TURN AND BANK

OFFICIAL NEWSLETTER OF RAAC - CHAPTER 85 October/November/December 2007

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Jack Pomerleau (l) and Chris Cox (r) race day at the Reno 2007 Air Races, taken early morning by Joan Cox

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 ***jr_rosiecox@telus.net*** or contact me 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 19:30hrs (7:30pm) 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.

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
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Editorial Dribble

Plenty of things have happened over the pass two months. Our AGM has produced a new President as Tim Nicholas was voted in, Thank you Gerard for your years of service to the chapter. Robin McNamara has been voted in as Librarian/Custodian and we have a new Director in Don Souter. The paint booth has been put to good use as during the summer is was cleaned out in anticipation of our airplane coming in to be painted. Chris has built a paint booth within the paint booth to try and eliminate the dust that gets drawn in the many holes in the building. New carpet was applied to the doors to help combat that as well. Chris with the help of Adrian Cooper built the booth from a 20' x 20' tent steel frame borrowed from the Langley Aero Club and covered it with plastic. They added filters to the plastic and lights on the inside. It looks great! Chris invested some money in a new spray gun that was on sale and is very pleased with the results, it is a lot of hard work but well worth the effort. He's done a fabulous job if I do say so myself!!

November 11 ceremony at the Lodestar less Lodestar Park (the Lodestar was taken away last month as part of a restoration job in conjunction with an aviation school, because the aircraft is still registered the students can log the work done, a win-win situation for everyone). The day was dry but very cold and windy. The ceremony was short due to the cold and wind, Frank Hartnett led the program with recordings of Tap, the reading of Flanders Field by Frank and For the Fallen by Brenda Cox and rounded off with the playing of O Canada. Soup prepared by Mary Swain was served up by myself and Hilary. Don Hubble was the Flight Leader for the RAA 10 aircraft flypast formation, which included Sean Walker in his Emeraude. Sean has been putting many hours on the Emeraude since doing soon work on it.Alex Routh has also been putting some hours on Charlie Longstaff's Emeraude as well. It sure is nice to see them in the air. Alex took Charlie up flying on Nov. 25th and it was great to see the excited look on Charlie's face when he came down. Our own project is nearing completion, the airplane painted just the spinner, wheel pants and a couple fairings to do. We will spend the next month putting it together. It has been magical seeing the airplane come together.

Rosie

In case you didn't get a chance to see the paint booth created by Chris Cox & Adrian Cooper here are a couple of pictures, what took a couple of days to assemble was dismantled within 2 hours.

PIT PERSPECTIVE (RENO AIR RACES)

by Joan Cox

This adventure actually started over a year ago, as we watched Jack Pomerleau build, paint and fly his Cassutt, all the while Adrian Cooper is pestering him to make it into a racer, Jack's intention was only to beat the local RV pilots to Chilliwack for pie, flying it in the Reno Air Races was the furthest thing from his mind. Adrian finally convinces Jack to sell to him and come on board as Crew Chief. In passing Adrian explains what his plans are for the Cassutt and Chris (husband) says that he is awfully interested in helping in the pits, and with lots of experience in fabricating things and fiberglassing, he would be an asset. Adrian says thanks at the time as he's had lots of offers. Months later Adrian approaches us and asks Chris to be part of his crew. I'm excited, telling them that they will have lots of fun, Adrian surprises me and says he wants me along, they're going to need someone to go for coffee/food at all hours. Go for coffee, Humf! He wants me as a GOFER! I'm much more than that, I think to myself, feeling honoured and insulted at the same time. We will see about that. A gofer indeed! He doesn't know me that well. In the end I'm more the Team Mother than Team Gofer!

