fly. It gives all the joy of a classic, tandem seat taildragger, but it is very easy to handle on the ground and in the air. I sometimes call it the “very poor man’s RV-4.”

Last Meeting: At our last meeting we had Rick LeNoury give the members a most well timed and professional (this means awesome) presentation on the use of the rather crowded airspace around our little air park. Although the skies sometimes look deserted it seems we are not alone! We certainly need to fly in a professional manner like we know we are not alone. Rick gave us tons of information to help us do just that. Being a low time pilot, his presentation allowed me to better appreciate what controllers go through just to keep myself and those around me safe. From all the members attending I wish to publically thank Rick for taking the time (his time) to come to the meeting and give the presentation. I wish I could say the cheque is in the mail, but it isn’t.

What’s in store for next meeting. For the March meeting Francios has Dave Dixon scheduled to come and give us the low down on just what flying is allowed to occur in and around airshows and flyins. Again this will be a timely presentation as the flying and fly-in and out season is nigh upon us. I am looking forward to hearing that we can still hold our annual fly-in this coming July.

Safety

This is an article that was sent to me, but I cannot remember by whom. I feel, just as with Rick's presentation, talk about safety and flying is important, if only to remind us that complacency is one our worst enemies. Who ever did send this to me please let me know so I can give due credit in the next T&B. Thanks.

How Will You Handel An Emergency

When I was a young "sprogue" RCAF trainee pilot thrashing around the skies in an almost new Canadair CT-114 Tutor the thought came to me, "how will I do in a real emergency?" As military students, we were commonly undergoing simulated emergencies and it's a wonder we didn't wear out every component on the aircraft turning things of and on with such frequency.

It took many years before my first emergency landing and the second followed shortly after that - both technical malfunctions of piston and turbine engines. How did it go? In terms of after accident assessment, I'm delighted with the outcome. The emergency procedures were handled according to the book (at the time) and no one was injured. Analyzing the situations decades later has led to some conclusions that may be helpful to you during your next emergency.

Emergencies Are Just Part of Flying

The first factor that will ensure a happy outcome from an emergency is continued training and practice. Unfortunately many pilots (professional and recreational) seldom continue to hone their flying skills and emergency procedures. For instance, how often do you intentionally land in a cross wind to ensure your procedures and finesse are razor sharp? (Remember, the roadway or open field you select during an emergency are not necessarily aligned with the prevailing wind.) Also, how many power-off practice forced landings have you accomplished this month, or this year, or when was your last one? It's important to know the glide characteristics of your aircraft and recall the procedures for restarting an engine or arresting a fire. If you have been practicing these procedures, they will be automatic when the problem arises. That's the way my deadstick landings occurred - automatically. I was so busy doing engine checks, setting up the approach and transmitting my mayday and handling the radios in general that I didn't have time to wonder if I was really up to the task at hand. That's the way it goes in real life...

On the topic of radios, if you declare an emergency in a controlled area, you will often find that ATC will talk your head off asking really important questions such as your exact location, aircraft type, number on board and current fuel load. While this is important to them for the rescue operation, quite frankly, it is not germane to your current handling of a critical emergency. If they are intruding in the safe conduct of your landing - disregard them. If you let them interfere in your handling, I guarantee the subsequent accident investigation will hold them harmless and blame the pilot in command for allowing his attention to be diverted.

Additionally on the topic of communications, ensure you have briefed your passengers during the pre-flight on the role you want them to take during an emergency - it's the law! This way, they will not be creating a problem for you during the emergency by asking questions or needing emotional support.

Another aspect that will affect your ability to handle an emergency is related to attitude. If you keep well trained and proficient, you will have a calmness about you that allows you to perform better than the up-tight pilot who is scared to death about the possibility of, say an engine failure. Pilot performance has been monitored for years by physiologists and it is well proven that the calm, confident pilot excels under pressure.

If you are an aircraft owner, your superior skills at maintenance and pre-flight inspections may well preclude you from having to demonstrate superior piloting skills, as it is less likely that you will encounter an emergency. Of course, exposure is a consideration as the more you fly the more likely you will encounter some form of airborne difficulty. In 14,000 hours, I've had two complete engine failures and one that was

uncontrolled with the engine remaining at take off power. There have been other malfunctions that required landing as soon as possible or practical - but my first 7,500 hours was essentially trouble-free. The point here is that one never knows at which experience level the first problem will "pop up." As a result, one always has to be prepared.

It's prudent to know all of the critical emergency procedures off the top of one's head, i.e., engine failure, fire, propeller separation or control malfunction. It's also wise to memorize the less critical emergency procedures as well since the POH is not always at hand. These might include: passenger or baggage door ajar, electrical failure, fuel starvation or siphoning in cruising flight and smoke in the cockpit. Thank goodness many of these problems/emergencies are similar between aircraft as the memorization for one type generally works for everything you might fly.

Another way of avoiding accidents is rejecting rental aircraft with deficiencies that might jeopardize foreseeable and unplanned aspects of an upcoming flight. For instance you may accept an aircraft whose landing lights keep popping the circuit breaker because you are only planning a day flight. Or you might accept an aircraft with a U/S stall warning because you assume the airspeed indicator is currently working and you are very familiar with the aircraft type and its stalling speeds. These minor inconveniences may seem unthreatening but I've seen both lead to accidents and the latter is illegal as well.

Good health is an important aspect of piloting abilities. A physically fit pilot who is largely free of emotional problems will perform better under stress than a "couch potato" who is having trouble with his wife, children and mortgage.... If you are carrying loads of stress and are somewhat emotional, you might want to rethink flying that day or week. Add a critical emergency to someone one who's on the "edge" and it's like being pushed over the proverbial cliff. One can expect a poor outcome when the aircraft once again meets the ground.

Are You OK?

If you've taken care of all or most of the above factors, odds are you will be very effective under duress. Quite frankly, I look back on all of the emergencies I've experienced with a very positive feeling. Each one has given me added confidence and honed the skills that allow me to fly in a relaxed manner. This relaxed, but alert mentality is very positive in that it further contributes to the happy outcome of my next emergency. It's just a matter of time....

Plus a little aviation humour

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7."
Eastern 702: "Tower, Eastern 702 switching to Departure ... by the way, after we lifted off, we saw some kind of dead animal on the far end of the runway."
Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7; did you copy the report from Eastern?"
Continental 635: "Continental 635, cleared for takeoff roger; and yes, we copied Eastern and we've already notified our caterers."

Our annual banquet will be held on April 17. Tickets $30 per person. Available from Gerard Van Dijk

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The engine and ass`t bits -gone
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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

WANTED: Person to help finish Paradyne advanced concept aircraft. Should be good with electrical, etc. Contact Norm Helmer at (604) 527-8970 Room 1136, George Derby Centre.

Our late member Grant Neal's blueprints for the T18 he had been working on have been made available. If anyone wishes to make an offer, please contact Dirk Post, 604 536 6129 or email dndpost@shaw.ca