



RECREATIONAL AIRCRAFT ASSOCIATION CANADA
Vancouver Chapter 85



General Meeting
Tuesday 7 April 2015

Call to Order: at 1938 by President Peter Whittaker.

Attendance: Total 25, including Executive Committee members Tom Boulanger, Shawn Connelly, John deVisser, Peter Lenger, John Macready, David Marsden, Eric Munzer, Tim Novak, Bruce Prior, Hugo Regier, and Peter Whittaker

Program: There was no guest speaker. Peter expected most of our time would be devoted to the airplane building project.

Minutes: Motion (Munzer/Lalonde) that the minutes of the 3 March 2015 General Meeting be adopted. Carried.

Guests: Mark Garner, Roberta Williams, Barry Gagnon.

Correspondence

Mark Garner is establishing a BC Pilots Association. It would speak on behalf of BC flying organizations and improve communications between those organizations.

The objectives suggested by Mark in an email are summarized below:

- to provide a better communication between clubs
- to assist flying clubs to organize and promote events
- to find ways to increase the pilot population
- to increase the number of places and events to fly to
- to provide a common newsletter

BC Pilots Association – BCPA

John reported there was one preliminary meeting of the BCPA. He summarized what the BC Pilots Association would do. One activity could be organizing, categorizing and documenting various outback aerodromes.

Mark joined the meeting and discussed further the bullets above. He has set up the non-profit organization now and has arranged for use of the Aero Club of BC facilities at YPK as a central meeting place. He has looked into places to fly. Ken Wardstron is also looking for destinations and is a promoter of the BCPA. Washington and Oregon have enhanced their backwoods airstrips, especially the ones that had become overgrown and unflyable. There's legislation now that you cannot sue an airstrip owner which means the landowner won't shut down the strip to avoid that risk. Johnson Creek

in Idaho is a beautiful example of a destination strip. Mark just spoke to Jim Steinbeck who is working on fixing up Gunn Lake strip. Mark is looking for volunteers now for the new BCPA organization.

He discussed options like working with COPA, which he described as a national organization with local Flights.. One suggestion was to make the BC Pilots Association a COPA Flight. Whatever the structure, the need is to get clubs working together and provide support for each others' events and projects.

What is the main thing on BCPA's plate other than outback strips? Nothing specific was mentioned. Mark cited a similar WA organization, the Washington Pilots Association, which has a political side. It has an "Adopt an Airport" program. Their approach is to develop a plan to enhance a backwoods strip and send the plan to government who will usually go along with it. WPA has done a lot of legwork which they would be happy to share.

It was suggested that the BC Aviation Council might already be doing this, but Mark said the BCAC isn't particularly interested in "100LL" planes, only turbines.

Mark explained that every US state seems to have a lobby group. If BCPA was a COPA flight, it would increase the hierarchy of aviation organizations, but for better or worse? BCPA isn't intended to do what other organizations are already doing. Rather it would do what needs to be done where no other organization is doing it. All the existing clubs are getting looser and need to be more focused. If you look at their websites they are all saying they need help. If the webmaster quits, the website is gone or a second one forms to parallel the old one. Newsletters seem to be dying, too. One BCPA website could focus this. We should get it going as soon as we can. The domain name bcpilots.org is registered.

Mark has sent out requests for "five ideas." He has six replies so far. Contact Mark for info or to get involved. Send email to bcpilots@telus.net.

He said that BCPA is "not just another club!" You can join for free to get the newsletter. For a fee you would get more out of it but a fee structure, if any, hasn't been decided. Maybe if you volunteer, at the end of the year you would get your fee back. There's no reason not to join.

Metro Parks Celebrating Partners

Metro Parks is hosting a "Celebrating Partners" event on Saturday April 25th and Delta Heritage Airpark is on the list of Metro Parks partners. It would be good to open up the RAA hangars and wheel out some homebuilt airplanes to have on display. Tours run between 9am and noon. Anyone interested in the full list of tours and how to register can get information by calling 604-432-6359 or going here: <http://www.celebratingpartnerships.com> . The registration deadline for tours is April 11th.



