

Turn Bank



OFFICIAL NEWSLETTER OF RAAC CHAPTER 85

December 2004



No words are sufficient.

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

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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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!

For the Jan and Feb meetings 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 for O-320

Vern Little has donated an oxygen tank, a SKY-OX SK-10, complete with regulator. It's been stored, but stored pressurized, so should be in 100% working order. There is a reserve on this item so it will only sell if we can get bids over and above the reserve.

Bernie Herman has donated a Craftsman 60L *dry only* shop vac. Good for workshops where wood, metal, and fibreglass dust and chips are being dropped.

Twenty tubs of Delta Herriatage Air Park Honey (\$5.00 ea)

AIRFrame



Aircraft Portraits

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

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

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Minutes of the General Meeting, 2 November, 2004

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

Hunter / Cooper: that the Minutes of the General Meeting of 5 October, 2004 be adopted as printed in " Turn & Bank ".

Discussion Carried

Correspondence: Letter received and read from BC & Yukon Heart and Stroke Foundation thanking the Chapter for its donation made to the memory of Emily Clemens.

Committee Reports:

Treasury: Don Souter: Vedrbal report by Don.

Membership: Rob Prior: We have 103 members of whom 89 are regular dues paying ones.

Buildings: Dan Weinkam, David Bell: Going fine. A small list of snags that will be soon taken care of.

Library: John Macready: No prob-

lems. There will be a small remembrance service at the Lodestar on November 11 whilst the heroes are flying the Fly Past.

Vice President: Gerrard Van Dijk: Tickets for the Annual Bash now available. They are \$ 40 solo and \$ 75 for a couple. Talk to Gerrard. The Bash is at the Guildford Country Club which is at 7929 - 152 Street in Surrey.

Newsletter: Doug Brown no longer able to continue as Editor so we need a new one Desperately ! The alternative altogether too dismal even to contemplate. Talk to Tim Baker if you could be the new hero.

Program: To-night a partial video of the presentation of - - - -

Aircraft: Gerrard Van Dijk: Howard Simpson no longer able to continue with the paper pushing part of the Aircraft chairmanship but, even as we contemplate another dismality, good member Peter Klein says he will do it and thus is a HERO and ,already useful, Peter tells Turbi operators to check which headset they are using; some have the wrong impedance for our radio.

The J-5 is now under the leadership of Gerrard but there is still room for others to lend a hand. Talk to Gerrard.

RAAC: Rob Prior: The deliberations to harmonize ultralight category Canadian rules with those of the US are still underway.

Airpark Comm.: Nothing substantive of late but a few good chuckles from hearing of the inanities of some people`s offspring. Nobody of any importance to us, of course.

Old Business: None

New Business / Announcement:

The December General Meeting is, of course our Annual Wine and Cheese Do. We will be starting at 7:00 PM. instead of the usual time.

That`s Tuesday, 7 December and the December Newsletter will have a listing of who brings what.

Prior, R. / Oshika: that we adjourn so we did.

Jim Hunter, Secretary

President's Message

Another year draws to an end and as usual our Dec meeting will be the annual wine and cheese party . Let's try to get in contact with each other and make a real effort to have as many attend this year as possible. Please look for Doug's blurb on what to bring — hope to see everyone there. As promised, I would stand for another term as president provided the executive passed a \$50.00 increase in membership dues to go directly to a new clubhouse fund to replace our now failing building. This did not happen for two major reasons.

1 - some feel we may receive, as I see it, “money from heaven”. — this would mean money from DHAPCOM and/or GVRD — I have talked to others in DHAPCOM and this is very unlikely — however some always cling to false hope.

2 - others feel that the club would lose too many members with a rate increase — I have talked with many in the club and have found an overwhelming acceptance of the necessity for the replacement building and acceptance of the rate increase varies from grudging acceptance to outright support — less than 5% reject the program.

The January general meeting will be a very important one — at this time the membership can vote to support this program or have a byelection for a new president. Two things are certain 1 - a year from now with or without a building fund the clubhouse will be one year closer to total failure — 2 - just a few short years after that WITHOUT a building fund we won't have a pot to piss in OR A WINDOW TO THROW IT OUT OF !!!! that's it for now - fly safe -

TIM

For What It's Worth

An editorial by the editor (who else?)