As the months go by, things change on the Cassutt, as modifications are made to the airframe to make it more stream-line, , decals are made up to indicate emergency openings and other necessary info. Chris' time is taken up by making landing-gear fairings and modifying the wheel pants, reshaping and repainting the cowl, wheel pants have spacing reduced around the wheels to lessen drag as Jack and Adrian work on the race engine as well as securing a new race prop. When possible Adrian works on his flying maneuvers over Boundary Bay Airport. June comes all too soon as Adrian flies down to Reno/Stead Airport for Rookie Racing School, followed by Jack with parts and tools. Adrian completes the mandatory ground school and only part of the required flight maneuvers as he is unhappy with the aptly named Miss t'witchie. The rest of the maneuvers will have to be completed before he is eligible to race in September. An opportunity never arises though. Lots of evenings and week-ends are spent working on the aircraft. At a local pub one evening, talk turns to having team uniforms, we are in our rookie year and though it would be nice to have it is another thing on our plates. I figure its not too hard to come up with a team logo as Adrian's race number is a lime green 9 on a purple Cassutt, no sweat. Within minutes of arriving home that night I have a logo made up. A company is found and golf shirts and t-shirts for the team are made up (I have extra light grey t-shirts for sale if anyone would like to buy one and support Adrian).

More modifications are made over the summer months and September comes all too soon. A week before the races begin (September 4) Jack and his wife Judith head out in their 5th wheel, the next morning (Tuesday) Adrian with a loaded and itemized list drives to Canada Customs at the Peace Arch boarder crossing to have it certified as being personal property and not for sale. Canada Custom only wants items that have serial numbers on them so the tools and other parts are not listed. Adrian leaves the next day (Wednesday) and on Thursday Chris and I begin our adventure as we set out for Reno in Adrian's Jimmy, a utility trailer in tow with tools, extra engine and propellers and Adrian's clothing as well as his girlfriend Donna's clothes (she's to fly down on the Sunday, but due to work and home construction is unable to come down and is only able to lend moral support during their night phone calls to each other). So begins our adventure to Reno Air Races 2007

5:40am The alarm goes off at the usual work day time, but today we begin our trip to Reno. We are up, showered and giving last minute instructions to our three adult, still living at home children, can you call them children, when their ages indicate that they are no longer toddlers or teenagers, but many times they act like they are? Oh sorry I digress, where was I? Right! Feed the cats and fishes, water the plants, take out the garbage on garbage day, don't let dishes pile up in the sink, no parties, sleep-overs etc.....

That done we are out the door and on our way. Three blocks from home we have to turn around to collect a forgotten item, 20minutes later we are approaching the Peace Arch border crossing in anticipation of what may lay ahead, as we are driving someone's vehicle and towing a mini-trailer with things that we did not pack ourselves. The worry was for not as we were through the border with only a couple of questions asked and answered to the satisfaction of the border guard. Our intention was to get to Klamath Falls for the night and into Reno late Friday afternoon. Down the I-5 we take a short detour to Aurora, Oregon and the Van's factory to pick up parts for own airplane that we are building (RV-7), with a quick bowl of soup for lunch, and fuel for the car we again are on our way. We pull into Klamath Falls just as the low fuel light comes on. Perfect timing! We get gas and cross the road to the Super 8 Motel across the street where we check in. Finding out where the best Mexican restaurant is, we plug the name into our Auto Garmin C330, following the directions we pull into to "Sergio's", a tiny place. The margaritas are the telltale sign of what the food is going to be. Good drinks usually mean good food! We got both at Sergio's. So if you are every passing through or staying in Klamath Falls, Oregon be sure to have a meal at Sergio's.

8:30am - After a good nights rest we are on the road with the GPS programmed for Reno/Stead and our arrival there to be at 1:24p. That's straight driving time, but that wont happen as we need to eat and gas up which will add about an hour. Shortly after 11am and 15 miles out of Susanville we encounter smoke. Fog-like smoke with just about 1-1/2 to 2 mile visibility. Jack & Judith came through later and said that it was black smoke and dark. A forest fire near Honey Lake was the cause. We get a call from Adrian about the same time asking what our ETA is as he has broken the tail wheel assembly while taxiing to the fuel pumps. His wait will be a couple of hours because it is 2:30pm before we roll up to a smiling Adrian at the gate near the Formula 1 hanger, we have arrived! There is little time to take in my surroundings as soon as things were unpacked Chris and Adrian set about putting on the non-steering tail wheel assembly. Once completed we push the airplane out of the hangar (our spot is the last bay on the second row) up to the no-prop zone (a white chalk line that no running props can cross) so that Adrian can do his final maneuvers.

