

# EAA Chapter 1410

## High River, Alberta



December  
2023  
Newsletter

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### Vice-President's Message

By Kelvin Downs

It's hard to believe that December is upon us, hard to believe because time seems to pass quickly but even more unbelievable that we have escaped any signs of winter. Good weather means no shovelling and all in all easier flying. I hope you're all getting out and enjoying the great flying conditions with no smoke and relatively calm skies.

Thank you once again for those who contributed to our November meeting. John Melnick gave an excellent presentation on the importance of preflight and inflight weather considerations. His insights and personal experiences gave us all much to consider. Once again our thanks go out to John Mader for providing the meal. John goes well beyond the call of duty, by ordering the ribs, making mashed potatoes, vegetables, salad, providing the refreshments and even doing the dishes. The meal is a definite highlight for our members. Thank you John!

Looking ahead to our December meeting, we have three important items on the agenda. We aim to keep it concise unless any contentious issues arise. The agenda includes the nomination and elections for Vice-president and Secretary, a motion for the establishment of a tool crib, including the purchase of a sea can (see article in this newsletter), and a motion to purchase a laser printer using the Young Eagle funds.

Regarding the elections, it's time for us to nominate and elect a new Vice-president. After more than five years in the role, I believe fresh leadership and ideas are crucial for the continued success of our organization. While Soren Christiansen has served one term and might consider another,

## Vice-President's Message (cont.)

we encourage other members to step forward and contribute.

Our presentation for this month's meeting will be made by Brian Vasseur. His presentation is titled **"Flight Dispatch: Doing the hard work for pilots"**

Brian has begun a second career as Dispatcher for Westjet Airlines and plans to enter the Westjet Pilot program once he fulfils his current contract and meets the minimum requirements. Aviation is most certainly a passion for Brian and since retiring in 2022 he has focused his effort on commercial and dispatch training. Besides his commercial flight training and full time job, Brian currently owns a Zenair CH250 and is building an Osprey 2 with an O320. He built his first plane in 1995. When I asked Brian if he had any photos of his Osprey he said he didn't but indicated that it was in the same state as the Osprey being built by Jack and his team.



Osprey 2 being built by Jack Dueck and Team



Osprey 2 Finished Version (Wikipedia)

Looking forward to seeing you all this Thursday, December 7 for an action packed meeting. Doors open at 6:00, dinner at 6:30, meeting and presentation at 7:00.

Kelvin Downs  
Vice-President EAA Chapter 1410

## EAA 1410 Tool Crib

SportAir Canada winds down and its return to where it began means a long-discussed Tool Crib for EAA Chapter 1410 becomes a realistic option. EAA Chapter 1410 has been a supporter of EAA SportAir Canada and its offerings of workshops to the amateur builders of aircraft in the country for over a decade. SportAir Canada was developed by Jack Dueck and Raph Inkster as an extension of the EAA SportAir program out of Oshkosh, Wisconsin. They provided numerous workshops to potential builders on the fundamentals of building an aircraft, initially Sheet Metal Basics, and Electrical Systems and Avionics and later adding other instructors and offering courses on Annual Inspection your Homebuilt and Test flying Your Homebuilt. SportAir workshops were initially only offered in High River however were then for a time offered in various locations across Canada before the logistics and costs borne by Jack, Ralph and other instructors became too much and workshops were once again offered solely out of High River. In recent years however despite continued popular demand in the United State there has been a noticeable reduction in demand for these workshops in Canada to the point it has become anaemic and a decision has been made to end the Canadian option. In addition to the drop in demand for these workshops Jack and his instructors are aging to the point they recognize the need to have younger EAA members take over the organizing and presenting of workshops. As a result, Jack and Ralph in conversation with Mark Forss, EAA Sportair Director have decided to end the EAA SportAir Canada option. The ending of this entity however leaves the tools, kits, and materials most of which were provided to it by EAA SportAir and used in the hands-on learning involved in the presentation of these workshops to be managed. The tools alone are now valued at just under \$17,000 Cdn and are to be distributed to EAA Chapters who are actively building aircraft. Since EAA Chapter 1410 is one of these Chapters it is being provided the first opportunity to incorporate these tools, kits, and materials into a Tool Crib to further support members with their building and maintaining of amateur built aircraft. The financial cost to the Chapter of acquiring these tools will be the cost of suitable storage. These tools are presently stored in Jack's workshop and he would like to provide them to the Chapter for care and custody. To this end your Chapter's executive has been able to identify that a C-Can can be purchased for somewhere between \$2500 and \$4500 dollars and EAA Chapter member Steve Hurst has agreed to provide a place to locate the C-Can on his farm property which is located within

