

# EAA Chapter 1410 High River

## Newsletter

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S E P T E M B E R , 2 0 0 5

Don't miss our next meeting! October 6th at 1900 h., at CEN4 in Lionel SteHilaire's Hangar (west end of the second row.)

Our featured speaker is  
**Hal Rainforth**

### *In this Issue*

Ken Grandia's Weather Models

Troys Branch's First Flight

Ron Janzen's B25 "Tour"

Goderich Homecoming

Presidents Message:  
Our Chapter comes of Age.

### *Next Month*

J3FlyIn



## Moisture equals temperature equals Moisture....



Is this flying weather? If you're 'seeding clouds', flying a Cessna 310 or another substantial twin, you could be set to take off. Flying a prescribed route and watching the OAT very closely, you would fly up into the edge of the cell, complete your mission and leave by a specific route out of the cell. All very interesting, but then we talked about the real weather.....

'Real weather' always happens in flight; it's suddenly marginal VFR just before the issue of a revised weather forecast and provides the pilot with a sense of confusion about "which cloud layer do I duck under??" The kind of weather we never heard of in ground school.

Well, it has been a few years since ground school, so I looked forward to Ken's presentation and even took a few notes.

One of the greatest challenge for a pilot is

understanding weather. A good weather briefing is crucial to a good flight and the pilot needs to ask the right questions. Ken's presentation, although complex and specialized, presented the basics; barometric pressure, outside air temperature and moisture are still the basic materials of weather. Putting it all together is what makes weather understandable.

Chapter 1410 expresses our appreciation to Ken Grandia for his fascinating presentation.

# Our Member's Project: First Flight C-FTJE

When you are in an emergency situation, follow the 'Four C's':

- Climb
- Confess
- Communicate
- Comply

Mike Kelly, Flight Instructor



There is no thrill like it. No thrill like building your airplane and seeing it leave the ground for the first time.

Troy Branch opened the kit on his RV9 only a few short months ago in March, 2004. The RV9 represented many years of hopes and dreams of flying a performing cross country ma-

chine and Troy was looking forward to the first flight.

There was the inevitable tweaking, repairing and replacing small parts and components, but one day, it all came together. To keep it all legal and safe, Jack Dueck took the pilot's seat for the first flight.

Troy and friends manned the wire cutters, the 4WD and the fire extinguishers, but it was all very anti-climactic. Within the hour C-FTJE taxied into the hangar and the debriefing sounded so familiar; the airplane flew perfectly; the prop', the engine and airframe worked together like old friends and the aircraft was all and more that Troy had hoped.

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## President's Address: 1410 High River Comes Of Age

On April 2, 2005, aviation enthusiasts gathered at the High River Regional Airport to receive their EAA Charter and established EAA Chapter 1410 High River. At our early Chapter meeting, we chose September 1 as the

date when the start-up wrap-up would find closure. This target date of September 1, 2005 would be the completion of the charter membership drive, the registration of the Chapter as a 'not-for-profit' Alberta corporation, and the filing of banking documents. We have arrived.

September 1, 2005 also saw the fifth gathering of Chapter members and guests. From an initial start of fourteen members, we have grown monthly to our present roster of 33. From an initial paltry sum of donations totaling \$300, our bank balance has grown to a comfortable sum. From an unsure group of volunteers, we have established a 'first-rate' association of aviation enthusiasts that support our commu-

sponding in this manner with more individuals and more chapters, both in Canada and internationally.

September 17 and 18<sup>th</sup> saw our Chapter hold the first ever EAA SportAir Work-shop 'Sheet Metal Basics', for amateur builders in the Ottawa area. September 24 and 25 will see a second workshop held in the Toronto area. Students from Ontario, Quebec, New York, Pennsylvania, and Florida have enrolled. Together with our own workshops scheduled annually on the first weekend of April, we have the opportunity to develop additional workshops throughout Canada. Funds generated will be used to expand EAA's Canada presence to the benefit of all aviation enthusiasts.

