

Turn & Bank



OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85

October 2006

While the Rivets.....

Book of the Month

Reno 2006

Turn the Page.....

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Cover photo of courtesy of James cox showing the Cox's and there new addition to the family

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
Chapter 85, RAAC
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

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

What does your personal log book say about you. When was the last time you wrote in it? Was it a detailed description of the flight or was it a stepping stone to building up your hours to that commercial License? Is every trip documented or do you no longer write in it because what is one more trip to Pender Island for Turkey Tuesday or you've done the 99's Poker Fun so many times that it just another fly-in. Your log book is in essence an autobiography. When we are gone it gives our family and others a personal glimpse into who we were. Some people take several lines to describe their trips of the day, while others place pictures into their log books as a way of remembering that special trip. What about the time you took your son or daughter up for the first time? Was it just a building hours flight or was it is something special? Is it written up as just another flight or did you write a little note, that brings back a smile to your face every time you read it? If not, why not? Is that first flight with your loved one written up in a special way or what about that first flight with your grand children is it in there? Was it a great flight or did you have to clean out the airplane after someone tossed their cookies? Were you mad out did it make you laugh? Did you write it up, it not, in the coming days and you have a moment to glance back through your log book take a minute and add some of those recollections into your log book before you forget them. Nothing fancy is required but take a little time and put down a few thoughts about the flight. Was it someone's first flight in a small airplane, or a person that had an airplane just like yours years ago and hadn't flown in one since selling it. A single word can say so much. My longest flight as a glider student pilot was described as "WOW". That one word brings it all back like it was yesterday, the feeling, the thrill! Your log book is like a diary. So write in it!!!!

Rosie



Book of the Month

You are the Author of this book. You are required to maintain a up-to-date pilot log book according to Transport Canada CAR 401.08. But there is nothing to say how much or how little information you have to put down, so get personal and make it something special for you and your family to reminisce over in the later years. Include those bad flights in there, don't hide them. They were an experience that maybe just maybe made you a better pilot so write a little note about the really bad landing. Or that first cross-country trip that was scary. Did you encounter thunderstorms or beautiful skies, write it down. Your first trip to Oshkosh, camping under the wings of your newly built airplane, the feelings, the people, the planes, write it in there. There are few restrictions as to what and how you keep your logbook current. Personalize it! Now available are on-line logbooks, set up on spreadsheets that you can personalize and add as much or as little info as you want. Electronic logbooks are also available. This is a unique book and you are the writer of the story so Go For It. A great gift idea for the owner of a new homebuilt airplane is a Passenger Log Book. What a great way to record all those people that have looked forward to having a flight in that new airplane. What better way of remembering them, then to have them write how they felt after that first flight. Here is where you can expand on the experience and include some pictures or postcards from your trips. Years from now the memories will just flow back as if they happened yesterday. Pick one up today at any store that sells aviation related items.



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

October 8th
November 12th
December 10th
January 9th
February 13th



Geoff Graham from Transport Canada was our guest speaker at last months meeting. His main topic was on NavCanada changes. In reality, transponders will be mandatory in the near future, and if you do not have on you will be doing circuits around Delta because all other airspace will require you to have a transponder code.

I've Airports in Canada now have ICCS/EXCDS. It is an electronic flight data strip, a paperless touch-sensitive screen. The monitor tells how fast, how high, where and who you are, when you are given an Mode C ident Code. This enables the air traffic controllers to have a 'heads up' attitude. You are issued a transponder code when you file a flight plan, flight itinerary or when you enter Class C airspace in the greater Vancouver area. EXCDS systems allows you to keeps that code for as long as you stay in radar coverage. A 25 minute or longer stay on the ground may get you dropped from system so after pie and coffee in Chilliwack will probably get you a new code. If your assigned in Vancouver and are going cross-country you may be issued a new code along the way as someone locally may already have your original code ident as only so many VFR code numbers are available. Don't try to fool the towers as they know if you do not have a code. Be hones and in heavy traffic areas they will work you into the system. NavCanada is planning to raise the floor for some Class C airspace further away from mayor airports. They have integrated a Multilateration Radar System that uses aircraft transponders to provide radar like display to air traffic controllers. It utilizes a small receiver/transmitter which increases the radar range. It is very cost effective with less than 5 metre accuracy and few transmitter sites are needed. Also of note Boundary Bay's 07/25 runway extension will be active later this fall. As with Langley's extensive construction and Abottsford's runway expansion the lower mainland is abuzz.

