

Recreational Aircraft Association is a made-in-Canada organization dedicated to the promotion of flying as a hobby for ordinary Canadians. RAAC members are people who love to fly and love to build! The RAA exists to bring these people together, enhancing the safety and satisfaction of those who want to own an airplane without having to sell their houses in the process. The Recreational Aircraft Association represents builders and flyers to Transport Canada and works with government to assure the concerns of builders and flyers are heard." Stay In Touch Forum, Events Schedule and More: <http://flying.b4.ca> Any member can broadcast email to all members. Send to: [raa85@flying.b4.ca](mailto:raa85@flying.b4.ca) Chapter 85 website: <http://raa85.b4.ca> National RAAC website: <http://raa.ca> Delta Heritage Air Park website: <http://www3.telus.net>



Terry Wilshire and Francois Leh marshall a Mong Sport at the 2007 Delta Heritage Airpark Fly-in. Happy Times! Can't wait for the summer...

# TURN AND BANK

February 2011

## MOUNTAIN FLYING LESSONS

*Improve performance of even a C-150 by using heat and turbulence to your advantage / by Barry Meek*

BARELY 100 FEET from the side of the mountain, I held the controls with both hands. It took both to ride the turbulence. The hot wind was quartering from about my 8 o'clock position, blasting against the rock to the right of the Cessna. The battle required counter inputs, left aileron, right rudder.

But the lift! Whoa, what a ride. Like an elevator. Twelve, fourteen, even eighteen hundred feet per minute on the VSI. Quite impossible for a 150 at full gross.

In the passenger seat, John was leaning toward me as he stared out the right side at the wall of granite. In his best "cool" voice he remarked "You like to keep it in tight to the mountain don't you" I think he was a bit concerned.

The departure westbound from the grass at the Hope airport was almost directly into the gale. With a mere 200 feet under the wheels, I swung to the left, and quickly picked up the mechanical lift against the mountain on the downwind. Predictably, we shot up to a thousand feet in less than thirty seconds, and we kept climbing.

"It makes sense to use the wind and thermals as best I can in this airplane". John was listening, but still concentrating his attention on the rock and trees right outside his door.

Flying against the mountains, cruising the tops of ridges and getting under the cumulus clouds is glider pilot mentality. I've never flown a glider, but have learned a lot from the people who do. The Vancouver Soaring Association is active at the Hope B.C. airport in summer, and for two seasons, I flew their towplanes, Cessna L-19's, the bird-dogs. Leftovers from combat duties in Korea and Vietnam, many L-19's have found retirement with operations such as the VSA. They're powerful, agile, and tough. Bulletproof tough. Some of us pilots with low tailwheel time can be thankful for that.

Towing gliders takes concentration, and sometimes sheer determined nerve. Keep the speed at 75, on takeoff, climb and descent. It's especially critical in the climb with a glider tied on the back. The L-19's wingspan is about half that of the glider, so don't expect the poor glider

pilot to enjoy the same manoeuvrability. He also has no control over his speed being at the mercy of the pilot more than 100 feet in front of him. Sometimes over my headphones would come the excited command, "Slow it down would ya!!" Other times it was, "Take it in closer .... CLOSER!"

Mountain flying was quickly, albeit unofficially, becoming part of my piloting skills, whether I liked it or not. Flying lessons from the masters of taming the thermals. Glider pilots always amazed me. They routinely soared to the flight levels, cruised incredible distances for many hours at a time, then returned to the same 400 feet of turf they started from, all without an engine. Full bladders and empty stomachs more often than not dictated the length of their flights.

As the mechanics of lift and sink began to make sense to me, I experimented with my own aircraft. My Renegade ultralight with a 53 horsepower engine needed all the help it could get in the climb. I discovered plenty out there, even following the hawks and seagulls to the best rising air.

A hang glider pilot taught me "ridge running" while flying through the mountains in my 150. Soon it became second nature to take advantage of what the weather gods provide to improve the performance of the aircraft. I practice regularly.