five kilometers of the High River airport. (On a wide downwind to runway 25 you will be flying over it!) Members will then be able to borrow these tools from this Tool Crib. The intent would be for the Chapter to add to it tools that are only needed occasionally during a build, or for maintenance, are expensive to purchase, and are the correct tool needed for a quality outcome. Examples of such tools would be aircraft scales, a prop balancer, borescope, etc. If the tools being acquired from SportAir Canada prove to be in excess of what can be realistically utilized by Chapter 1410 these would be offered to other Canadian EAA Chapters who are actively building aircraft. In addition, Jack has offered to conduct a "Train the Trainer" session to assist Chapter 1410 members to ensure skills required to teach someone how to build an amateur built aircraft to airworthiness standards are not lost. The Chapter would then retain the capacity to offer workshops in the future which are similar to those which have been previously offered through SportAir Canada. Chapter 1410 has the funds to support this initiative and your executive is in support of it because the support of builders of amateur built aircraft is at the heart of EAA and differentiates it from other GA organizations. As such we will be bringing this idea forward to the full membership at our December meeting in the form of a motion seeking your support. We will have a listing of the tools and materials available from Sport Air Canada present at the meeting for members to review. If you wish any further information relative to this initiative prior to our meeting please call any member of your executive.



Some of the tools and materials to be included in Tool Crib

Donavon Bentz  
President EAA Chapter 1410

## Preflight Planning - Weather Apps

During last month's presentation made by John Melnick there was some discussion as to what weather applications were being used by members besides the expected Nav Canada websites and information. Below are some of those applications suggested.

### Windy.com ([Windy: Wind map & weather forecast](#))

Windy.com is an app that lets you visualize the weather forecast for any location on the map. You can choose from different weather models and layers, such as wind, rain, temperature, pressure, swell, and more. You can also see the satellite and radar images, as well as the observed and forecasted weather conditions for any spot. Windy.com is a useful tool for anyone who needs to know the weather, especially for pilots, sailors, surfers, paragliders, and other outdoor enthusiasts. Windy.com also has some features for registered users, such as creating custom alerts, saving favourite spots, accessing historical data, and joining the community of weather fans. You can also watch live webcams from around the world, and share your own weather reports and photos. The free version is very functional however the paid version does offer some additional features and benefits. There are also Android and Apple Apps available.

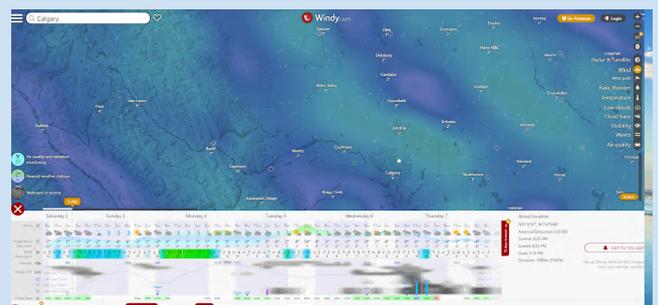
**Windy Premium**  
The most detailed forecast available!

