

EAA Chapter 1410

High River, Alberta



January
2023
Newsletter

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President's Message

By Donavon Bentz

Happy New Year fellow propeller heads. First thank you all for you for supporting me in the position of President. I can only hope for unity after such a hard fought election where every one of you sought the glory of the position. My condolences for your loss. Your strong campaign strategies like avoiding the December meeting or spending time at the meeting looking at the floor should have worked for you!

I recognize the deep responsibility the position of President has in helping us have only the best of interesting and educational entertainment following John Mader's meal of ribs, mashed potatoes, pie and whipped cream and oh yes vegetables to ensure your longevity. To that end I need your ideas and willingness to contribute any way you can. To this point I have commitments from:

John Mader doing double duty at our **January** meeting testing our knowledge of aviation as presented in [Transport Canada's 2022-2023 TC Flight Crew Recency Requirements Self-Paced Study Program](#)

Guy Bourgeois in **February** presenting his framework for conducting a **VFR Flight Review**.

Jay Burrows in **March** presenting his **Survival Kit** and the thinking behind it and would invite you all to bring what you have assembled after considering the real potential of being forced down somewhere.

President's Message (cont.)

At some point I would like to present on the **Advanced Qualification Program** presently being advocated for adoption by a number of instructors in General Aviation.

Besides ideas for presentations relative to the safe operation of aircraft, since we are an EAA Chapter with a number of builders and maintainers of amateur built aircraft I would also hope we have members willing to present building and/or maintenance tips. E.g. Design and electrical load considerations for your panel. or How to safely change out an aircraft tire or How to clean and replace brake pads.

I think the club would also benefit from us taking on another project like we did with installing the spectator benches at the High River and Springbank Airports. We as part of that project installed the east most windsock at the High River airport. How about installing a light on it? Other ideas???

Lastly, we're an aging if not aged group so please invite some younger individuals to attend our meetings, and see if you have other ideas besides our Young Eagles flights to try and get new blood into our Chapter, otherwise, along with us, it will eventually literally die off...

With that happy thought I hope to see you at our meeting on Thursday, January 5th, 2023
Donavon

Past President's Message - Doug Eaglesham

Good day fellow chapter members,

I hope everyone enjoyed a great holiday season, luckily the weather around our part of the world improved just in time for Christmas. A lot of other areas weren't so fortunate and suffered some nasty conditions, hopefully that didn't disrupt too many holiday plans for our members.

As we ring in the new year with a new president, Donavon Bentz, I would ask everyone to welcome him to the position and give him lots of support. I know Donovan will bring fresh ideas that will benefit all of us. Thanks to all of you for supporting me over the past few years, it's been a pleasure. I will stay on as the Young Eagles coordinator, so you will hear from me once in a while.
Thanks everyone!

Doug Eaglesham

Transport Canada Currency Requirements

At this month's meeting John Mader will lead us through Transport Canada's "*Self Paced Study Program*". Recurrent Training is required of pilots every 2 years and the "*Self Paced Study Program*" is one of the options that Transport Canada provides to Pilots to remain current.

The following is an excerpt from the Transport Canada website on the requirements for Pilots to remain current

What you need to fly

The Canadian Aviation Regulations tell us that pilots must have:

- a valid licence or permit
- a valid medical certificate
- a valid aviation document booklet

How to stay current

In addition to meeting the requirements above, pilots must also stay current. Here's how:

Every 6 months:

- Pilots who wish to carry 1 or more passengers must complete at least 5 takeoffs and 5 landings in the category and class* of aircraft in which they carry passengers
- Pilots who wish to carry passengers at night must complete 5 takeoffs and 5 landings at night
- Glider pilots have the option of completing 2 takeoffs and landings with an instructor
- Balloon pilots are not allowed to land at night: if part of a balloon flight carrying passengers departs before dawn with the plan to land in the daylight, the pilot must have completed at least 5 landings during the day and 5 takeoffs at night (before dawn) in a balloon during the last 6 months

*Class refers to whether the aircraft is meant for land or sea, whether it is single-engine or multi-engine, etc.