4:45pm - Its windy and Adrian is given the option of doing it tomorrow. A fellow pilot has just come down from a practice flight and says it's a little bumpy but manageable. Adrian decides to go and fly, after ascending to 7,000' and completes a roll to the right and left and emergency mayday pull-up. Adrian lands and rolls to the end of the 7,000ft runway as we wait, minutes go by and we don't see he come over the crest of the hill, what's up? We get a tow driver in a golf cart to drive Jack, Chris and I towards Adrian. He is stuck. With the jerking motion needed to turn the aircraft the roller-blade wheel had torn apart so it was necessary to tow him back, Jack and Chris sit on the back of the gold cart holding onto the tail and Adrian , myself and Ed the tow driver up front we roll slowly back to the 'no prop line' Kirt (pylon school judge) informs Adrian when we get there that when the office (Formula One) opens in the morning he will submit the required paperwork so that Adrian will be officially registered. Yippee! He then can get all the wrist bands, banquet tickets that he had paid for, as well as the freebies and other goodies in the pilots bag. By 7:30 we are checked in to our hotel (Holiday Inn) with a dinner in our bellies and a short walk down memory lane (last time for us here was 1985, a lot has changed), we both decide that if it was not for the Air Races we would not have come to town. We are off to bed as we had decided to get an early start in the morning.

5:30am, Saturday 8th - We are up and meet Adrian in the lobby (we are at the same hotel) at 6am. We head to the airport and make short stop at a grocery store (where we bump into Jack) to pick-up ice and some munchies. We pull into the parking lot beside the F1 hangar at 6:30am with lots on the agenda. First order of the day is to drain the fuel tanks, during races all participating airplanes must use fuel supplied by the airport (but paid for by pilots). That done next comes the removal of antenna and a mess of other things before the Technical Inspection of the aircraft.

8:00am - Technical Inspection begins. Inspection involves a measurement of the combustion chamber, with the piston at top dead center, a "Marvel Mystery Oil" is poured in and measurements taken,

minimum capacity is 135 cc, ours is 136cc) Cam lift profile inspection, weight and balance (with and without the pilot, our is at least 100 lbs over the limit)as well as overall airframe inspection. I take a lot of pictures, most of them looking over the tech inspectors shoulders. Chris tells me to quit getting in their way, but I tell them that because this is our rookie year I want to document everything by taking as many pictures as I can (over 500 in the week we were there). The tech guys were great about it, answering all the questions I had about what they were doing and why. They said that they were there to help us stay safe and that engine and aircraft must conforms to the rules and regulations. That being, the engine must be a Continental 0200, overall wing area must be no less than 66 sq. Ft., fixed gear, a pilot with a weight of 165lbs (with or without ballast) or more. And that are just some of the rules.

9:00am - Kirk rides by on his bike and lets Adrian know that the paperwork is filed and Adrian is set to register, yippee, we can fly! The last part of the tech inspections involves Tech inspector Frank doing a visual inspection of the aircraft and then sitting down with Adrian and going over paperwork to may sure all documents are in order. About this time Chris leaves with a guy named Gordon who is a master craftsman that will fix our broken tail wheel. (When he was in the third grade Gordon's dad taught him how to weld, and becoming more prolific then his shop teacher by the ninth grade). Chris relates later how Gordon has him "Hold it steady, Jed" as he works his magic, by welding the two pieces together and adding brace on either side of the stinger for strength. Tech inspection is done by late morning and I begin polishing the airplane, Adrian had used gas to wipe off the grease from a previous flight and it had left a cloudy film on the aircraft. As I am polishing other aircraft are coming in and setting up. Tools, planes, chairs, coolers, food, banners and the likes come out. Interesting watching and noting what other teams bring, got a lot to learn. Who would have thought that a broom and dustpan is a necessary tool!