Tour 7: Delta Heritage Air Park

The Delta Heritage Airpark provides both a jumping off point for cyclists, walkers and bird watchers as well as for pilots who use the grass runway to launch classic and home-built planes. Several organizations are based at the air park, including Chapter 85 of the Recreational Aircraft Association of Canada, the Western Warbirds and the Vancouver Aerobatic Club. Come meet the volunteers who donate their time taking care of this unique public park and learn more about what they do.

Walking distance is minimal.

Maximum participants: 20

Safety Seminar – “Survival 101”

The Boundary Bay Flying Club (COPA 5) will be hosting a Safety Seminar at the Round House on Thursday, April 23rd starting at 7pm. Contact is jim Niessen at jrm7997@gmail.com. No recurring training credit will be offered.

Treasurer's Report

We have \$51,000 in the bank. Income this year is \$16,300, expenses \$8,700. The Forecast without an airplane project would increase assets by year end by \$3,800. Tom provided a copy of his report which will be attached to the file copy of these minutes.

The Awards Banquet included 41 tickets sold and two guests. Income was \$1,640, expenses were \$2260, leaving us with a loss of \$600 (last year the loss was \$980). We didn't pay for the bartender because we drank more.

Vice-President Gerard van Dijk thanked all who helped to make the Awards Banquet a huge success.

Annual Executive Committee Planning Meeting

Peter reported there was a good turnout of Exec and Directors. It was a chance to think outside the box. We normally are putting out fires and don't have much opportunity to test ideas. We didn't expect to solve any immediate problems, but we intended to brainstorm where we want to go in the future. We talked a lot about the airplane project, for example getting members and even others involved, maybe young people and air cadets. We discussed how to increase membership numbers. Perhaps we could offer free one-year memberships to new pilots.

New Business

Tiedown area flooding has been a problem. John de Visser went to a DapCom meeting and showed them photos of the flooding. “It's on their radar now.” He told DapCom that half our footprint was under water recently and proposed that if they gave us the fill, we could spread it. He also suggested that an alternative approach might be to dig a hole and put a sump pump in to move water to the ditch.

DapCom's decision at last Thursday's meeting was to engage contractor Tim Baker to bring in minimal fill but also to install new drainage from the RAA tiedown area to the north side ditch.

DapCom should also address the condition and repair of the driveway to the fuel pumps.

Celebrating Parks: Metro Parks will be conducting a Celebrating Parks event. People can sign up for tours and DHAP is one of the tour sites. It's scheduled for April 25 in the morning. It's a good opportunity for some DHAP PR. See previous page.

COPA Flight 5 - BBFC will host a safety seminar, “Survival 101,” here on 23 April at 1900. The Clubhouse is booked for this event. All are welcome.

Fuel Pumps: Western Oil was out today to fix a plugged screen. Gerard thinks we need a maintenance manual for future caretakers. Peter said he could help with that.

Fuel Pricing: Tom reported that difficulties with transmitting prices to the fuel pump terminal are still outstanding. Customers get the amount of fuel they want and pay the right amount on their credit card but the receipt doesn't print the correct volume and fuel price.

Airplane Project

Daryl Murphy, designer and marketer of the Murphy Rebel made a presentation to the Builders Group on 24 March. There are now 14 people who have one interest or another in this group.

Peter gave a slide presentation summary of previous meetings of club members and what things have been decided so far.

The Building Group is now trying to make a decision between these two: Zenith Cruzer 750 and Murphy Rebel LSA. A cost comparison is on the next page.

Zenith has built in some discounts and also will cover half the exchange rate cost. Zenith will also visit our chapter and do some workshops, probably two visits for about 4 days each. One may be a wing construction workshop. They have asked for Chapter 85 involvement through writing up stories in Turn & Bank and other publications.

Has anyone looked into the lifetime histories of the two options, how long they will stand up, how many components are subject to excessive wear thru poor or cheap design, etc.

Can we do this financially? We might have to do some fund raising. No decisions yet about the spending limit we will impose on the project.

Show of hands for Cruzer vs Rebel: Are the present members OK with the building group making the final decision? It was a unanimous yes.