CONQUEST IN THE SKY

RENO 2006 CROWNS NEW WINNERS! It was a year with many promises and a few surprises too. When you arrive, the first thing you notice is the increase in security; the pit entrances are already asking for your passes and directing traffic accordingly. OK, passes on wrist, time to look about and see who and what is around the ramp. Hmm, going to be an interesting event; there are more racers than spaces to race in almost every class; at least right now! F1 is the only class with just enough to fill the docket. Do not leave them out, this class looks to be the fastest overall they have been for some time. A few new aircraft, some wings on different fuselages, and general aerodynamic cleanups everywhere. During the later part of any evening, the arrivals of the airshow acts and of course the military can be an exiting time to be watching. A pair of F18 E super Hornets got clearance to "do a lap"-- proceeded to scorch around in full burner. A couple of us timed laps at around 657 to 675 mph. If you were not watching you did not hear them until they went by for the next lap. Each lap getting faster the pair suddenly pulled up and pulled power. You could hear the afterburner shutdown. Starting to walk from the pit gate entrance, then North and East, the F1 and Biplanes are hangared together then the Sport Class has 2 hangars, one to the right as you walk in, and the old ERA Helicopter building just North of the Biplanes. The T-6's and Unlimited racers are in their own pit spaces in the open. Many of them are supported with semi trailer loads of spares and equipment, so the extra space this gives them is welcome. Biplanes were looking fast and very challenging this year; with a number of new pilots and airplanes. People, take note; This class has 4 female pilots, 3 of them are new this year and are already looking for faster planes for next year! More than any other class, this group of fliers has a nice sense of comradery. You see pilots comparing notes and sometimes even getting dirty to help each other. Most crews are family or flying buddies from home. The Bip's are also the group that seems to spend the least amount of time finniking with their aircraft. They clean and wax every bit as much as any other group (for the size of plane), just less tinkering to do. Walking on to the first Sport hangar, I notice that we have a new NXT. All bright Yellow and fresh. Dan Wright has completed and now races the third NXT racer. The second one was down for repairs after an earlier Oil leak and subsequent forced landing. He will be back with a vengeance, I am sure. Here was surprise finish #1. Prototype NXT WINS SPORT CLASS. After many years of fine tuning and aggravations John Sharp has won the Sport Class GOLD race. More later on that topic. After walking back to see the rest of the Sport racers, I noticed a familiar craft. The President of

the IAC, Vicki Cruse, has come back to race again. She flies Glasair 3. A basic "stock" model that is used for place to place year round transport when she is not doing contests. I know Vicki from the Ephrata and Pendleton Aerobatic contests that I have been to over the years. Many returning planes I recognize; the two Rockets (One is John Harmon's personal plane) and some refined Lancair's. Now on to the outdoor pits--- The T-6's have more than the required 24 planes to fill the racing slots allowed. A couple of new airplanes and all the planes from last year! Our hometown Flyer Kieth McMann has his Red Knight Harvard tuned and running excellently. Kieth qualifies in the silver race for the first time. (speed) Our other favorite Bud Granley also qualified in the silver. Continuing to walk Eastward, I come to the Unlimited Pits. More expectations and hopeful racing. Not to be, is the way things went. Not too surprising, but still we can hope for the "super race" again someday. The Bear, Strega, Dreadnought, Dago Red, September Fury, Voodoo, and others are looking to challenge for Gold supremacy. Bear had oil spray problems all week long. Making a qualifying run as the clock ran out, he crossed the home pylon and called MAYDAY. thoughts were "just a piston gone. Turns out that the main rod had broken. We did not find this out until Thursday morning. An earlier mayday by #22 Merlin's Magic Had the pits talking all week. The case was literally split in two by a broken con rod and piston. They found the piston in what was left of the oil pan. Ask to see the pictures. All Maydays were brought home to a good landing, with the pilots clambering out on their own on the ground. Even Dago had some last minute problems to eliminate him from competition. The race came down to Mike Brown's September Fury pulling hard to force Strega to break and Dreadnought to chase hard for the Gold. Strega nearly made it a race-- with a lap and some to go; as he passed pylon two, we heard a pop and bark, followed by an immediate pull up and Mayday. OH; need to mention that Strega was flown By Tiger himself! After a few years away, Mr. Destefani came back to prove that he can still cut a decent pylon. Not to be out done Mike Brown, with his three plane stable of purebreds to look after, (a second Sea Fury, September pops, and the F7F Tigercat Big Bossman) topped all qualifiers with a 480+ speed early in the week, came home the GOLD winner in September Fury! From his first unlimited race many years ago- he proclaimed that he was going to win! Now He has!

Part one of a three part report from Don Souter who attended the '06 Reno AirRaces

Here & There

Shop Talk with



Chapter members are invited to visit Raven Aircraft Corp. on Saturday October 28th from 2 - 4pm at their shop for a welding demo and shop tour:

Raven Aircraft Corporation
Unit #6 12312 82a Ave
Surrey, BC V3W 0T7
604-597-9296
Rob Halas



Elections are here again, if you are willing to stand for any position let Bruce Prior know as he will once again officiate this years elections. All members can sit at any position though you can only occupy one seat. 2 new directors will be needed as Tedd McHenry & Bruce Prior have filled their 3 year term as director. Directors positions are for a term of 3 years, all other positions are for a one year term.

*For you,
Such a Deal We Are
Having!!!!*

As part of our painfully desperate recruiting efforts for new members, we make this generous offer-----

Bring in only 5 members (New or Re-Tread) and receive your 2007 membership

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Too good to be true? Try it. We have absolutely nothing to lose!!!!

