

This Issue:

Hal Rainforth's slide show

Year End CatchUp

Homebuilder's Guide on the way.



Hal's latest project is a Jenny for display at the Aviation Museum.



Politics at Grise Fjord
(Part of Hal's story)

Next Meeting:

"Not Your Basic KR-2"

Neil Myers tells how innovation jazzes up a basic airplane.

Not to be missed....

Dueck/Griesdale Hangar

1900 h, Dec 1.



The "Jenny"

EAA Chapter 1410 High River Newsletter

E A A 0 5 0 0 8

November, 2005

A Life of Adventure:

Hal Rainforth brings his flying career to Chapter 1410

They call it hangar flying except that, in this case, it really happened and here are some of the photos that Hal preserved documenting his exceptional flying career.

As with many career pilots, flying started early for Hal. As a preschooler, he recalls restoring a discarded wooden model aircraft that his brother brought home from school. Building models and kites, Cub Scouts, Air Cadets all shaped Hal's skills and

training at SAIT and Red Deer Flight School, achieving his Maintenance Engineer's License and his Commercial Pilot's License. In 1968/69 Hal obtained his Twin and Instrument rating at Chinook Flying Service and began his dauntless flying career as a commercial pilot with Hudson Bay Oil & Gas Co.



Hal with friends and Stinson 108

Typical flights were to the far north to barren windswept strips carved in the snow and ice, muddy cut-lines in the Yukon forest or breath-takingly beautiful flights through mountain passes and isolated airstrips along the

British Columbia Coast. Some of the airplanes were a DC-3, a Stinson 108, a Beechcraft Baron and a Twin Otter.

Later in his career as Chief Operating Office for the Petro Canada Fleet, Hal flew the biz'



312 DC-3 CF-HBX

interests and his interest in aviation.

Hal achieved his PPL during high school, continued



Widgeon at Sawmill Bay

(Continued on page 2)

Voices from the Past

These phantoms speak
with human voices . . .
able to vanish or appear
at will, to pass in and
out through the walls of
the fuselage as though
no walls were there . . .

Familiar voices, con-
versing and advising on
my flight, discussing
problems of my naviga-
tion, reassuring me,
giving me messages of
importance unattainable
in ordinary life.

- Charles Lindbergh,
first solo flight across
the Atlantic

I have a feeling that
there's just about one
more good flight left in
my system, and I hope
this trip is it. Anyway
when I have finished
this job, I mean to give
up long distance "stunt"
flying.

*Amelia Earhart, depart-
ing from Los Angeles
for Florida, on May 21,
1937. It was the start
of her last flight.*



A Life of Adventure...Continued

The Planes



Hawker BH125 400 C-FPPN

(Continued from page 1)

jets with luminaries
such as Marc Lalonde
and PC CEO, Hoffer.
However, the adven-
ture of the north was
clearly a part of Hal's
happiest flying years.
The independence and
the challenge were the
best return on a life
invested in a great
aviation adventure.



Norseman CF-INN



Jet Commander



341 Harvard in Jasper

(More pictures Page 5)



President's Message

Year-end Pot Pourri

Since this will likely be our last Newsletter for 2005, it seems a good time to wrap up some of the issues still with us.

EAA Chapter 1410 High River, Year End:

Membership: Our membership today stands at 38. Our fiscal year-end coincides with the calendar year end, and so December 31, 2005 completes our first year (although partial) of existence and operations. 2006 is a brand new start, and we will need to pay-up our membership dues. Since we are a new chapter, would it be reasonable to suggest everyone's dues for 2006 become payable on the first of the year, or should we pro-rate our dues to reflect the time left from the date we joined our chapter? In either case, we should strive to have all dues coincide with the calendar year. Also, please ensure that your membership with EAA is current.

Auditing of Books: In accordance with our Articles of Association, "The records of the books, accounts and records of the Secretary/Treasurer shall be audited at least once a year by a duly qualified accountant, or by two members of the Chapter, elected for that purpose at the annual meeting". In addition, "the Vice President may annually recruit a certified public accountant, or an appropriate group of Chapter Members to verify that the financial records are in order". Since either option is available to us, I recommend that the Vice President, Jim Gunnlaughson survey our membership, and select two suitable members to perform this important function.

