

# Turn & Bank



OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

August 2006

Delta Fly-in

Book of the Month

A Flight to Arizona

....and much more

NOTICE: THIS AIRCRAFT IS OPERATING WITH  
A SPECIAL CERTIFICATE OF AIRWORTHINESS  
FOR AMATEUR-BUILT AIRCRAFT.

AVIS: CET AERONEF VOLE AVEC UN  
CERTIFICAT DE NAVIGABILITE SPECIAL POUR  
AERONEF DE CONSTRUCTION AMATEUR.

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Cover photo by Peter Timm, Action photos courtesy of Don Souter and Europa pictures from Peter Timm.

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](mailto: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.

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

RAA Chapter 85 Homepage:  
[http://www.b4.ca/raa\\_85](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  
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Hangar, Workshop & Building Committee Co-Chairman:	Dan Weinkam	604-939-4745
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Newsletter:	Joan Cox	604-596-7635
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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

Membership? What does it mean to you? What does this club do for you and what do you do for this club? Does it fulfill all your needs? Are we/you lacking for something? Members have had plenty of opportunities to tell the executive what they like, dislike or need by way of a phone call, posting on our web site or e-mailing the editor. We get no response. Why? Is anyone out there? I think yes, but still no suggestions. Hard questions! We have approximately 1/3 of our total members attending any given meeting. Is that where we fail to meet our members needs, is having each committee head give a report? Does that seem boring and needless? Not having a confirmed presentation /seminar schedule set in place is tough work and sometimes difficult to do. Many speakers have similar obligations that take them away from home and cannot commit to a specific date or time, is that where we fail you? Would moving our meetings to another day or week improve the attendance? Would you like to see more "Show and Tell"? Maybe those committee talks should be discussed at the monthly executive meetings instead, thus freeing up time to boast about your project or fly-in trip or technical talk. Not only is our time vied for, but our money is too. What can we offer that the other local clubs can't? Our club offers a Club plane (Turbi) to fly whilst yours is in the *building mode* (few clubs can offer that). We have a trailer available to

transport your plane or parts etc. from house to hangar. A paint booth to complete the project and a library containing manuals, magazines and books and the odd video. We need to be unique much like the airpark that we fly from. Is it possible to have a social membership only. Something that appeals to those pilots out there that no longer have a medical, but still love airplanes. Who still want, need and enjoy the social aspect of our club. Ex-members who move away but still want to stay in touch with us. Their knowledge & expertise is often sought after and should be readily available. Why not offer them a partial or social membership. A Win/Win situation for the both of us. You can probably think of half a dozen or more ex-members that could fit that bill. Why don't you invite them to the next meeting, hot dogs will be served and it's the perfect chance for you and them to share some old 'flying tales'.

So is it, that important, to increase our membership base. What do we gain/lose by having a small club? Lots or nothing at all? Hard questions have been asked? Have you got any answers?

The saying goes "You get what you give", I think it holds a lot of truth! Rosie



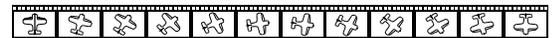
## Book of the Month

This month the book is a web-site. Visiting at Delta for the past several weeks, Peter and Paulus Abenteuer a Swiss couple that have way



too much time on their hands. World travelers, spending three months of the years on the road. Their photo gallery posted at the web-site boasts pictures taken from around the world. Not much is written on the journey to some of the exotic places, but their lasting impressions are priceless. Nepal, Thailand, Guatemala, Honduras Grand Canyon, Belize are but a few of the many places, where they have been. In previous years Peter and Paula would often fly into a country, rent a motorhome, airplane or boat and explore the area. 2-½ years ago they decided to buy a (US registered) SeaRey with a Rotax 914 to explore the world up close and personal. Early on Peter would fly to an area and Paula would follow in their campervan, (not much fun for either of them, with many hours spent alone). Now they find a base and explore the surrounding area. Southwest BC is their choose this year. The weather has been perfect for them with many day trips taken to the local mountains and often lakes that are only accessible by float plane. Their plane and van will eventually be stored in Burlington, WA., till their return next year. Pictures taken this summer will be posted in the fall but you can check out their other pictures and adventures at [3dwarfs.com](http://3dwarfs.com)

## AIRFrame



Aircraft Portraits

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# Where the Action is.....



