

Turn & Bank



OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

March 2006

Western Wash. Aviation Conference

Book of the Month

Terry's homebuilt inspection

....and much more

Turn the Page.....

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Cover photo of Terry Elgood's Fuselage courtesy of Mike Neff, Photo in while the rivets are drying from Mike Neff as well.

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
V4K 3N3

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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>

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

Directory of Executive members and other helpful members

President:	Gerard Van Dijk	604-592-0124
	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:	Carol Foley	604-574-3347
Membership:	Rob Prior	604-422-8446
Librarian:	Tim Nichols	604-588-5002
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
	Bus:	604-273-4741
	Pager:	604-946-4152
	Francois Leh	604-813-7742

RECREATIONAL AIRCRAFT ASSOCIATION CANADA



Directors:	Rob Prior	604-422-8446
	Dan McGowan	604-324-3348
	Bruce Prior	604-437-4219
	Tedd McHenry	604-596-8373
	Eric A. Munzer	604-530-8038
	Alex Routh	604-290-4765

Builders's Councillors:		
Structures:	Dan McGowan	604-324-3348
Composites:	Gordon Hindle	604-535-0592
Propellers & 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

I was remiss last month in failing to report Terry Wilshire's full Title when congratulating him on his posting. He is the new RAAC Regional Director for Mainland BC. Again congratulations Terry. Thank you to Fred Carey for his excellent presentation on CASARA (PEP-Air), his topics included an overview of Civil Air Search & Rescue. What they do, how they conduct a search as well as the types of a/c used. He also gave an informative talk on ELT's and their future, plus PLB's (Personal Locator Beacons). Check out a recap on page 5.

Dan McGowan won the 50/50 draw of \$26.50 of which a portion was donated back to the club for the building fund, thank you and to those who participate in the draw. Every little bit helps.

I have had several offers from members to write an article for the newsletter. Thank you and the deadline for submissions is the 20th of the month. You can give me a word document, PDF file or hand written, all forms will be well received.

Check out the Fly-In schedule for the correct date for the Langley Aero Club's Fly-in. There will be no Canada Celebrations at the Langley airport this year due to construction work to start shortly on new facilities on the north side.

A big reminder that the Chapter 85 Annual Awards Banquet is March 18th see Terry Wilshire or Gerard for tickets to give them an idea of how many will be coming, invite your family and friends. Tickets will also be available at the door should you fail to connect with Terry, Gerard.

Thanks to Terry and Marilee Elgood for opening their workshop to fellow builders. It's great to see the result of their hard work on the RV-9. Unless I get a volunteer to run the 50/50 draw for the March meeting there will be no draw as I will be on holidays. See you when I get back. Rosie

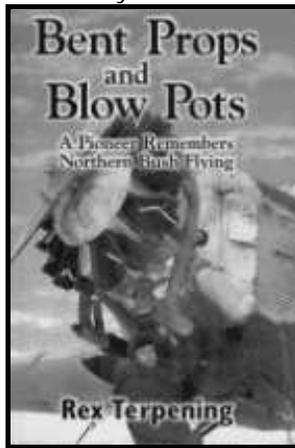


Book of the Month

This book was written by a writer in

our own back yard. Rex is a resident of White Rock & he gives us a personal view of the life of an engineer in uncharted areas of the Northwest Territories, Alberta, BC & parts north

during the 1930's. Rex had the foresight to start a journal, carrying a stubby worn pencil and paper plus a camera tucked in his tool-box he gives us a personal look at what life was like in the untamed and uncharted north. Take a trip with him as he recounts the many winter flights in a Fairchild 71, Fairchild FC-2W-2, Junkers and Norseman aircraft. One of Rex's many jobs as a junior engineer was to erect an engine tent over the engine, drain the oil from the engine, hang the pails on the exhaust collector ring using steel hooks. In the morning he would heat the oil and engine using blow pots. Read as he tells of trips to outpost to pick-up passengers or drop off supplies. The people he would meet on his journey and the friends he would search for. Read as he repairs a propeller, sews up the belly of ATZ torn open by a willow and much more. Book is available at Chapters.



