

Turn & Bank



OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

September 2006

Delta Barbeque

Book of the Month

A Flight to Arizona Part 2

....and much more

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Cover photo of your President Gerard taken by your editor, Meeting Barbeque pics courtesy of Don Souter End of Summer barbeque pictures courtesy of your editor.

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

Mailing Address
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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 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

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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
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Chapter Check Pilots:	Tedd McHenry	
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RECREATIONAL AIRCRAFT ASSOCIATION CANADA



Directors:	Rob Prior	604-422-8446
	Dan McGowan	604-324-3348
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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

The weather was beautiful on August 13th as it was Chapter 85's volunteer crew's turn to flip flapjack at the monthly breakfast, though we were competing with the Abbotsford Airshow, we managed to serve over 100 people. In the midst of breakfast I received a gift from Tim Cole, a dear friend and a partner in our Aeronca Champ. With co-conspirator Eileen (Tim's wife) help they put together a lunch kit for me as I go back to work part-time after a 4½ month recuperation period. My lunch kit was filled with 'Rosie the Riveter' memorabilia. Outside pouches held 'Rosie' tissues (for my issues) and a fridge magnet. And inside, unbelievably held a more tissues, a "Rosie" nightlight, and a really cool "Rosie the Riveter" action figure complete with her own lunch kit and rivet gun! How cool is that! I was so excited after receiving the assorted gifts that I had trouble serving breakfast, I wanted to show off my new presents to everyone. I have a poster of "Rosie" on my wall at work and a mug with "We can do it" on it too. Now I have more goodies to decorate my workspace. Though she'll have to compete with the Green Bay Packers poster, pennants, and such. I think they will get along well together. Somewhere in Tim & Eileen's travels they came across these treasures and as I glance over there wonderful gifts, I can't help but reflect on the meaning of the four words that were penned so many years ago. What started out as a USA propaganda campaign, those words got young and old women alike building airplanes and ships, training them as pilots and many more job that could not be filled because of the lack of men due to the second world war. "We Can Do It" are as powerful words as the muscles "Rosie" was flexing. You may be weak as one but you have strength in numbers. I know that as I go through the trials and tribulations of being diagnosed with cancer, I cannot do it alone. Doctors, family and friends are there for support, comfort and information to keep me going. Unable to handle a job or situation by yourself, but with others anything can be accomplished. Those words emit a aura of self confidence, strength in challenging times and taking pride in your work. We can take heart that we are

not alone in our endeavors, many people are behind us in the wings supporting us (you). We can be in need of others but we can also be lending a hand. It can be as simple as being a mentor to new member or builder. Or getting involved in a local Young Eagles program or being available to give technical talks at club monthly meetings or just being on hand to share your expertise by phone or e-mail when need. Think about it. **YOU CAN DO IT!** Rosie



Book of the Month

This month the book is by a successful Businessman & certified pilot from Toronto who in 1996 broke from his and his wife's Krystyne normal and comfortable life to work for Flying Doctors Service an organization that flies doctors and nurses to remote regions of Africa. Their Adventure begins as Scott flies his Cessna 180 solo from Toronto to Nairobi Africa through rain, lightning storms radio silence during his seven thousand mile flight to Africa. Follow their adventures as Scott tries to reorganize the Flying Doctors Service from the hangar to the holders of the purse strings. Read as Krystyne's engaging nature enabled her to endear herself to the Asian market owners as she listened to them will she huddled in their back rooms picking through beads. Eventually earning a reputation for her original jewelry designs. The Griffins were not just passing tourists as they gained a personal perspective into the daily trials and tribulations of the people of Nairobi and the surrounding area. Flying doctors, nurses & careaids in and out of remote outreach clinic delivering medicines and administer care were just some of Scotts duties. Planes crashes, resulting repairs, being held captive in Tanzania were just some of the minor setback that Scott and Krystyne suffered during their two year stint in Africa All the royalties from the sale of the book is donated to AMREEF Flying Doctors Service. Available at Chapters.



AIRFrame



Aircraft Portraits

Rob Prior
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www.airframe.ca

3032 Carina Place, Burnaby, BC, V3J 1B5

604.422.8446



An End of the summer barbeque was held on August 26th with members from the Langley Flying Club, Boundary Bay Flying Club, RAA Chapter 85, and Airpark tenants with others were on hand to devour the burgers/hotdogs and all the corn on the cob you could eat. What a better way to spend a beautiful day then at the Airpark. Thanks to you all who made it memorable. A Big Thanks to Mary Swain who picked up all the groceries and especially the corn, organized everything from set-up to cleaned up. Even our Prez's wife Sharon got involved and helped. I managed to take a couple of pictures from the kitchen in between flipping burgers. Enjoy!