For more than a few years I have watched Tim as he tirelessly worked for the benefit of the Chapter. He always added humour and energy to the meetings. The thing is, he is willing to continue to do this. I don't know if you can find too many others in the Chapter with this much enthusiasm for flying and the well being of Chapter 85. We all know the state of the clubhouse. It IS time for a new one! RAAC must build a new clubhouse within a few years. Tim is willing to spearhead this project. He needs some help. As just one members opinion; I believe that it is time to throw ourselves to the task and give Tim the support he needs. It will provide the RAAC Chapter 85 with a place to call home and one that all can be proud of. Something that will reflect positively on what the membership stands for (good, precision craftsmanship). I must admit that its a bit embarrassing when visitors come to the clubhouse. And we build airplanes? And, the bonus, we have a dedicated president for the next few years anyway.

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 Peter Klein, 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 chapter. 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."

Merry Christmas Wine and Cheese on Dec 7th

We are having our annual Christmas wine & cheese/pot luck. Come one, come all. Significant others as well. Please bring the following based on the first letter in your last name.

- A to H bringing fruit platter for four.
- I to P bring squares and sweets platter for four.
- Q to Z bring veggies, dip and other finger food for four.

Since there will be no minutes taken at this meeting, the next Turn & Bank will be the Jan/Feb issue mailed out in January.

Bulletin Board continued on next page

Bulletin Board continued:

Tim Baker will be resigning as president effective January 1, so there will be a by-election for his position at the January meeting. We need to give the membership notice of this by-election 30 days in advance, and the December newsletter will be the last written publication before the January meeting (traditionally there is no January newsletter). This means that we will be electing a new President at the January meeting.

Bill Stormont contacted Rob Prior this week so he could let us know that Keith Payn, a former president of the chapter (and perhaps even a founding member of the original EAA chapter), passed away on Monday. Keith flew many airplanes, but probably the one people will remember most was a Luscombe on floats. Keith's wife Sue will be holding a wake for Keith at his house, on Friday December 3rd at 2pm. The address is 40 Tsawassen Beach, Tsawassen. Bill says it's down near the border, on the west side of Tsawassen.

REMEMBER

I would like to thank John McReady and all the others for their part in the organization and participation in the annual Remembrance Day ceremony at Loadstar Park this past November 11th. Unfortunately the fog prevented the flyers from departing for the fly by. There was a large turnout for this ceremony. The fog also added to the chill that I felt as we stood and gave thanks to those who died for what we have today. The chill that dissipated and became a nice warm feeling as people in attendance talked about and remembered their loved ones and how they sacrificed in those times of need.



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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, 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 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

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 -gas tank 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 E-mail:sgear@infoserve.net

FOR SALE: Murphy type floats 1500 's. \$9600 CDN. New, complete with rudders. Harold Schapansky (604)826-5068

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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

FOR SALE: Minimax Ultralight 1300, currently flying. Fully enclosed, electric start, Zenoha D50, 50 hrs. TT, 3 fuel tanks, \$10,000 Cdn OBO 250 457 9130 dberwin@goldtrail.com

FOR SALE: Pietenpol project. Wings and tailsurfaces completed and covered. Fuselage needs covering. U/C and brakes, electric start, engine and cowling installed. Corvair powered. This A/C enlarged from original dimensions. Plenty of room for two adults Sacrifice at \$8000. Don McIntyre 604 538 6130

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For Sale: 80-85% finished Tailwind. This is a two place, fast, easy to fly plane. Needs electrics, seats, doors, instruments and covering to complete. Comes with zero time O-300 installed. Engine is complete and stored inside heated basement since rebuild, never started. Fuselage sandblasted and painted, no corrosion. Wings ribbed and attachments done, including streamlined struts. Cowel made but not trimmed. Comes with new aluminum spinner, belts and lots of other hardware. Asking \$13,000. Doug (604 275 1405)