Our Guest Speaker for the March meeting will be Gerry Binnema from Transport Canada. He will be talking on the "Human Factors in Decision Making". Important issues as they relate to the pilot and his/her flying ability. Topics may include knowledge skill, stress and how it relates to your ability to pilot a plane, crew resource management, situational awareness and risk management. It will count towards your bi-annual recurrence training. So be sure to come.

Up-coming speakers for monthly meetings will be Daniel Weinkam on April 2nd with a Slide presentation on his trip to Oshkosh last year. Terry Elgood on May 2nd will speak about the "Preparation of Necessary Paperwork for Final Inspection of Homebuilt Aircraft" as well as Weight & Balance Application for C of A.

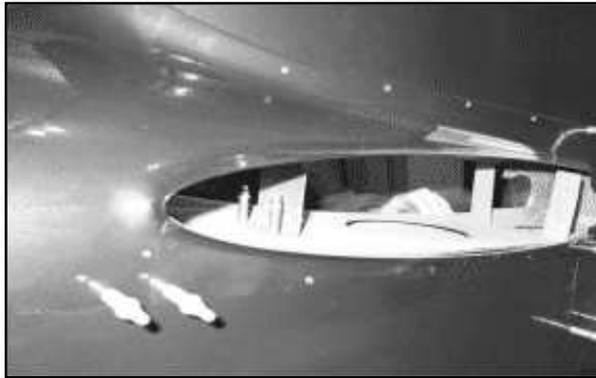
Speaking of Weight and Balance the Chapter will be the Keeper of the Scales for the western region. An application system will be set up in order to borrow the scales when needed to do the W & B.

The extremely wet weather has made the runway very soft at the south end. Please try to do your run-ups on more solid ground. The runways is to be rolled in early March when it has had a chance to dry out a little.

The Western Washington Aviation Association Conference and Trade Show last weekend in Puyalup, WA. was the place to be. If you have never been down next year hook-up with someone who has and do a road (air) trip south across the border. This year saw the trade show in a new bigger brighter building. Exhibitors ranged from the 99's, Flying Colleges, EAA Chapters to Airport booths. Avionics booths (don't ask Chris Cox about the Pacific Coast Avionics booth, that one cost him a bundle!) To static aircraft displays as well as an Experience Aviation area geared to the young kids, where they could find out how things work, like a gyroscope, wing lift and a chance to build their very own model airplane made out of paper and balsa wood. Many speakers were on hand to keep you occupied including Gregory Feith a Crash Detective, Dan Hargrove speaking on glass cockpits and training concerns. Catherine Fish gave a seminar on Stall/Spin avoidance and Supersonic Survivor Brian Udell recalls how he ejecting from a F-15 doing over 800 mph, surviving the fall and spending four hours in 60-degree water at night before being rescued 65 miles off the Atlantic Coast. Admission is FREE believe it or not and well worth the price!

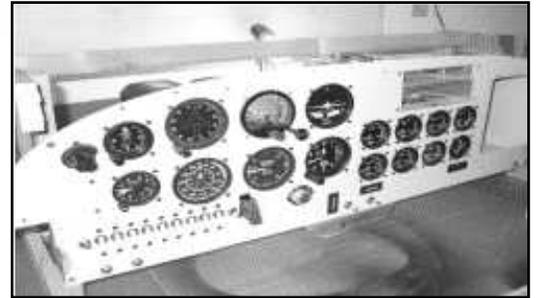


Terry & Marilee Elgood opened their shop of February 18th for the viewing of their RV-9. Take note, no A. Although the initial plan was to go with a nose wheel (9A), Terry later opted for the tail wheel version. Terry's craftsmanship is beyond reproach. Lord knows I looked high and low for a dumped rivet, or a crease where a crease should not be, but none were to be found.



Terry painted the wings and horizontal stab using a bright white Endura Urethane paint, but switched to Sherwin Williams Urethane for the fuselage. He used a dark blue metallic base coat & topped with a clear coat. This was then sanded using 1000, then 1500 finally 2000 grit wet sand paper. Following sanding he rubbed it out using a machine polisher. The results are outstanding, setting the bar way up there for other to reach.

Another area of extreme interest was the sliding canopy. Once again the fit was perfect. Of particular interest was how Terry fabricated the side & rear shirts from one piece of aluminum. Not a gap was to be found anywhere. I can honestly tell you I have never seen a better fitting canopy. All in all, a most satisfying visit.