Prez Sez

Hi All, Well It's that time again, close to the end of the month. So here I sit trying to think of what needs saying. First thanks to all the volunteers that put on the barbeque at Dhap Saturday the 26th. It was a fabulous day, lots to eat and lots of airplane talk. Even a few airplanes flew in. Corn was supplied by one of the local farmers at the end of 112 th St. (Betty & Tom) thanks muchly. (dang good corn) So me running out of stuff in my head already so I won't bore yousall and hope to see you at September's meeting . Gerard

VOLMER VJ 22 PROJECT

Partially completed Volmer Amphibian for sale.

Project includes:-

- **Completely framed fuselage with installed keel.**
- **Rudder, vertical and horizontal stab.**
- **Control cables.**
- **Fuel tank (33 Imp. Galls.) and fuel system installed.**
- **Turtle deck.**
- **Windshield and frame for canopy.**
- **Retractable gear and gear system installed, c/w breaks and tires.**
- **Tail wheel installed.**
- **Floats (used).**
- **Flight instrument and engine control panels installed.**
- **All fittings for wing and tail struts, wing brackets and misc. other fittings.**
- **Complete set of drawings.**

Project does not include:-

- Engine, engine mount, cowling and prop.
- Wings and wing struts (Aeronca Champ or Citabria wing panels will fit).
- Avionics and engine instruments
- Covering and paint.
- Misc. cockpit finishing.

The project has been well constructed and includes interesting modification to the basic design to improve performance and cockpit comfort. Modifications include, increased sloped windshield to reduce drag, widened cockpit, and T tail to increase pitch control.

Project can be viewed at The Delta Heritage Air Park.
Call Terry Wilshire: Cel.(604)721-7991

Asking Price: \$5,200.00 CN as is where is.

Where the Action is.....

**BC Coast Chapter 99's
27th Annual
POKER RUN**

**\$5.00 a hand
5 hands for \$20**

Plots & Passengers
Girls & Guys Welcome

Awesome Prizes!
Start 9am - Finish 3pm

Sunday, September 17
rain date: September 24

No pre-registration required

The airports included:

- Abbotsford
- Boundary Bay
- Chilliwack
- Delta Heritage Airpark
- Langley
- Pitt Meadows
- Squamish
- Victoria

Terminus: Pitt Meadows Airport
(Aero Club of BC)

You must visit 5 airports
(including Pitt Meadows)

Must submit poker hand by 3:00pm
(at Pitt Meadows) or poker hand
will not be valid for a prize

Hands will be pre-sold before the Poker Run;
please contact Raeleen for details!

Questions? Please Contact: Raeleen @ 604-837-4148

The Ninety-Nines

Part 2 of Peter Timm's journey log

Our friends, Chapter 85 member, John Bell and wife Margaret, arrived shortly after and took us on a sight-seeing tour right away to some of the nearby scenic lookouts, before checking into the extra bed room at the country club where they were staying. After a light lunch it was time to head for the swimming-pool, as the heat-wave was still with us. The next morning John and I drove back up to the airport and went for a local flight for some picture taking.

John, who has a great love of flying, unfortunately had to give it up for medical reasons, but appreciates every opportunity to fly in any kind of aircraft. The following day we drove to the Beaver Creek floodplain in the Verde Valley to visit the Montezuma Castle, wrongly named and placed by 750 years and 1000 miles. It is a kind of housing development built in the 12th or 13th century by the ancestors of the Native Americans still living in the area. The pueblo style, 5 to 6 story high structures are constructed high up on the south facing limestone cliff and are only accessible with ladders. The dwellings had already been abandoned at the arrival of the first Europeans. The next morning, surrounded by the striking red rock bluffs, we headed back to the airport, fuelled up with auto-gas, loaded up and checked the plane before saying our farewells. After take off our radio transmitter developed a problem and we could not establish communication with L.A. Centre or any of the MOA frequencies, therefore our only option was to stay well out of everybody's way, i.e. out of controlled airspace. As a result we had to fly the long way around towards Tehachapi, with a planned fuel stop at Daggett-Barstow in California. It took us exactly 2 hrs to reach Daggett, flying over some very hot and dry looking mountains, passing north of Lake Havasu City across the Colorado River near Needles. After a while the mountains across our path



NOTICE / NOTICE / NOTICE / NOTICE / NOTICE

September 10th's meeting will have Mr. Geoff Graham from Transport Canada speaking on the Airspace Changes and/or a NAVCAN Airspace Review. October 3rd will see one of our own members giving a presentation on Medications, Narcotics and Aviation. November 7th speaker is a mystery but a gem presentation I'm told. December 5 is our Annual Wine & Cheese party. Now you know!