**Premium includes:**

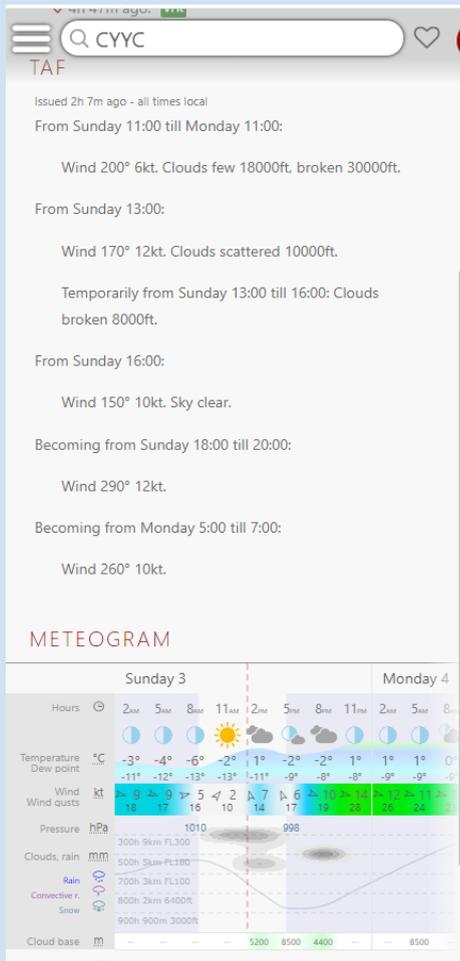
- ✓ 1-hour forecast step
- ✓ 10-day forecast outlook
- ✓ Forecast updates at least 4 times a day
- ✓ 12-hour loop for Radar and Satellite
- ✓ Satellite archive going back 1 year
- ✓ Unlimited Favorites and Alerts
- ✓ More detailed forecast maps
- ...and more

**Annual subscription** Save US\$11  
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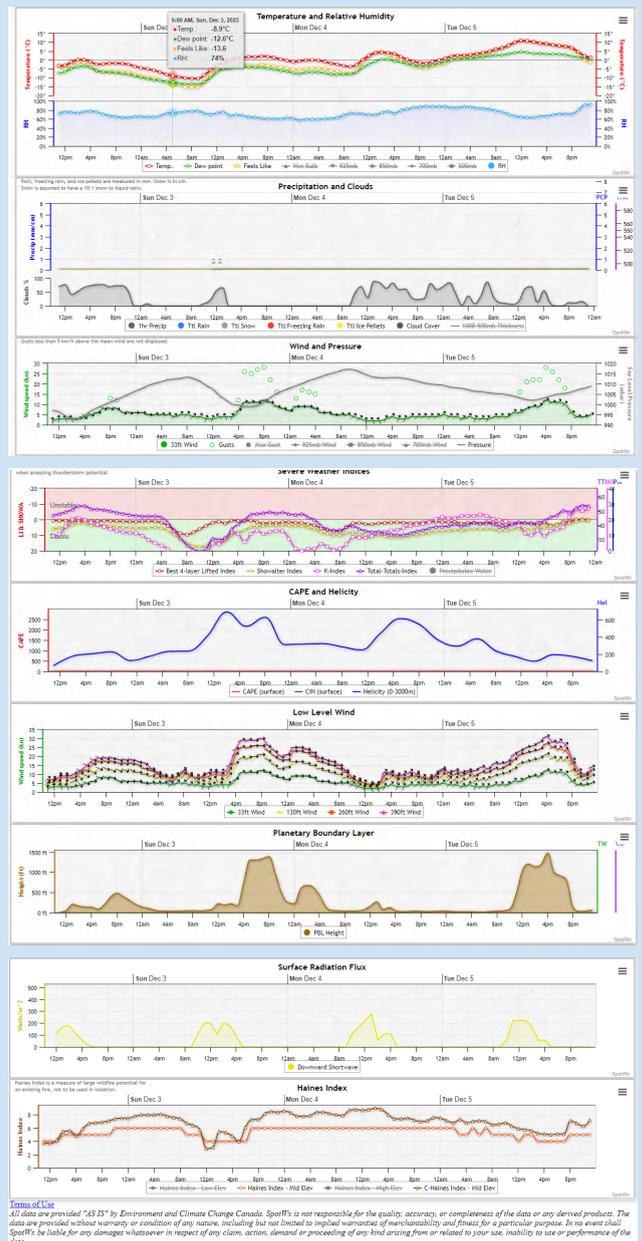
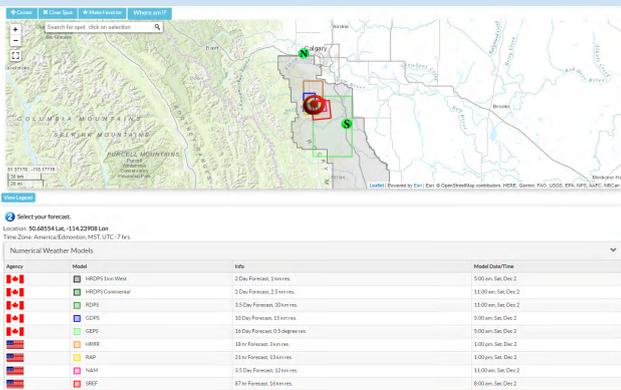


