

TURN & BANK



OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

January/February 2006

DAPCOM Report

Farewell to George

Cox's homebuilt inspection

Vern's First Flight

....and much more



Turn the Page.....

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Cover photo of Cox's Fuselage in a single bay garage, Chris also took the photos on pages 3, 5 & 7. Rob Prior is credited with taking Vern's 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**. Please help reduce the cost of printing and mailing the newsletter by contacting the editor or Rob Prior, 3032 Carina Place, Burnaby, BC V3J 1B5 to be taken off the mailing list and added to the electronic mailing list.

Regular Chapter meetings are held on the first Tuesday of each month at 20:00hrs (8pm) in the clubhouse. Visitors are always welcome. Coffee's on! Executive meetings are held on the third Tuesday of each month at 19:30hrs (7:30pm) in the clubhouse.

Delta Heritage Airpark
4103 - 104th Street, Delta, BC
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RAAC National Homepage:
<http://www.raa.ca>

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

Delta Heritage Airpark Homepage:
<http://www3.telus.net/airpark>

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

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President:	Gerard Van Dijk	604-589-8293
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Past President:	Tim Baker	604-588-0333
Vice President:	Terry Wilshire	604-273-4741
Secretary:	Jim Hunter	604-720-2114
Treasurer:	Carol Foley	604-574-3347
Membership:	Rob Prior	604-422-8446
Librarian:	Tim Nichols	604-984-6428
Program Chairman:	John Macready	604-984-6428
A/C Chairman:	Gerard Van Dijk	604-589-8293
Hangar, Workshop & Building Committee Co-Chairman:	Dan Weinkam	604-939-4745
	Dave Bell	250-383-2578
Newsletter:	Joan Cox	604-596-7635
Chapter Check Pilots:	Tedd McHenry	
	Terry Wilshire	604-574-4764
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RECREATIONAL AIRCRAFT ASSOCIATION CANADA



Directors:	Rob Prior	604-422-8446
	Dan McGowan	604-324-3348
	Bruce Prior	604-437-4219
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	Alex Routh	604-290-4765

Builders's Councillors:		
Structures:	Dan McGowan	604-324-3348
Composites:	Gordon Hindle	604-535-0592
Propellors & Wood:	Colin Walker	604-581-9602
Engines:	John Blake	604-820-9088
Steel:	Pat O'Donnell	604-533-1839
Aluminum:	George Worden	604-433-5564
Computers in Aviation:	Rob Prior	604-422-8446

Editorial Dribble

Welcome to a new year. Much has happen since the last newsletter. Many have lost loved ones, friends & family. Myron Olsen, Fred Sebus and George Spence to name a few. Bruce Prior said it so well at George's Memorial. They and many others will be sadly missed.

Vern Little reprised his aviation seminars, with no charge admission. Twenty-nine attended January's Chapter One, 'The Basics' presentation. All are available on our website for everyone to read.

The faucet on the kitchen sink in the club house needs to be repaired, if someone could take a minute and fix it before we have to replace the floor and the ladies bathroom wall, I would be grateful. It not fun washing dishes in the bathroom sink.

Alan Wright won the 50/50 draw of \$22, of which I saw him hand over some of the spoils to Carol Foley (new treasurer) for the building fund. Thanks Please call Beat Meyer to set up a home visit so that we may see how your kit or rebuild is coming along. We have had one in January and Terry Elgood's is planned for this February.

Starting this month I would like to feature a "Book of the Month" corner, if you like a book, technical, fiction, or non-fiction. Write me a little blurb about it and sent off to me, scan the book cover if you can and I will include it too.

The second revision of the CFS this year should have the new circuit at Delta Heritage Airpark with the 30° offset to the west side in it.