I watch as men set up across from us. With a carpet lying on the floor a beautiful airplane is rolled onto it, white in colour with a flame job on the cowl, Nice! I notice a man, particularly because he is tall, and I'm thinking that this tall thin man with really short jean shorts on seems like a very nice guy who would give you the shirt off of his back but he really needs a wardrobe make-over. Funny what your first impressions of someone are. Like the one I got the day before of a younger man, wearing sunglasses, nice tan, shorts and flip-flops. Cocky, I think to myself. Who would believe that five days later those two men would be involved in a mid-air and that one of them would die. But on this day all are happy. A couple (another tall man and a short oriental woman) come up and start chatting to the tall man with the short, shorts on, they laugh and smile, I make the assumption that he is the pilot as others are working around him, I am right. The couple take pictures of the pilot and plane then the pilot effortlessly picks up the oriental lady and gently places her in the cockpit, a helmet is put on her head, the canopy is closed and more pictures are taken. Smiles and laughs all around then the pilot gently removes her, and another picture is taken while he is holding her in his arms. I smile too as I finish off the polishing and set out to find something to eat as it is approaching noon. Chris, Gordon and Birch (F1 Pres.) drive up as I am leaving the hangar and say that aa food tent is set up. Good I'm hungry, so to says Chris, I head towards the tents, digging into my pockets for money, oh great, only enough for me to eat, so I head back to the pit area for more money. Arriving back at the plane, Adrian, Jack and Chris are chatting. It is decided that we will all go for a walk to the food tents. The only food tent open had nothing that appealed to me nor Adrian as he suffered a bout of food poisoning two days before and his stomach was still feeling off. Jacks opts for a smokie, Adrian, Chris and I would rather have something light, so we leave Jack walking through the T-6 pits as we head down Stead Blvd to McDonalds for a salad, a cold drink and a relaxing lunch in an air-conditioned setting.

2:30pm - with lunch in our bellies, we are back in the pits ready to put the rebuilt tail stinger back on. Getting the brake cable set just right took some work, but its finally on. By 4pm Jack leaves to take Judith out for dinner, wine and some casino. While Adrian relaxes, Chris & I spend a little time taping up drag inducing edges, after a short bit we wash-up. Coming back from the bathrooms we spy Adrian at a green and white Cassutt with Canadian markings. Hot from the flight, Adrian helps remove the cowls. Pilot Larry Mashowski from Calgary is tired, I offer him a gaterade which he gladly accepts. We leave him to wait for

one of his pit crew that was coming in by car. Tom Watkins arrives about an hour later.

6pm, We're at Walgreens to get the pictures I took put onto a CD, we all have a lite dinner at Denny's. I'm learning to order smaller portions while in the states. Senior sizes for me or Chris and I will share a meal if we are feeling like eating the same thing. Back at the hotel, we watch a little Discovery channel and asleep before 11pm because we have a big day ahead of us. We fly to qualify tomorrow.