## Windy.com(cont.)



## Spotwx ([SpotWx | Home](#))

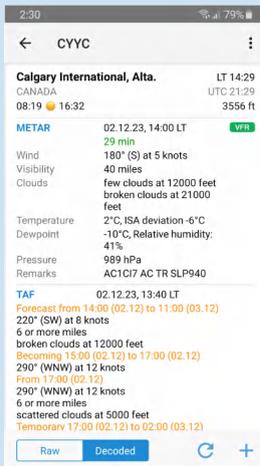
Spotwx is an application that provides weather forecasts for any location on the map. You can enter a place name or coordinates, or click on the map, or use the 'Where am I?' button to find your spot. Then you can select your forecast from various models and sources, such as GFS, NAM, HRDPS, and more. You can also view the legend to understand the different variables and units displayed on the map. Spotwx allows you to see the weather conditions for the next few days, hours, or minutes, depending on the forecast you choose. Spotwx is free, however donations are accepted.



## Aeroweather

AeroWeather is a Android and Apple IOs application that provides weather information for pilots and aviation enthusiasts. It allows you to access current and precise weather conditions (METAR) as well as weather forecasts (TAF) for airports worldwide. You can search for airports by name, ICAO or IATA code, or use the map to find your location. You can also view the data in its original (raw) format or as fully decoded and easy understandable texts.1234

AeroWeather is available for Android, iOS, and Mac computers with M1 chip and a Windows download. It has a free version with ads and a pro version with more features and functionality. It also offers two subscription levels: First and Captain, which provide access to more data and sources. The following screenshot represents the free version.



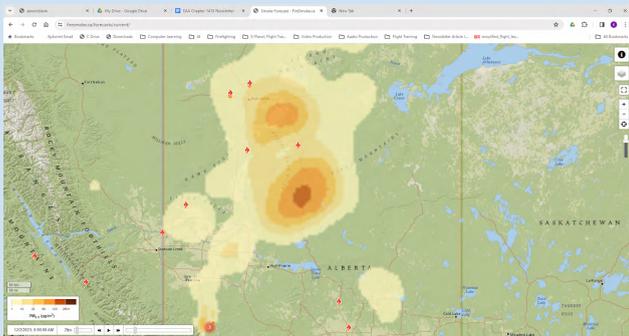
## FireSmoke.ca ([Home - FireSmoke.ca](https://www.fire-smoke.ca))

FireSmoke.ca is an application that provides weather information for people who are interested in or affected by wildland fire and smoke. It allows you to access the BlueSky Canada smoke forecasts, fire weather forecasts, fire information, and the BlueSky Playground.

The BlueSky Canada smoke forecasts show you the expected concentration of PM2.5 smoke particles at ground level from wildfires. You can view the forecasts for any location on the map, and switch between hourly, daily average, and daily maximum values. You can also see the satellite hotspot detects and ground reports of fires on the map.

The fire weather forecasts show you the Fire Weather Index (FWI) for any location on the map, using gridded numerical weather prediction data. The FWI is a measure of fire intensity that is used in wildfire models and incident command briefings.

The fire information includes the SmartFire database, which collects and reconciles fire data from multiple sources, such as satellites and ground reports. You can browse and download the fire data in various formats for use in modelling and forecasting systems.



Hopefully these weather applications will provide some additional resources for your preflight planning. If anyone has any other suggestions, please let me know and I will include them in a future newsletter.

## Jack Dueck's Latest Project Challenge

Jack is one never to shy away from a challenge when it comes to aviation. While investigating the cost of a propeller for the most recent aircraft projects which includes an Osprey 2 and a newly acquired Mini Coupe, and Jack being the ever inventive and resourceful person that he is decided that he would try to build his own props. His investigation led to the use of a copy carver as a typical method for building gunstocks, guitars and propellers. There are many commercially available copy carvers on the market and many more homebuilt versions. Jack decided to go the homebuilt route. He ordered a set of plans and proceeded to build the copy carver. It wasn't long before he was in the prop building business. Starting out with some cheaper wood, Jack began to get a result that looked like a propeller. From there his confidence and skills developed quite quickly and he was then ready to tackle the real thing with full priced maple and oak stock. His first attempt was the two blade propeller for the Mini Coupe.



