

# EAA Chapter 1410

## High River, Alberta



March  
2024  
Newsletter

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### President's Message

By Donavon Bentz

Those of you who aspire to succeed me in this auspicious position as EAA 1410 President be aware of the risk of coming up empty headed. In a vast world of aviation content when asked for this month's contribution for our Newsletter that's about where I am. This extends to the ongoing question of what do we present to yourselves as members following our monthly meal of ribs, pie and beverages that will keep your interest. One only has to go to the Internet where the EAA, COPA, AOPA websites and YouTube have slickly produced and rich well researched content by pilots and maintenance personnel with years of experience. There is content on everything related to the competent maintenance of aircraft to ensure their safe operation can be found so there is no barrier to our access to information. So, while we are lucky for our March meeting to have Kelvin present on the creation of wood propellers and the balancing of any propeller, we have nothing in the queue for the following months. I do however in the absence of anyone identifying other content and being willing to step forward to present it or arrange for someone else to present it I have a proposal.

I propose that we utilize scenarios similar to those created by PilotWorkshops.com VFR Mastery series <https://pilotworkshop.com/products/vfr-mastery/> to create discussion among ourselves as to how we would avoid and or deal with situations which may arise while flying VFR. I propose this for the following reasons. First it appears that the vast majority of our membership are active pilots with most of us at this point flying VFR as opposed to IFR flights. Second, and I think this may be an even more compelling reason, is that this type of approach to

## **President's Message (cont.)**

the second part of our monthly meetings will create more interaction between us rather than us being reliant on any one individual to educate and entertain us. I envision providing a scenario and then breaking attendees into groups of two, one being designated as the pilot in command, and the second as co-pilot. There after allowing for a five-to-ten-minute discussion we would reconvene as a large group and hear what decisions were arrived at to deal with the challenge and ameliorate risk. This activity while structured will continue the social interaction that occurs during our meal and which appears to be the most valued part of our meetings. So please give this some thought and be prepared to comment at our March meeting.

Lastly during our March meeting Soren Christiansen and I will bring you up to date with respect to our lobbying efforts with Transport Canada relative to the use and support of ADSB Electronic Conspicuity devices in Canadian airspace. Our most recent correspondence from the Director General, Civil Aviation with Transport Canada states their use is not precluded and we are now seeking the active support of Transport Canada to encourage their use.

Donavon

## **Rust and the Forgotten**

By Debra Dueck

My love for aviation was sparked by my Grandfather's career as an aviation mechanic with DeHavilland Aircraft in Downsview and then as well, my Dad's career which started off sweeping floors at DeHavilland and progressed over the years to becoming a Tech Rep. When DeHavilland sold aircraft anywhere around the world my Dad would lead a team of technicians who would deliver the aircraft and train the new owner's staff in the servicing and maintenance of the aircraft. His journeys took him around the world and the stories he told upon getting home enthralled us kids. My Grandfather never got his pilot's license. He liked to see planes fly and was able to go up in a couple of planes that he had worked on, if they were having other issues. He did like to build wooden boats in his basement. I remember that he had to tear out a wall in his foundation to get the boats out when completed.

My Dad could fly an aircraft but also never got his license. He said that he didn't want to be piloting an aircraft if an issue arose which he had to fix in the air. He liked the "fixing" better. He also was a staunch believer that people shouldn't jump out of

perfectly good planes. I think that this idea was born when he served in Vietnam during the 60's. I attended most of the Trenton Air Force Base Air Shows, during my adolescent years, as we lived in Prince Edward County. This is a beautiful island on the north shore of Lake Ontario, east of Toronto. Since I could remember, I had always wanted to learn to fly.

For a while when I was living in Watson Lake, Yukon I was the refueler at the airport and part of the group who arranged an Air Show, which featured the Snowbirds, Ken Fowler in his Rocket, Jersey Strysh (spelling may be different) in his Sukhoi, and Jim Rhymack in his Steerman. I decided right then and there that it was finally the time!

In my 50th year I seized the opportunity to travel weekly to Whitehorse, Yukon and over the course of about 5 months I spent 4 days a week honing my knowledge and skills through instruction from Kelly Collins and earned my PPL.

I had had an offer from a Watson Lake outfitter that when I got my private pilot license, I could run his Watson Lake office and he would let me fly his PA 12 for the summer and build hours towards my commercial license, with the intention of me becoming one of his bush pilots. It was a tempting idea of "living the dream"! However, there were other life's adventures that were in store for me. It wasn't until I moved here to High River, to be with Jack, that I flew more frequently again. Alec Bahlsen checked me out on Donovan's (formerly Jack and Jean's) RV9A and Jack and I flew his Luscombe quite a bit.

Most of you know that a group of us built the Zenith 601 XLB C-GHRG and formed the High River Group Flying Club. I looked forward to many hours of flying!