Sunday 9th, 5:30am - Wake-up call, into the shower and down to the lobby to meet Adrian at 6am, 6:03 we are rolling down the road, out usual stop at Scolaris for ice, fruit and snacks. Jack's smiling face greets as we walk up to the airplane, we have time to finish the tape job before we take a walk with Adrian to the far end of the flight line for his pilot's briefing, (morning pilot meetings are mandatory attendance). Chris and I wander through the Harvard (T-6) pit area on the way back to our own pit area. Arriving early to the races and having pit access gives you the opportunity to explore areas most people never get to experience. It is quiet and peaceful walking through the flight line. Pictures are taken of airplanes with the sun coming up and no one around, wonderful! We wonder at the money that is spent on these and other high maintenance machines. Amazing. Back into the pits, Jack, Chris & I walk the Cassutt to the run-up line to reset the timing. Jack can't see the marker, using the only thing handy, my red lipstick, we use it. No good, too dark. Now what, looking around I see that the 'no prop line' is actually a chalk line, perfect, that should do the trick for the time being. It works for the most part. Note to self, bring white out next year, 'cause you never know! Adrian walks up from his meeting as we are replacing the last screw to the cowl, good timing. We push the plane to the end of the line of airplanes waiting to practice or qualify. No flights before 10am and we are number 8 on deck, so I have time to walk back to the pits and get sunglasses, wipe rag and camera. I snap some pictures of the practice line. Adrian's turn, he starts the engine, Jack holds the tail with Chris on a wing-tip, more pictures taken. Jack hand signals Adrian the A-OK. Adrian is then given the all clear to taxi and take-off by the ground crew chief.

10:15am - Adrian is off the ground. He like others before him have only allowed five laps around the race course, Adrian is flying wide of the pylons on the first two laps, the last three laps were much better, low and tighter. It turns out that two of the six pylons were not lit up so it was difficult for Adrian and other pilots to get a track on the course.

11:30am - Pilot and Crew meeting that all must attend, practice went well, a few minor issues ironed out and the passing on of a number of flying and safety tips we disband.

12:00pm - Chris and Jack remove the plugs and Adrian sets off to see if he can buy a new set. Success, with a new set in the plane and the old ones being cleaned, Adrian off again for more cash for a second set of plugs and to get lunch for us. Chris wanders off to snap some pictures of other Cassutts and Sport planes while I have a cat nap. (I did a lot of that, daily naps in the afternoon)

1:45pm - Adrian back with salads, he chats while he munches on his, telling me that Jack has gone to get their fifth wheel and Judith as she's not happy out in the boonies with nothing to do. They show up and manage to get a parking spot in the compound behind the hangar. Just before 3pm Jack and Chris head out to the Crew Chief's as Adrian, Judith and I relax and chat. Don Souter drops by and takes a load off his feet.

4:00pm - Pilot of #17 Cassutt racer unloads his fuselage from his trailer which is parked in the hangar and in front of us. We are planing on doing another practice flight when Jack & Chris finish with their meeting, hopefully he will be out of our way. #17 is still in our way, so a bunch of us give him a hand as he had began assembling his plane in the walkway. With more hands his plane is out of our way and we walk ours out where Jack checks the timing once more before Adrian practices. Don Souter stands with us as we watch Adrian round the circuit, with radio to his ear he hears Adrian call a "Mayday". Adrian safely lands and after a lenghty debriefing with Adrian, Jack and Chris we roll the plane back to the pits.

6:15pm - Jack & Chris with the cowls off are sitting below the engine discussing the options, as Adrian is having a problem with the idle mixture, a new carburetor is the answer. But they have a problem removing the old one, a screw breaks in a little bracket and the guys are having trouble removing it with no

vise to hold it, it ends up getting broken, great!. We are in luck as Curtis Weinman (other pilot) says he as one bracket we can have. Adrian orders a new one and has it shipped directly to Curtis when he gets home. What a great helpful bunch of guys and gals we were lucky enough to meet. Always there for support, an engine part or broom and dust pan, a cup of tea or coffee. Next year we will be more prepared.

8:00pm - We are done for the day, funny why are we one of the last ones out of the hangar? Rookies! You sure can spot them in the hangar, like us there is always something to tweak and boy, did we do a lot of that. The long time fliers have well-oiled, polished aircraft that all they have to do jump in and fly, and they are nowhere to be seen. Maybe that will be us in five years.

