TURN & BANK

OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

April 2005

THE DECOR OF THE COX'S HOME IS DECORATED IN EARLY VAN'S RV-7

The TURN & 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 & 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 comments, please contact *Joan Cox* at *604-596-7635* or you may e-mail me at *ccox1@telus.net* or by mail to *11693 - 72A Ave., Delta, BC V4C 1B3*

If you don't receive the newsletter and should or you do and shouldn't the contact Rob Prior, 3032 Carina Place, Burnaby, BC V3J 1B5 and he will add or remove you from the mailing list.

Regular chapter meetings are held on the first Tues. of each month at 20:00hrs. (8pm) in the clubhouse.

Executive meetings are held in the third Tues. Of each month at 19:30hrs. (7:30pm) in the clubhouse.

Delta Airpark
4103 - 104th Street, Delta, BC
Clubhouse phone: 604-596-3644

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Chapter 85, RAAC
c/o Delta Heritage Airpark
4103 - 104th St., R.R. #3
Delta, BC V4K 3N3

RAAC National Homepage:
http://www.raa.ca

RAA Chapter 85 Homepage:
http://www.b4.ca/raa_85

Delta Heritage Air Park Homepage:
htt://www.3.telus.net/airpark

Source for CARs and Chapter 549 Airworthiness manual:
http://www.aerotraining.com

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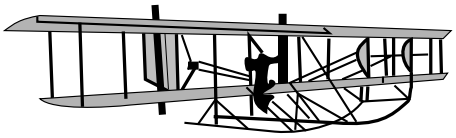

RECREATIONAL
AIRCRAFT
ASSOCIATION
CANADA
Delta Heritage Airpark
Vancouver, BC

President:	Gerard Van Dijk	604-589-8293
	cell	604-319-0264
Past President:	Tim Baker	604-588-0333
Vice President:	Terry Wilshire	604-273-4741
Secretary:	Jim Hunter	604-720-2114
Treasurer:	Don Souter	604-930-6243
Membership:	Rob Prior	604-422-8446
Librarian:	John Mccready	604-984-6428
Program Chairman:	Francois Leh	604-813-7742
A/C Chairman:	Gerard Van Dijk	604-574-4764
Hangar, Workshop & Building Committee Co-Chairman:	Dan Weinkam	604-939-4745
	Dave Bell	
Newsletter:	Joan Cox	604-596-7635
Marketing:	**Position is Open**	
Chapter Check Pilots:	Tedd McHenry	604-574-4764
	Terry Wilshire	604-273-4741
	Bus:	604-946-4152
Directors:	Pager:	604-293-0663
	Francois Leh	604-813-7742
	Rob Prior	604-422-8446
	Dan McGowan	604-324-3348
	Bruce Prior	604-437-4219
	Tedd McHenry	604-596-8373
	Eric Munzer	
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Composites:	Gordon Hindle	604535-0592
Propellers & Wood:	Colin Walker	604-581-9602
Engines:	John Vlake	604-820-9088
Steel:	Pat O'Donnell	604-533-1839
Aluminum:	George Worden	604-433-5564
Computers in Aviation:	Rob Prior	604-422-8446

Where the Action is.....

VIGGO'S TRAILER IS GOING, GOING, GONE, GONE, GONE
Thanks to Tim Baker for finding a buyer, and thanks to Don Watson and Joe Shewella for helping with the disconnections and the removal from site. We are happy and the buyer is happy--a win-win for sure! Bruce Prior

50/50 draw winner for March was Fred Hinsch, on his birthday no less. He graciously donated $5.00 back to the club for the building fund. Thanks Fred. Proceeds from Vern's first seminar was $57 plus $4 from sale of Cd's adding to the 50/50 draw of $26.50, a total of $92.50 is going to the building fund this month. Thanks Vern for the first of many seminars.

Pancake Breakfast at Delta Airpark

Next one is April 10th with 'B' Group (Jean, Bruce, Rob Prior, your editor & Kurt the Cook & John Mccready) will have the honour of cooking for you. Come one, come all!!!
$4.00 gets you one egg, 2 pieces of Canadian bacon and two fluffy pancakes, juice and a bottomless cup of coffee or tea. Plus good company, what more can you ask for.