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

- September 10th
- October 8th
- November 12th
- December 10th



became noticeably lower and we could start a gradual descent towards Daggett, which has an elevation of only 1927 ft. The FBO sold us some fuel and sandwiches were available from a food dispenser. We sat down in their air-conditioned office and picked up some valuable information from the three pilots present, as to the best route to follow around the military areas. They recommended we fly in the direction of Palmdale before making a gradual turn towards Bakersfield and points north. Since the MOA is clearly outlined on the GPS screen, we had only to keep outside this line to the south. Edwards Airforce Base with its huge, flat dry lake bed appeared on our right, shortly after we'd passed Palmdale. The Sierra Nevada ends just south of Tehachapi and that's where we rounded the corner to follow the western slope of the Sierra to our next stop at Willows in Northern California, which had been recommended by the pilots in Daggett. They had also warned us about UAV activity at 6500 ft. along the south-western edge of the Sierra. Since we were flying at 8500 ft. on this leg we were not too concerned. However, somewhere near Bakersfield I saw a fast moving object disappearing just below my left wing, going in the opposite direction. It sported a flashing beacon on top and was smaller than a light aircraft. The visibility was not all that good either and the closing speed had to be in excess of 250 knots; pretty scary to think about it! Apart from that, the remainder of this 3.2 hr. leg was uneventful. We skirted around all major airports being NORDO, staying close to the mountains on our right and eventually descended to 1500 ft. over the flat country with lots of rice paddies at various stages of cultivation below. We later learned that nearly all the rice we buy in North America is grown in this area.

Willows Glenn County airport is located north of Sacramento half way to Redding in the perfectly flat main interior valley of California. Apart from a lot of closed hangars and a crop-dusting company with turbine powered ag-wagons there didn't seem to be much activity. However there is a 24 hr. restaurant is located right next to the tie-down area. There are no overnight tie-down charges and a taxi-ride to the nearby motel cost \$4.00. The motel pool was beckoning but turned out to be unheated - quite a shock after the desert heat. It was time to get used to a cooler coastal climate again. The taxi-driver picked us up in the morning and drove us right up to the tied-down Europa through one of the many gaps in the fence. So much for security! We still had a problem transmitting with our Apollo radio and we believed the manufacturer was located at the Salem, OR airport. We therefore thought that landing close to Salem at Albany, OR, and then arranging a flight into Salem by telephone from

there would be the best way to get our problem solved.

First, another stretch of mountain flying was called for. We fuelled up at the credit card operated pump with 100 LL then, up and away for Oregon. We Climbing out in easy stages, we followed the I5 highway into the mountains, passing Mount Shasta, this time on the west side, then over Montague, Ashland, Medford, and Roseburg, with Eugene to the west we landed at Albany after 2.5 hrs. The lady in the FBO's office was very helpful; we used her phone to call Garmin at the Salem airport. However, It turned out that there is only a sales office in Salem but a technician gave us some helpful hints as to how to access the radio's software to make the adjustments to our transmitter ourselves, which worked like a charm. With our radio working correctly again we could relax a little as we planned our transition of Seattle and the border crossing.

After refueling, we taxied to the south-end of the airport where a paved driveway led to an aircraft parking lot serving a restaurant and two motels, very convenient. Since we were not meeting with a fellow Europa Builder, Craig Ellison at Hubbard Lenhardt Airpark until after 5 p.m., a destination only a 15 min. flight from Albany, we had time to kill. The aviation museum at McMinnville, just south-west of Portland, OR is also only a 15 min. flight away and we had long wanted to pay a visit. So, after lunch, we taxied back to the runway and completed the short flight to the McMinnville airport, from where a shuttle-bus took us to the museum. The main attraction in the very impressive building is Howard Hughes' gigantic



