

TURN & BANK



OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

August 2005



Crank-up & Flapjack Fly-in participant, this Murphy Rebel gets the once over from Dan and Frank(?) while Honey cools her heels. The Rebel had a landing mishap later that evening on Pender Island.

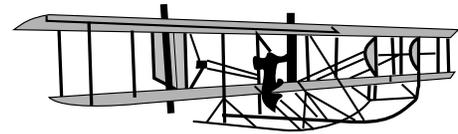
Rob Prior photo

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.

Turn the Page.....

Here & There	Page 3
Where the Action is.....	Page 4
Reflections of a fly-in	Page 5
While the rivets are drying.....	Page 6
Minutes of the last meeting	Page 6



Regular Chapter meetings are held on the first Tues. Of each month at 20:00hrs. (8pm) in the clubhouse.
Executive meetings are held on the third Tues. Of each month at 19:30hrs. (7:30pm) in the clubhouse

Delta Heritage Airpark
4103 - 104th Street, Delta, BC
V4K 3N3

Mailing Address
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c/o Delta Heritage Airpark
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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:
<http://www3.telus.net/airpark>

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

For inspections of Amateur Built Aircraft Projects
Contact: MDRA Inspction Services
Ph. 1-877-419-2111
Fax. 1-519-457-0980
email: mdrainsp@on.aibn.com

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	
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	250-383-2578
Newsletter:	Joan Cox	604-596-7635
Marketing:	<i>POSITION IS OPEN</i>	
Chapter Check Pilots:	Tedd McHenry	604-574-4764
	Terry Wilshire	604-273-4741
	Bus:	604-946-4152
	Pager:	604-293-0663
Directors:	Francois Leh	604-813-7742
	Rob Prior	604-422-8446
	Dan McGowan	604-324-3348
	Bruce Prior	604-437-4219
	Bob Cutting	604-275-1603
	Tedd McHenry	604-596-8373
	Eric A. Munzer	604-530-8038
Builders's Councillors:		
Structures:	Dan McGowan	604-324-3348
Composites:	Gordon Hindle	604-535-0592
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

Here & There

RAA License Renewal.

It's 08:15 on Friday morning and I'm sitting back trying to relax in the GVRD library, in 45 minutes we are on deck to present our request to the Parks Committee to renew the license agreement for the airpark once again.

Bruce Prior walks into the building at about 08:40, good, we can have a quick review of all those things we try to anticipate and that might go wrong. Both Bruce and I were here in 2000 when we were broad sided by the environmental questions from one councilor.

We discuss a couple of matters and then make our way up to the sanctum, we take our seats in the public gallery and try and relax. I'll just read through my presentation one more time and discover that it is not amongst the pile of papers I had grabbed off my desk at the airpark. I think I can adlib it, Bruce reassures me that he was in the same position once and stepped up and adlibbed the best presentation he had ever made.

I see the secretary and ask her for a copy, luckily she has a spare and we are breathing easier again, but no time to review, just breathing exercises.

In short order it's time to step up. I scan the committee, friendly faces all around, but of course they are friendly, they are politicians!

Off we go, speak clearly, project and talk, don't read, thank goodness for drama classes at high school. It's done, no problems, faces still smiling but its question time! Heart rate goes up as memories of 2000 flash by.

Their concerns are reasonable and I realize that we have substantial credibility, we have been around for 10 years, we have been financially responsible and have run a safe airpark at no cost to the tax payer. They vote us a 10 year renewal, that's 5 and 5 with an administrative review in between, and the vote is unanimous!

I look forward to 2015 and I promise not to forget my presentation!

Terry Wilshire.

A heartfelt thank you to all those who worked so hard on behalf of Delta Heritage Airpark to get this new agreement. Your efforts are extremely appreciated by all that will in the coming years benefit from them.

Over 60 years ago Curtis Pitts decided to build a small, agile & lightweight aerobatic airplane, that idea lead to the birth of the Pitts S-1 Special. In 1945 powered by a 55hp Lycoming, it soon began to dominate at aerobatic competitions by out-flying the state-sponsored Soviet and other designs. In the 1960's overwhelming demand from fans persuaded Curtis to draw up plans, selling them for \$125 a set. The second Pitts was the Little Stinker bought and flown by Betty Skeleton-Frankman, with it she won the Feminine Intl. Aerobatic Championship in 1949 & 1950. She sold and then later re-bought the Little Stinker eventually donating it to the Smithsonian.

Little has changed from the original design, with over 600 Pitts flying it is a favorite design for competition and sport pilots alike. Curtis Pitts was inducted into the International Council of Air Show Foundation Hall of Fame in 2002. The June 2005 issue of *EAA Sport Aviation* by Budd Davidson entitled 'Sixty Years of Specials', has a great story chronicling the many aircraft designs of Curtis Pitts. Curtis Pitts recently passed away from complications heart valve replacement surgery. An aviation legend, this humble & modest man will be truly missed by all who knew and loved him. A sticker says it all, "A Pitts is something special".

