

# Turn Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

September 2004



Another aerial shot of the successful flyin held this past july. Ahhhhh, summer!

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.

If you have something for the Turn & Bank, have concerns about what is in it or have other T&B comments to make please contact Doug Brown, 604 275-1405 (brown\_d@fc.sd36.bc.ca)

If you don't get the newsletter and should or if you do and shouldn't then contact 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 85 Homepage: [http://www.b4.ca/raa\\_85](http://www.b4.ca/raa_85)

Delta Heritage Air Park Homepage

<http://www3.telus.net/airpark>

Source for CARS and Chapter 549 Airworthiness

Manual: <http://www.aerotraining.com>

<http://www.aerotraining.com>

For inspections of Amateur Built Aircraft Projects

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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	589-8293
		cell: 319-0264
Secretary:	Jim Hunter	720-2114
Treasurer:	Don Souter	930-6243
Membership:	Rob Prior	422-8446
Librarian:	John Macready	984-6428
Program Chairman:	Francois Leh	813-7742
A/C Chairman:	Tedd McHenry	574-4764
Hangar, Workshop, and Building Committee		
Co-Chairmen:	Dan Weinkam	939-4745
	Dave Bell	
Newsletter:	Doug Brown	275-1405
Marketing:	Don Souter	572-6279
Check Pilots:	Tedd McHenry	574-4764
	Terry Wilshire	273-4741
		bus: 946-4152
		pager: 293-0663
Directors:	Francois Leh	813-7742
	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 Vlaka	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!

We did not have the auction last month. There wasn't enough members present. For the next meeting the following items will be auctioned:

6.00 X 6 wheels, hubs, brakes etc  
Cessna axels  
Whelen replacement bulb  
Spinner  
Two venturies  
Breaklines  
Zenair stabilizer, rudder  
Lycoming crush plate & prop bolts O-320  
a couple of jars of Delta Herriatage Air Park Honey

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. The idea here is to buy stuff that you might need in the future so that we can replace our clubhouse sooner rather than later when it falls down on top of us at one of our meetings.

## AIRFrame



Aircraft Portraits

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

3032 Carina Place, Burnaby, BC, V3J 1B5604/422.8446

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Minutes of the General Meeting, 7  
September, 2004

Call to order: 8:00 PM by President Tim  
Baker

Hunter / Jubb: that the Minutes of the  
General Meeting of 3 August, 2004 be  
adopted as printed in "Turn & Bank".

Discussion Carried

Correspondence: none received.

Committee Reports:

Treasury: Don Souter: Verbal report by Don.

Membership: Rob Prior: We have 103 mem-  
bers of all types. You might even think about  
an early re-renewal!

Vice President: Gerrard Van Dijk: Gerrard  
has already teed up a venue for the Annual  
Bash. It will be at the Guildford Country  
Club probably in April and the members  
present vociferously against its being an  
afternoon event. Price seems quite reason-  
able.

Program: Francois Leh: Nohing this night,  
of course, its being still Summer. At October  
GM we will have a presentation by Tony  
Swain.

Aircraft: Gerrard says Turbi working just fine  
so what else could we want. However, he

also asks if anyone cares to donate a radio  
that might just bve a wee bit better than the  
one that's there now. Talk to Gerrard.

RAAC: Rob Prior: 1) Annual election is  
over and positions have been filled by accla-  
mation.

2) A Mustang 2 Airframe has been donated  
and is being auctioned off by e mail . Auction  
closes on 30 September and, as of now, high-  
est offer is one of \$ 3500 .

3) Chapter 41 at Brampton lost its club  
rooms to a fire. We all commiserate with that  
good mob. We can imagine what a choke  
that would be.

4) Transport Canada is holding all approvals  
on the SeaRey Amphib. There is a major gef-  
fuffle over what category to approve it in so  
everything on hold until the issue resolved.

5) There is an Airworthiness Advisory on the  
Chinook 2 ultralight. This affects any that  
have the in- wing only fuel tank. See Rob if  
this means you.

Airpark Committee: Bruce Prior: 1) The  
entire DHAPCOM group awarded the  
William Templeton Award by BC Aviation  
Council. But which one of them has a black (  
or any) tie ?

2) Committee seems to feel that the majority  
of Delta Council is on our side in regards the  
closure issue and would be even more  
delighted if it never again raised its ugly mug.

We also, would be the same.

3) Application for re-renewal of our licence is  
now ready to go and feeling is that we would  
receive a favourable reception were we to ask  
for it to be for ten rather than for five years.

Old Business:

Bruce Prior conducted a session of nomina-  
tions for our October AGM. Nominations  
remain open until the October GM> Talk to  
Bruce with your ideas.

New Business:

1) Tedd McHenry once again O/C of the  
Remembrance Day Fly By . He wants to start  
practices as early as end of September so  
watch " T & B " or talk to Tedd. Recollect:  
no practice - no fly !

2) Good member Vern Little about to close  
up some areas of his airplane ( it's an RV 9 )  
and is willing to let members have a look at  
his avionics set up before closing. He lives  
in White Rock. Most likely on a Wednesday  
at 7:00 PM so watch " T & B " for actual  
dates.