Finished copy of Mini Coupe Propeller

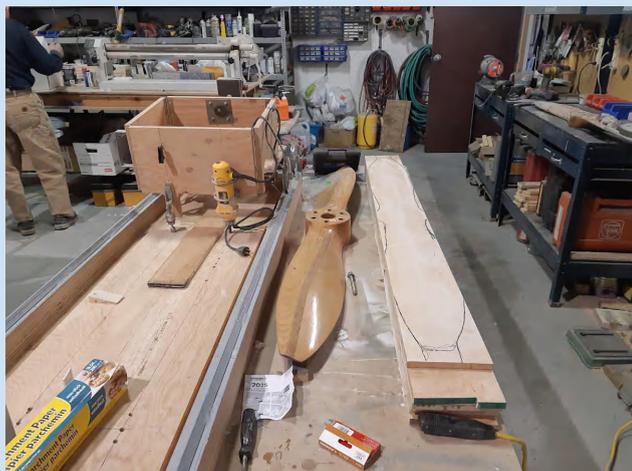


Original Version of Mini Coupe Propeller

An interesting outcome of building this prop is that it turned out to be perfectly balanced. A good start for the final dynamic balancing when installed on the aircraft.

The next attempt will be the 2 bladed prop for the Osprey 2 which is significantly larger than the Mini Coupe. Brian Vasseur has provided the original

propeller from his Osprey 2 project from which the copy will be made. To date the maple stock has been laminated and is now ready for carving.



Osprey 2 Propeller ready for carving

The results of this latest experiment by Jack are very impressive and will most certainly make for an interesting presentation at a future EAA meeting.

Stay tuned for future updates.

### December Fly-ins?

Here are a few of the regular monthly Fly-ins. I am not sure how many of these continue through the fall and winter months. We will get an update from Dennis Fox during our meeting

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

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

### Schedule of Upcoming Events

Dec 7	Flight Dispatch: Doing the hard work for pilots - Brian Vasseur Officer Nominations and Elections High River Air Cadet Hangar Time 18:30
Jan 4	Regular Monthly Meeting - TBD High River Air Cadet Hangar Time 18:30
Feb 1	Regular Monthly Meeting - TBD High River Air Cadet Hangar Time 18:30

### Smile!

#### Santa's Check-ride

This is an old one. Santa is about to get a check ride from a Flight Instructor. The instructor pulls out a rifle as they are getting on the sleigh. Santa asks what the rifle is for and the Flight Instructor says, "I shouldn't tell you this because it is part of the ride but you are going to lose an engine on takeoff"

#### Revenge

Two U.S. Marines boarded a flight headed for Raleigh, North Carolina. One took a window seat and the other sat next to him in the middle seat. Just before takeoff, a U.S. Army Ranger headed for Fort Bragg sat down in the aisle seat. After takeoff, the Ranger kicked his shoes off, wiggled his toes and was settling in when the Marine in the window seat said, "I need to get up and get a Coke."

"Don't get up," said the Army Ranger, "I'm in the aisle seat, I'll get it for you."

As soon as he left, one of the Marines picked up the Ranger's shoe and spat in it. When the Ranger returned with the Coke, the other Marine said, "That looks good, I'd really like one, too." Again, the Army Ranger obligingly went to fetch it.

While he was gone the other Marine picked up the Ranger's other shoe and spat in it. When the Ranger returned, they all sat back and enjoyed the flight. As the plane was landing, the Army Ranger slipped his feet into his shoes and knew immediately what had happened.

"Why does it have to be this way?" he asked. "How long must this go on? This fighting between our services? This hatred? This animosity? This spitting in shoes and peeing in Cokes?"

# Chapter Classified Ads

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

## 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 Kelvin.

### 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 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](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>
Vice President	Kelvin Downs	<a href="mailto:vicepresident@highriver.org">vicepresident@highriver.org</a>
Treasurer	Vance Lucas	<a href="mailto:treasurer@highriver.org">treasurer@highriver.org</a>
Secretary	Soren Christiansen	<a href="mailto:secretary@highriver.org">secretary@highriver.org</a>