Monday 10th, 5:30am - Time to do it all again, meet in lobby, drive to store, drive to airport, but today we must park in a designated parking area and have parking pass visible and pit-pass wrist bands on. It is now mandatory to wear our arm bands when we are on the apron, taxiway or runway. No arm band, no access! (ours are orange -denoting Formula 1, other colours were assigned to the other divisions purple, red, yellow, etc). Airplane is pushed out and a run-up is done in the designated area and after a few gallons of gas in tank we roll out to the already long row of planes wanting to practice. We are number 14 on the line. Adrian is up at 8:25 and puts in a good practice flight. He's happy with everything, that's it, after a quick oil change preformed by Adrian (we let him do it), then a little more tape of seams and we are actually done for the day by noon!

1:00pm - I head out to the front line to watch the Harvards practice. Wandering down through the pits, snapping pics as I go check out 'Glacier Girl's' booth and pick up a poster of her coming out of the ice. Very few people around so nice to be able to wander without a crowd. Back at our pit area a couple of hours later to find Alex Fuchs has moved in beside Jack and Judith. Alex becomes our tow driver. Alex & Chris spend an hour polishing.

5pmish - Chris decides to make some ramps for the air intake to cut down on the eddies just inside the cowl. Good thing he suggested bring down some aluminum, because you never know. (I have a box labeled just that because 'you never know' when you might need it.) Even though we didn't do to much on the airplane it is still late when Adrian, Chris & I hook up with #78 Limelite's crew chief Tom Watkins for dinner at the Grand Sierra. Too long of a wait at the Steakhouse and being tired and hungry we opt for the buffet. After dinner we walk around the 'Pylon Lounge' which after the races this year will be revamp into a Western theme bar. Too bad, a lot of history there, planes hanging from the ceiling, including one of the first Cassutts to win Gold and Reno. The Murals on the walls and ceilings are cool too. Almost 11pm when we retire for the night. Adrian is going to try and qualify tomorrow.

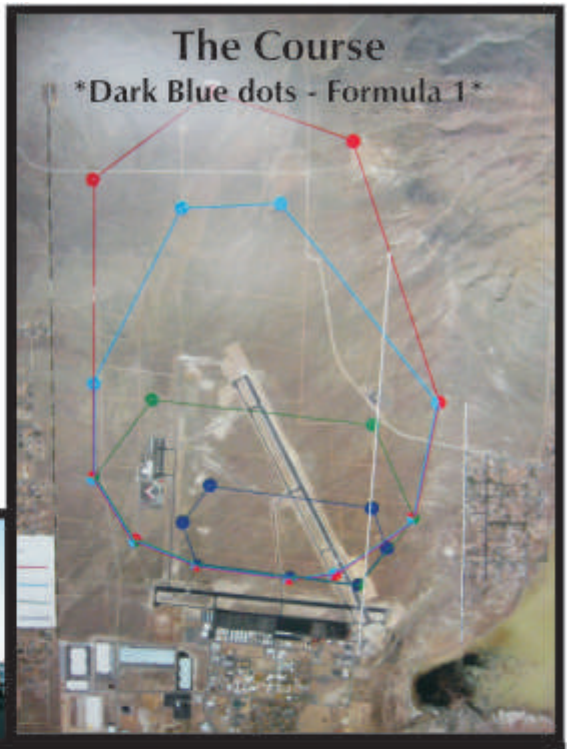
5:30am Tuesday 11th - Up and on the move. Pilot meeting as usual and we push out the plane with others that want to qualify. No flying before 8am, so we wait. Adrian is in the air at 8:14am and does two practice laps and passing the last pylon (#6) he rocks his wings to indicate that he is ready to have his next two laps timed and have that officially entered as a qualifying time. Timing starts at Home Pylon located in front of the Grand Stands, with flaggers on the ground waving a huge green flag to start you, and a checked flag waves when finished. His lap time of 182.977 mph is posted. Next year if there are more plane then spots available (24 places) 8 in 'Gold', 8 in 'Silver', and 8 in 'Bronze' we will have to be much faster.