And then we restored the RV7A! Once I started flying C-GJGD I was smitten. It was the airplane that I imagined flying the rest of my life! (or at least until TC revokes my license)



We enlisted John Mader to bring me up to currency standards as I wanted to be fully competent and I knew that I would be planning cross country trips and that they would require the full breadth of piloting skills and knowledge. During my training

flights I was thrilled with the flight characteristics of the 7. I definitely realized the meaning of the "RV Grin" especially after my first post currency solo! John signed me off at the end of January. Whoo Hoo! Now to explore the flying experiences!!

During my first flights with John, Jack had asked me how I like flying the 7. I told him that it landed practically by itself. I said "You know in those last moments of landing and flaring, when you close your eyes... It just lands all by itself " ...well the shocked look on his face was priceless. I am sure he watches me even now (with his hand close to the stick) to see if my eyes are closed just before touching down.

See you in the air.

Debra

### March Fly-ins & Events

Here are a few of the regular monthly Fly-ins as gathered and researched by Dennis Fox.

**CEN3 Three Hills AB** Coffee from 9 till noon first Saturday each month.

**CYXH Medicine Hat AB** Fly-in Breakfast 8:00 to 12:00 second Saturday each month

**CEK6 Killam\ Sedgewick AB** Coffee and Treats by Shelly third Saturday each month.

**CEX3 Wetaskiwin AB** Coffee 9:00 to 12:00 fourth Saturday each month.

**Lacombe Flying Club** - The ice runway at Gull Lake is now in service.



*Gull Lake Ice Strip*

### Coming Flyin events are:

**Survival Exercise "That Night in the Woods"** at RD Forestry - Apr 6&7. Save your spot at <https://bit.ly/TNITW24>

**Alberta Air Tour** Stop at High River - May 18. It appears as though the date might have been changed to May 25. Updates to follow.

Stay tuned for more information on upcoming events.

### Schedule of Upcoming Events

Mar 7	Build your own Propeller?? - Kelvin Downs High River Air Cadet Hangar Time 18:30
Apr 4	Hangar Crawl High River Air Cadet Hangar Time 18:30
May 2	TBD High River Air Cadet Hangar Time 18:30
June 6	TBD High River Air Cadet Hangar Time 18:30
June 22	Young Eagles

### Smile!

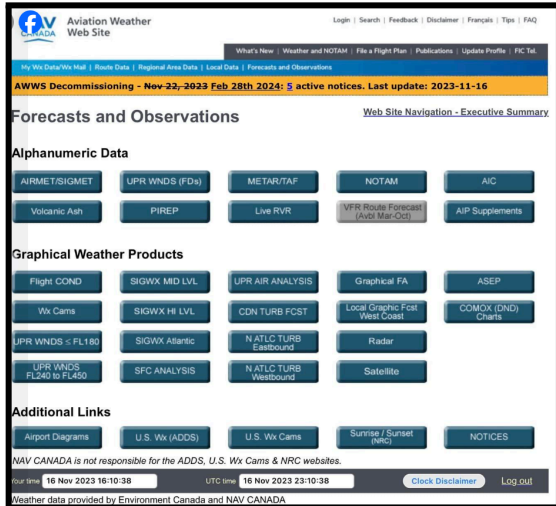
**Murphy and his wife**, a middle-aged couple, went for a stroll in the park. They sat down on a bench to rest. They overheard voices coming from a secluded spot. Suddenly Mrs. Murphy realized that a young man was about to propose. Not wanting to eavesdrop at such an intimate moment, she nudged her husband and whispered, "Whistle and let that young couple know that someone can hear them." Murphy said, "Whistle? Why should I whistle? Nobody whistled to warn me."

**Walking into the pub**, Patick said to the bartender, "Pour me a stiff one, Sean. I just had another tiff with the little woman." "Oh yeah," said Sean. "And how did this one end?" "Well I'll tell ya now when it was over," Patick replied, "herself came to me on her hands and knees, she did." "You don't say? Now that's a switch! What did she say?" She said, "Come out from under that bed, you gutless weasel!"

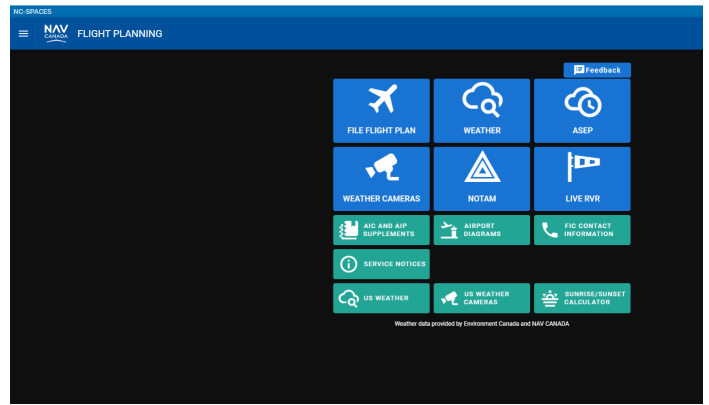
**Someday**, I'd like a little brother," said a boy to his friend. "There's only so much you can blame on a dog."

