

# EAA Chapter 1410

## High River, Alberta



May  
2022  
Newsletter

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### President's Message

By Doug Eaglesham

Good day Chapter 1410 members,

Here we are again, into a new month and a few days away from our monthly gathering. I'm happy to say we are planning a meeting that would be normal a couple of years ago. We will be at the usual venue, the Air Cadet hangar at the High River airport, and ribs will be the main course for our meal. Thanks once again to John Mader for volunteering to coordinate our food and drink. Doors will be open by 6:30 pm, the evening program will kick off shortly after 7:00 pm, we have a number of things to discuss as well as our main topic presentation.

The first item for discussion is our inaugural Flying Start day, which is designed to provide interested adults a pathway to flight training and involvement with their local EAA chapter. This event is scheduled for Saturday May 28 and will be a one day event. We will require a number of our members to assist with this, more details at the meeting.

As mentioned a couple of times over the past few months, our annual Young Eagles Day is back. The planned date is Saturday June 18 here at the High River airport and we will be looking for pilots for the day. This year we may be looking at a second Young Eagles Day as we have received a request from

## Presidents Message (continued)

an organization to host an event specifically for them. Again, more details at the meeting.

Our VP Kelvin will round out the rest of the evening with a presentation on weight and balance, and in specific, some of the adjustments made to the builders group Zenith 601 and the effects. I think everyone will find this topic quite interesting, whether you're a builder, flyer, simulator geek or someone who just likes airplanes!

One more note, as mentioned before, if you haven't paid your 2022 membership dues, we can collect them Thursday evening, or you can e-transfer to our treasurer Vance at [vlucas@live.ca](mailto:vlucas@live.ca).

Hope to see all of you Thursday!

## Bomber Command Tour - April 15, 2022

By: Kelvin Downs

On April 15 our Chapter was treated to a private tour of the Bomber Command Museum at Nanton. An added bonus was having our President, Doug Eaglesham as our tour guide. Doug is very familiar with every nook and cranny of the museum and as a result was able to give us insights on the many ongoing projects being undertaken. Thanks Doug.

One of the more recent projects was to replace the wheels and tires on the Lancaster Bomber. Considering that the Lancaster empty weight is close to 37,000 pounds and that parts needed had to be retrofitted from other WWII era aircraft, this was a challenging project.

An interesting bit of trivia, the Lancaster was able to carry a 33,000 lb payload, almost equal to the aircraft weight.



**Changing the tires on a Lanc.**



**Our Tour Guide, Doug Eaglesham - Bomber Command Museum**

In addition to a general tour of the museum, Doug also made arrangements with the Calgary Mosquito Society to give a presentation on their Mosquito restoration project being undertaken at the Bomber Command Museum. Andy Woerle from the society provided us with a tour and a synopsis of the restoration project as well as the history of this aircraft and the overall Mosquito program. This is truly an ambitious project being skillfully executed by some very dedicated volunteers. Thanks to Andy and the Calgary Mosquito Society for giving us the opportunity to get an insider's view.



## De Havilland Mosquito

(Extracted from Bomber Command Website)

### THE WOODEN WONDER

An example of engineering ingenuity inspired by the challenges of war, the De Havilland Mosquito's all-wooden design was a major advantage during a time of acute shortages of light metal alloys. Most of the aircraft was made of plywood. The fuselage was a frameless shell made of balsa wood sandwiched between sheets of birch.

The sleek, Merlin-powered design, together with lightness and lack of any defensive armament or armour, allowed the Mosquito to travel at speeds in excess of 400 miles per hour to escape from enemy fighters. During much of the war the Mosquito was the fastest aircraft in the sky on either side.

The Mosquito could deliver the same bomb-load to distant targets as the heavily armoured, four-engined B-17 flown by the American Air Force.

The Mosquito ended the war with the lowest loss rate of any aircraft in RAF Bomber Command service.