Terry Wilshire has been officially named as the new Regional Director for Mainland BC. Congratulations Terry. Another hat he must wear, hopefully he can remember to wear the right one at the right time. Some fly-in dates have been included as well as breakfast times too. Changes have been made to the look of the newsletter, hope you like them. Happy Reading!!!! Rosie



Book of the Month

This book was written by five former Air National Guard Sabre pilots, each giving us a brief look back at what it was like to fly these magnificent planes. Some of the stories are intriguing, Others leave



You wondering how they managed to survive and live a long life while others did not. From raising havoc in Corpus Christi by doing Mach 1 over the runway, to not being able to cope with the remembrance of lost colleagues. The stories will make you grin and some will make you shake your head. Great pictures of the pilots and planes are included to make this a nice coffee table book. Not available in stores but directly from one of the writers himself. I e-mailed R.J. Holland, sending him a money order for \$55US and within a few weeks received an autographed copy no less of the book! It was a nice touch to a birthday present for Chris last year.

E-mail Robert at:

Rjholland32@hotmail.com or snail mail to 10 Noe Way, Bellevue, ID 83313. Provide him with a US mailing address if you can for fast delivery. Then sit back, relax and enjoy!!!

Our Guest Speaker for the February meeting will be Fred G. Carey, ASCT, Area Air Deputy, CYPK, Civil Air Search and Rescue Association (PEP-Air). He will be giving a slide presentation with topics including an overview of CASARA/PEP Air, update on recent searches and a short informative discussion on ELT's and their future. As well as operating NORDO. Sounds like it will be very interesting. Fred will start at 20:00 so get there early for a good seat (not that there are any bad ones)!

In Memory of George Spence

I knew George as a fellow member of Chapter 85 and as a friend.

George was a homebuilder: he built two airplanes and owned three. Each one was a beautifully finished and carefully maintained example of its type. His Chipmunk was the only blue airplane I ever liked! Whether building or maintaining airplanes, George planned everything first, then did it right. If it didn't turn out he started over again--sometimes more than once.

George was an RAA member: he was our president 1976 and was re-elected in 1977. He was Remembrance Day flight leader for many years. In both endeavours he led us with a sense of humour and fair play. He was tough when necessary but listened to everybody. He helped everyone who asked for help.

George was a pilot: he was one of the best I've watched and flown with. Watching George land his Chipmunk was an inspiration. His flights were planned and organized with maps, frequencies, and runway sketches. On those rare occasions when he did get slightly lost (and all pilots do), Eleanor was there to help.

George was a husband, father, grandfather, pilot, biker, boater and do-it-yourselfer. In all of those roles, he was admired by everyone.

We will miss him but we won't forget him. He set standards we all aspire to and remembering him will help us achieve them. Bruce Prior

A missing man Fly - Pass was performed at George's Memorial by local pilots who knew and admired him.



Delta Heritage Air Park Operating Committee (Dapcom)

*Bruce Prior reporting on activities at the Air Park at the RAA
general meeting on the 3rd of January 2006*

During the winter months the flying and the maintenance decrease significantly and there is little to report on those fronts. The GVRD had planned to install a new hedgerow along the north side of the runway in October. They were still looking for a low bid contractor when the rains came in late October and the job now is apparently shelved for the winter. The GVRD will pay for this project, estimated at \$35,000 with a \$1,000 contribution from DapCom. The hedgerow project is an outcome of negotiations between GVRD, The Corporation of Delta and DapCom following an attempt by the Delta Council's Environment Advisory Subcommittee to close the Air Park on environmental grounds. The hedgerow design will include a water line installed under the plants to increase moisture levels in the dry months for the first three years or so. The water line will be connected to the RAA clubhouse water supply.

We are starting a new year and it seems appropriate to briefly describe the Air Park's operation and suggest how RAA members might participate. The Air Park is a \$100,000 a year operation with most of the revenue coming from hangar and tiedown rents. Fuel is priced slightly below selling prices at the other Lower Mainland airports. RAA Chapter 85 is the holder of the Licence Agreement with GVRD and receives 5% of the gross revenue or approximately \$5,000 a year. GVRD takes 35% and the remainder goes to a reserve fund which DapCom manages. The fund allows DapCom to conduct an aggressive maintenance program limited only by the number of volunteers available.