July was a busy month for Fly-ins. Delta, Arlington, Boundary Bay's Airshow and Oshkosk to name a few. Here's a look at the action that was. A big thank you goes out to all those that volunteered (Ron, Lynn, Gail, Tim etc) for the different jobs. Breakfast was a sellout, and lunch was yummy, and finally the roast beef dinner which was enjoyed by many. Special thank you to the student pilots from Pro IFR who marshalled the planes, Madeleine Hodgson just finished her PPL in the Citabria, June Joseph, Sofak Karaca, Sean Mumhurun & Santosh Kuruvilla all are working on their CPL. Well done!!!!!! Rmember August's meeting will begin with a hot dog BBQ at 5pm, Taxi your airplane in or fly-in for dinner. So come a grab some food and see what other club members are flying. It should be a great evening of "Show and Tell".

## EUROPA C-GIET: A Flight to Arizona May 4, 2006 - May 12, 2006

### Prez Seyz

Hi Everyone , Hope all are doing well My personal thanks to all the volunteers of the Delta airpark flyin , seems most people had a good time at it. We had aprox. 35 airplanes attending. Must also thank the volunteers of Tony and Marys Swains event , They did a fabulos job of it. Speaking of events I would like to encourage everyone to bring new Ideas or suggestions for our program at our monthly meeting. If you know of someone that would like to speak to us or demo something lease feel free to tell John McCready or myself to arrange it. Running out of time to write so we will see you all at the August meeting , thanks for the effort Gerard

### While the Rivets are drying.....

By Chris Cox

Yes, I'm at it again. Can't leave things well enough by following Van's Instructions. On the other hand, if I did follow instructions and did everything as per plan, the airplane would almost seem more Van's airplane than my own, so.... I know, if I am going to fill all the control surface end plates with foam and glass, why didn't I just build a foam & glass first place? Here's two reasons: Because I like how they look when filled in and because I wanted to, so there. Am I worried the foam filler might back out and jam the elevator or aileron? No, they are glued in solidly, and besides, there is no way and 1/2" thick piece of foam can squeeze out of and 1/8" gap. The other modification some may have noticed me working on is the wing tips which attach in a similar was as the cowling, utilizing a hinge and pin method. Why not pop rivet as per Van's or c/32 screws and not nut plates as the majority likely use? Several reasons this time: 1) they need to be removable to access such things as landing lights, Nav antenna's and Autopilot servo's. 2) I didn't like the idea of removing 40 to 50 6/32 screws on each tip and risk having the screw driver slip and scratch my outstanding (hopefully) paint job, and 3) It looks really cool up to simply see the tip butt up to the wing with no visible attachment. Joan and I saw this type of wing tip installed on an RV while at Sun'N'Fun last year and were very impressed with how clean the installation appeared. The next project, and this will be a large one, will be fabricating molds to lay up some wing root fillets. I have checked out some fillets that come from the F-1 Rocket manufacture, and they look very cool. Unfortunately they do not fit the RV-7 due to the different fuselage shapes, but I plan to modify an existing set I have to make my own male plug, from which a female mold will be produced. Stand by.....

August \_\_\_\_\_

Having flown our Europa to the Yukon and the Atlantic in past years, we had not been on a long X-country flight for a while, mostly due to my renewed interest in soaring. We live in Pemberton, B. C., just north of the resort town of Whistler. Surrounded by 8-9000 ft mountains with glaciers, the local airport beckons us to fly or soar during the summer months. However, an invitation to visit friends vacationing in Sedona, along with an opportunity to visit others living en route, encouraged us to make plans to head south in May.

After completing the annual inspection and making a couple of test flights I collected the necessary maps to plan the flight. Firm monitoring of the payload meant it was kept to a manageable weight; this is always a challenge for us. I don't know how pilots in planes with lower baggage allowance than the Europa's 80 lbs, do it. Weather forecasts were favourable and we were ready to go.

We departed Pemberton direct for U. S. Customs in Bellingham on the morning of May 4 and arrived within our allowed ETA after 48 minutes. We were met by some very friendly officials, who took care of the required paperwork and sold us our 2006 entry sticker. Such a pleasant change from commercial aviation these days! Immediately after takeoff we called up Widbey Island Approach and were routed by flight-following controllers around Seattle Class B airspace. The clear weather encouraged us to head east over the rocks towards Mt. Rainier, passing Mt. St. Helens and Mt. Hood on our way to Redmond-Roberts. The flight from Bellingham took 2.4 hrs. After gassing up, the FBO insisted on driving us just around the corner to Mountain High Supply Co., where we purchased oxygen equipment for our glider. The main terminal restaurant just across the road made for a convenient lunch break.