Curtis Pitts *December 9, 1915 - June 10, 2005*



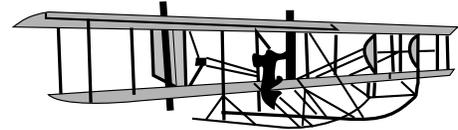
Where the Action is.....

August 24-28, Sky Harbour Airport, Goderich, Ontario (CYGD) will be hosting the 50th Anniversary of the First Amateur Built Aircraft in Canada. Celebrating the first flight by Keith Hopkinson in a modified Stitts Playboy. With the help of EAA's then President Paul Poberezny, they were able to convince the Department of Transport to allow amateur built aircraft to fly in Canada. For more info visit www.50thhomebuilt.com

August 6th, Wiarton-Keppel Airport, Wiarton, Ontario RAA Chapter 51 hosting their 3rd annual Festival of Flight. From vintage aircraft, motorcycles, cars to vintage music if you are in the area join in the fun.

COPA Flight #5 will be having a Young Eagles day at Boundary bay Airport on Sat. August 20, with a rain date set for August 27th. Pre-registration is 6th, 10-3 at the Terminal Bldg - Boundary Bay Airport. Give Al Fielder a call for more information at 604-540-6435.

50/50 draw winner for July was Rob Prior, having recouped his initial investment promptly donated the spoils to the building fund, though a small turnout we generated \$48. Tedd McHenry gave a great seminar on formation flying.



WINGS OVER WHITE ROCK

BCAC past chair Scott Harrold was instrumental in organizing this event last year. The event returns August 9th. The Snow Birds will perform over the beaches of White Rock and the best to see them is from the pier. Chris & I plus some friends took in this spectacular show from that vantage point last year and it was awesome. Volunteers will be out collecting donations for the Chrohns disease & Ulcerative Colitis. Mark it on your calendars, make reservations at a beach side restaurant and then enjoy the show. (From *BCAviation.org*)

A special display with about a dozen representations of Curtis Pitt's famous designs including video vaults will be set up at 2005 AirVenture Fly-in at Oshkosh, WI
 Ozark Pitts Fly-in, Blackwell Field, Ozark, Alabama
 October 7-9, 2005 will be a grand showcase honouring the designs of Curtis Pitts. Visit their web site at curtis pitts fly in . com for more information.

I am in need of a propeller for my Pober Pixie, I am hoping that you may know of someone in your club that has one hanging on a wall somewhere, in a hanger collecting dust? My Pober Pixie is powered by a Continental A65. Any help would be appreciated, there has to be at least one in Canada somewhere. Bob Baron, Mission BC Contact me at 604-462-0946 or cell 604-835-0252

46th Annual— 2005

**NW Antique Airplane Show & Fly-in
at McMinnville Airport (MMV)**

"The many faces of aviation"

The largest display
of Antique
Aircraft in the
Pacific Northwest

There will be hundreds
of antique & classic
cars also on display

**Friday, Saturday & Sunday
August 19, 20 & 21, 2005**

<p>Fri—noon—5 pm Sat—8 am—5 pm Sun—8 am—noon</p>	<p>Over 700 antiques, warbirds, classics & experimentals will be flying in! All aircraft welcome!</p>
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Adults only \$8
Seniors (60 & older) & Children 5—12, \$6
Under 5 years of age free

Food & merchandise for sale on field.
 Breakfast on field Sat & Sun
 8 am—noon—\$6—McMinnville Lions Club

Check our website at www.NWAAC.com
 for program schedule or call our recorded info line at 503/472-3838

For Sale: Osprey project started by Peter Sanger. Approx. 10 per cent complete. Lycoming 0320 150 hp engine, 130 hours. Stored in Delta, BC, will be available for viewing end of July. Contact psanger@yahoo.com or call 604 581 9602. Prefer to sell as unit. All offers considered.

REFLECTIONS OF A FLY-IN 2005

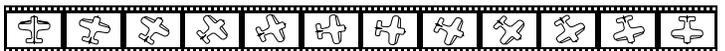


Our Fly-in brought in about 25 airplanes even with the low numbers a good time was had by all. A very big thank you to all those that helped with the clean-up before the fly-in, the cooks, who fed the multitudes at lunch and dinner, the aircraft marshaling team from Boundary Bay and all the other doing behind the scene jobs.

Top left photo shows Prez Gerard awarding Joe Leslie a plaque for 'People's Choice' for the best of show, top right is John Howroyd flying in his RV-4, winner of the 'Longest Flight' award. Other pictures that adorn the page are more antiques.

Fly-in photos courteous of Rob Prior, for more of the fly-in images please visit www.b4.ca/airframe/events

AIRFrame



Aircraft Portraits

Rob Prior
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 www.airframe.ca

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604.422.8446

WHILE THE RIVETS ARE DRYING.....

Mike Neff and I headed down to Arlington Friday morning (July 7th) on a mission to seek out all that was new in the RV front. The weather was awful, so the anticipated Fly-in RV numbers were way down. This did not present a huge problem however, as it meant more time wandering through the manufacturers tents.