# NAV CANADA AWWS Replacement

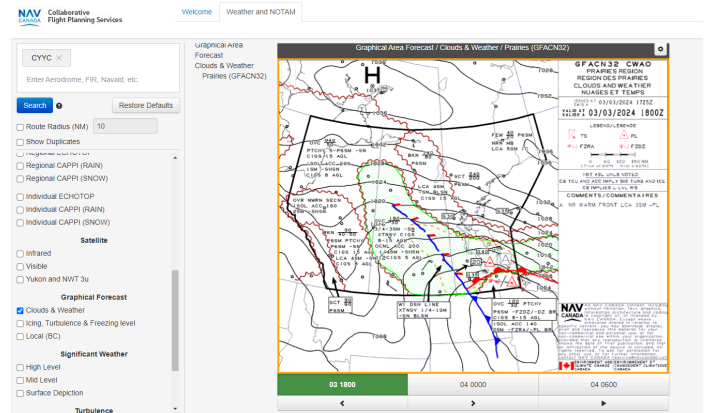
Most of us have been aware that NAV CANADA were planning on decommissioning the AWWS webpage as of February 28, 2024. Their threats or promises have come true. A new launch page has been created taking the user directly to the NAV CANADA site. After selecting the Weather Button you are taken to the NAV CANADA - Collaborative Flight Planning Services Weather and Notam page. On this page you must select the Aerodrome and the specific information that you might be looking for; which may include METAR, TAF, GFA etc. See the screenshots below. You can still access the new launch page through the old AWWS URL.



(Decommissioned AWWS Launch Page)



(New NAV CANADA New Launch Page)



(Appearance of GFA on Weather and Notam page)

## Chapter Classified Ads

Contact Kelvin Downs if you wish to have an Advertisement in the Newsletter

### Hangar space for rent for one single engine plane at CEN4

Also I am cleaning out the hangar and have the following items, and many more for sale:

- 19 qt Aeroshell w15/W50 \$15 per qt,
- 1 qt Aeroshell Sport Plus 4 (for Rotax) \$15,
- 2 pt CamGard \$30/pt, 4 qt Marvel Mystery oil \$15/qt,
- Tempest oil filter AA48110-2 for Lycoming \$30,
- Ariens SnoBroom 36 with new B&S Intek 1450 engine \$2100 \$1800,
- Brand new SkyTec starter for Lycoming \$1500,
- Marvel Schebler Carburetor for Lycoming 360 used 200 hr \$1500-\$1200,
- Slick magneto model 4371 with impulse used 200 hr, c/w harness-\$2000, \$1800
- ACS keyed ignition switch, new \$150,
- TELEX ANC headset like new with battery case and 12V power adapter \$350.

Please contact Kimbull 403-606-2867

## Who we are!

We are an enthusiastic group of like minded individuals from various backgrounds who share a passion for recreational aviation in Southern Alberta and we offer a chance to meet others who combine fun with learning.

Join us for our monthly meetings held the first Thursday of the month at the Cadet Hangar located at the High River Airport

**For more information visit our Website**

[Chapter 1410 High River, Alberta](#)

## How to Join Our Chapter

Attend our next meeting. Meetings are held on the first Thursday of the month at the Air Cadet Hangar at the High River Airport. Ask anyone and they will be pleased to help. All the required forms will be made available for you to fill out. You must be a current member of EAA International, you may complete your registration prior to the meeting or someone will assist at the meeting.

For registration forms, contact the Treasurer from the Executive list below.



## Members Action List

### **Newsletter Input**

We are always looking for input and content for the Newsletter including any project updates, classifieds etc. It doesn't have to be a long detailed article, a photo and description is often enough. For any ideas or suggestions for Newsletter content please contact: Kelvin Downs [downskelvin@gmail.com](mailto:downskelvin@gmail.com)

### **Meeting Presenters\Ideas**

If anyone is interested in presenting or has a great idea for a meeting topic please contact Donavon or Jay.

### **Website Input**

For any changes or updates to members profiles or website content please contact: Carl Forman [webmaster@eaahighriver.org](mailto:webmaster@eaahighriver.org)

### **Chapter Dues Reminder**

Chapter 1410 fees of \$40 are due in January. Please make payments via e-transfer, cheque or cash to Vance Lucas. E-transfers are preferred emailed to [vlucas@live.ca](mailto:vlucas@live.ca).

### EAA 1410 2022 Executive

EAA 1410 2022 Executive		
President	Donavon Bentz	<a href="mailto:president@highriver.org">president@highriver.org</a>
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