9:30am - After I share a huge breakfast burrito with Chris, the guys do a nuts & bolts (hardware) run while I relax and write. By 11am the boys are back and are adding washers to the engine mount, next the starter comes off as 'miss t'witchie' need to go on a diet. Chris makes a new bracket for the timing pointer (now wonder it was off). Jack, Chris and Adrian spend over a hour refitting the cowl over the engine because of the adjustments made to it earlier. Time to do more roaming and picture taking before going to the meet and greet set up in our hangar for Formula One pilots and crew. We spend a few hours relaxing, as Adrian opted not to do another practice flight. Which in hind sight was a wise decision. Just before leaving for the night we hear that a Bi-plane had crashed at the end of the runway and the pilot was killed. Awful way to start the races. The airport is shut down till midnight.

Tune in next issue for the rest of the story!

PIT PERSPECTIVE

RENO AIR Races 2007



While the Rivets are drying..... By Chris Cox

At Last! The title of my column has come to pass. Well, in fact it is the paint on the rivets that is drying, but the real point is that we are coming around the last corner and heading into the final stretch.! Almost four years to the day of pounding that very first rivet. Fact is Joan and I have figured it would take us 4 to 5 years to complete the project. But still, when I look back at what we have accomplished in what is really a relatively short period of time, I am amazed by how much work & time spent it has taken to get here. So what about the paint you ask? As most of you know, Joan and I plus a few very good friends decided that before the RAA paint shop could be used as a paint booth, some serious house cleaning was in order, I believe Gerard ended up taking two utility trailer loads to the dump before we finished. The next task was to build an actual paint booth inside the shop. I felt the shop itself was too large and dusty to be able to properly control the environment and keep the dust outside and also pesky bugs off the fresh paint. So at Vern Little's suggestion, I borrowed the Outdoor awning set from the LAC, and with Adrian Cooper 's assistance we built a tubular booth and enclosed it with heavy plastic sheeting. The existing furnace fan was used to extract the paint fumes and two furnace filters were installed in the opposite end of the booth for fresh air to enter. Furnace was fixed thanks to Joe Shewella. Thorough some successful scrounging, I was able to gather four 4' flourescent light fixtures which were mounted on opposite walls for some reasonable lighting. (I only say reasonable, as you rarely have enough light to spray with). The discussion on what process (i.e. solid colour vs base coat/clear coat) and brand of paint were a painful process. In the end I decided on the solid colour (single state paint) as it is lighter that the bas/clear system, in the order of 10 to 15 pounds lighter. The nice thing about base/clear paint jobs is the ability to sand and polish the clear coat (along with imperfections and dust, etc.) And get a spectacular looking finish. On the other hand, with what I felt now a very adequate point booth, good results using a single stage method could be obtained. Oh, and the single stage system would be in the order of $1000 cheaper! After exploring many different brands of paint, in the end I chose to go with BASF (a two part, acrylic-urethane). This is the same brand George McNutt recently used on his RV-7A (basecoat/clearcoat) and the job Jason Mollett(Able Body) did applying the paint was nothing short of spectacular. Its been a few years since I have done any serious painting, but with each part, I think I have been improving. I suppose if I was super worried about it, I could of written a check for 8K or more to a local paint shop, but that kind of strikes me as cheating a bit since one of the points behind home-building is doing it yourself. Right? Anyhow, when it is all painted, put together and pulled out into the sunshine for the first time, you better get out your sunglasses, because it is going to be bright!

RAA 85 General Meeting 2 October 2007

Executive/Directors Attending: Gerard Van Dijk, Terry Wilshire, Carol Foley, Bruce Prior, Eric Munzer, Alex Routh, Tim Nicholas, John Macready, Dan McGowan. Bruce Prior filled in for Secretary Jim Hunter who is on the mend.

Members' Achievements:

o Alex Routh flew Charlie's Emeraude, after more than a year of refurbishment, on 1 October.
o Sean Walker obtained his Private Pilot Licence in his Super Emeraude on 8 September.

Minutes: The minutes of the September meeting were accepted.

Correspondence: None.

Treasurer: Carol summarized our financial status and gave the Secretary a handout for the file. The final invoice to the helicopter company renting our paint shop hasn't yet been paid.