Chapter Officers: Are elected for two year overlapping terms. To effect this, a nominating committee shall be appointed no later than July. Nominations shall be presented to the membership during the October meeting, and elections of the officers shall be made at the November Chapter meeting. The newly elected officers shall assume their responsibilities at the December Chapter meeting, and no later than January 1 of the following year.



SPORTAIR WORKSHOPS MAKE GREAT GIFTS

Since we are less than one year in existence, this process will commence this next calendar year of 2006.

Annual General Meeting: In concurrence with the above, it is reasonable to establish the February Chapter meeting as our Annual General Meeting. This will allow the new Chapter Officers time to become established with procedures, and will allow the financial audit to have been performed, Corporate financial statements to have been submitted to Government agencies, and

Corporate Registration documents to have been filled.

Year-End Banquet: At our October meeting, we decided to hold a celebratory year-end Banquet (read pot-luck, at which we would all sign our Charter, and raffle off the Young Eagles Leather Jacket). Lionel St Hilare, together with Kathy and Neil Myers offered (were railroaded) into organizing this event. (We could not have found three more qualified members, and we appreciate this support and effort.) In conversations with these folks, they have tentatively set the date for this banquet as January 21, 2006. This is a perfect choice; it will take us past the Christmas holiday season, and allow us more time to promote and sell raffle tickets for the jacket. (Paul Gregory has assumed the responsibility of organizing and executing the lottery.) This date is not yet 'carved in stone', but we can assume and plan for it.

EAA SportAir Workshops:

More activity is occurring along this front. At present we have confirmed the following workshops:

If you or someone you know would be interested in attending one of these immensely popular workshops, please note these dates. Incidentally, a workshop voucher makes a terrific Christmas gift for Dad, Mom, Daughter or Son.

Orphaned Kitfox Customers:

When Kitfox aircraft manufacturer ETG Corp (Skystar Aircraft) declared bankruptcy last month, aircraft builders with unfilled, fully paid for Rotax engine orders were essentially hung out to dry. EAA is helping coordinate an effort to provide a

December 3 & 4, 2005	Corona, California	RV Assembly
March 11 & 12, 2006	Regina, Saskatchewan	Sheet Metal Basics
March 18 & 19, 2006	Watsonville, California	Sheet Metal Basics
April 1 & 2, 2006	High River, Alberta	Sheet Metal Basics Fabric Covering

preferred pricing discount program for Kitfox builders who paid for but did not receive engines. Contact EAA at ehot-line@eaa.org for more information.

Next Chapter Meeting:

Jean and I have just had a preview of what's in store for us at our next Chapter meeting. You will not want to miss this! Mark December 1st on your calendar.

Jack Dueck, Chapter President



Words to Remember

*Next time you break the surly
bonds*

And dance on sunlit skies

*Consider those who put you
there*

*And thank the maintenance
guys*

-Dave Ray

*'Tis likely enough that there
may be means invented of
journeying to the moon; and
how happy they shall be that
are first successful in this
attempt.*

Dr. John Wilkins, 1640

Liar's Club

*There I was; fog was so thick I
couldn't see the instruments.
'Only way I knew I was in-
verted was my flying medals
were in my eyes. But I knew I
was really in trouble, when the
tower called me and told me to
climb and maintain field eleva-
tion.*

*The male pilot is a confused soul
who talks about women when
he's flying and about flying
when he's with a woman.*

From "Slipping the Surly Bonds"
Dave English

"I WANT TO BUILD MY OWN AIRCRAFT!"

Many of us have made this statement. Particularly when we are at an airport where homebuilts (amateur-built aircraft) are predominant. If you've been to AirVenture, Oshkosh, you, no doubt, felt carried away with the excitement of the participants, and the plethora of beautifully crafted flying machines. In fact, it's all so overwhelming, that we as individuals don't know where to start, or even if we are in the 'ball game' with our dreams.



While working the Builder's Education 'Porch' at Oshkosh a few years ago, a star-struck wannabee-builder stopped by and stated that he was going to build his own aircraft. When I asked him if he had reached a decision about which of the many homebuilt types to choose from, he said, "It will either be a Lancair, or a Kitfox." Perhaps naïve, but doesn't that resonate with us all? In my building career, I've wanted to build a Bede-5, a Vari EZ, a Kitfox, a Pietenpol, and an RV. (Those are only the serious ones!)