WHILE THE RIVETS ARE DRYING

The time all RV builder's do not look forward to has arrived for me. I'm installing the canopy. The timing is good though as I had an opportunity to look at, and discuss the process with Terry Elgood last week, so I have a great example to emulate.

My first area of frustration met me head on while installing the front canopy bow. This bar is 1¼" chrome-moly 4130 steel that does not want to be tweaked. Try as I might, I could not narrow the spacing by the ¼" it needed. Phone calls to Brian Carr, George McNutt & Rolly Lavigne did not yield satisfactory direction. In fact, it caused me even more fear of doing damage if I followed their advice. One thing I did try was looping some ½" rope around the ends of the bow and then twisting the rope which in turn narrowed the spacing. At one point the rope was so tight that if it broke, or one of my sons, who were holding down the bow as I twisted let go, I'm sure a serious injury would have resulted or damage to the house as the bow launched itself through a wall or TV, etc. Anyhow, despite drawing the ends together about 4", when

released the bow sprang back to its original dimensions. What finally saved me was a call to Gordie Jack up in Prince George who has just finished his canopy installation of a RV-7. He also had the same problem of a bow slightly too wide for the fuselage. How he finally rectified the problem was by utilizing a 1¼" EMT Pipe Bender. This rig has a 4' bar attached to the bending device. To my astonishment a quick trip to the local Home Dept Aircraft Building Supply Co. yielded the very tool I needed from their tool rental business. It was still no picnic, but following about 45 minutes of jumping up and down (literally) moving a ½' jumping up & down continually, followed by another 198 more times and voila the job was done!

For the canopy frame, I made wood templates of what the shape for the front & rear bows should look like as well as the side rails. Utilizing a ½"-¾" EMT Pipe Bender I was able to pretty much get the frame to the exact size and fit.

That's where I am at as I write. Wish me luck when it comes to cutting the canopy!
Chris Cox

Fred Carey's talk at last month's meeting involved a brief overview of Canadian Air Search and Rescue Association CASARA which is made up of volunteers. It's BC sponsors include DND and the Prov. Emerg. Progam. Their Motto is "So that others may live!" A distress call to one of three Joint Rescue Coordination Centres (JRCC) starts the ball rolling. JRCC Victoria covers the province of BC, the Yukon and over 1200kms of the Pacific Ocean. Once a distress call is verified Private pilots volunteering their time and aircraft are briefed and dispatched to an area to begin searching. Crews usually consist of the pilot, navigator and two spotters. More eyes the better. All are trained in aviation safety, meteorology, including survival awareness and search and rescue techniques and procedures. If your interested check out their web site for more information.

Fred's seminar also included a look at the future of ELT's. As you may have known the 121.5MHz ELT's will become obsolete and ineffective on February 1/09, giving you plenty of time to change over to the 406MHz model. What better time to make the change than when you need a new battery for your old model. Did you know that the old 121.5MHz model has a 90% false alarm rate and just over 10% properly activate upon crashing, the majority need to be manually activated. 121.5 MHZ ELT's is an Analog signal, local positioning, alert time is 1.5 - 2 hours and requires at least 2 satellite passes to get fix on you and having a 20nm window of accuracy. 406MHz beacons though more expensive now, their price is expected to drop over the coming years. 406MHz ELT's must be registered. Encoded in the beacon will be the Manufacturer's #, Model and Serial # and Category (aircraft, sea vessel, etc). Owners name, address, emergency contacts is also include in the database when you register. All this info makes it easier to locate you if you ever go down. If you buy in the United States you need to inform them that it will be installed in a aircraft flying in Canada, if you go down the info is relayed to a US rescue coordination unit and then relayed to a Canadian Rescue unit, which slows the recovery of a downed aircraft. Buying Canadian speeds up the search. Survival chances are 60% if found less than 48 hours after crashing compared to only 10% if it takes more than 48 hours to locate you. The new 406 Beacons reduces the time to reach downed aircraft accidents by an average of 6 hours, signal is Digital with a alert time that is instantaneous with global tracking and needs only 1 pass for an accurate read that being within 5nm. What price would you pay to be rescued? Personal Locator Beacons (PLB's) were also on the agenda. They are a quick way to get attention of you are lost. Small and lightweight they are manually activated, good to -40° to +55° C and having a minimum operating time of 24 hrs. Will work up to an altitude of 9144m. These need to be registered as well to speed up the rescue process. Visit beacons.nss.gc.ca to register or get more information.