My friend John, is quite unaccustomed to reading and flying the thermals. He has no reason to since his plane has a turbocharged engine, and no shortage of horsepower. He regularly cruises above 10,000 feet, and has no trouble getting there. Like so many pilots, myself included before exposure to the glider fraternity, John hadn't even considered there was help for his horsepower in the thermals and turbulence. Horsepower rules! The rule most pilots live by

I'm not ashamed to admit to never having an approved mountain flying lesson. There are dozens of very competent, well qualified instructors who could show me a thing or two about it. And maybe someday I'll step up to that plate. So far so good though, and I owe much of what I know to the sailplane and hang glider pilots I worked with. You have to admire guys like that. They're guys, and women too, who challenge the laws of gravity, and win. They put nature to work, controlling the gift of lift that's there for the taking. We powered pilots can do it too, just not to the same extent. Getting a cruise speed of 130 out of a Cessna 150 tickles me right up the ASI.

## News and Stuff

### Maranda Project

Mark Johnstone is looking for help in the completion of a Maranda. I'm told it's ready to skin. His email is [johnstone@vmobile.blackberry.com](mailto:johnstone@vmobile.blackberry.com)

### COPA AGM

The COPA national membership AGM meeting will be held in Langley next year. They are expecting 400 delegates.

### New Runway at CYNJ

The new runway in Langley is pretty much ready to go, and should be available soon.

### Airspace

New airspaces came into affect for 29 July 2010 as well as a outline of current changes. New charts available 19 July. Watch the Turn and Bank for more.

### Regional Director Needed

A new RAAC Regional Director for

BC is needed. Any nominees should be forwarded to Gary Wolf at Head office.

### Airplane Pictures

Lynn Walker is working on a wall of planes. If you want your picture on the wall or have founding members' planes pictures please contact her. 8x10, 5x7, 7x8 or 4x6 frame sizes are available.

### Turbi

Ray Colley and Alex Doughty are approved check pilots on the Turbi. Please see them if you want to fly. The Turbi is to be used for by members for personal use only. No instructional time permitted. The Turbi at this time is grounded.

### Enviro-guy (or gal) sought

The DAPCOM committee is looking for an Environmental Chairman. If you have some knowledge in this

area and have a few hours to spare monthly give them a hand.

### Pancake Breakfast Helpers

If you would like to help out during our pancake breakfasts please give your name to Joan Cox, so that we may if needed. Contact her at [jr\\_rosi-cox@telus.net](mailto:jr_rosi-cox@telus.net) or leave a message at 604-596-7635. The next pancake breakfast is Breakfast September 12th.

### New Pilot License Reminder!

Pilots: if you have not made an application for the Aviation Booklet Licence yet you must do so before the end of the year as the old paper licence will no longer be valid in the new year and that you may not be able to exercise the privilege to fly without the new booklet form licence.

There's no sense being in a hurry since my flying is pretty much all for recreational reasons these days. The journey is the destination. Time spent in the air, flying, is like savouring the chocolate cake or a glass of cold, sweet wine. Why would you want it to end. The trends today are for more horsepower, more speed, more avionics. It all comes with a price, and so far has priced too many people out of flying. Remember when Arlington and

Oshkosh were gathering places for simple, experimental, homebuilt, fun aircraft? Today we see only remnants of that era there. But some of us remain, the diehards, who enjoy and prefer the old ways, the old days. I'll always be excited about getting more from my Cessna 150. But it's a bigger kick when it comes free. We just need to follow the simple rules of nature.

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RECREATIONAL AIRCRAFT  
ASSOCIATION OF CANADA  
Chapter 85 General Meeting  
4 January 2011

President Tim called the meeting to order and introduced the evening's presentation on a flight to the Yukon in 2010. The flight was organized by John Lovelace of Wings Over Canada fame. Approximately 120 aircraft participated. Tim showed a 20-minute video produced by Lovelace and then showed his own photos and videos taken on the flight.

Three Delta planes flew the trip: Tim and his friend in Tim's C172, Sean Walker and his friend in his Piel Emeraude, and Horst Dofek and Paul \_\_\_ in their Tripacer. The entry fee for the flight was \$500 which included the Whitehorse banquet, tee shirts, etc. The next Lovelace adventure will be a flight to northern Saskatchewan in 2011. Tim is planning to go.

After the presentations, there was a 10-minute break and then Tim called the general meeting to order with 23 members present (a few departed after the presentations). Membership: Dave reported that 13 members were paid for 2011. There are 6 life members and 1 associate member.

