

compressor and sandblaster sheds have been renovated and the equipment refurbished. John will take over the responsibilities for managing the hangars and the workshop and he has converted these facilities into very impressive assets for our chapter. We hope to attract new members to join our chapter by advertising the use of our facilities to other aircraft owners at the airfield.

The Christmas Party was held on December 4. The event was organized by Tim Nicholas and Raymond Colley and turned out to be an enjoyable evening well attended by the members. Thanks to the event organizers for hosting a fine party.

Kevin Maher, a professional pilot with an interest in antique aircraft engines, gave an excellent presentation at the November meeting about the history and engineering specifics of the Pratt and Whitney radial aircraft engines. The P&W radial engine was one of the most notable achievements in aviation engineering technology of the first part of the twentieth century and likely had been the reason for the dominant position of American technology in winning the air wars. Kevin's presentation was one of the best presentations we have had this year. Rick Church will be our guest speaker for the January General meeting and will show some slides of a trip he made from South Africa to British Columbia.

Raymond Colley reported that most of the work on the airfield has been completed including the siding on the back of the coffee shop. One project remains concerning the storage of fuel on the airfield and a consultant has been hired to give us guidance about the design of that system. Raymond will resign from his position as DAPCOM chairman this year. Raymond has made many significant contributions to Delta Heritage Air Park as chairman of the operating committee.

And finally a reminder that 2013 chapter membership fees are due January 1, 2013. The cost of yearly membership is 30 dollars for national members and 45 dollars for non national members. National members are asked to present their national card at renewal time. All new Members are required to join the national organization. The annual membership for RAAC is 60.00 dollars.

Please send any suggestions for ideas about our chapter to me at [jmacready@shaw.ca](mailto:jmacready@shaw.ca)

Chapter 85 is looking forward to a productive and interesting year for 2013.

Regards, John Macready



Top: When you join your local RAA Chapter 85 located @ Delta Heritage Airpark you have the benefits of this shop for your Annuals. This fully appointed workshop can accommodate a Cessna 172. It is heated and equipped with a high volume air compressor and assorted tooling. RAA Chapter 85 members can access this shop at \$10/day. Above, Bruce Prior and Helmut Gebenus examine the Turbi's repaired aileron in the new shop.

## News and Stuff

### Forum Up and Running

RAA's Forum is live online! If you want to join in the fun, go to the RAA website and click on the "forum" button and join up. You can advertise, ask questions, find out new places to fly - join us!

### 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\\_rosicox@telus.net](mailto:jr_rosicox@telus.net) or leave a message at 604-596-7635.

### 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.

*The Turn and Bank is a Publication of Chapter*

85 of the Recreational Aircraft Association of Canada. We are located at Delta Heritage Air Park 4103 104 St, Delta, BC V4K 3N3. Design and printing by George Gregory. Any suggestions, pictures or newsletter contributions can be emailed to George Gregory at [george@sidekickgraphics.com](mailto:george@sidekickgraphics.com)

# TURN AND BANK

November - December 2012

## Cornfield fighter: A True Story

by Barry Meek



**Not much besides** the occasional blizzard ever happens in northern Montana in the winter. It's a long way between the tiny hamlets and towns that cling to life along the roads and interstate highways. Typical of these settlements is Big Sandy, population about 600. Fifty miles south of the Canada-U.S. border, the grain elevators are visible first in the distance as you drive southwest along State Route 87. A short time later, you're in a speed zone going by a motel, a kids playground, the back side of the Wells Fargo Bank, and a one-bay car wash with a broken down soda machine outside of it.

Drive off the highway down the town's main street and you pass the uninspired architecture featuring the Bear Paw coffee shop, the city hall, a food store, Pep's Bar and Bowling Lane, a boarded up hotel, and a few other quiet, empty businesses. In winter there's no one on the street. That's how it is today. It wasn't much different forty years ago when the following incident occurred.

The Sheriff in the tiny country town was at his desk when the phone rang.

"Sheriff? This is Sam Hilton out at my place along Route 87. I'm about 12 miles from town, and I thought I should call you about this."