The Air Park is operated by DapCom, an on-site Caretaker and a bunch of volunteers. Gerard and Sharon VanDijk recently took over from Don and Moira Watson as Caretakers. Some volunteers are skilled in trades (electrical, construction, machinery, etc.) or management (planning, finance, records, etc.) and others are there to help with events or general maintenance as their time and energy permits. No one is paid at the Air Park.

And The Air Park is an aerodrome operating within a public park. It is unique in Canada and after ten successful years of operation is now touted by GVRD as an excellent example of their Parks Partnership Program. The GVRD strongly supports the Air Park and has invited park operators from other provinces and from the USA to visit and "see how we do it." Almost every day we receive visitors who have been hiking on the dyke and who have "discovered" us for the first time. Some are from Delta, some from the greater lower mainland or further east and some are visitors from other countries. All are made welcome at the Pilots Briefing Room (the "Coffee Shop") and are given explanations and tours of the Air Park if volunteers are available.

DapCom organizes a breakfast at the Air Park on the second Sunday of each month. This program has been operating successfully for over five years and usually draws between 80 and 100 customers rain or shine. There are three teams for this program so each team has to plan, buy, cook and serve the breakfasts only four times a year. It's a lot of fun and doesn't require a lot of time commitment from volunteers. The breakfast program is an excellent opportunity for members of Chapter 85 to become involved in the volunteer events at the Air Park. If you don't know how to cook or serve we can teach you!

DapCom meets on the last Thursday each month in the Pilots Briefing Room at 1930. RAA members are always welcome to sit in or to raise concerns. It's a good opportunity to see how the Air Park is run and to better appreciate how you might help.

The volunteers are proud of what they have achieved. They would be thrilled to see more RAA members take part to make the Air Park even better. If you're interested, or even just a tad curious, talk to Gerard Van Dijk, Terry Wilshire, Tony Swain, Bruce Prior or any other DapCom member. Or check out the Second Sunday breakfast. Or come to a DapCom meeting. You, too, can be a "proud operator" of the best little aerodrome in Canada!

On January 21st between 40 and 50 people dropped by the Cox's single bay garage to check on the RV-7 project. RAA members, other RV builders and co-workers of both Chris and Joan took in the projects progress. With the wings in the hangar at Delta Airpark, this left the fuselage with the attached tail surface for inspection.



Needless to say, things got pretty cozy in that garage! Two special thanks are warranted for making this event such a great success. First, a heartfelt thank-you goes to Jean Prior for preparing those yummy sandwiches. Second, a huge thank-you to Vern Little for identifying a solder problem in my starboard LED nav. light and then actually repairing it for me.

Other general thanks go to all who found the time to attend, for the many great ideas and suggestions and finally to our neighbour who entertained the early birds with a five police car escort to the local police department (the neighbour that is). A most interesting day, to be sure. For those of you who missed the event but would like to see the project just give us a call and we will set up a time for a private showing.



OPEN HOUSE

Terry Elgood is pleased to show off his building techniques and secrets of his RV-9 on February 18th. Show time begins at 1pm. Address is 4751 Tilton Road, Richmond, call him at 604-279-2062 if you get lost.

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Van's RV-9A, Canadian registry C-FVRL completed its first flight, today January 24th, 2006. With Safety Pilot Mike Langford and Pilot/Builder Vernon Little on board, it departed Boundary Bay Airport (CZBB) in an awful hurry after a long gestation period of 3-1/2 years and 3,396.6 shop hours. As predicted for more than three years, it flew on 'Tuesday'. Mike Langford, a very experienced pilot/instructor was very impressed with the handling of the -9A. Mike owns a Harvard, a T-28 and an R-2 however, we think Van's can expect a new customer in the near future...

Fuselage is a Quickbuild, everything else was a (relatively) slow build. Paint is by Arrow Tech Graphics in Langley, B.C.. Interior is by Flightline Interiors. Avionics and wiring was by the builder.