The airport elevation of 3000 ft and a sunny afternoon meant the takeoff run lasted a little longer than usual as we headed to our next goal; Klamath Falls, OR. Three Sisters peaks showed up right after take off and by the time we reached the huge Klamath Marsh, we could see Crater Lake to the west. Before descending to the airport, just as Christine took over the controls, a couple eagles →

appeared, thermaling directly in front of us at 10,000 ft ASL, Chris quickly initiated an evasive turn to avoid them. This leg took 1.1 hrs which included executing a holding pattern while six F15s were taking off from Klamath Falls in units of two. We were finally cleared to land and told at the last moment to land long. No sweat, a bit of power added and we were there. Ground control directed us to the FBO Klamath Air services who offered hangar space for \$10.00, something I never turn down. The hotel provided free pickup and return to the airport, and the Mexican restaurant nearby was very good.

Breakfast and transportation included by the hotel made for a good start to the day. While flight planning the previous evening we were a bit daunted by the increasingly higher terrain on the direct route to Lake Havasu so we decided to cut back down into the Sacramento Valley. We had no trouble taking off at over 4000FT and found that staying low after lift-off while picking up speed, worked very well.

Flying to the east of Mt. Shasta, which dominates the rugged landscape around these parts, we could gradually descend into the flat country near Red Bluff, OR. Now a new problem arose, as the visibility became progressively worse; we would soon have been lost without GPS. Barely able to see the ground from 2500 ft we descended to 1500 ft seeing only a little better due to the dense smog. There appeared to be a lot of traffic around, judging by the radio transmissions and the Sacramento controller even volunteered to guide us to McClelland, if we couldn't find it! When the Sacramento-McClelland runway showed up directly below and in the right direction to enter downwind for 16 we were very relieved. The runway is over 10,000 ft. long, most of the taxiways and the tower are closed and it took us some time to locate McClelland Jet Services, the local FBO. We arranged to refuel and tie-down for the night because we had no intention to carry on flying in these conditions. A rental car was arranged and we drove into Sacramento. Never having visited there before, this was a good time to take a closer look.

The California gold-rush began here, in 1849 and the city centre now stands on the site of Sutter's Fort. A large section of the Old Town remains along the east bank of the Sacramento River, complete with replica stern-wheelers on the river, very picturesque with many old style

stores and restaurants.



After spending the afternoon soaking up the atmosphere we finally found a motel near the airport and started planning for Day 3. Yesterday's flight had been very short, only 1.8 hrs. so we were running a bit behind schedule but hey, we are retired! This morning, after a chat with local pilots, another change of plans and decided we preferred to go back to the high country and better visibility! Backtracking along Highway 80 to Reno we followed it across Donner Pass where the road reaches over 7000 ft., and then turned south short of Truckee to fly down Lake Tahoe towards Bishop.



After crossing Mono Lake another climb was necessary to clear the 8000 ft. Dead Man Summit. Bishop appeared ahead after 1.8 hrs. There was quite a bit of thermal generated turbulence in the circuit but the landing on runway 12 was smooth. It was hot! Bishop is an uncontrolled airport of substantial size with good services. We fuelled up at the self-serve pump and quickly repaired to the Sierra Wings Restaurant in the terminal building where we enjoyed a fine lunch in air-conditioned comfort. After reviewing plans for our next leg, we took off from the same 7500 ft long runway, elevation of 4120 ft.

Our destination for Day 3 was Lake Havasu City, AZ, on the Colorado River, and new home to the old London Bridge. We had been here before by car, but this was different! We had to fly over some of the most awe-inspiring terrain, including the centre of Death Valley at Furnace Creek.



Fortunately the various MOAs were not operational on the weekend and we could fly more or less direct. We had been airborne from Bishop for 2.2 hrs when we joined the circuit in Lake Havasu behind three aircraft. Watching them land gave us a good perspective of the somewhat obstructed final on to 14. Although there was no tower, the 8000 ft. runway and rows upon rows of airplanes tied down indicated this to be a busy airport. A golf-cart complete with radio and flashing lights led us to a tie-down spot. The attendant then transported our luggage to the air-conditioned lounge of D2 Aero Services and arranged for free shuttle by the Hilton Hampton Court Hotel. We had two restful nights at this excellent hotel, which has recently been taken over by the Barron Hilton Chain. We enjoyed the substantial breakfast which was included with the accommodation, and not long after our friends, Ken and Terry Minshall, arrived to show us around.

Lake Havasu was created some 50 years ago by damming what was left of the Colorado River. Mr. McCullough, of Chainsaw and Outboard Motor fame, bought the desert hills on the Arizona side of the lake which included a sizeable peninsula connected to Arizona by a narrow neck of land. He then acquired London Bridge, dismantling and shipping the code-marked massive granite blocks for reassembly on this narrow strip of dry land. When the reconstruction was complete the land was excavated away leaving the bridge as the only connection to the newly created island. Christine was quite excited to be walking over London Bridge again, having crossed it many times in its original location across the Thames. The lake has opened up a boater's paradise

And Lake Havasu is now a very large city with over 30% of the population being retired. There are many attractive Mexican style homes as well as excellent recreational facilities.