There was no urgency in his friend's voice, but the Sheriff stopped what he was doing, leaned back in the chair and put his feet up on the desk. He had a warm cup of coffee in his hand. "What seems to be the problem Sam?"

"Well Sheriff, you ain't gonna believe this, but there's a military jet parked in my field out back. It's just sittin' there with the engine running".

That got the Sheriff's attention. "What are you talkin' about Sam? How come a jet is sittin' in your field? How'd it get there?"

"Well Sheriff, I'm not sure, but by the looks of it, the thing just flew in, plowed up the snow for a few hundred feet, and now it's just sittin' there with the engine running".

"What about the pilot ....what's he sayin'?"

"Sheriff, that's the funny part. There ain't no pilot. I can see for miles in every

direction out here, and there's nobody around. No footprints in the snow either."

Now the Sheriff had his feet back on the floor, and as he grabbed his coat, said into the phone, "Sam, you get back out there and guard that thing. I'm on my way."

By the time he arrived at the Hilton place, Sam was a short distance off the highway, standing beside the jet. Sure enough, it was sitting in the snow, on its belly with the engine idling. From time to time it would move ahead slightly as the snow under it melted.

"What in tarnation is goin' on here!?" The Sheriff was plodding through the snow with a shoulder hunched into the cold February wind. He had to yell over the sound of the big jet engine idling in front of the two men. "Can't you shut that thing off so I can hear you?"

"How do you shut off a jet?" yelled Sam.

"How should I know?!"

The aircraft moved ahead another five or six feet, and both men stepped back slightly. They shot a glance ahead to see where it might go if it decided to take off again.

"How the hell did this thing get here with no pilot on board? Jeeeeeze Sam, what are we gonna do with it?"

"Sheriff, I think we better call the military. There's that air base down at Great Falls. It could have come from there. Maybe somebody can tell us how to shut it off."

By now the Sheriff was getting a bit excited. He told the rancher to stay with the plane and watch it. Unsure what he expected Sam to do if it tried to take off again, he hoped that wouldn't happen as he made his way back to the ranch house to get on the phone.

**Malmstrom Air Force base** was indeed the departure point of the F-106 Delta Wing interceptor. It was on a training mission

*continued on page 3*

**Recreational Aircraft Association Canada  
Vancouver Chapter 85  
General Meeting 6 November 2012**

**Call to Order:** Meeting called to order at 19:30 by President John Macready

**Old Minutes:** Minutes of October 2012 Meeting adopted. Moved by: Rob Prior, Seconded by: Cyril Henderson

**Visitors/New Members:**  
Tony Moffat, Dave Rose

**President's Report:** John Macready John acknowledged and welcomed the new members to the 2013 RAA 85 Executive: Hugo Legier (Custodian), Peter Whittaker (Vice President), Peter Lenger (Director), and Tim Novak (Director).

**Correspondence:** None.

**Committee Reports:**  
**Secretary's Report:** David McIntosh: Nothing to report.

**Treasurer:** Tom Boulanger:  
Account Balances add up to \$41,928.06, which is \$1,120.30 less than last month due to expenses like the property lease and utilities offset by income from the Work Shop and interest from our accounts, Tom had a meeting with bank administrators because two low interest term deposits came due. These were combined with some money from Chequing to produce a new term deposit of \$15,000. Our accounts now sit at:  
Chequing \$10,234.21  
Term 14 \$16,693.85  
Term 16 \$15,000.00  
Total \$41,928.06

**Membership:** David Marsden: Currently 61 members. David reported that the 2013 annual chapter membership fee is \$30, reduced from the current \$65. Add \$15 if the member does not wish to join RAA National (to cover local event insurance provided by RAA).

**Buildings:** John DeVisser: John has put rubber stripping on the workshop doors to properly insulate it and prevent heat loss. Cement Tiles have been installed at the entrance to the workshop to prevent mud from being tracked in.

Gerard and John have fixed the head gasket on the compressor and it is working, but only at about 80%. John's plan to install promotional signage on the RAA hangar and workshop are in the works and should cost about \$500. Reminder that the Resource Shop (Engine Shop) has lots of materials and tools to aid in simple aircraft maintenance.