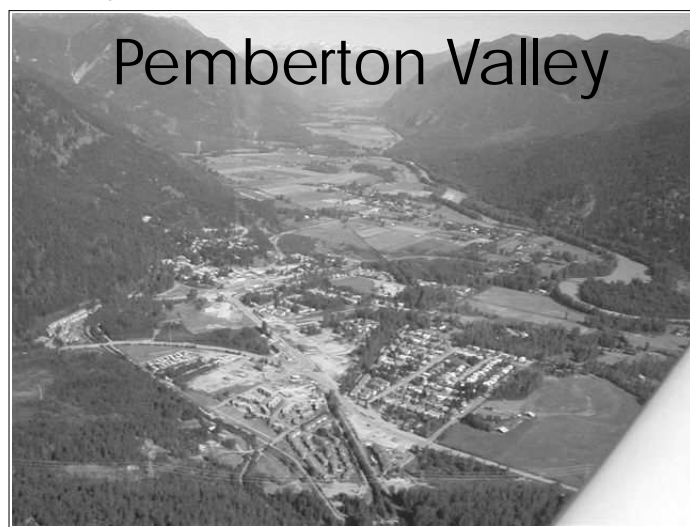
Spruce Goose display

Flying boat, better known as the 'Spruce Goose', even though most of the material used in its construction is actually birch. This aircraft alone would be worth a visit to the museum. There are, however, numerous other historical and modern planes on display, ranging from a Bleriot replica to a S 71 Blackbird. While there we learned that the North West Antique Airplane Club Fly-in will take place there Aug. 18, 19, 20, 2006 and we hope to fly-in again for a more leisurely visit. Construction has already been started next door on another large museum building to house more rare aircraft.

From McMinnville we made the 12 min. hop to Lenhardt Airpark to meet with Craig. Lenhardt Airpark is a privately owned strip with a paved 3200 ft. long runway and a very smooth parallel turf runway. There are numerous hangars and a very comfortable clubhouse at the field. Craig's wife, Loni drove up first since Craig was delayed at his dental practice. We had not met before, but got acquainted rapidly. Craig and his father had visited Pemberton at Easter for some type conversion training to prepare him for flying his own, newly completed mono-wheel Europa XS. When he arrived he took us to his hangar to show us his beautiful 914 powered XS, which he had just flown successfully for the first time the day before. He generously brought us enough Mogas to top up our tank for the remaining flight home and lent us his pickup for transportation from and to the field. We then drove in convoy to the nearest little town, secured accommodation for the night before enjoying supper together, another memorable evening.

The following morning the flying club was holding their monthly coffee and donut meeting at the clubhouse when we arrived at the field. We visited for a while then filed our flight-plan. We were anxious to be on our way as the weather was now becoming a factor, with some showers and scattered low cloud forecast ahead. After take off we skirted around the west-side of Portland, followed and crossed the Columbia River and this time Seattle Centre directed us around Seattle to the west away from the mountains and heavier cloud banks, then handed us off to Widbey Island Control who finally released us for Abbotsford to clear Customs. Since we were declaring the Oxygen Equipment an officer was required to collect the dollars due. He was very helpful, efficient and friendly and it was not too long before we were free to fly the last leg home to Pemberton. We chose the route up the

Harrison and Lillooet Lake chain as it is very familiar to us. This afternoon it presented itself in a threatening mood with the mountains shrouded in cloud and rain-showers drifting over Harrison Lake. Fortunately we could always safely check around the next corner, knowing that the Europa can turn around, even in tight corners. Thankfully, the ceiling rose steadily and, by the time we reached Lillooet Lake, even the tops of the mountains were in the clear. Soon we were calling in for the circuit, having completed another rewarding X-country flight over distances for which the little Europa is ideally suited.



SOME STATISTICS:

Total flight time: 22 hrs

Total Nautical Miles flown: 2880

Number of Stops: 14

Average Leg Lengths: 205.7 nm

Longest 3.2 hrs Shortest 0.2 hrs.

Average Speed: 131 knots

average 1.75 hrs. per leg (includes climbs, circuits, runway inspections, slowdown for turbulence.)

LONGEST leg was from Daggett-Barstow to Willows, Glenn County, CA, 3.2 hrs. on the way home.

Speed: Cruising at 140 knots 5000 rpm with Rotax 912S

Airmaster constant speed propellor.

This journey report was submitted by Peter Timm, a former member of Chapter 85.

Hear Ye, Hear Ye!

Nothing can beat a day at the Airpark. Our monthly meeting was a Barbeque. All tenants of the airpark were invited with club members to drag, push, taxi or fly their airplanes to the roundhouse for show and tell and a burger/hotdog and all the fixin' The turn out was small as some members may have not realized that though the meeting was not going to take place a barbeque was to be held instead. Several members showed up later but still in time for munchies. Our visitors from Switzerland dropped by. It was enjoyable to chat with them after their daytrips into our beautiful Rockies, do check out their web site to see their pictures. (www.3dwarfs.com) Mary and Tony (thecopaguy) Swain were there too, refreshed after their 6 week holiday. Many thanks to all the ladies who set and then cleaned up. The desserts were yummy. Ye olde editor was parked by the grill flipping patties. I may have found my true calling. A short order cook! Being 5'1", if the shoe fits. Hahaha. The perfect spot as I got to chat with everyone as they stood in line awaiting a burger. Thanks to Don Souter for the pics.