Here & There

FLY-INS - EVENTS

- | | |
|---|--|
| April 12 - 18
32st Sun 'n Fun
Lakeland Linder Regional
Lakeland, Florida | July 1
Delta Fly-in
Delta Heritage Airpark
Delta, BC |
| May 11 - 14
SW Texas Fly-in
Hondo Municipal Airport
Hondo, Texas | July 5 - 9
Northwest EAA Fly-in
Arlington Municipal Airport
Arlington, Washington |
| June 24
Langley Fly-in
Langley Regional Airport
Langley, BC | July 24 - 30
EAA AirVenture Oshkosh
Wittman Regional Airport
Oshkosh, Wisconsin |
| June 17th
Nanaimo Fly-in Breakfast
Nanaimo, 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

March 12	April 9
May 14	June 11



Annual Awards Banquet
March 18th, 2006 Sundance Inn

Mystery Speaker
Door Prizes
Cash Bar
Cocktails 6:30
Dinner 7:30

Fred also reminds us to:

- File a flight plan and follow it
- Tell FSS where you are on 126.7
- Tell FSS if you deviate from course
- Learn about your ELT and how to use it so you can ensure that your PAX are properly briefed on location and usage too
- That you carry a survival kit, radios & evacuation procedures and wear proper clothing for trip
- Use Flight Following whenever possible
- Stay out of the Clouds
- If you take your cell phone leave it on for at least 18 mins.

Hear Ye, Hear Ye!

Minutes of the General Meeting, 7 February, 2006

Call to order: 9:00pm by President Gerard Van Dijk

Hunter/Cox, C.: That the Minutes of the general Meeting of 3 January, 2006 be adopted as printed in the newsletter and as posted on the Web

Correspondence: two cards received from Eleanor Spence, one thanking the Chapter for the flowers that were at George's memorial service and the other to thank the Chapter for the donation made to the Canadian Cancer Society in George's memory.

Committee Reports:

Treasury: Verbal report by Treasurer Carol Foley and as required she reports that the Building Fund has \$1293.40 in it.

Membership: Rob Prior: There are 92 members at the moment which is about equal to the number for last year.

Library: Tim Nicholas: Going well.

Buildings: Dan Weinkam: Bills are being paid. So for what else can we ask?

Vice President: Terry Wilshire: Annual Bash set for March 18th. It's at the Sundance in Ladner. Tickets available now at \$39 per person. Tim Nichols will see to the canned music.

Newsletter: Joan Cox: Going fine but Joan would like some articles particularly ones on safety matters to publish in "T & B"

Program: John Macready: At the March GM we will be having Mr. Gerry Binnema of Transport Canada. Not just sure, but it could count as a "Two Year Recurrency" session even and with a little certificate to prove that you were there.

Aircraft: Terry Wilshire: Turbi flown a little which is really a lot considering the general craptitude of the weather. The J-5 is sold and more on that later.

RAAC: Terry Wilshire: Little happening dare I say. The aircraft weighing scales for our RAAC Region will be kept by this Chapter which is only right and proper. Presumably, they are available to others as needed!

Airpark Committee: Bruce Prior: The runway a little punky from over watering. Licence agreement work not yet fully completed.

Old Business: None

New Business / Announcements:

Anyone interested in a hangar space at Boundary Bay Airport (ZBB), talk to Vern Little and to note that Vern has now done the first and even several more, first flights of his RV-7 (or 8 or 9 or more). Looks very fine in the pictures. *(Vern's airplane is an RV-9A - ED.)*

Weinkam / Prior 2: that we adjoin and thus merely by saying.....

Jim Hunter, Secretary

Tonight, following our new very ancient tradition of having our visiting speakers before the meeting instead of after, we had Mr. Fred Carey from CASARA talking about the contribution that civilian and amateur pilots can make in rescue operations. Most excellent presentation!