Hangar Rentals: Tom reported that "most have paid."

Buildings: Robin advised that she bought some fluorescent lamps. A new door jamb and door have been purchased for installation in the west doorway of the clubhouse.

Library: Alex advised that he started his job as Librarian just an hour ago! He agreed that it would be useful if a

list of Library Holdings was available to members.

Vice-President's Report: John advised that the Annual Awards Banquet will be held on Saturday 26 March beginning at 1830 at the Delta Town and Country Inn (same as last year). If 75 attend, the ticket price will have to be \$35 to break even. Spouse or guest tickets would be half price. The menu will be the Baron Buffet. John needs suggestions from the membership for awards and also some help with obtaining door prizes. John described the Remembrance Day event at Delta Heritage Air Park on November 11. He read the names of all the contributors who made it such a success: Tim Baker, Adrian Cooper, Joan Cox, Frank Hartnett, Isabelle Hui Bon Hoa, John Macready, Tim Nicholas, Ralph Rowe, Tony Swain, Mary Swain, Larry Thompson, Gail Garcia, 655 Richmond Sqdn Royal Canadian Air Cadets (WO Christie Tsang, Sgt Jessica Lai, Sgt Bon Chan, Bugler Sgt Asheesh Jagdeo, FSgt Clifford Mak, 2Lt George Hinton, CI Tim Novak). Two COPA aviation articles reported on the event—one by Tom Cole and one by Tony Swain. John reminded us that two new directors were elected for 3-year terms in October. They are Peter Klein and Tedd McHenry. Others elected or appointed for 2011 are: Dave Marsden, Membership; Tom Boulanger, Hangar, Paintshop and Tiedown Rentals; Alex Doughty, Custodian; Tim Nicholas, President; John Macready, Vice-President; Carol Foley, Treasurer; Gerald Ohm, Secretary. DapCom: Les Mitchell and Island Heritage have bid on hangar door repairs. DapCom will select a contractor at a future meeting (usually the third Tuesday each month). Raymond Colley will fill

in as DapCom Chair for an interim period until a Chair is found. Action has been taken to repair/replace the nozzle on fuel pump hose #1. The supplier is expected to visit the Air Park soon. Ken Hicks has designed a cover for the fuel pump card reader pedestal. He will also will add another heater for the pedestal electronics. Some artwork for the Air Park is planned: Virginia Ivanecki, a well known aviation artist, is going to work on it. Robin suggested a school might like to take on a mural on some hanging doors. [Post-meeting Note: Delta Heritage Air Park Monthly Breakfast: On Sunday 12 January, 0900-1100. RAA Chapter 85 is the host.]

RAAC: Rob now manages the scales. They are calibrated and work well. Where's the RAAC National Mike Davy Award Plaque? Who has it? Terry was presented a keeper plaque at the Awards Banquet last March but apparently he never received or saw the national plaque. Chapter 85 needs to recommend an RAAC director. National president Gary Wolf has advertised across the province. Gerald Ohm has previously expressed interest. Robin is interested, too. It was agreed that anyone who wishes to serve as an RAAC Director should draft a letter to Gary Wolf from Tim Nicholas describing their experience in aviation and what they could do for RAAC if appointed. Tim will sign the letters and mail them to Gary for consideration. RAAC directors are expected to make and develop contacts with all RAAC Chapters in BC and report annually to the RAAC, either in person at the AGM or by mail.

Newsletter: Editor Joan reminded us that it's difficult to publish a newsletter

if no articles are forthcoming from the membership. However, she has a few articles now and a new edition of T & B is in the works.