Have you heard of a world-wide engineering association, ASHRAE? It stands for the American Society of Heating, Refrigeration, and Air Conditioning Engineers. It is headquartered in Atlanta, Georgia, and it is the definitive voice for these engineering disciplines. Its members are comprised of professionals working in these fields, who pay membership dues to ASHRAE headquarters. Headquarters in turn, pays a portion of the dues collected to the members'

From an unsure group of volunteers, we have established a 'first-rate' association of aviation enthusiasts that support our community with an "outreach" program, our kids with 'Young Eagles' flights, our members with "fly-in and fly-out" liability insurance, our aircraft builders with "EAA SportAir Workshops", our country with 'a renewed EAA Presence', other aviation groups with a supportive venue for fly-in breakfasts, and ourselves with networking and social synergies.

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Our first Endeavour, a joint EAA Young Eagles/High River Regional Airport Fly-in, resulted in a huge success by all counts. Our presence and involvement at EAA's Arlington North-west Regional Airshow, put us 'on-the-map' with free camping and parking perks for our volunteering members, together with an invitation to "come back and again be a part of it all". During Goderich's 50<sup>th</sup> anniversary of homebuilt aircraft in Canada, our EAA Chapter 1410 banner flew alongside EAA's banner at our display booth. Our Newsletter readership also increases every month, and we are corre-

local chapter. EAA, with its 170,000 members world-wide, is headquartered in Oshkosh, Wisconsin. Members also pay their dues to headquarters. But here the parallel ends. EAA headquarters does not collect additional membership dues for local chapters. Rather, it allows the local chapters to establish their own fee structure, and to collect these fees at the local level. Local chapters in both organizations couldn't exist without their respective headquarters with their advocacy for all members. For that very simple reason, in both cases, you must first belong to the family organization before you can belong to a local chapter. Please take a few minutes to read the enclosed 'Membership Guide'. It will help you realize the depth of this organization and the work its staff and volunteers do for each one of us. With only a very few exceptions, all benefits accrue to Canadian EAA members. It's up to us, individually, to take advantage

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# Our B25 Trip of a Lifetime

By Ron Janzen

The Lethbridge Airshow this year created an opportunity for Sheldon Haynes and me that, at this time, is still surreal. A number of our local Club members who had not been able to go on the Yukon Adventure" flew in to The airshow on the morning of July 30. We tied down and proceeded to the Free pancake breakfast. The day was forecast to be a scorcher and we wanted to see everything before the asphalt got too hot. By the time the air-space was closed at 10:00 am there were a good number of aircraft on static display.

Among my favorites was the "Lil' Toot" biplane owned by Roland Blackburn from Morinville. Then of course was the "Pacific Prowler" B25 bomber That was on

static only, due to the pilot becoming ill shortly after arriving in Lethbridge. We were told that there are approximately 35 of these left in the world. Of those about 17 are active and only about 8 are flying. What a piece of history we were looking at!

Sheldon and I spent a lot of time inspecting the airplane and even doing the "tour" of the interior for a small donation. The long crawl to the front gunner's position caused me some anxiety, as I had to twist diagonally to get through the long tunnel (due to the thick T-shirt I was wearing).

There was sure a nice view out front – mostly because no one was shooting at us! We got out and thought it would be awesome to hear those engines run. We had no idea then how things would work out!

Sunday morning came with the promise of being an even hotter day. I wandered around a bit and took in the Snowbird simulator. This is supposed to replicate what their pilots go through in their maneuvers. It was a good ride although quite bumpy – you had to hang on really hard. I then decided to sit in the shade of my wing for the rest of the day.

Sometime later Sheldon came over and said the B25 crew was going to Abbotsford in 12 days and he had heard they were taking some people along. I asked if he had reserved a spot and he said no. We wasted no time getting back to the bomber and asking if that was true. The copilot said he thought there was room for 2 more. We asked what the cost would be and he replied that a donation of \$100 - \$200 would be nice. Sheldon looked at me and we both had the same thought – put our names down!

