

# Turn of Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

November 2004



Not homebuilts, but just the same, very cool.

Photo courtesy Mark Munzel

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>

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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.

## AIR Frame



Aircraft Portraits

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

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Minutes of the General Meeting, 5 October, 2004

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

Hunter / Elgood: that the Minutes of the General Meeting of 7 September, 2004 be adopted as printed in "Turn & Bank".

Discussion Carried.

Correspondence received: None.

Committee Reports:

Treasury: Don Souter: Verbal report by Don.

Membership: Rob Prior: We have 83 paying members and 9 honorary and life members.

Buildings: Dan Weinkam: All payments up to date and going fine.

Vice President: Gerrard Van Dijk:

Annual Bash to be at Guildford Country Club on 12 February.

Program: Francois Leh: Nothing to night being as it is election night.

Aircraft : Howard Simpson: Turbi working well. The radio as usual needs a bit of work or just a more careful attention to its peculiarities.

RAAC: Rob Prior: 1) RAAC meeting with Transport Canada to decide upon a new advanced Ultralight category this being to harmonize better with some similar legislation in the US. More to be heard on this matter. 2) The Mustang 2 kit that was being auctioned off finally sold for \$ 7500. 3) Banff and Jasper again under threat of closure by the miniscule minded. Both COPA and RAAC tending to action on this matter.

Old Business:

The Annual Election of Officers ably conducted by Bruce Prior. Results:

- All table officers re elected.

- Dan McGowan re elected for three year term as Director.

- Eric Munzer elected to a three year term as Director.

New Business:

1) Tedd McHenry asks all members who want to fly in the Remembrance Day Fly Past to meet with him after to- night's meeting.

2) Home project visit tomorrow night at Vern Little's place.

3) J. Hunter asks members to be on the look out for the two steel picnic tables - the property of the Chapter that have gone missing and are seriously wanted back !!!! Dammit !

And we adjourned somehow.

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."

**Editor's note:** It is with regret that I now must disengage from all aviation activities for the present and most probable future. Events in and around a person can sometimes result in a 180 degree shift in that person's priorities. Thus it is with myself. So I now have an almost finished Tailwind project for sale (see classified). In no way is this a "clubhouse issue". In fact I hope to continue to keep the Delta Heritage Airpark Apiary going and will, each year, contribute part of the proceeds to the club to sell, money to go to the new clubhouse fund. I will continue to publish the Turn & Bank until a new editor steps forward. Hopefully this can happen in the beginning of the new year. Safe flying and good landings to all.

Doug

**PRESS RELEASE EXCERPTED FROM...**  
**COPA PACIFIC PERSPECTIVE - NOV 04**  
**...by Tony Swain (c) Oct 2004**

AT THE EMPRESS...

In September, the Delta Heritage Airpark Committee asked Mary and I to represent Delta Volunteers at the BC Aviation Council Silver Awards Banquet at the Fairmont Empress Hotel in Victoria. Unfortunately our Chair Terry Wilshire was out of the country.

We expected the usual 'Black Tie' ambiance of the BCAC Awards Banquet, but were really blown away by the sparkling grandeur of the venerable Empress Hotel... The Chairman's Reception was a bustling affair, chatting with icons of BC Aviation, Don Watson, Bill Marr, Dr. John Hall, Jerry Lloyd, and others. Quite a whirl.

At table One was Councilor Scott Hamilton, representing Delta Mayor Lois Jackson, GVRD Chair Marvin Hunt, of Surrey, and GVRD Parks Superintendent, Ed Andrusiak. The Delta table held Volunteers Ron and Lynn Zeleschuk, Ray and Donna Roussy, and former B.C. Cabinet Minister Steven Rogers, who keeps his J-3 cub at Delta.

BC AVIATION COUNCIL AWARDS...

The Awards Ceremonies featured double screen videos of each recipient's activities. The Delta Air Park video was awesome, showing clearly the magic and recreational nature of grass roots aviation, and the airpark's good works for the community.

BCAC Chair George Miller introduced the Bill Templeton Trophy, a prestigious and coveted aviation award, for outstanding initiative and achievement in the successful development of a community airport or float facility by an individual, association, company, or municipal government. Delta being a regional facility, GVRD Chair Marvin Hunt and Parks Superintendent Ed Andrusiak, accepted the award, and insisted Mary and I join them on stage.

Delta Councilor Scott Hamilton extolled the community magic of Delta Heritage Air Park, then presented the trophy, a handsome silver loving cup, to GVRD's Marvin and Ed. After a brief thank you speech, Marvin asked me to respond for DAPCOM. ...And, I did my best to thank everybody, BCAC, GVRD Board, Parks, their staff, and importantly, those flying families and friends, who volunteer at the Airpark. ...After congratulations, pictures, and lots of talk, a number of other awards were presented, but I admit things became a bit of a blur! Our President Kevin Psutka and Maureen, there on COPA business, said we did good. We heard he gave a fine speech earlier on our concerns about Canada's Air Transportation system.