I've created a discussion forum style website for the flying clubs in BC to use. I'm still experimenting with the layout, so that's likely to change a bit over the next few weeks, but the content and functionality is there and could be used.
You can find it at http://flying.b4.ca. Dad (Bruce) and I have been playing with it, posting various events and things. I'm open to suggestions for upgrades, organization, etc... feel free to pass any on. - Rob Prior

FLY-INS

April 12 - 18
31st Sun & Fun
Lakeland Linder Regional
Lakeland, Florida

April 23
Skagit Tulip Fly-in
Burlington, Wa

May 13 - 15
SW Regional Fly-in
Hondo Municipal Airport
Hondo, Texas

June 3 - 5
Golden West Regional Fly-in
Yuba County Airport
Marysville, California

June 4
Langley Fly-in
Langley Regional Airport
Langley, BC

July 2
Delta Fly-in
Delta Heritage Airpark
Delta, BC

July 6 - 10
Northwest EAA Fly-in
Arlington Municipal Airport
Arlington, Washington

July 25 - 31
EAA AirVenture Oshkosh
Wittman Regional Airport
Oshkosh, Wisconsin

August 19 - 21
EAA Northwest Antique Airplane Club
Antique Aircraft Fly-in
McMinnville, Oregon

August 26 - 28
EAA Mid-Eastern Fly-in
Marion Municipal Airport
Marion, Ohio

AUCTION, AUCTION, AUCTION

The club has several items to auction off so we will be holding an auction shortly after the April meeting, so bring some money to buy, buy, buy.

Here & There

Prez Sayz

Clear prop, I yelled, seeing no one around I flip the start toggle, Engine starts. Ahh the purr as I give it some throttle . Boy is the Sun shining bright today. Wait a minute, something's not right. Why am I in a side by side Airplane? I fly the Turbi, this is a tandem. Hey what I am I doing in this thing? I look around and realize Its parked in front of Dave's hanger and more important, where the beep are the wings. Hey Dave sorry, Didn't mean to try flying your Airplane. That's about the time I woke up and realized I was dreaming.

Well Hello everyone. It was a nice way to wake up that Saturday. Joan tells me Its time to write another Prez report. Where did March go? We had our first Fly-In meeting on March 13th. Next one will be at 11am, April 10th after Dhap breakfast at the clubhouse. (**note** volunteers welcome) Fly-In will be July 2nd. April's meeting we will hopefully be have an auction of aviation stuff for the building fund. So bring your cheques or cash or stuff you think will sell. Well Its time to get my beauty rest, as it's 1200am and I need to get to work tomorrow So see you all at the Airpark. **Gerard**

Vern Little's first seminar was well received and he will be holding his electrical seminars every other month. Next one 'Firewall Forward' will be immediately before the May meeting and July's seminar will be 'Airframe Wiring'

THOSE OF YOU WHO WISH TO RECEIVE THE NEWSLETTER AS A .PDF FILE VIA E-MAIL PLEASE CONTACT THE EDITOR, THANK YOU

My Old Airplanes

When I got my pilots license I was green as green could be,
So I shelled out twelve-hundred dollars to buy a Flying Flea,
Then I learned the Flea was banned in nineteen thirty-six,
It seems there was a design-flaw, something I couldn't fix,
I give credit to the builder his workmanship was good,
But because of that "design flaw" the Flea became fire-wood,
I knew I had to chop it up, so it would never get in the air,
There's just no way I would pass it on, that would mean I didn't care,
Well that was the end of the Flying Flea it no longer posed a danger,
I would never fly the Flea my self, and neither should a stranger,
My next plane was my Taylor Craft, it was safe and easy to fly,
But to get the engine started, well you really had to try,
No it didn't have a starter you just pulled on the wooden prop,
And if you ever got it started you dare not let it stop,
Then there was the Luscombe It was the best of all,
It would do basic aerobatics and with it I had a ball,
I did lots of loops and spins and would glide up-side-down,
But with out an inverted-system the oil would fly around,
Next I bought a Flybaby, It was great in the summer sun,
It had an open cockpit and it sure was a lot of fun,
When setting up for a loop the wires would really scream,
I sure did like the little plane as it fulfilled a part of my dream,
Oh yes there was the Mini-Cab, it was painted black and yellow,
It was really quite a fun little plane, built by an Australian fellow,
The ailerons had a nice light feel that made doing rolls a breeze,
It was great to fly it anywhere even skimming the tops of trees,
None cost more than "four-thousand" some thirty years ago,
And if I could get it started it would take me where I wanted to go,
These old planes provide memories that mean a whole lot to me,
And compared to today's prices the flying was almost free,
I once landed in a farmer's field and got a big surprise,
With a high-wing plane and no wheel-pants I hit a thousand fresh cow-pies,
That stuff dried-on on the way back home and stuck like crazy-glue,
So never land where the cows have been, just a friendly warning to you,
It was fun to land on gravel-bars, roads, and sandy beaches,
You can learn a lot from reading books, but not like experience teaches,
I'm older now and my health is gone and memories are all I have,
Sometimes to sit and reminisce, is like a healing salve,
I like to write these little poems and try to make them rhyme,
There's lots of stories I could tell but that's for another time.