### THE MOSQUITO on DISPLAY at the MUSEUM

Mosquito RS700 was built in 1946 and converted to a PR.35 model. It is under restoration by the Calgary Mosquito Society in association with the museum. Its Canadian history began when it was operated by Spartan Air Services in the 1950's to take photographs to map areas of Canada, including the Arctic. It also flew over areas of South America for the same purpose.



### Schedule of Upcoming Events

May 5	Regular Monthly Meeting - Flight Testing using a Simulator High River Air Cadet Hangar Time 18:30
May 28	Flying Start Day High River Airport (CEN4) Details to follow
June 2	Regular Monthly Meeting - DIY Stratux ADS-B High River Air Cadet Hangar Time 18:30
June 18	Young Eagles Day High River Airport (CEN4) Details to follow
July	Barbeque or Pancake Breakfast - Details to follow

## EAA Flying Start - How it works

(Extracted from EAA Flying Start Handbook)

A Flying Start event is typically a three-to four-hour chapter activity hosted at the local airport. Chapters can host the event in conjunction with a fly-in or pancake breakfast to ensure plenty of airplanes and pilots are around for questions and to volunteer for Eagle Flights.

The program is intended for adults ages 18 and up who have an interest in learning to fly and have never taken initial steps or for those looking to return to flying. Your chapter may wish to prescreen potential Flying Start participants to ensure that the program will meet individual expectations.

The formal program consists of an EAA-prepared PowerPoint presentation and video that give the attendees information about learning to fly. The presentation should include dialogue from a few selected chapter members who may share their aviation passion with the group, as well as a local flight instructor who can help answer questions about the flight training process.

After the presentation and video, Flying Start participants will have the opportunity to take a free Eagle Flight provided by an EAA volunteer pilot. A free six-month EAA membership is included with their Eagle Flight. We encourage chapters to match this with a free six-month Chapter membership.

## Outline of Flying Start Event

### Typical Event Agenda

- Meet-and-greet – welcome guests as they arrive
- Presentation and video
- Classroom Q&A
- Meet the pilots/assign aircraft
- Provide Eagle Flights
- Post-flight engagement with participants

***If we are successful at completing this event, EAA will provide the Chapter with 2 free tickets to this year's Airventure. We will then make a draw for members intending to visit Airventure.***



### May Meeting Presentation

This month's presentation will attempt to demonstrate how the use of a flight simulator (X-plane) can assist in pre-performing some flight testing to help understand what may be the flight characteristics of a specific model of aircraft. In the case of the Zenith 601 project build group, we were able to locate and download a fully modelled Zenith 601XL from the x-plane users group. X-plane has a plane builder program that allows modifications to most aspects of the aircraft ranging from paint colours, engine specifications and even airfoil characteristics. We did some experimentation to determine how weight and balance would affect overall flight characteristics. In addition we experimented with different angles of incidence of the rear stabilizer to see what effect it may have on nose attitude. It may be something others may want to try, as most aircraft both certified and amateur built can be found within the users group forums.

### Smile!

It's a story told to me as true by an air traffic controller at Wiley Post airport in Oklahoma City. It was during the 60s, and gear up warning horns were new to many pilots. After making his gear up landing without serious personal harm, and hearing the controller say, "Man, I was shouting at you to go around," the red-faced pilot explained, "Yeah, I could hear somebody hollering, but I couldn't make it out for that damn horn going off!"

John W. Norman

### 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](#)

### 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)



## 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

### Young Eagles

Please remember to complete or update your EAA Youth Protection Training and Background Check at: [EAA Youth Protection Policy and Program](#)

### 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)

### 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**

2022 Chapter 1410 fees of \$40 are now due. 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

<b>President</b>	<b>Doug Eaglesham</b>	<b>president@highriver.org</b>
<b>Vice President</b>	<b>Kelvin Downs</b>	<b>vicepresident@highriver.org</b>
<b>Treasurer</b>	<b>Vance Lucas</b>	<b>treasurer@highriver.org</b>
<b>Secretary</b>	<b>Soren Christiansen</b>	<b>secretary@highriver.org</b>