Membership. No report.

Library: Tim reported he is still entering data. He has too many aviation magazines. Members are welcome to take them home if they promise not to bring them back.

Buildings: No report.

Program: John advised that Don and Joan will show Reno Air Races photos. Next month Wayne Ralph, historian, pilot, etc. will speak. The December meeting will be the traditional Christmas Wine and Cheese night.

VP Report: Nothing to report this month.

Newsletter: Nobody got one. Joan explained she had nothing to say...

Aircraft: Terry reported that the Turbi flew 23 hours in September and 90 hours so far this year. Alex will get the tailwheel parts tomorrow. Another check pilot, Tedd McHenry, is now on board ready for duty.

RAAC: Nothing to report. The weigh scales are available from Terry if used here. If you want to weigh offsite, deal with RAAC directly.

DapCom: There will be a Management Committee meeting in mid November. Date TBA. The next Sunday Breakfast is on 14 October. There won't be a Sunday Breakfast on 11 November since there will be a Remembrance Day ceremony that morning followed by a soup & rolls served afterwards at the Pilots Briefing Room.

Hear Ye! Hear Ye! Hear Ye! Hear Ye!

Tech Questions: What to do with Pelican PL composite fuel tanks that are shedding fibre particles into the fuel? Check out the page in Aircraft Spruce and Specialty's catalog that advises on preferred procedures. Sloshing compound may work in composite tanks (Eric did it and it's lasted for for 25 years).

Old Business: None discussed.

OLD business! Joan's 50th birthday is on Sunday. Cake with candles was served to all.

New Business: Donn Hubble is flight leader for the November 11 Remembrance Day Flight. He has 9 planes lined up so far and can go up to 12.

The paint shop has been refurbished and an interior plastic booth installed by Chris and Joan Cox with help from Adrian Cooper. Members can tour the installation after the meeting.

Election 2008:
Bruce Prior conducted the election of officers for 2008. The results are:

President: Tim Nicholas (Gerard retires)
Vice President: Terry Wilshire
Treasurer: Carol Foley
Secretary: Jim Hunter
Custodian: Robin McNamara (Tim elected President)
Programs: Chris Cutting (John retires)
Directors: Eric Munzer, Don Souter (Dan retires)
Ballots destroyed on a motion (Prior B/Cutting B)

Adjourn: At about 2200.

AIR*Frame*

Aircraft Portraits

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AirFrame@b4.ca
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Here & There

Mark your calendars for these Breakfast dates 9:00am - 11:00am on the second Sunday of the month $4.00 each

December 9 - BBFC
January 13 - RAA
February 10 - Ron Z
March 9 - BBFC
April 13th - RAA
May 11th - Ron Z
June 8th - BBFC
July 6th (Sat.) RAA Fly-in
August 10th - Ron Z
September 14 - BBFC
October 12 - RAA
November 9th Ron Z
December 14th BBFC

The first Tuesday in January falls on the 1st day, and it's a good bet that nobody wants to attend a meeting on a holiday, so it has been decided that we will hold the meeting on the following Tuesday that being January 8th!

PREZ SEYS

Hello , Well this will be my last prez seyz for awhile, seems our election process has replaced me. I wish Tim Nicholas all the best in leading our excellent club. I would like to thank all the people that helped guide me though being Prez. Without your support God only knows were we would have ended up. It truly amazes me how well as a club we get things done. I hope to see everyone at Delta,
Thanks a bunch Gerard.

Monthly Speakers

January 8th:
John Lovelace
(Wings over Canada)

February 5th:
Gerry Binnema
Transport Canada Systems Safety

Author Wayne Ralph was our Guest speaker for November. He gave an informative talk about his experience of interviewing ace pilots. A 50/50 draw was held and Sean Walker won $45, taking his winnings he bought a book from Wayne, second prize of an autograph book went to Claudette Hessberger
Congratulations to you both, another autograph book will be a door prise at our annual banquet in April.