In addition, we see the incredible expansion of the amateur-built aircraft types, performances and craftsmanship, and we are convinced that this hobby belongs to others; we just couldn't fit in! "How could I possibly gain all that required information, and learn all those skills to accomplish such a huge, daunting, project?"



I believe one thing that is needed, is a simple, clear, and structured pathway for the new homebuilder to be guided through the many questions, problems and con-

cerns. To get him/her started, to encourage him/her through the building stages, to simplify or reduce the regulatory issues to meaningful steps, and to help that all-illusive completion of the project become visible, and then real.

A few weeks ago, I was asked by a former 'Sheet Metal Basics' student, "When do I need to send in my 'Letter of Intent' to the authorities?" I asked him where he was at with his RV-8, and he stated that he had the empennage, and the wings completed and was working on his fuselage. I asked him if any of his structure was closed up, and he said all of it with the exception of the fuselage. In Canada, we require a pre-cover inspection before closing up any structure! He could have saved himself a lot of grief if he would have had a simple structured guide to follow.

It is not difficult to build your own aircraft. It does take commitment and patience, and a little mentoring is certainly helpful.



In the next columns, I propose to develop just such a guide for Canadian builders. This is not aimed at the accomplished 'repeat-offender' builder, but at the new entry candidate. I want to explore the issues that will confront the builder. I want to consider the choices available, the skill and learning requirements, the regulatory issues, (when and where they apply), the facilities, the tools, the family support, the mentoring and help available, and the role that all of us can play in this incredible hobby and vocation.

If you are one of those persons, who have always thought that it would be really neat to build your own aircraft, and are serious enough to want to explore this idea further, get started by getting a copy of the "EAA's Canadian Homebuilt Aircraft Buyer's Checklist", available from EAA's Technical Department, at: www.eaa.org. Or contact me at CGYRV@yahoo.com, and I'll forward a copy to you.