Empty weight is 1085 lbs. Engine is an Aerosport O-320-A1AC2 Roller Lifter engine, and the prop is the standard Sensenich metal fixed pitch. Mags are conventional. The panel is night VFR/VFR OTT with Dynon EFIS, Trutrak Autopilot and Turn and Bank, Garmin GPSMap 296, Rocky Mountain Engine Monitor, Garmin SL-40 Comm and GTX-327 Transponder. Traffic Monitor is a Monroy ATD-300 "Don't leave home without it".

Engine monitor interface and audio mixer are from Vx Aviation.

After one hour of flight time, C-FVRL touched down delicately and taxied into to an adoring throng of two or three people. The RV grins were infectious.

Vernon Little

January 24th, 2006. "Tuesday"

Visit Vern's web site for the story of C-FVRL from start to finish for more

Here & There

FLY-INS - EVENTS

Feb 25 - 26

NW Aviation Conference
Puyalup Fairgrounds
Puyalup, Wa.

July 1

Delta Fly-in
Delta Heritage Airpark
Delta, BC

April 12 - 18

32st Sun `n Fun
Lakeland Linder Regional
Lakeland, Florida

July 5 - 9

Northwest EAA Fly-in
Arlington Municipal Airport
Arlington, Washington

May 11 - 14

SW Texas Fly-in
Hondo Municipal Airport
Hondo, Texas

July 24 - 30

EAA AirVenture Oshkosh
Wittman Regional Airport
Oshkosh, Wisconsin

June 21

Langley Fly-in
Langley Regional Airport
Langley, BC

August 18 - 20

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

Mark your calendars for these
Breakfast dates 9:00am - 11:00am
on the second Sunday of the month

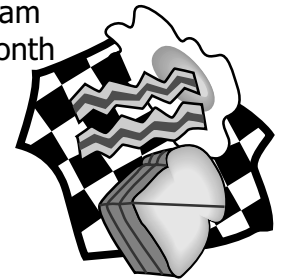
February 12

March 12

April 9

May 14

June 11

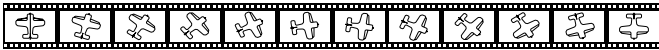


The infectious RV grin

Prez Sez

Hello folks. Well how's everyone doing? When is it going to stop raining and blowing out at Dhap . Then we might get some flying in. A few nights ago I thought I would have to get out of bed and chain the trailer down as well as catch a few planes. Oh yeah, reminder check your tie-downs this weather is extremely hard on them. It is kind of neat to watch planes flying on their tie-down ropes! Most thank the weather Gods for clear skies on Jan 15th. Which allowed the Fraser Blues to fly a tribute to George Spence. Thanks to everyone that helped put on his service. Job well done. I will always remember his advice on our wedding day, Yes Dear, he will be missed. That reminds me, While I'm alive to live. Love ya all Gerard

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Aviation Safety Seminar

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Saturday, February 4
9 am - 3 pm

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The Ninety-Nines

WHILE THE RIVETS ARE DRYING

TIPS ON TIPS

The RV-7 plans called for fitting the wings to the fuselage, but it is still too cold to move the project to the hangar. Not a big problem though, as there are a hundred other projects that one can amuse oneself with before taking on the wings. One such project is attaching the fibreglass tips to the empennage.

There is no shortage of flying RV's out there to examine to garner various ideas on how to tackle this job. The simplest way would be to trim the tips to a half decent fit and attach with the blind rivets provided. Total time invested: an afternoon. Or what many do is after installing the tips, is lay on a bunch of filler and fibreglass cloth, filling all joints and surrounding rivets and then sanding to blend into an apparent one piece structure.