Having made the final decision and commitment to go with an 'Aerosport' overhauled O-360 Lycoming, the week before, a stop at the Aerosport Power tent was mandatory. This was the second time I have met and talked face to face with Bart Lalonde & Sue. I was very impressed the first time when I arrived unannounced at their Kamloops facility & how Bart took a full hour out of his day to answer all of my questions. Friday was no different, providing me with the confidence that we had made the right choice.

We then wandered into the main manufacturers tent where I made a bee-line to the TRIO Avionics booth. TRIO are manufacturing an auto-pilot that I was aware of and wanted to check out. I was not disappointed. The unit interfaces with your GPS of choice and accurately tracks you plotted course. Naturally it will also fly any given track you desire and when you're ready, will re-intercept your original course. It has several other nifty functions, such as the ability to fly a predetermined distance left or right of track, up to one mile. Another safety feature is of great value to your VFR pilot who inadvertently finds himself in IMS conditions. Simply press and hold the function button for 2 seconds, and the EZ Pilot will engage, level the wings and then execute a perfect 180° turn returning you to VFR condition. I did the usual hanging out at the Dynon booth as well. Checked out the new engine monitor EFIS unit Dynon introduced a few months ago. I have always liked the Dynon unit, but felt the screen was too small to allow quick reference. I'm guessing Dynon have been hearing this complaint from potential buyers as front and center of their display set is a new double size unit. All the same features as the original, but of a size that a more mature eye could read. Mike was really excited to see this and will probably go the Dynon route with his RV-7, but I am still leaning towards the Grand Rapids unit, as currently installed in Marge Carr's RV-9. Ah, so many choices.

One other product we came upon was a new exhaust system, custom designed to fit under the RV cowling. It is all stainless steel with cross-over construction like the Vedderman exhaust. What I really like was how it transitioned into a dual exhaust with lovely stainless mufflers installed. In our more and more intolerant public perception of noisy airplanes, this may prove an important step in keeping noise complaints down. Net loss in power is a reported one and a half horse. I didn't ask, but I would think there would be some internal noise dampening enhancement in addition to the external benefit.

On Saturday I headed down again but this time with Joan. We ordered our new EZ Pilot, made some difficult decisions with respect to engine colours and agreed that the exhaust system was a good choice when the time comes. We saw some really nice RV's on the Saturday and took a bunch of close up photos of what we considered "cool ideas".

I felt bad for the Fly-in organizers as I'm sure the attendance was down from what they would prefer, but it certainly met our needs.

By Chris Cox

Hear Ye, Hear Ye!

Minutes of the General Meeting, 5 July, 2005

Call to order: 8:00 PM by President Gerard Van Dijk.

Hunter / Nicholas: that the Minutes of the General Meeting of 7 June, 2005 be adopted as printed in " Turn & Bank" and as posted on the Net.

Discussion Carried

Correspondence: None received.

Committee Reports:

Membership: Rob Prior: We have 86 members of all categories.

Buildings: Dave Bell: Dave thanks all the members who came out to the Big Cleanup. Premises looking very good. Tim Baker will be using the shop 13 to 16 July for a paint job.

Vice President: Terry Wilshire: Nothing to report .

Newsletter: Joan Cox: Going well. Has no current requirements for material to print. (*That's not what I said. ED*)

Program: Francois Leh: A surprise presentation this night. Good Member Tedd McHenry gave an excellent talk on formation flying. Tedd is, of course , our Remembrance Day Fly Past leader.

Aircraft : Terry Wilshire: Turbi was flown 10 hours in June and is in good shape. Effective 22 June, the rental rate for the Turbi will increase to \$ 85 per hour it being essential that its operation be completely self sufficient and not rely upon its being subsidised from general Chapter revenues. This information is posted on the Chapter Web Site.

The two people with whom we had been having discussions about taking over the J-5 re-build have both withdrawn from consideration of this so the re - build will now continue as before only with our own Chapter people participating.

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RAAC: Rob Prior:

- 1) There is a proposal by National Central Office to purchase sets of scales for weighing airplanes. These would be furnished to each of the RAAC Regions for sharing within that Region.
- 2) With the resignation of Rob Prior, there is no Director for the Mainland BC Region. Terry Wilshire says he will take over this position however this must be ratified by the other chapters within the Region. More about this later.

Airpark Committee: Terry Wilshire:

- 1) Committee to meet 15 July with GVRD Parks people to complete work on the five year Licence Re-newal Proposal.
- 2) The Fly In seemed to have been successful. 25 to 30 visiting airplanes - 18 registered. Well done to all of the organizing group and all who helped.

Old Business: None for consideration.

New Business:

The band ("Winter Harp") that performed at the Fly In would like a \$300 donation.

A Motion: Baker / Prior 2: that the Chapter donate the sum of \$ 100 and endeavour to convince Boundary Bay Flying Club and the Coffee Shop to contribute \$ 100 each.

Discussion Carried (that being only pertinent to Chapter's portion of the donation !)

Meyer / Munzer : that we adjourn which we verily did.

Jim Hunter, Secretary