



**EAA Chapter 1410 High River** is being granted a limited license to operate the very popular **EAA SportAir Workshops** in Canada, with proceeds going to the Chapter.

Charlie Becker, EAA Director of Information Services confirmed today, that our local Chapter will be given a limited license to operate an initial two 'Sheet Metal Basics' workshops in Canada this fall.

#### Continued Page 5

*Ever wonder what projects are going on in all those hangars. Come to our "Walkabout Meeting" on July 7 and visit the 'the locals'.*

*HOSTED BY Rob & Eileen*

#### FEATURED VOLUNTEER Tony Kasper



Tony was one of the busiest pilots on the field (see Page 2) flying 15 Young Eagles in VIP style in his V-tailed Bonanza. Tony is a Calgary businessman, builder, developer and owner/operator of a number of storage hangars in Springbank.

Tony is a Chartered Psychologist, whose interests extend to global community service; as a fund raiser, a marathon runner, a sponsor of kid's activities, and a personal sponsor of immigrants from his native Lithuania.

# EAA Chapter 1410 High River Newsletter

E A A 0 5 0 0 3

J U N E , 2 0 0 5

## HRRA: Creating the best regional airport in Canada. . .

**...a model for all others to follow.** So reads the mission statement of the **The High River Regional Airport Limited**, an all volunteer organization which, as of July 2004, operates the airport for the 'benefit of the community and the flying public.'

After years of stagnation, deteriorating runways and services, and notoriety in the community, the High River airport has taken on a new life; in a few short months, spawning an explosion of activity: new leases, new buildings, taxiways and airplanes and newly formed airport based interest groups such as *Sportair Workshops* and *EAA Chapter 1410*.

The monthly meeting of Chapter

1410 was the venue for a closer look at the organization that has driven the new airport development and the Volunteer Presi-



First Directors from the Leaseholder Group: Rob Griesdale, Don Jewitt, & Jack Dueck

dent, Rob Griesdale, who addressed the Chapter members. Here are some highlights of that address.

### Inception of the HRRA

*Pressure began to build; if changes and improvements were wanted*

*they must come from, and be financed by, the users. This challenge was the seed that formed the HRRA Limited*

*The solution from the core group was to look at the Calgary International as a*

*model and how it was organized as a not-for-profit organization, with extended term leases that would ...Continued Page 6*

**"We can hope for and possibly achieve continued public support with good public relations, lobbying and demonstrating benefit to the community. This aspect is almost as important as maintenance and improvements.."**

The owners being the the M.D. AND Town of High River agreed to four very important principles:

- The company (HRRA) will retain all revenues for operations
- The airport will have tax free status on airport lands.
- The HRRA shall have a significant term of lease, i.e., 2—20 year periods with subsequent renewals
- A level of public funding shall be maintained until the airport can stand on its own.



President, Rob Griesdale, "Three years of lobbying paid off"

Young Eagle: Jasmine Berg Pilot: Jim Gunnlaugso

## A Perfect Day for a Fly-in



*The skies were clear, the winds calm and the temperature warm on June, 19th, Father's Day, 2005; the day of the annual Fly In at the High River Airport. This year, it all came together for an outstanding aviation event:*

Polished airplanes, vintage cars, uniformed air cadets, a smoky food tent and happy crowds of excited children lined up for airplane rides. These were the lasting images of the annual Father's Day Fly-in at the High River airport.

Fly-in sponsors, Excel Aviation, High River Regional Airport and EAA Chapter 1410 voiced satisfaction with the visitor and volunteer turnout, with the attractions and of course, with the weather that permitted comfortable calm flying throughout the day.

The big winners in this success story are the local communities of High River, Nanton and Cayley, who now have a exciting annual event with attractions for the whole family. Undoubtedly, the chief attraction for

families is 'Young Eagles' where kids are offered an airplane ride, free of charge. This program is designed to introduce young people to flying, owning, even building their own planes, and was inspired by EAA's challenge to pilots to offer flights to 1 million kids during the ten years leading up to 'Kittyhawk', the one hundredth anniversary of powered flight.

As of this date, this program has given flights to 1.1 million children, aged 7 to 17, worldwide. Many of the children who flew in the early days of the program now have aviation careers and many more just fly for fun as recreational pilots. The kids needed no

face paint to show they were having fun, it was evident on the face of every



*Young Eagles: Evelina & Justina Tijunelis  
Pilot: Tony Kasper*

kid who climbed down from the aircraft after their flight.