Honourable Rob Prior, Idea Man and official scorekeeper for this venture

WHILE THE RIVETS ARE DRYING

Well, the money is really starting to flow now. (Outward unfortunately, and not inward. ED) The actual RV is not that outrageous in terms of dollars, but our recent acquisitions of an "AeroSport 0-360" easily doubled our total investment to date! Actually, I lie a little here, as over the last couple of years we have added several radios, auto-pilot, etc to our stack of stuff needed pile. Still, the engine represents the largest single outlay of cash so far.

Pretty sobering times these last couple of weeks, as what was basically an assembled airframe in the hangar, one you could actually sit in and make appropriate 'airplane noises' has now been dis-assembled in preparation for the trip home. The winter months will see the fuselage introduced to the engine, and the main arterial system of wires routed to various radios, switches, lights, servos relays, stick grips, pumps, probes and..... Well, you get the picture.

Speaking of wiring, took considerable thought to determine whether to go with circuit breakers, fuse blocks utilizing the colour codes fuses (plug-in) found in cars these days, or the older style glass type fuses. Finally decided that ten zillion cars can't be wrong and went with the fuse block concept & coloured fuses. I will still use two panel mounted circuit-breakers for the alternator & field control, but all other circuit protection will be via fuse blocks mounted on a hinged, pop down panel from underneath the main flight instrument panel. Very clean, no in your face, but accessible when required. Another milestone took place these last couple of weeks in that I painted the interior. The 'Seattle Grey' as recommended by Terry Elgood looks great! I did not want to install all the wiring and then pull it all out again for painting, so I was lucky enough to have some nice warm weather to get the painting done. Now, when the wires go in, they'll stay! Staying with the paint topic for a moment. I chose to use 'Endura', as did Terry, for the interior, Endura is one of those urethane based paints that will do your central nervous system and various organs such as the liver no good at all. Your generic carbon masks, although fairly effective at removing the particles floating in the air when spray painting, does not filter out the harmful chemicals. The only way to effectively protect yourself from these chemicals is utilizing a fresh air supply to your mask. These fresh air supplies are available from various sources, about the cheapest of which is a unit made by Hobby Air (Aircraft Supply has these units @ 499.00) I wasn't keen on spending this much money on such a system, which is really stupid when you think about it, but lucky for me, Bruce Underhill came to the rescue by lending me a system he had built himself. Basically, it comprises of a hose which plugs into a leaf blower at one end and your breathing mask at the other, The leaf blower end fits in the slip-stream and the majority of air rushes past the hose, but a suitable amount of air is captured by the hose and directed to the mask. Naturally the blower is located outside in the fresh air. You breath fresh air through the mask, where any excess air is vented out of the mask. No noxious fumes are inhaled and when the painting is done, you feel as good as when you began. (Assuming the paint behaved and didn't run everywhere. Till next time, happy riveting.

CHRIS COX

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Hear Ye, Hear Ye!

Minutes of the General Meeting, 5 September, 2006

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

Hunter: That the Minutes of the general Meeting of 4 July, 2006 be adopted as printed in the "Turn & Bank" and as on the Net. We didn't really have an August GM as we thought it better to stuff ourselves and qawk at airplanes (highly more admirable). There being no vociferous objection and by our new and improved format – the minutes must all right.

Correspondence: None received

Committee Reports:

Treasury: Verbal report by Treasurer Carol Foley.

Membership: Rob Prior: We have a total of 80 members of whom 68 are the due p[aying type. Members may pay their dues for 2007 any time now. Please note our generous offer whereby members who bring on only 5 new or re-tread former members will receive their own 2007 membership for FREE

Library: Tim Nicholas: A huge mound of very good aviation magazines donated by Mr. Herb Tait for which we thank him mightily.

Buildings: Dan Weinkam: Going as it should and even better because a deal has been worked out with one of the local helicopter firms to rent our paint booth for the sum of \$200 per year for doing little paint jobs but, are quite amenable to moving out anytime one of our members needs the shop.

Newsletter: Joan Cox: Going fine she says and many thanks to her for developing the special

Turn & Bank" issue and getting them out to our intended victims.

RAAC: Terry Wilshire: Nothing, dare we say it, happening.

Airpark Committee: Terry Wilshire: Apparently the re-zoning is working it ponderous way through a multitude of bureaucratic processes. Terry also talked a little about the multi-use building and how we might even live long enough to see it happen.

Program: John Macready: At our October GM as well as having an election we will be having a presentation by John Macready (a pharmacist in his real life) on Medication and Aviation and that they don't always get along that well!

Old Business: Gerard asked for someone who would chair a fly out committee. We used to have such things and they produced a lot of fun. See Gerard if you are the one.

New Business/Announcements:

None forthcoming

By osmosis – that we adjourn so saying which, we did!

Jim Hunter, Secretary

AIRFrame



Aircraft Portraits

Rob Prior
AirFrame@b4.ca
www.airframe.ca

3032 Carina Place, Burnaby, BC, V3J 1B5

604.422.8446