Author: Stan Carlisle

RENO 2004

I arrived about midday on Sunday, greeted by the beautiful sound of the unlimited racers out practicing! There is no other sound quite like it. Even thou the weekend is still all unofficial times crews are still doing fine tuning to see who is going the fastest.

Monday is now qualifying, but few teams actually do so, preferring to use the time as more test/tune before the big push. More taping and making temporary fairings and other gap seals are applied. This year the wind (now blowing at 20-gust 30) will play a big part in deciding when to go qualify.

Tuesday is a busy day. Starting with the RED BULL AIR RACE practice at 6:45 . Yes in the morning! Local pilot in the T-6 Keith McMann, qualifies at 210.366 mph. This should comfortably put him the bronze race. DAGO RED--P51 topped the list at 490.833 mph with a long time favourite RARE BEAR running a 4 blade prop nipping at his heels at 490.033 mph.

A big disappointment came when the brand new sport racer of Jon Sharp-----the Nemesis NXT, had a gear collapse on landing rollout. More on this as info becomes clear. Jon was fine but have not seen the plane yet. Got to see the airplane. Both Jon and their crew were busy making the repairs necessary to fly again---The only "barrier" was a skinny little tape line. All work was out in the open being discussed with all who cared to stop by. Many local EAA types were lending their assistance as needed for the composite repairs and other metalwork for gear repair.

This year's races were a great bunch. The general seating area was full as well as the lawn chair section. Many more walked the pits continually for that all encompassing excitement. Many crews were kept busy finding little gremlins of oil all over their aircraft. Others were content to dust off and go on to the next heat race.

Qualifying held many surprises and disappointments for us. DAGO RED went out on Monday to start the unlimited fun--posting a nice 490.833 mph speed. Not to be outdone--this year's edition of the Bear Volunteers, sent John Penny out to a 490.033 mph lap. There were worried faces after hearing that metal was found in the oil. Many a long hour spent in the hangar searching for the source. Apparently it was the lower bushing, replacement parts were found and the BEAR went on to glory.

Not the only plane to have problems, Mike Brown brought his fleet of racers--only to have the "Big Bossman" F7F Tigercat, strand itself with a blown tire and broken wheel; a Cessna 206 was sent for rescue parts. A couple of Pitts biplanes also came to grief on landing rollouts with the sport class contributing 2 of their own to the 'dustmakers club' with landing gear problems. The sole remaining Questair Venture declaring MAYDAY and landing on its belly, not having a backup to extend the gear after an engine failure. Did a nice job of keeping it straight, the pilot got out on his own, then scrambled to the waiting fire crew to watch his helpless bird doing nothing but sit there.

The biggest disappointment was John Sharp who had made a nice qualifying run in the brand new "NEMIESIS NXT -- N333NT" at 324.755 mph when on the landing the left gear Collapsed, sending him into the dirt just off the runway, sitting till later as the policy of not retrieving anything until the end of the day was in effect. It was discovered that an outsourced part had broken allowing the gear to fold. The mishap also filed off the outer fiber-glass wing tip and come carbon fiber parts, scratched up the underside lettering on the gear legs and broke the cowling lower half. As a show of faith for the masses, after some cleanup work was done the NXT was taxied about in front of the Sunday race crowd for all to see. To their credit the NXT crew left the wing uncovered in the sport hangar and were there answering questions and talking to all well-wishers for the rest of the event.