**What the Kids Said***"Way cool"**"SO fun"**"I'm gonna be taking flying lessons"**To the little eagles too young to take part:**Sorry kids, but remember**"Kids fly free" all year**'round (age 7 to 17).***The Record:**

- 15 Chapter 1410 members volunteered
- 33 Young Eagles were flown by 5 Pilots  
Jim Gunlaugsen  
Tony Kasper  
Dan Hawkins  
Jack Dueck  
Jean Dueck
- Ground School & walk-around by Alex McKenzie & Neil Myers
- Young Eagles personal photos by Neil Myers (also used in the Newsletter)
- Young Eagles Coordinators, Jessica Pugh & Cindy Myers.

## HRRA Fly-in Continued

**VOLUNTEERS:** Jessica Pugh & Cathy Myers organize the Young Eagle flights.**DAN HAWKINS' GROUND SCHOOL****VINATGE CARS**

**VAN NUYS, Calif. - March 8, 2004** - Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association (EAA), was introduced today as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992..

"Young Eagles gives kids a view of the world they've never seen before," Ford said. "Each Young Eagle flight is an opportunity to excite kids by sharing your passion for flight and to show them that they, too, can learn the skills to participate in aviation."

"As we launch the second century of powered flight, Young Eagles will also reach for new horizons," Poberezny (President of EAA) said. "We have seen the impact that this program has made on young people, whether or not they pursue aviation. That inspires us to do even more."

(For more info' see [www.youngeagles.org](http://www.youngeagles.org))

**AIR CADETS****FOOD TENT**

# President's Message: Liability Insurance Issues

## Liability Insurance Issues:

In the fall of 2000, I was asked by a prospective RV-7 builder, if I thought Van's new kit would have any difficulty qualifying for insurance. My immediate comment was, "No, I didn't think there would be any problem for an underwriter to cover insurance issues for Van's new RV-7 aircraft, both for liability and property damage protection, as well as for hull!"



On September 11, 2001, the insurance world changed, and we in the aviation world have been affected as much, if not more than anyone in any other industry. Today, every issue is measured against insurability.

## EAA Chapter Liability Insurance Protection:

What liability insurance do we as EAA Chapter members have with respect to our Chapter activities?

EAA Chapters in both the USA and Canada are assessed an annual Chapter Insurance fee. To find out what coverage this provides, log onto [www.eaa.org/memberbenefits/](http://www.eaa.org/memberbenefits/) and then follow your menu to 'Chapters', and 'Chapter Insurance'.

- "The EAA Chapter General Liability Insurance Program protects Chapters, officers, directors, and volunteers from alleged negligence.
- A policy limit of \$1,000,000 to \$3,000,000 is available.
- Participation in this insurance policy is mandatory for all United States and Canadian Chapters.
- The insurance policy provides general liability coverage seven days a week, 24 hours a day, and extends liability coverage to Chapters that own or lease a clubhouse, hanger, or both.
- This insurance policy also includes, without any additional premium, coverage for Class 1 events. The document, "Allowable Class 1 Events", (copied below), provides a listing of all covered Class 1 events for EAA Chapters. Additional insurance protection can be purchased for an additional charge to cover Chapter/Squadron sponsored Class 2 and Class 3 events."

## What are Class 1, Class 2, and Class 3 Events?

*"A Class 1 Fly-in is a Chapter/Squadron event with flight activities limited to transportation into and out of the insured premises (airport or airfield) by the participants, for pancake breakfasts, fly-ins and fly-outs, picnics, lunches, aviation meetings, swap meets, airport awareness day, or museum tour. Other activities that are insured under a Class 1 are Young Eagle*

*Rallies including additional activities such as pancake breakfast, static displays, picnics, RC demonstrations, etc., poker runs, spot landing contests tethered hot air balloon rides, radio controlled aircraft demonstrations, and organized fly-bys. . . . **Flour Bombing or similar activities is not an insurable Chapter or Squadron activity, and therefore cannot be conducted at a Chapter or Squadron Sponsored Event.***

*A Class 2 Fly-in, includes any and all activities described under a Class 1, plus aerobatic demonstrations on a gratis basis.*