	Continental US \$	Rotax CDN \$
Kit / Options	Zenair Offer	Murphy Rebel LSA
Regular	\$14,990.00	\$25,495.00
Finishing	\$4,490.00	\$0.00
Firewall Fwd - Continental O-200 <u>Cruzer</u> ; <u>Rotax Rebel</u>	\$5,450.00	\$2,125.00
Crating/Shipping Int'l (= 50% total crating/shipping)	\$575.00	\$0.00
subtotal US \$	\$25,505.00	
10% discount airframe & finishing	\$1,948.00	
25% discount firewall forward	\$1,362.50	
50% discount on crating*	\$287.50	
total discounts US\$	\$3,598.00	
US \$ Price	\$21,907.00	
US exchange @ 50% discount	\$3,056.68	
13% HST - Ontario	\$3,245.28	
Canadian Price \$	\$28,208.96	\$27,620.00
12% tax BC (GST 5 + PST 7)		\$3,314.40
Airframe Totals CDN \$ After Taxes	\$28,208.96	\$30,934.40
Finishing Items		
Engine (based on <u>Continental</u> O-200, Thompson Valley)	\$5,500.00	\$5,500.00
Propeller	\$1,200.00	\$1,200.00
Instruments / Avionics (find used)	\$2,000.00	\$2,000.00
Paint (?)	\$1,000.00	\$1,000.00
Navigation lights, wingtip strobe lights (US\$745 @1.20)	\$894.00	\$894.00
Cabin heat (order with engine; estimate \$500 CDN)	\$500.00	\$500.00
Adjustable seats - included in both	\$0.00	\$0.00
Finishing Items: pre-tax total	\$11,094.00	\$11,094.00
Finishing Items - tax 12% BC	\$1,331.28	\$1,331.28
Finishing Items - TOTAL	\$12,425.28	\$12,425.28
MDRA & Transport Canada Fees		
Letter of Intent	\$80.00	\$80.00
Pre-Cover Inspection	\$395.00	\$395.00
Final Inspection	\$685.00	\$685.00
Transport Canada - Registration Fee (Letters)	\$110.00	\$110.00
Total Fees Pre-tax	\$1,270.00	\$1,270.00
Fees Tax 12% Bc	\$152.40	\$152.40
Fees Total	\$1,422.40	\$1,422.40
ESTIMATED PROJECT TOTAL	\$42,056.64	\$44,782.08
	Zenair 750 <u>Cruzer</u>	Murphy Rebel
Estimated build time (hours)	500-600	1,000
Engines	<u>Rotax</u> 912, Continental O-200	<u>Rotax</u> , <u>Continental</u> , <u>Lyc</u> O-235, O-320
Seats	2	2
Airframe Complexity	Moderate	Higher
Company Support	Involved, Dynamic	On Request
Company Ongoing Airframe and Model Development	Pro-Active	Only if Necessary
Company Longevity	Early to Mid-Life	No future plans; retirement
Company Scope & Staying Power	US economic base - stable; International	Active mainly when US\$ exchange rate is favourable
Company Origin	Canada	Canada

Possible O-200 for \$5,500 with 1,200 hours and 1,800 TBO
- Cyril Henderson

Committee Reports

Membership: We continue to gain one or two members each month. We have about 50 members now.

Workshop: David will move out when the landing gear is fixed. Cliff will move in the Aeronca Chief wings, then the Pietenpol wings.

Custodian: Trevor and John did a walk-around of the RAA facilities. A new fence is needed from 104 Street up to the gate at the Air Park north entrance. It was noted that the post and chain at the fuel truck access road aren't being kept closed. The clubhouse sidewalk on east side needs repair.

Air Park: Gerard has mowed the grass.

Newsletter: The Spring Recreational Flyer is scheduled to come out shortly. A Turn & Bank issue was recently published.

Delta Breakfasts: RAA will host the April breakfast this coming Sunday. All RAA members should try to attend and wear their red RAA hats!

Hats are \$20, on sale NOW!

Adjournment: On a motion (Boulanger/Lalonde): at 21:26.