I have several problems with the two options above. The first, although simple, practical and the lightest does not appear aesthetically attractive. At least not to me. The second can look quite appealing to the majority, however many

Of the examples I have studied seldom look that great, mainly because the builder used too much filler and cloth. As a result, the transition to the aluminum does not flow and a ridge or a bump is apparent. Totally inappropriate in my mind. The other thing of course is that RV's are not composite airplanes, so why are we trying to make them look like one? The option I went for was a combination of the two. Attach the tips with blind rivets, fill the rivet voids with filler, sand and fill the actual tip so its contour matches that of the aluminum skin, and then enhance the joint between the tip to aluminum skin using filler and a thin file (.032"). Now you have a crisp thin line between the two surfaces. Both surfaces conform to one another, and the ugly blind rivets are no longer visible. Very nice if I don't say so myself.

Oh, one last thing. Once filled and sanded, lay on a thin 3/4 oz. glass cloth to ensure the filler does not decide to break away from the surface at a later date.

Chris Cox



Hear Ye, Hear Ye!

Minutes of the General Meeting, 3 January, 2006

Call to order: 8:45 PM by President Gerard Van Dijk

November GM Minutes not available as Secretary Jim Hunter not present. John Macready agreed to take minutes.

Correspondence: Card received from Hilda Kretchmer thanking Chapter for its expression of condolences upon the passing of George.

Committee Reports:

Treasury: Verbal report by Treasurer Carol Foley. Our financial shape is solid with positive cash flow.

Membership: Rob Prior: Membership is 89. Dues for 2006 payable now at the cheap rate.

Library: Tim Nicholas: Tim has installed a new program on the computer to keep track of book loans. The celebrated missing keys are found; they were under the computer. (Brilliant !)

Buildings: Dan Weinkam: Going as it should and usually does.

Newsletter: Joan Cox urges members to submit articles for " Turn & Bank ". She must be desperate-most of us is funkshually illegitimate.

Program: John Macready: Things up coming: At February General Meeting - Mr. Fred Carey of Search and Rescue . At March GM a speaker from Transport Canada. At April GM - speaker and topic TBA. Please note: In the future members will not be charged nor will there be collections for presentations at General Meetings.

Aircraft: The Turbi flying again.

Airpark Comm. : Bruce Prior: GVRD to plant hedge rows along North side of 07 / 26. These are to replace those inadvertently grubbed out a few years back and thus depriving birds and bunnies of their homes.

Some visitors have been performing weird and strange procedures whilst arriving at the field. Bruce will rebuke them and show them the error of their ways. The Chapter receives 5% net from all operations at the Air Park. This usually represents about \$5000 per year which is not to be sneezed at but recollect that all of the work is done by members, most commonly Chapter members which brings us to the pitch; volunteers are needed to help with pancake breakfasts and more people are needed to do other work around the Air Park. See Bruce if you are interested.

Home Project Visits: Beat Meyer: Visit to project of Terry Elgood - Saturday, 18 February, 2:00 PM - 4751 Tilton Road, Richmond, 604-279-2062 and visit to Joan and Chris Cox's project - Saturday, 21 January, 1:00 PM - 11693 - 72 Avenue, Delta, 604 - 596 - 7635.

Good to see these events going again. If you have a project that you're game to show off, contact Beat at 604 - 263 - 7790.

Old Business: None

New Business:

Terry Elgood lead a discussion about the proposal by NAVCAN to raise landing fees (presumably where they are in existence now) Terry urges members to write NAVCAN expressing their opposition to this proposal as it would result in substantial cost in flying recreational aircraft.

We are saddened to hear of the passing of George Spence. He was a wonderful friend, a terrific member and one of the true builders of the Chapter. He will be truly missed.

There will be a memorial service for George on Sunday, 15 January, 2:00 PM at the East Delta Community Hall - # 10 Highway at 104 Avenue. All are invited. (Time is actually 1pm - **Ed**)

Prior 2 / Macready: that we adjourn and thus done.

Jim Hunter, Secretary and much thanks to John Macready for taking the Minutes of this meeting !

Before the meeting, members treated to another of Vern Little`s excellent presentations on Electrical and Avionics installations. Hopefully more to come!