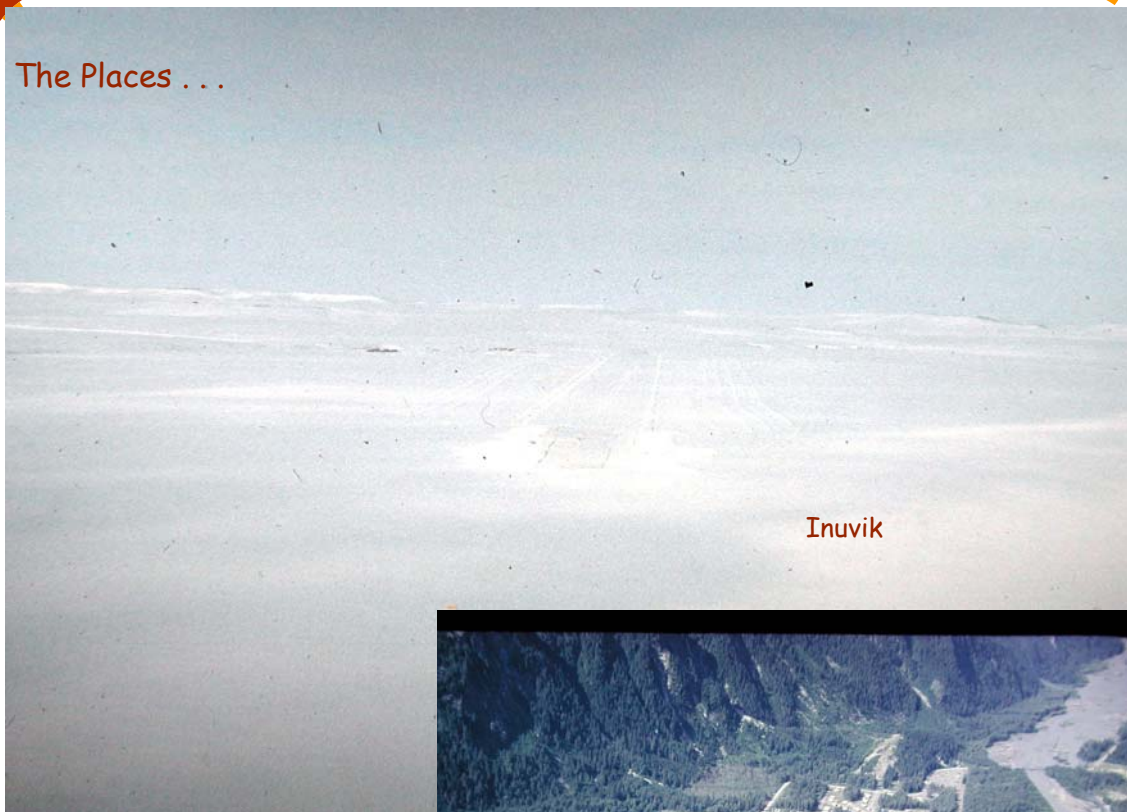
Jack Dueck, EAAHAC

Geomagnetism North Magnetic Pole

The Earth's magnetic field is shaped approximately like that of a bar magnet and, like a magnet, it has two magnetic poles, one in the Canadian arctic, referred to as the North Magnetic Pole, and one off the coast of Antarctica, south of Australia, referred to as the South Magnetic Pole. At the North Magnetic Pole the Earth's magnetic field is directed vertically downward relative to the Earth's surface. Consequently, magnetic dip, or inclination is 90° . In addition, the North Magnetic Pole is the eventual destination for a traveller who follows his or her compass needle from anywhere on Earth.

The North Magnetic Pole is slowly drifting across the Canadian Arctic. The Geological Survey of Canada keeps track of this motion by periodically carrying out magnetic surveys to redetermine the Pole's location. The most recent survey, completed in May, 2001, determined an updated position for the Pole and established that it is moving approximately northwest at 40 km per year. Current estimated position (2005) is N82.7 W114.4

The Places . . .



Inuvik

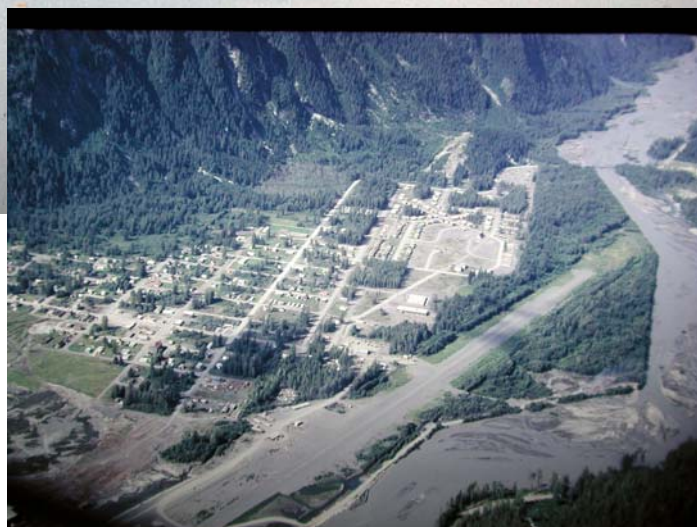
The People . . .



Kids at Resolute Bay



Young Hal at Great Bear Lake



Village on the BC Coast



Cambridge Bay: Coordinates are: N69 07.7 W105 01.1



Chapters:

Where the Fun Begins!

Chapter 1410 meets every 'first' Thursday of each month at the High River Airport. Members volunteer their hangars for each meeting, where their current projects can often be viewed and discussed.

Members and guests are always welcome. We get together about 1900 h for a brief business meeting, enjoy a featured speaker and then, catch up on the news...



Hal gets some technical assistance from Dave & Rob.

Right: Sonya and Richard (Instructor) at the Welding Workshop



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

Chapter Volunteers	Name	Email	Phone
President	Jack Dueck	cgyrv@yahoo.com	403-652-7333
Vice President	Jim Gunnlaugsen	vgunn@telus.net	403-329-9292
Secretary Treasurer	Brian Jones/Jessica Pugh	BJones@excelgeophysics.com	403-652-5227
Young Eagles	Jessica Pugh	Jessica_Pugh@excelgeophysics.com	403-601-3345
Community Outreach	Rob Griesdale	griesdal@telusplanet.net	403-395-3735
	Eileen Bahlsen	ebahlsen@telus.net	403-646-2692
Newsletter	Jean Dueck	Jean.Dueck@gmail.com	403-652-7333
	Doug Murray	susanm@telus.net	403-653-2087