So now we had the next 12 days to work out how to get home and where to stay in Abbotsford {as the hotels would now be booked up}. As

it turned out Sheldon and a partner have a business importing Japanese cars and had one waiting in Vancouver to come to Lethbridge. Getting hotel space wasn't that easy, and even when we left Lethbridge we still didn't have a room in Abbotsford. If all else failed we would sleep in the car.



Jim Terry, the owner and copilot had said he would give Sheldon and me two day's notice. Now we had to wait 10 days before we would get the confirmation that we were going. I sure didn't sleep well with the thoughts of my hay still on the ground, not baled, and showers every other day, swathing about to start, and the opportunity of the trip of my lifetime.

However, the CALL came on the evening of Aug. 10 and Jim said there was room and they would be leaving early on Friday morning. He said we should be there for a 7:00 am preflight and then

depart. Sheldon and I were there early and it was raining. About an hour later Jim Terry and alternate pilot, Larry New, showed up. The forecast was for clearing after lunch and so we agreed to meet then. At 2:30 pm they decided to leave as the ceiling was lifting.

We asked where the other 6 people were and they said everyone had backed out except us. If only we had known sooner I could have had some people's firstborn and maybe right arms, too, for them to come along!

Sheldon and I had brought heavy parkas and gloves and we needed them. We also had earplugs but were not going to use them unless we had to. We had to – the noise from those wonderful round engines was so loud we plugged our ears 10 minutes into the flight. I climbed over the spar to the rear gunner's station as soon as we got the clear signal from the pilots. This was another one of those "am I going to make it" situations because of the thick T-shirt. The noise back there was even louder and the wind coming through the waist gun ports was cold. Shortly after Sheldon showed up and we traded spots. I got some good pictures of our foothills and then we were over the top. We found out later the pilots had climbed to 15,500 to clear the weather.

As we flew over the Okanagan the sky cleared and we could recognize many landmarks. Larry and Jim gradually descended and the temperature got warmer. The view out the front was fantastic and again I realized how fortunate we were to have this experience without having to worry about someone shooting at us. We were getting close to Abbotsford and they had told us to get in our seats and buckle up when they rang the siren. We were on right base when the siren went off and I made it through the tunnel faster than I had come in.

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## President's Address....

(Continued from page 3)

of the benefits.

And finally, please also find enclosed in this month's Newsletter package, a list of the charter members of EAA Chapter 1410 High River. Because of the enclosures, this month's Newsletter is being mailed to each

member.

A sincere 'thank you' for your support. Together we can look forward to an awesome future.

Jack Dueck

## Our B25 Trip of a Lifetime

(Continued from page 4)

The Abbotsford Airshow was in progress and we were part of it! As we taxied to the ramp we shed our winter clothes and were greeted with some excellent weather. The crowds were upon us before the tug had stopped and Jim put Sheldon and I to work with rags wiping down the oil slick on the plane. Jim and Larry set up their display tables and started answering all the questions from the crowd. I was given the job of taking donations for the inside tour and met hundreds of people over the 2 days – even some from London, England, who had come for the show.

Jim left to register and came back with a new Explorer for us to use. We could drive anywhere we wanted with our pass and were treated wonderfully. At the end of the day we asked if they would have any room in their hotel and Jim said they had been given 3 rooms but only needed 2. This was another perk Sheldon and I received which we didn't expect. The crowds never slowed, and security finally asked us to close up because the airshow was long over.

Saturday morning found us back at the bomber with a small crowd already there. At noon Sheldon and I were planning to leave for home when Jim suggested that they could drop us off at Lethbridge on their way to Saskatoon Sunday evening. We already had arranged to take the car back, so poor Sheldon had to drive home alone. I was given the "job" of watching for fire and pieces falling from the engines during the airshow. So with my headset on and a 24-inch open hatch to look out of, I sat on the floor in the waist section while a Mustang and a Trojan flew formation with us.