Program: Cyril is working on some alternatives. He's also looking at other RAA Chapters to see what they do for programs. No program event is scheduled yet for the February meeting. Chapter Aircraft: At the last Executive Meeting in November the executive voted to recommend to the membership that the Chapter should no longer own and operate an airplane. Proposals to sell the Turbi have come up several times over the years. It was discussed in some depth again tonight. Information has been collected on Turbi operating costs, insurance, directors' liability, and on Turbi pilots history. Persons recently involved in collecting data are Raymond Colley, Bruce Prior, Rob Prior, and Alex Routh. COPA National President Kevin Psutka advised Alex that directors liability is a concern for societies, but this is true whether a society owns an airplane or not. Rob discovered that registered societies in Canada typically don't provide liability protection for directors. Only societies in Saskatchewan and Nova Scotia do so. The Turbi was averaging just over 100 hours per year during the past 4 years until 2010. Three of those hours each month were non-billable hours for Gerard (2 hr, maintenance) and check pilots (1 hr, tech check after annual and currency). So billing was for 64 hours (100 - (3 x 12)) bringing in \$5200, leaving a \$531 average deficit each year after paying for hangar rent, fuel and oil. On top of that, maintenance over the past 4 or 5 years has been about \$5400/year or over \$21,600. Total loss has averaged \$5400+\$531 or \$5931 per year. Insurance: the maximum available is \$1M. We pay 1500/yr for the Turbi. Raymond asked Park Insurance if there had been any high payouts for third party liability and was advised there have been none close to \$1M. Membership: 28 people have joined the Chapter since 2007; seventeen of them are no longer members. Half of the 11 still

here are current Turbi pilots. Of the 17 now gone, 3 were Turbi pilots. Eighteen pilots are listed on the insurance now, but only 12 of them are still flying the Turbi. Robin recalled we had 2 aircraft for over 30 years. She and Kevin Maher both built hours on them and moved ahead in the industry as a result. She asked, "Isn't that a good thing?" She suggested we look at our mission statement and asked, "Does it fit? If we have to subsidize a bit, so what—what is there otherwise to spend it on?" She ac-

He suggested we need to increase flying hours by taking the Turbi to all the fly-ins and promoting it and the chapter. If we sell it, it's likely to be an irreversible decision.

knowledge that the cost to the Chapter members has been about \$6000/year but she thinks that it's a worthwhile investment toward achieving our Chapter objectives. Bruce and Tedd suggested that mission statements are hard to interpret and everyone interprets them differently. Tedd suggested they can often justify excluding activities an organization might participate in but they don't serve as well in justifying including them. [Post meeting note: the current Chapter mission statement is posted on our website and is reproduced at the bottom of these minutes. The RAAC's stated purpose is also reproduced below.] Tedd also thought that people who fly Turbi tend to stay members longer. Eric stated that we have always subsidized our airplanes but we have never been a flying club. The initial reason for having an airplane was to keep builders current but that seems no longer to be the case. Now the airplane just provides cheap flying at considerable expense to the other members. Tedd advised that we cannot raise the rate because flying hours will drop. He suggested we need to increase flying hours by taking the Turbi to all the fly-ins and promoting it and the chapter. If we sell it, it's likely to be an irreversible decision. Tedd is

not against changing aircraft (Helmut's Jodel, for example) but thinks that's a separate decision. Lynn said that lack of use was the main problem. The Turbi just isn't available enough. Robin suggested we remove the insurance from the Turbi during extended downtimes to save money. Raymond agreed to collect all comments from this meeting and all the background research done lately and to draft an email report to the membership for its consideration. He will also refine the operating and maintenance costs for the past 4 years.

Old Business: None

New Business: VP John is looking for photos of the last Awards Banquet. Guy Shadduck took photos or videos and should be contacted. Motion (Routh/Mcnamara): That the Executive consider recommending to

the membership that Terry Wilshire be granted Honorary Membership in the Chapter. Carried. President Tim called for news of any new achievements, accidents, or other things deserving awards and/or recognition. Someone mentioned that Bob LaLonde may have had a close encounter with a sandtrap in 2010--Awards Committee take note. Gerard asked if anyone knew where we could obtain two O-235 cylinders. He was advised to check with Werner Griesbeck and Bob Cutting. Rob reported that at the Consumer Electronics Symposium (CES), now underway in Las Vegas, the SPOT people have a new unit on display that will interconnect with a smart phone and allow you to text out via satellite in an emergency.

Don't forget: The monthly breakfast at Delta happens this coming Sunday, 0900-1100. Don't miss it! Adjourn: At 2200. "Mission Statements" RAA Chapter 85: "We are a group of pilots, homebuilders, and aviation enthusiasts. Our official mandate is to support the advancement of safe, fun, and economical flying in our community and beyond." (This expression was developed in a chapter strategic planning workshop conducted by Hammy McClymont a few years ago.) RAAC National: "The