Munzer / Nicholas: that we adjourn and so  
saying we did.

Jim Hunter, Secretary

# Bulletin Board

## About the Club Turbi

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 Howard Simpson, 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, and Francois Leh. 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 Gerard 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 provided by Gerard and members of the capter. 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, Gerard 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:** No program.

**What's in store for next meeting:** ???

# **RV-9A Avionics Builder's Open House**

Date: Wednesday, October 6th      Time: 1900

Vern Little has just finished wiring his airplane and is inviting everyone to view his RV-9A Avionics/Panel design. Come see the avionics in operation and be ready for general squawking and talking. This will be of interest to anyone interested in designing their own panel, wiring their own airplane, or wanting to see some of the new avionics available to homebuilders.

On display will be: 1) Dynon EFIS D10A Electronic Flight Information System Garmin GPSMap 296 colour moving map display with terrain avoidance Monroy Traffic Watch passive traffic monitor system 2) Rocky Mountain Micromonitor engine monitoring system 3) Digitrak autopilot Trutrak Pictorial Pilot electronic turn coordinator. 4) Special tools will be on display as well.

The garage opens at 7pm, and Vern will give a formal walkthrough on panel design issues starting at 7:45.

Vern is a professional engineer in electrical engineering, but has never wired an airplane before. There are many challenges, and the manufacturer (Van's) provides almost no guidance. Learn from Vern's mistakes.

The address is:                      13790 Marine Drive  
   White Rock  
   604 531 3969

From 99 Southbound  
- first White Rock exit onto 99A,  
- turn right onto Crescent Road  
- turn left on 140th Street  
- drive to the end, turn right on Marine Drive.  
- Park on street, NOT in driveway

From 99A Southbound  
- turn right onto Crescent Road  
- turn left on 140th Street  
- drive to the end, turn right on Marine Drive.  
- Park on street, NOT in driveway

From Langley - you'll figure it out. Coffee and doughnuts provided. Doughnuts, did someone say doughnuts? I'm there! (Can the club afford to kick in for the refreshments as a way to encourage others to participate? editor's comment)

# **Notice of Annual General Meeting Tuesday 5 October 2004 - Election of Officers for 2005**

The Chapter 85 President has requested that I conduct the Election of Officers for year 2005.

The election will take place at the Annual General Meeting at 2000 hours on Tuesday 5 October 2004 at the RAA Chapter 85 clubhouse.

Six executives and two directors are to be elected. Executive positions are for one year terms; directors stand for three years. The six executive positions are President, Vice-President, Secretary, Treasurer, Custodian and Program Director. All current Chapter 85 members in good standing are eligible for the executive positions. Candidates for Director must have at least five years membership in Chapter 85 as of 31 December 2004. Candidates for the executive positions must also be members of, or agree to become members of, the national RAAC.

The current Executives and Directors are President Tim Baker, Vice-President Gerard VanDijk, Secretary Jim Hunter, Treasurer Don Souter, Custodian John Macready, Program Director Francois Leh, Directors Bruce Prior (2006), Tedd McHenry (2006), John Bell (2004), Dan McGowan (2004), Bob Cutting (2005) and Rob Prior (2005). The year denotes the third (last) year of each director's term.

Nominations are open now and will be received by me until 5 October 2004 (phone 437-4219 or email [b.prior@ieee.org](mailto:b.prior@ieee.org)). Nominations will be accepted only if the nominee agrees. A member may not stand for more than one position. The name of the nominator will be kept confidential (except during the open call for nominations at the AGM).

We all use it. It is one of the most important internal components of our engines. Because of this I will be including in this and the next few issues of the Turn & Bank a series of articles that de-mystifies engine oil and clears up some of the misconceptions we may harbor about the oil in our engines. Thanks to John MCRReady for submitting this for publication. The original article was titled Aviation Oil Misconceptions - Setting the Record Straight and is from Aviation Oil News Clips, Vol 9, number 1. (I never even knew there was such a publication!)

## **OIL MISCONCEPTION #4: CAM LIFTER SPALLING IS THE RESULT OF POOR LUBRICANT PERFORMANCE.**

Cam lifter spalling, a fairly common problem which can cause scoring or scratching of the camshaft, does not result from aviation oil. Rather, spalling is a metallurgical phenomenon in which cam follower surfaces flake off during engine operation. It is incorrect to think that multiviscosity oils are “thinner” than straight grade and, therefore, do not adhere as well to engine parts causing undue camshaft scuffing and cam lifter spalling. In the 17 years since Phillips 66 first introduced multiviscosity aviation lubricants, not a single complaint about camshaft wear has been attributed to the viscosity properties of Phillips 66 X/C multiviscosity ashless dispersant aviation oils. Pilots and operators can detect spalling early if they regularly inspect filters while doing maintenance on their aircraft engines.

## **OIL MISCONCEPTION #5: ALL MULTIVISCOSITY OILS ARE THE SAME.**

Phillips 66 multiviscosity, ashless dispersant (AD) oils are mineral based. Other multiviscosity oils are semi-synthetic or full-synthetic. Each type offers specific performance characteristics under various conditions, and at different prices.