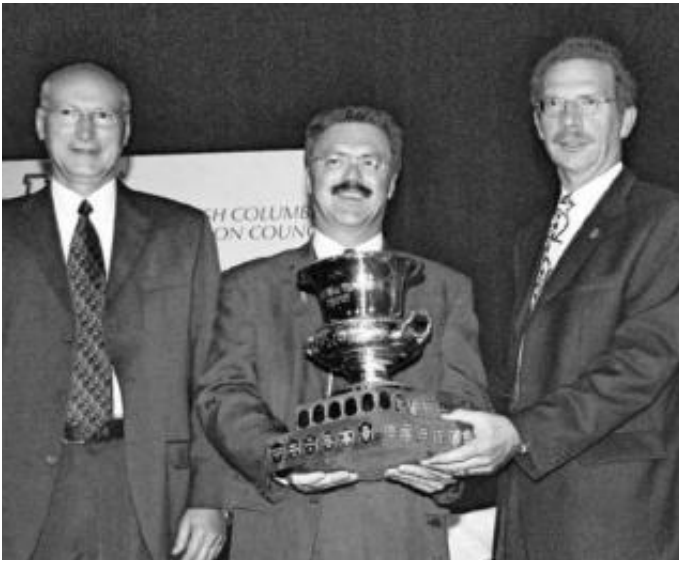
Marvin Hunt choppered home in the morning and proudly opened a GVRD Board meeting, displaying the Award for all to see. ...So that's it! It's nice to report a 'feel good' event once in a while. Especially as proof that Delta does the best possible job for aviation and the community it serves.

COPA AWARDS...

At the fall meeting of the Boundary Bay Flying Club at the popular Sundance Inn, After dinner President Don called on me to present COPA Appreciation Awards to three energetic local enthusiasts. Harry Pride for his 'Enthusiastic Encouragement of New Pilots'. A long time promoter of simply flying for pleasure, he is an energetic Young Eagle program volunteer. Al and Barb Fielder of Coquitlam were honored for their tremendous effort in reforming COPA Flight 5, and their 'Tireless Work for the Young Eagles Program'. These Y.E. events out of Delta and Langley flew over 300 kids this last year. ...All were called up together, and received their plaques amid tumultuous applause.

Harry responded for the happy trio, thanking COPA to be honoured so, and also for the good works COPA carries out on our behalf, be it for business, or personal flight. Such response makes what we do worthwhile. ...Thank you.

See photos next page.....



GVRD Park's Ed Andrusiak (left) watches Delta Councilor Scott Hamilton present the prestigious Bill Templeton Trophy to GVRD Board Chair Marvin Hunt during the BC Aviation Council's Silver Wings Award Banquet in Victoria.  
Photo by Jorgphoto.com



GVRD Chair Marvin Hunt insists that Airpark Reps Mary and Tony Swain share the award.  
Photo by Jorgphoto.com.



Tony Swain presents Al & Barb Fielder with their COPA Appreciation Award at the Boundary Bay Flying Club Dinner.  
Photo via Al Scott



Al looks on as Tony presents Harry Pride with his COPA Appreciation Award.  
Photo by Gordon Hindle

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 #6: SYNTHETIC MULTI. VISCOSITY OILS ARE INFERIOR PRODUCTS.**

In instances where sludge deposits, rust and corrosion were found in aircraft using synthetic multiviscosity oils. The accumulation most likely resulted from improper oil drain intervals, not quality of the oil or the fact it was multiviscosity.

All approved aviation lubricants on the market today must meet military specifications and be SAE approved. All meet standard cleanliness performance requirements when used properly. In many cases where extended oil drain intervals were attempted with synthetic multiviscosity oil, the result was heavy sludge build-up and rust and corrosion in the engines. No aviation oil on the market today can properly lubricate, cool, suspend contaminants and fight corrosion for extended periods of time.

Technically, oil does not “wear out.” However, extended use does deplete effectiveness of some additives.

Some of these additives suspend, or hold dirt and metal particles picked up during normal engine operation. The principle reason for regular oil change intervals is to clear the engine of suspended impurities.

Unchanged, overworked, contaminated oil can lead to bearing corrosion and deposit build-up. If the oil is not changed, it will become “over-suspended”, or saturated with dirt and metal resulting in particle build-up or sludge. Overworked oil will also deplete other additives negating any benefits they were designed to provide.

Phillips 66 recommends owners and operators change aviation engine oil every 25 operating hours in aircraft without oil filters. With an oil filter, oil can be changed every 50 operating hours or every four months, whichever comes first. Phillips 66 has always contended that changing the oil regularly is one of the very best preventive measures a pilot can take for proper aircraft engine maintenance.

Phillips 66 strongly recommends that pilots and operators conduct oil analysis on a regular basis to detect predictable problems. With proper on-going oil analysis an operator can determine patterns indicating his aircraft engine’s performance. Oil analysis examines wear metals, viscosity integrity, fuel dilution and air intake systems, among other things. It builds a history of the engine’s performance to detect patterns indicating potential problems so they can be corrected before becoming a crisis.

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Tail Wheel & spring - gone  
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Control components - finished except for cable. Many- hole panel done - no intruments. 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

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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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