**Custodian:** Bruce Prior: Jergen will take all binders containing the Sports/Recreational Flyer magazines (tonight). At present the workshop booking system is formalized. The Executive will consider making the shop more informally accessible to members in the future.

**Vice President:** Raymond Colley: Raymond and his wife have volunteered to put up the Christmas decorations for the Christmas party Dec 4th 2012.

**Aircraft:** Gary McBride: (Not in attendance) John Macready reported after the field repair at Rowena and subsequent ferry flight back to Delta Heritage Air Park, Helmut Gebenus was selected to head the Turbi repair project. If you want to help with the project you MUST talk with Helmut first as no work will be done on the Turbi unless it is authorized by Helmut. Helmut is a master wood worker and is a power and glider pilot. Helmut recently built a Jodel. A local repair will be made to the damaged area of the wing and a structural survey will be done without the removal of all the wing fabric. Since Gary McBride will no longer be available as the Aircraft Chairman, the chapter will look for a replacement.

**RAAC National:** John Macready: John is in continued correspondence with Gary Wolfe about RAAC national affairs. Ernie Whiteman from Orangeville Ontario wrote to compliment Bruce Prior on his weight and balance article that appeared in the Recreational Flyer. Bruce Prior suggested that chapter members start using the RAAC National Forum to ask aircraft building and maintenance questions. It is an under-used resource, and we should take the initiative to increase its usage. The forum can be found on the RAAC national website.  
**Newsletter:** George Gregory: George Gregory stated that he maintains

the RAAC National forum and spends several hours a week eliminating spam from it. He reiterated what a useful builder's resource it could become with enough participation from chapter members. John Macready asked the membership whether or not they were receiving the newsletter. He explained that it is e-mailed out, but also available on the RAA 85 website and that we're working to get hard copies for casual reading in the club house and coffee shop.

George reiterated his request for new articles for the Turn and Bank and the Recreational Flyer and that Gary Wolfe at RAAC National likes to see articles with a West Coast perspective. John reaffirmed the importance of the newsletter to chapter activities.

**Programs:** Cyril Henderson: The December general meeting will be the annual Christmas Party. Tim Nicholas will be organizing the event, with Raymond and Gill Colley decorating. Possible program for January general meeting is a film made by a Chinese film crew about Alex Routh, his Jodel, and other member's and their airplanes. Cyril gave an overview of the TSB visit saying that it was excellent and very informative. He added a thank you to John de Visser for organizing the field trip.

**DapCom:** Raymond Colley: All the hangar doors have been completed, as well as the back of the coffee shop. There were no big issues arising from the Dap Com management meeting. A reminder to avoid overflying the wetlands below 600'. The Fire Department inspected the Air Park and were not satisfied with fuel storage in the tractor shed. Dap Com has hired a consultant company, CFT Engineering, to evaluate fuel storage safety concerns at Delta Heritage Air Park. CFT Engineering will be writing a report with cost analysis for what should be done.

**Old Business:** None. New Business: None.

**Announcements:** Christmas Party: 6 pm December 4th 2012 (In place of regular general meeting) Meeting called to close at 20:14 Moved by: Robin MacNamara, Seconded by: Raymond Colley

*Bomber / continued from page 1*

near Great Falls that day, February 2nd, 1970. The F-106 was one of the first U.S. Air Force fighters capable of supersonic speed. It became known as the Delta Dart, due to its Delta wing configuration. But to most who flew it, the aircraft was referred to as "the Six". It was designed in the 1950's to be the ultimate interceptor, and was capable of almost Mach 2 speeds at an altitude of 57,000 feet.

U.S. defense officials were concerned about the Soviet Union's development of faster, long-range nuclear bombers. The Six's job would be to intercept the intruders. The plan was to destroy the bombers with their own bombs by firing a small, nuclear-tipped rocket at them. It was a basic, manual approach to downing the bombers, but precision air-to-air missiles had not been invented yet.

On that afternoon in Feb. 1970, three hot-shot, top-gun pilots were burning up the big sky at around 38,000 feet, in a mock dog fight. The pilot of this particular aircraft was a First Lieutenant by the name of Gary Foust. From twenty miles apart, the Sixes hurtled toward each other, passing at 1,000 feet separation. Then the fight was on. The point of the exercise was to outmaneuver one's opponent, and gain a valid firing position.