Every 2 years, you must complete one of these training activities:

- Complete a flight review with an instructor
- Attend a Transport Canada aviation safety seminar
- Participate in a Transport Canada-approved recurrent training program

- Complete the self-paced study program, which is updated each year
- Complete a training program or pilot proficiency check required by Part IV, VI or VII of the Canadian Aviation Regulations
- Complete the requirements for the issue or renewal of a licence, permit or rating
- Pass the written exam for a licence, permit or rating

Every 5 years, you must fly as pilot-in-command or co-pilot at least once in a category** of aircraft for which you're licensed.

Pilots who do not complete this requirement must:

- successfully complete a flight review with an instructor, and
- pass the Student Pilot Permit or Private Pilot Licence for Foreign and Military Applicants, Air Regulations examination

**Category refers to whether the aircraft is a glider, airplane, helicopter, balloon, gyroplane, etc.

To review the requirements in full, see the Canadian Aviation Regulations, 421.05

Osprey II Project



(Osprey II image courtesy of Osprey Aircraft Website - <http://ospreyaircraft.net/osprey.htm>)

Jack Dueck's EAA Chapter 1410 Builders Group is at it again with a new project. Yes it is true that he just recently completed a Vans RV-7A rebuild as reported in our November Newsletter but for anyone who knows Jack, there's always another airplane to build,

In July, 2020 Jack received a phone call from Kathy Kaiser. Her father had been building an aircraft, she thought was an Osprey, and had died some 10 years earlier. Now her mother had passed away and she was preparing the family home for sale. This aircraft had sat in their garage all of this time and she had heard that a group of us were building an aircraft. Could we possibly be interested in this project?

And of course the answer was "Yes, why not"

Jack checked into the documents that were received and found that this project had been started by a Mr. Axel Sorenson of Kimberly, B.C. Kathy's father, Mr. Victor Shymanski, had purchased the aircraft but there was no record of this purchase. The records (Inspection Reports) show that most of the work had been done by Axel before the sale to Victor. From the Inspection Reports it appears as though the initial aircraft build started in early 1977 or perhaps slightly earlier.

Axel had received several inspection reports from Transport Canada. Allan Mahon of MD-RA was contacted and we were pleasantly surprised that a file indeed existed for this aircraft, and that the required 'Pre-cover' inspection had been completed and the aircraft was good-to-go to 'Final' inspection. The required 'Letter of Intent' was submitted to the MD-RA and it is now registered in Jack Dueck's name.

The Osprey II, is a "plans built" all wood and fabric amphibious aircraft with removable wings that was designed and built by George Pereira in about 1974 from his previous Osprey I design. The Osprey I was a single-seat flying boat designed and built by George in 1970. It was re-named X-28 when the US Navy commissioned the Naval Air Development Center to do a study for reconnaissance flights in the Mekong Delta during the VietNam war. The aircraft was evaluated with three other entries and selected for production in South East Asia. George was asked to help set up production; however, the war ended before production plans were finalized. The X-28A is on display in the Kalamazoo Aviation History Museum.



Osprey I (X28A) image courtesy of Osprey Aircraft Website - <http://ospreyaircraft.net/x28.htm>)

The Osprey II is a 'Blast from the Past!' Today we are more apt to buy a kit that is already mostly complete and assemble the remainder in order to stay within the 50% rule. Assembling an aircraft today is easy; all the hard work has been done by others and included in the kit. Our Osprey II will require us to go back to the early amateur-built aircraft category and will require us to develop the necessary skills to do so.

We have a great start. The majority of the work has already been done with good craftsmanship. We have most of the items required to complete the project.

The project is being led by Dave Pridie as the Project Manager with assistance to date from EAA Chapter 1410 members, including Jack Dueck, Deb Dueck, Vance Lucas, Willy Knauf, Ken Martin, Doug Robertson, Kelvin Downs and others who have yet to be named, discovered or drafted.

Special thanks goes to Jack Dueck for his supply of the space, tools, technical expertise and mentorship.

Stay tuned for future updates.