*A Class 3 Fly-in includes any and all activities under a Class 1 or Class 2 Event, plus aerobatic demonstrations or air show performances by paid professional performers."*

To further clarify EAA's Chapter Liability Insurance protection, consider the following events allowed:

Young Eagles Flights-Rides-Rallies	Various Tours
Static Displays	Orientation Rides
Chapter Fly-ins and Drive-ins	Flying Start Rides
Chapter Breakfasts, Lunches, Dinners	Spot Landing Contests
Chapter picnics and Cookouts	Tethered Hot Air Balloons
Chapter Meetings	Schools, Classes, Training, Seminars
RC Demonstrations	Workshops
Scheduled Fly-bys	Camping
Poker Runs	Aircraft Judging
Mall Shows-Handing out Literature	Exhibits
Swap Meets	Flight Simulators
Fly Markets	Ground School
Airport Aviation Days	Parachuting

*Events not covered include: Racing of any kind, Flour Bombing, Balloon Breaking, Ribbon Cutting, Simulated Aerial Combat, Endurance Flights involving Fuel Exhaustion, Fireworks, Explosives, or Pyrotechnics."*

Similar lists are available for Warbird Squadrons Events, IAC Chapters Events, Vintage Chapter Events, and Ultralight Events.

## COPA Liability Insurance Coverage:

COPA does not offer any additional liability insurance coverage for COPA Flights, but relies on the pilot's own liability coverage for protection. Check it out, log onto [www.copanational.org](http://www.copanational.org). Consequently COPA flights are not charged additional liability coverage fees. In conversation with Adam Hunt of COPA, he stated that there was no additional liability insurance coverage for any aircraft movements, ground or air.

Continued Page 5

**News  
Flash**

## SportAir to be licensed in Canada

A 'team' of workshop participants at the High River Airport in April, 2005. The first workshop held in Canada at High River in 2004 was instantly sold out and was succeeded by 4 more workshops in 2005.



They are tentatively scheduled to be held in Carp, (Ottawa) on September 17 and 18, and Mississauga (Toronto) on September 23 and 24. Since bringing these work-

shops to High River, (the first ever in Canada) in April of 2004 with an increase to four offerings in April of 2005, EAA headquarters has become aware of the Canadian potential for EAA services and growth. We believe that the best way to operate and manage these workshops would be from a Canadian base.

Charlie Becker stressed that this is an initial limited license, subject to review after the workshops are held. We can have every expectation to see this very popular EAA program expand throughout Canada under the auspices of our local EAA Chapter.

## Liability Insurance Issues.....Continued from Page 4

I have a limited liability insurance policy with COPA through Marsh, their underwriter. I have perused my Silver Wings policy and note that my liability is limited to public liability and property damage only. EAA's Chapter Liability Insurance extends beyond my Silver Wings policy and is not limited by it.

It only makes sense. If you are going to have additional insurance coverage, you will have to pay an additional premium. Remember, "If something seems to be too good to be true, it probably is!" Because of EAA's large numbers of Chapters, the size of its membership, and by making it mandatory, this additional coverage is both substantial and inexpensive. Administratively, each event must be specified in writing, but turn-around time is quick, in special cases less than a week.

### Don't Tell Me, Show Me!

I wanted more assurances from EAA. I wanted to be assured that we were in fact not comparing apples to oranges under a similar heading, so I asked for some concrete examples from both EAA and COPA. Here are spokesperson comments, paraphrased:

"Suppose I am flying with a passenger at an EAA Chapter event, and we had an undesired contact with the ground (read crash). I would be protected from personal liability by both my own pilot's liability insurance from my underwriter, as well as the extended liability protection from EAA's Chapter insurance; both to the extent of their policy."

"Suppose when taxiing into a parking ramp at an EAA Chapter fly-in, the parking attendant somehow allowed my aircraft to collide with another aircraft, a vehicle, or a person, the parking attendant, I, and the Chapter, would

have protective coverage, again to the extent of the policy."

In COPA's case, any aircraft movement would not carry additional coverage, but COPA would look to the pilot for his/her own coverage.

These illustrations clearly signify the difference in liability insurance coverage. If we never have a claim filed against us, either option would suffice. But then again, we wouldn't need insurance.

### Young Eagles Insurance Coverage:

If you fly Young Eagles, you will want to know what liability insurance coverage you have.