Somehow Lt. Foust's plane began to spin out of control as he tried to stay on the others tail. The aircraft stalled, and suddenly "swapped ends". The fighter went into a flat spin at 35,000 feet, a deadly situation which is usually impossible to recover from. Foust did everything he could to recover as his aircraft descended

to 15,000 feet. By then he had the trim on all control surfaces adjusted to take-off settings, which were very similar for landing. Unable to break the spin, it was time to eject.

Just as Foust was clear and under a full parachute, he and the other two pilots

## The aircraft stalled, and suddenly "swapped ends". The fighter went into a flat spin at 35,000 feet, a deadly situation which is usually impossible to recover from.

flying close by watched in surprise as the Six headed off straight and level toward the horizon. Perhaps it was the change in balance, or the force of the ejector seat against the fuselage. No one could say, but the jet had recovered normal flight. Foust drifted down to safety, landing in a mountainous area where he was picked up by snowmobilers.

Meanwhile, the F-106 slowly descended at a speed of about 170 knots, finally touching down in the field and coming to a stop about 400 feet from the highway in the ranchers field. The gear was still up, but there was very little damage to the aircraft. The wings were untouched, the radar scope was operating, and the engine was idling.

Eventually, the local Sheriff had put through his call to Malmstrom AFB, to report there was a fighter on the ground near his town with the engine running. He wanted to know how to turn it off. Someone at the base told him to just let it run out of fuel.

"Sam, we can't shut it off". The Sheriff was out of breath from hustling through the knee-deep snow back to where his

friend was standing, watching the jet. "They told me to just keep folks away from it, and do what we can to keep it from moving too far ahead. It will run out of fuel pretty soon."

And that's what they did. Two Montana citizens guarded the scene on that

freezing February afternoon as the engine ran for another hour and forty five minutes. Eventually the military showed up to take control. In time, they disassembled the plane, loaded it on trucks and hauled it away. The damage was so minor that the Six was repaired and put back into service later that year.

In the 1970's, the Soviets were adopting other means of delivering nuclear weapons, specifically intercontinental ballistic missiles. That forced a change in operations for the U.S., and pretty much made the 106 obsolete. Next came the F-15 in 1972 and the Six was phased out, with the last one retired from Air Force service in 1988.

The interceptor had never fired a shot in anger. But it proved that on at least one occasion, it could fly and land itself, gear up, without a pilot. That particular F-106 is now a museum piece. And two Montana cowboys have a story to tell that not many others can duplicate.

(Names and some details have been fabricated for entertainment value. The story is true.)

Wreaths were presented on behalf of veterans, Commonwealth Aircrew and COPA. Our National Anthem was sung by Isabelle Hui Bon Hoa. Mary Swain and helpers prepared lunch for attendees.

Helmut Gebenus has nearly finished the repair work on the Turbi. The woodwork has been completed and the fabric was applied this week. Four inspection ports were installed on the bottom of the wing to facilitate a survey of the internal structure of the rest of the wing. The executive will decide what additional work is left with the aircraft before rejoining the wing and fuselage. We hope to have the aircraft in the air by spring but we are taking the opportunity to have a good look at the aircraft to make sure it is solid and safe. (See pictures)

John de Visser has made some very impressive improvements to our buildings. The hangar and workshop have been painted, the equipment organized and signage has been added to the buildings to give us a bit of advertising and a more professional look. The

## President's Report

*John J. Macready / November-December 2012*

November and December turned out to be very wet and therefore no flying for me. C-FPJP sat in her hangar, protected from the wet monsoon winds. Occasionally late autumn is very nice but not this year.

This gave the members of Chapter 85 a chance to focus in on some major projects.

On November 11 Delta Heritage Airpark hosted our annual Remembrance Day Ceremony. Chapter 85 was an integral player in this event having organized this event for about 10 years. It was well attended and we received many favorable comments from attendees. The air cadets from 655 squadron RCAF added their military pageantry, thanks to Tim Novak, Chapter 85 Director and Civilian Instructor. Tom Boulanger read "In Flanders Fields".