Osprey II Project

Jack at Work



Schedule of Upcoming Events

Jan 5	Regular Monthly Meeting - Recurrency Training - Led by John Mader High River Air Cadet Hangar Time 18:30
Feb 2	Regular Monthly Meeting - VFR Flight Review - Guy Bourgeois High River Air Cadet Hangar Time 18:30
Mar 2	Regular Monthly Meeting - What's in your Survival Kit - Jay Burrows High River Air Cadet Hangar Time 18:30

Smile!

- ★ A friendly reminder; the gyms get really busy around the new year as people make their resolutions. So it's best to wait for things to die down a bit, usually around January 2nd.
- ★ Last year I was able to keep all of my New Year's resolutions.... tucked away in a journal on my bookshelf.
- ★ This New Year's, I've resolved to lead a better life. Now all I have to do is find someone who will trade lives with me.
- ★ My resolution was to read more, so I turned on the subtitles on my TV.
- ★ What happened to the man who thought about the evils of drinking in the New Year? He gave up thinking.
- ★ You know you're getting older when;
 - everything you see at the vintage flea market is something you already own.
 - finding your glasses becomes an all day task
 - you and your teeth don't sleep together
 - people start telling you how young you look
 - you wake up looking like your drivers licence
 - getting lucky means you found your car in the parking lot
 - you give up all your bad habits and you still don't feel good.

Chapter Classified Ads

For Sale

Luscombe Silvaire, CF-MNS, Model C, Ser. 1501, original date of manufacture - Sept. 1940 (Pre War aircraft) I purchased this aircraft in the summer of 1994 from Dave Hilde, (Airworthiness Inspector for the Yukon). The aircraft had been dismantled and was stored in a garage. I restored it with the services of Rodan Aircraft in Whitehorse, Yukon. At that time, it had logged a total of 1932.4 hours. My late wife (Jean) and I flew it until May of 2002, logging an additional 323 hours, when it was overturned and damaged. I again restored it to flying condition, including repairs to the empennage system, the nose cowling, and engine removal and overhauled to zero hours. As an MD-RA inspector for Transport Canada, I was aware that there was, at that time, the opportunity to have it reclassified as an Amateur-built and I did so. It is now registered as a Dueck, C-FLCD, Mode D5-LC, Serial No. 1501. Its first flight as an Amateurbuilt was on Aug. 5, 2012. It still looks like a Luscombe and still flies like a Luscombe. Today it has flown an additional 36 hours in this classification. The engine (Continental 85), has 50 hours logged, SMOH. It is well equipped, with an electric turn and bank, and an electric Gemini DG. It also has a Becker Com, a Trig Encoding Transponder, a Garmin GPS Map 296 and a 406 ELT. I no longer have a pilot license and although my wife has her own PPL, She doesn't feel comfortable flying a tail-dragger. We have not flown C-FCLD since September 2020. We are currently re-building a Van's RV-7A that will be our preferred aircraft. In my mind, C-FLCD is in the best classification possible. All the benefits of a "Owner Maintenance" while also having all the benefits of the "Amateur-Built" category, allowing flight into the USA. This is a nicely restored 81-year-old vintage aircraft with low time on both its restoration and the engine SMOH. I would like to get \$49,000 CAD, but will accept a reasonable offer.

Jack Dueck (debradueck@gmail.com)



Aviation Magazines - Approximately 700

1. EAA Sport Aviation 1969 -
2. Kitplanes
3. RAA
4. Homebuilt Aircraft

All in great condition.
Asking \$350 for all.

Contact:
Robert Friedman
ch250calgary@gmail.com



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

Meeting Presenters\Ideas

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

Website Input

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

Chapter Dues Reminder

Chapter 1410 fees of \$40 will be due soon. Please make payments via e-transfer, cheque or cash to Vance Lucas. E-transfers are preferred emailed to vlucas@live.ca.

EAA 1410 2022 Executive

President	Donavon Bentz	president@highriver.org
Vice President	Kelvin Downs	vicepresident@highriver.org
Treasurer	Vance Lucas	treasurer@highriver.org
Secretary	Soren Christiansen	secretary@highriver.org