Ken and I met in the late fifties while flying gliders at Abbotsford, B. C., Canada. He later became chief engineer on John Wayne's yacht, the 'Wild Goose', a converted Canadian minesweeper, and spent many years sailing the seven seas to wherever the Duke needed his ship. When he met Terry, who hails from a family of Monterey fishermen, they decided to strike out on their own. The wedding took place on the 'Wild Goose', after which they transferred their loyalties to their newly purchased long-line fishing boat 'Renown'. It was off to Alaska to try their hand at commercial fishing. The stories our friends can tell about their adventures could fill a book!

It had been a while since Ken had flown himself in the Beech Bonanza he owned with some partners. His share in the plane had to be sold to buy the boat so he didn't turn down an opportunity to be airborne again in the Europa before whisking us away to his beautiful home up in the hills overlooking the whole panorama of the City. Arizona, normal pleasantly warm in May, was turning up the thermostat with temperatures in the high 90'sF so the rest of the day was spent lazing in and around the pool and enjoying a delicious dinner on the patio before returning to see the sunset from our hotel.

The following morning we shuttled back to the airport for our last outgoing leg to Sedona. After leaving the circuit a climbing 360 was required to clear the mountain ridge east of the airport, then we were on our way. We passed Bagdad, then north of Prescott. Sedona came into view after one hour. The Sedona airport sits on a 4800 ft high Mesa and resembles an aircraft carrier albeit a bit longer at 5130 ft with runway 03 sloping slightly uphill. We made a midfield crossing to determine the lay of the land as this is also an uncontrolled airport. With the density altitude of 7800 ft the uphill slope was very welcome. The FBO assigned us a tie-down spot and we started to unload and secure the aircraft.

Stay tuned for the rest of the story of this great report by Peter Timm a former member of our Club. (Got any ideas on how to get him back into the fold?-ED)

## Hear Ye, Hear Ye!

Minutes of the General Meeting, 4 July, 2006

Call To Order: 8:00 PM by President Gerard Van Dijk.

Secretary James Hunter asked whether members had any questions regarding the Minutes of the General Meeting of 6 June, 2006 as printed in "Turn & Bank" and as sent out on the Net. There being none, the Minutes are accepted. ( New streamlined format !)

Correspondence: None received.

Committee Reports:

Treasury : Carol Foley: Verbal report and Building Fund has \$1402. 31.

Membership, Library, Vice President, Newsletter, RAAC, Aircraft: Each reported upon by its respective Chairman and each of whom, was the veritable epitome of brevity. ( Our new format of bevitationism )

Buildings: Dan Weinkam will send to the newsletter a listing of who is on the list for access to a sont in the Chapter`s hangar.

Program: John Macready: Nothing planned for a hot July night but instead, we had an excellent impromptu presentation by Terry Elgood on setting up an instrument panel, this on his RV . He had a rig / jig / holder device upon which he can do all the wiring and other work outside the airplane and then can just pop it into the plane. If this was an impromptu presentation, why did Terry have his nifty device there and all ready to show us ? Reminiscent of the " Spontaneous Demonstations" that were organized in the Workers` Paradise in the former times ! - - but great !! Need lots of such "spontaneous" events !!

Airpark Comm: Bruce Prior: Note that the key type padlock on the fuel pump has been replaced with a combination lock. Also, a recommendation that the little dooy that allows the pump to be locked into the ON position be filed off so that the pump only works when grip is maintained ( a fire prevention move ! )

Old Business: None brought up.

New Business:

1) Well done to the Fly In organizers and all who worked on it. Relaxed atmosphere. Well attended. Safe. A great little event.

2) J. Hunter gimps to the pulpit (again !) to talk about MEMBERSHIP . Advises that we have an Executive Sub Committee devoted to the topic and it will be trying a number of wrinkles to increase membership. - some of which you will hear about and some that you might not notice. Also , please read "COMRADES" in July " Turn & Bank " which he had published quite unappolligetically ( 7 syllibles ! )

---and remember --- we members are by far the best bringers in of new members ---

- it even brought us in so it couldn`t be all bad !!!

Hinch / Nicholas: that we adjourn- so we did !

*A Record - - - All this was accomplished in just 20 minutes with our new and improved streamlined rapid fire meeting format . Not bad, wut ?*

Jim Hunter, Secretary