We made 4 circuits and landed. I was still on cloud nine! How come I was so lucky to get this opportunity? Now the crowds were even bigger. This meant more tours and "Pacific Prowler" t-shirts and souvenirs to sell. That big wing was the best umbrella ever. It was hot and the asphalt wasn't cool either. Saturday evening we were all worn out and I

slept well for a change.



Sunday was another great day with the crowds the same. We were scheduled to fly at 3:00 pm and at 2:15 the tug showed up to pull us to the start-up area. Larry walked beside the bomber as I got to sit in the left seat. It was a great experience to wave to the crowds from there and then do the engine watch again from the waist section during the airshow. This time the P51 "Valhalla" was even closer. What an awesome performance I watched from the porthole. He picked his spot and never varied more than a few inches from the point he was watching. Then we were on our last pass and off to Lethbridge.

Jim and Larry had made arrangements to leave after our part instead of landing and leaving later. The flight was much lower because of clear weather this time and I enjoyed the trip from the front gunner's position. We arrived in Lethbridge about 2 hours later and taxied up to the Airwest hanger. My personal B25 taxi ride to Lethbridge and no one was there to see it arrive! The crew made a quick pit stop and took off for Saskatchewan.

I would like to thank Jim Terry for his willingness to share this piece of history with us and for the way he welcomes the crowds to take a tour. Not many warbird owners allow full access to their planes the way he does. Larry New is one of a select few who fly the EAA's "Aluminum Overcast" B17 and now the "Fuddy Duddy" B17 while the former undergoes repairs.

I would also like to thank the Lethbridge International Airshow Association for having the foresight to bring this piece of history to Lethbridge.

As Jimmy Doolittle said, "I could never be so lucky again!"



# Golden Days at Goderich

## ... Fifty Years of Homebuilding in Canada

October, 1955, on a grass strip on the eastern shore of Lake Huron, a small aircraft took flight; the first flight of the first 'homebuilt' registered in Canada.

The builder was Keith 'Hoppy' Hopkinson, and the aircraft was a version of the Stitts Playboy, L'il' Hoagy, newly registered as Canadian CF-RAD. The airport was Goderich, Ontario, Canada.

Friends and family of Keith, long time residents of Goderich and aviation enthusiasts from across the continent, 'came home' to Goderich on August 24th, 2005 to join together for four days of happy celebration of this historic event that 'gave flight' to thou-

someone who never gave a lot of significance to making history, but as someone who was very much alive and lived every moment to it's fullest'.

Vern Jobst, a Director of the Experimental Aircraft Association, also recalled his acquaintance with 'Hoppy' during the days when Keith and Paul Poberezny worked tirelessly to obtain a registra-



**Lil' Hoagy, CF-RAD, exhibit of Canada's first homebuilt, under development at the Rockcliff Aviation Museum.**

sands of dreams of 'building your own airplane', here in Canada.

Keith died in a tragic accident only a few short years after completing his homebuilt, but his memory was prominent at Goderich. . . among the 'oldtimers' who flew there in those days and among his many friends and family who were there throughout the week.

Isabel Sully (Hopkinson) and her family remember 'Dad' as



**Bruce and Isabelle Hopkinson Sully and their family came home to remember this historic aviation event.**



**Isabelle Hopkinson Sully and Verne Jobst exchange messages for Paul Poberezny of EAA, Oshkosh.**

tion with all the rights allowed for an aircraft built by a nonprofessional, what came to be known in Canada as an "Amateur Built". At the banquet in the big tent, Vern spoke fondly of those days and of all the development of amateur built aircraft that followed



**"Bits and Pieces" by Gus Chisholm, CF-RAC, Corben's Baby Ace, Canadian Homebuilt #2**





**Speak of fun and airplanes; Val and Jim are usually there to share the work and the good times...**

*(Continued from page 6)*

until today's history making flight of Global Flyer, and White Knight and Spaceship One.