This very popular EAA program allows you to share your joy of flight with kids, seven to seventeen. All current EAA members as well as members of **approved** non-member organizations are eligible to take part in this program. COPA is listed as an approved non-member organization. Log onto [www.youngeagles.org](http://www.youngeagles.org).

EAA's insurance benefits are provided to current EAA members, but do not extend to non-member organizations or their members. In other words, if you are a COPA member you may fly young eagles, but you are not covered by EAA's liability insurance. If you hold current COPA as well as EAA memberships, you would be covered by this additional policy. The only requirement all pilots have is that they must have personal liability insurance, whether they own or rent the aircraft.

EAA insurance coverage extends to EAA Chapters, their members, and volunteers, when Young Eagle Flight events are being held.

*It only makes sense; if you are going to have additional insurance coverage, you will have to pay an additional premium. Remember, "If something seems to be too good to be true, it probably is!"*





**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**

**Box 6084**

**High River, AB, T1V 1P7**

**Ph: 403-601-6406**

**Fax: 403-652-1085**

**Email: Jessica\_Pugh@**

**excelgeophysics.com**

Chapter Pres: Jack Dueck

Vice President: Jim Gunnlaugson

Sec/Treas: Brian Jones

Young Eagles: Jessica Pugh

Community: Rob Greisdale, Eileen Bahlsen

Newsletter: Jean Dueck, Doug Murray

*The girls got in there and plugged harder than the boys. They observe rules, don't zoom or buzz towns. They are as good as men, except for physical strength. For cross country flying, you can't beat them...*

*Elmer Riley, Flight Director (WASP's), Avenger Field  
From "Girls Can't Be Pilots" by Margaret J. Ringenberg*

## AVIATION EVENTS

### SUMMER, 2005

- July 6 to 10, ESS Regional Northwest Fly-in & Convention, Arlington, WA
- July 7 EAA Chapter 1410 Monthly Meeting, High River Airport, 1900 h.
- July 16 Fly-in AJ Ranch, Cayley
- July 25 to 31 Airventure, Oshkosk, WI
- August 4 EAA Chapter 1410 Monthly Meeting, High River Airport, 1900 h.
- August 24 to 28 50th Anniversary of Homebuilt aircraft in Canada at Goderich, ON
- September 3 Ron Jansen's, EAA Chapter 1410, Fly-in, Coaldale

There are many more events and fly-ins taking place throughout the summer and fall. If you have notices or events you would like to see posted, please contact the editors and we'll include them in the upcoming newsletters

# High Regional Airport.....Continued from Page 1

offer ongoing benefit to the airport.

The MD and Town of High River saw the merits and initiated an Area Structure Plan for the airport, held public hearings and encouraged the "users group" to begin setting up the company. The head lease was written, sub-leases were drafted, financial projections were presented to the owners and three years of lobbying paid off with the formation of the High River Regional Airport Limited.

The structure of the company is very simple. There are two shareholders. They are the M.D. of Foothills and the Town of High River. They are the owners. The Board of Directors is comprised of five members, one each from the owners and three from a slate nominated by sub-leaseholders at the airport. The Board then appoints an executive to manage the affairs of the Company.

## Growing the Airport

Using the theory that "infrastructure attracts

attention", the Company ...assessed an improvement fee to deliver airside improvements as well as security features....For the business side of the airport, a new sewage holding facility was added...On a cost recovery basis, and with demonstrated demand, the Company has just completed natural gas and underground electrical service to new lots and existing buildings.

"Nothing ventured, nothing gained" was the cry from the volunteer group who made a presentation to the Community Airports Program. "I have the pleasure to announce that this project has been approved and the repair and overlay on the ramps and taxiways is now being scheduled."

**To create the best regional airport...** I believe we can do it with the continued support and hard work of a volunteer group. Having said that, this group is too small at this time and I invite anyone to come forward with achievable ideas and join

the effort...as compensation you'll have the utmost undying love, respect and fanatical adulation from airport patrons. . you also get a free cap.

Caps are \$20 and proceeds go toward Runway 14/32!



**A Special Donation:**  
Chapter 1410 members would like to extend our thanks to Ziggy, who graciously shared his time and artistic talent to create our Chapter banner and logo/letterhead. The banner has been proudly displayed by the Chapter at various venues, and will be featured in the Newsletter when we have an e-image suitable for transfer.  
Ziggy is the owner of Zigis Graphic