John also pointed out that he still had 'lots of throttle available for more speed, had he been able to race.' This would have made for even more excitement as the very top of the sport class now has 4 gold class planes capable of winning. As last year's winner was being challenged by the Thunder Mustang, who led the race for gold until the second to last lap.

At that point the always present Lancair Legacy of Daryl Greenmayer took over to scoot away. Not without having earlier in the week replacing 4 cylinders himself.

All classes were busy scrambling around on the final Sunday as the clouds and wind closed in. To be sure that races got in for the first time the Unlimited Gold was out and jets were moved in to fill the last spot, being better equipped for the poorer weather conditions.

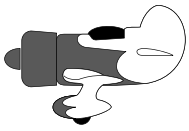
In a interview with DAGO's pilot, Skip Holm, said that he had to do the old hand wipe defrost trick (at 500mph @ 50' above ground) and misjudging the end pylon by about 150'. He figured that he now had to go for it and hope that BEAR could not keep up. Not so--THE BEAR kept up within 3 seconds behind allowing him to win. THE BEAR IS BACK!

I'm hoping to see you at the races----RENO 2005---- Sept. 14-18, qualifying starts on Mon. Sept 12.

This year's show promises to be even more exciting! The SNOWBIRDS and the US Thunderbirds headline the airshow. Also appearing are Kent Pietch (who braved the gale force winds to land on a rooftop motorhome 'airport') / Mike Goulian / David Martin / Scott Hammack with the Jetcar also to appear.

Let's "REACH FOR THE STARS' this year. If you want to race this year, the Pylon Race school is June 16 to 19th.

Hope to see you there! Don Souter



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Minutes of the General Meeting

Minutes of General Meeting March 1/2005

Called to order by president, Gerard Van Dijk at 20:15 hours

Moved Tim Nicolas, second Tim Baker that the minutes of February be adopted.

There was no correspondence received

Treasury: Savings account including building fund: $609.85. Unfortunately we are $400.00 in the Red from the Banquet.

Membership: Rob Prior reports we have 112 paid up members and we are expecting 6 renewals. The new membership rate is 70.00 dollars if you hold a national membership and 85 dollars if you do not.

Buildings: No report

Library: John reported that he has begun to organize a filing system for some the back issues of the Turn and Bank. We have a complete set now. Tim Nicholas created a database on a computer so we can make an electronic list of our library inventory. No timeline about when this would be available

Vice President: No comments

Newsletter: Joan Cox produced her second newsletter in February. She will publish some of Stan Carlisle's poems in the next one.

Program: Vern Little presented a seminar on aircraft electrical systems prior to the March meeting. His next seminar will be prior to the May general meeting. His slides will be posted on the RAA website. There is a $2.00 donation fee for the RAA at each seminar. The seminar starts at 7:00 PM. Francois to find a speaker for the April general meeting.
We will write a thank you to Tony Swain for the splendid presentation at the banquet.

Aircraft: Turbi A-OK. The Books have been returned to Terry Wilshire and he has offered to take care of the accounting. Gerard has not done any work on the J-5.

RAAC: Rob reported that the KR2 auction sold for approximately 600 dollars.

Dapcom: Breakfast on Sunday Mar 13/05. DAPCOM will present a plan to Delta for rezoning of airpark. It will include plans for common meeting facility for Boundary Bay Flying Club and RAA and will likely be built on the same site as present Pilot Shop. We will be able to hold our banquets there. There will be a proposal for extra hanger space and permanent caretaker facilities. We hope to be a permanent fixture at DAP.

Old Business: The banquet was a total success. Bob Cutting resigned as a director and we will have to nominate a new one. Recently there was a seminar held at RAA clubhouse concerning circuit procedure at Delta. There have been a few infractions of the rules and we need to continue to educate pilots about the correct procedures for arriving at Delta AirPark.

New Business: Planning for the Fly-In for July 2/05 will start March 13 after the breakfast. Don donated a new Aircraft Spruce catalogue. Arlington fly-in will be held July 6-10/05.

Meeting adjourned at 21:00hrs. M/S Walker/Baker

Respectfully submitted by: John Macready, Custodian

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