Throughout the week the crowd was dazzled with the old and the new and all the variety of homebuilts, restorations and certified aircraft. Although Lil 'Hoagy could not be flown to Goderich, the second aircraft registered in Canada, a very pretty blue Corben



**Gus and Dianne Chisholm share the memories. (See above)**

Baby Ace, was parked on the field throughout the week. The aircraft, CF-RAC was named "Bits and Pieces" by its builder, Gus Chisholm, and is still flown today.

Throughout the homecoming, hangars on the field were crammed with aviation products and services, publications, education and aviation interest groups. Wayne Juniper of Transport Canada provided some of the context for the evolution of homebuilding in Canada, at a forum presented conjointly with Jack Dueck of EAA Canadian Council, "What's Involved in Homebuilding".

Commuting from their workshop in London, was a large contingent of amateur built airworthiness inspectors, the Ministers' Delegates for Recreational Aircraft. This group gathered from across the country, were attending the "Initial and Recurrent



**Enormous gratitude was expressed to Marilyn and Fred Bruinsma and COPA Flight 45, who, in August, 2005 brought their own dreams of celebration to life.**

Workshop Training" in London, Ontario, August 27 and 28. This workshop also signified a 'coming of age' of homebuilt inspectors achieving a standard of education for this role.

As the Goderich Homecoming drew to a close, there came an awareness of the richness of aviation past and present in Canada; the hope the future holds for continued innovation, continued freedoms and continued care and attention to safety.



**A beautiful Midget Mustang, one of the seventy plus amateur-builts flown to Goderich**

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Chapter memberships are \$25 for singles and \$35 for families, along with current membership in EAA. Contact Jessica Pugh or any "Chapter Volunteer"

Attn: Jessica Pugh  
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High River, AB, T1V 1P7  
Ph: 403-601-6406  
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Chapter Pres: Jack Dueck  
Vice President: Jim Gunnaugson  
Sec/Treas: Brian Jones  
Young Eagles: Jessica Pugh  
Community: Rob Greisdale, Eileen Bahlsen  
Newsletter: Jean Dueck, Doug Murray



As a lasting tribute to his brave men, when General Doolittle was given the congressional Medal of Honor by President Franklin Roosevelt, he refused to accept it unless he took it in the name of all 80 men who flew that mission.

The President willingly granted his request.

## Our Member's Project: First Flight C-FTJE

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### "One Month Later"

Jessica and Jean were off to the J3 Fly-in. Not being committed morning people, it was about 0930 when we lifted off from the High River Airport, set for Sue and Ron Jansen's field near Lethbridge.

Just after clearing the zone, who should come up on the radio but Troy Branch. "Let's change Frequencies and do a little formation flying, he said. I'll be coming up on your right".

"Do you think you can catch up to me", I teased. "Well sure, I'll just open the throttle a little" and within seconds there was C-FTJE tucked in near our right wing.

## 1410 aeromart

Aircraft Weight & Balance Scales:

One set of 3 aircraft beam scales.



Rent them for a weekend for a \$25.00 donation to the Chapter.

Call 403-652-7333.

Prop" for Sale  
1976 Cessna 172

The prop' has never been shortened (it still is 75 inches long!) and has never been filed due to leading edge damage. The engineer on my last 100 hour inspection spotted a slight misalignment of the holes in the hub in relation to the outside edges. He contacted MaCauley and they admitted it was a manufacturing defect, but they would not do anything to accommodate the replacement. This prop' has functioned well for nearly thirty years and I see no reason for it not to do the same for another thirty—but my engineer said I would have to buy another certified one for him to complete the 100 hour - so if anyone wants a good prop' for a homebuilt (150 horsepower Lycoming) please call me, Gordon Lennon, at 403-249-5032 (Calgary) or at my email grlenon@telus.net

"Whew, Troy, your airplane looks so cool," "Yours does, too." We flew along exchanging admiring comments and then Troy peeled off to the right and we kept on to our fly-in.

As usual, the the J3 was perfectly setup and organized with Ron acting as Controller. (I highly recommend that.) We met friends and checked out the airplanes and enjoyed the breakfast.

A beautiful fall day, friends and airplanes, more fun than you can imagine! We are blessed.....