Because the composition of all aviation oils is stringently regulated, nothing in any SAE/military approved aviation oil will harm an aircraft engine. Consequently, there is no problem with switching brands. If switching, we recommend always using multigrade regardless of brand choice.

To understand different aviation oil applications and performance advantages, pilots should talk directly to the lubricants manufacturer.

# --President's Message--

October is election month for chapter 85 and this election will be one of significance. As stated at September general meeting I have offered to run as president for another year, running on a platform of a concerted and serious effort to build a new clubhouse fund. This fund is to draw the initial revenue directly from the membership in the form of a \$50.00 increase of membership yearly dues. This increase is to go directly to the new clubhouse building fund account and is to be used for no other purpose. The executive has given a majority of support for this program and it is the executive's duty to approve and set fees as set out in constitution of the chapter. As stated, you as a member have the opportunity to bring your views to the executive members and to oppose or support this program.

I will set out a few of the reasons for the necessity of the new clubhouse and its costs.

1. The current building is beyond hope —and this time having done some structural repairs let me tell you “this ain't no joke”
2. Our first building was a temporary one that has done great duty but with all due respect was built on the cheap both price and quality wise - if the opposite were true we wouldn't be in the current situation.
3. The replacement will have to pass current building codes - this means concrete foundation, proper septic system, engineered roof and framing etc. - this costs much more than what we have now.
4. Had the current clubhouse had a concrete foundation, 2x6 construction, double-glaze windows, and full insulation the cost would have been somewhat higher but in the end we have more than paid that extra costs over and over with higher heat bills and structural repairs not to mention that replacement would not be required.
5. The new building will cost approx. \$60,00.00 - I know that most people think that this is high but review the previous point — in the end QUALITY DOESN'T COST!
6. This price is based on an average standard of housing construction costs for the square footage required.
7. DHAPCOM will be trying for a 10 year lease renewal - with a building plan and rezoning in the works we must have our resources ready now, not later, as this will be a great help to convince our landlord the, GVRD, that we have long range sustainable plans.
8. The \$ 50.00 yearly increase may at first seem large but let's look at other clubs — most clubs dues are well over \$ 200.00-\$250.00 per year plus an initiation fee of several hundred dollars — we are substantially less with no initiation fees.
9. \$50.00 per year works out to \$4.17 per month — less than one MacDonald's Big Mac Meal!
10. At \$50.00 per member we will be able to accumulate a large enough down payment in less than 5 years to build - with the balance being paid off by over the following years.
11. Every member uses the clubhouse, not every member uses the other club assets.
12. Over the past few years the chapter has experienced a revival - more people coming out to breakfasts, fly-in and Remembrance Day activities to name a few.
13. THE MOST IMPORTANT POINT!!! -THIS CHAPTER HAS A WEALTH OF TALENT - WE DID IT BEFORE WE CAN DO IT AGAIN - LET'S DO EVEN BETTER THIS TIME AROUND!

That's it for now - fly safe

- TIM

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# CLASSIFIED

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**1/2 page .....\$15/month .....\$150/yr**  
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**Ads that have been in for more than 6 months are subject to removal if space is required for other stuff. Please contact Doug the editor if you want it kept in.**

FOR SALE: SIROCCO PROJECT  
THE SIROCCO AD~REVISED  
PLEASE READ ON ~

The engine and ass't bits -gone  
The undercarriage inc. wheels,brakes-gone  
Tail Wheel & spring - gone  
But remaining -  
Fuselage - finished  
Tail group - finished  
Control components - finished except for cable  
Many- hole panel done - no instruments.  
Ribs ,minor spars and wing diaphragms done  
Two spar -grade spruce planks , almost enough to do the spar.  
To good to let go. Call and we will work it out.  
Jim Hunter 576 - 2678 cel. 720 - 2114

WANTED: PA 18 or PA 20/22 Wings.  
Some damage OK 946-5881

FOR SALE:1957 Tripacer Wings uncovered,all reworked.New leading edge.New ashtip. All Zinc Chromate ready to fabric. Included:2-18 gal.gas tank,2 -gast air cover,landing light,aileron and flap,front

and rear struts.Asking \$4000 Canadian.  
Roger Gauthier (Kelowna)(250)-763-1529  
(250)212-0832 (cell)

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  
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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

FOR SALE:One set of 1500 Murphy floats ready to go.Ole #45-3931 198 st.Langley BC 514-1280

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FOR SALE -- CAVALIER HOMEBUILT - 2 PLACE WOOD AND FABRIC -- 035 LYCOMING -100HP - APPROX 350 HRS SMOH - NEW FABRIC AND REBUILD ON WINGS ; - NEW PAINT - NEW TIRES - RECENT BATTERY - FLIES GREAT - VERY RELIABLE - CHEAP TO OPERATE TAILDRAGGER - MAKE A GREAT FIRST PLANE - ASKING \$11,500 OBO CALL TIM 604 -588 - 0333