

EAA Chapter 1410

High River, Alberta



February
2025
Newsletter

What's Inside

- President's Message
- Fokker DR-1
- Nanton Bomber Command Museum
- Fly-ins
- Gull Lake Family Day Fly-in
- Newsletter Input Wanted
- Schedule of Upcoming Events
- Dues Reminder
- Smile
- Chapter classified ads.
- Who are we?
- Joining our chapter ?
- Members Action List
- Contact information

President's Message

By Jay Burrows

We have a special meeting and location for the February meeting this month, that being the Bomber Command Museum at Nanton. Doug Eaglesham volunteers at the Museum and has offered to be our personal tour guide for the evening.

The South main doors will be open at 6.30 followed by John's specialties and our usual brief business meeting and then on to the tour. There should be some time after for general browsing of the many displays and artifacts, but I expect we should be cleaned up and doors locked by 9:30 or so. If you've never been, this is one not to miss, and if you have been, there are always new displays and details you missed on the last visit. We will be making a club donation to the museum on behalf of 1410 so that part will be taken care of.

You may remember a mention over the last few months of the items from Tim Edward's estate. Tim had geared up and was starting to build 2 plans-built aircraft, one being a Fokker Dr1 and a J3 cub. He was in the very early stages. There are a couple items that can go directly to the tool crib but there is a large amount of 4130 tubing of various diameters and thickness, most in full length, and a large amount of aircraft spruce and plywood, several full plan sets and the largest item a 12R wood CNC table that may have some significant value. Again, once we have a reasonable inventory and description, we will discuss the best way to distribute/donate/sell the items.

President's Message (cont.)

That is about it for me for this month, and I will leave the March meeting in Dennis's good hands as I will be away mid-February to mid-March seeking some warmer weather.

See you all Thursday Night.
Regards,

JB

Fokker DR-1

(Wikipedia Excerpt)

The Fokker Dr.I (Dreidecker, "triplane" in German), often known simply as the Fokker Triplane, was a World War I fighter aircraft built by Fokker-Flugzeugwerke. The Dr.I saw widespread service in the spring of 1918. It became famous as the aircraft in which Manfred von Richthofen gained his last 17 victories (plus two earlier ones in the Fokker F.I prototype in September 1917), and in which he was killed on 21 April 1918. The Fokker Dr.I was flown with great success by many German aces, most notably Josef Jacobs with 30 confirmed kills in the type.

Design and development

Fokker V.4 prototype

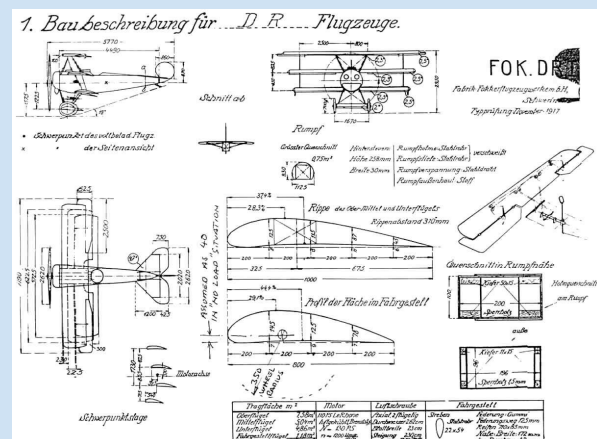
In February 1917, the Sopwith Triplane began to appear over the Western Front. Despite its single Vickers machine gun armament, the Sopwith swiftly proved itself superior to the more heavily armed Albatros fighters then in use by the Luftstreitkräfte. In April 1917, Anthony Fokker viewed a captured Sopwith Triplane while visiting Jasta 11. Upon his return to the Schwerin factory, Fokker instructed Reinhold Platz to build a triplane, but gave him no further information about the Sopwith design. Platz responded with the V.4, a small, rotary-powered triplane with a steel tube fuselage and thick cantilever wings, first developed during Fokker's government-mandated collaboration with Hugo Junkers. Initial tests revealed that the V.4 had unacceptably high control forces resulting from the use of unbalanced ailerons and elevators.

Instead of submitting the V.4 for a type test, Fokker produced a revised prototype designated V.5. The most notable changes were the introduction of horn-balanced ailerons and elevators, as well as longer-span wings. The V.5 also featured interplane struts, which were not necessary from a structural standpoint, but which minimized wing flexing. On 14 July 1917, Idflieg issued an order for 20 pre-production aircraft. The V.5 prototype, serial 101/17, was tested to destruction at Adlershof on 11 August 1917.



Photo By User:MatthiasKabel - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=15693710>

Is there anyone up for the challenge? How hard could it be?



By German Government - German Government, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=42656237>

Nanton Bomber Command Museum

(Excerpt from Bomber Command Museum of Canada website <https://www.bombercommandmuseumarchives.ca/nlsmuseum.html>)

The Nanton Lancaster Society was formed following the Town of Nanton's suggestion in the fall of 1985 that perhaps a group could be formed to, "take care of the Bomber" which had been on outside display for twenty-five years. At this time virtually no one had been in the aircraft since it had arrived and very little was known, in Nanton, about the Lancaster or the history associated with it.

A core group was formed and an inaugural meeting was held in March, 1986. Various committees were formed and by May some Lancaster related artifacts were on display and Lancaster T-shirts and caps were for sale in the Tourist Information Booth next to the aircraft. The founding members had also made the decision that the best way to, "take care of the Bomber" was to have it become the centrepiece of an air museum.

Society members soon took on the challenge of building the Nanton Lancaster Society Air Museum, a sizable undertaking for a community of 1700 people. Its goals were to be the honouring of those associated with Bomber Command during World War II and the commemoration of the activities of the British Commonwealth Air Training Plan in Alberta.

1987 saw the first issue of the Society's newsletter which was sent to its five hundred members, a delegation from Nanton visited the Canadian Warplane Heritage Museum in Hamilton which was restoring a Lancaster to airworthy condition, and in May the first "Open Bomber Day" was held. This featured public tours through the Lancaster and was most successful with long lines forming at the ladder leading to the cockpit. This was the first concrete indication that the public was interested in the Lancaster and provided momentum to the museum project.

Guided tours of the Lancaster during the months of July and August began in 1988 which also saw the opening of a Society Restoration Shop and a Society float in the Calgary Stampede Parade. During these early years, Society members made numerous "field trips" to locations in southern Alberta where Canadian Lancasters had been dispersed after the war. In the mid-fifties a company known as Found Brothers determined that money could be made by purchasing Lancasters from the farmers who had acquired them in the late 1940's, melting down the aluminum, and selling other components back to the RCAF which now required spares for their Lancaster

reconnaissance aircraft. Numerous and varied parts which included tires, undercarriage struts, turrets parts, and even crew door ladders which were not wanted by Found Brothers were left behind on the farms. Many truckloads of Lancaster parts and display material were acquired by the Society from the cooperative farmers. As well, the Society began to collect the remains of twin-engined Ansons as the historical significance of the BCATP began to be appreciated.

A building was constructed in 1991 and expanded in 1998, 2002, and 2007 to house a growing collection of aircraft and related displays. The facility now includes 26,000 square feet of hangar area and 3000 square feet used for the display of smaller artifacts, aviation art, and related interpretive information. A theatre, library/meeting room, two large restoration shops, parts storage area, and office complete the museum. Construction was financed primarily through private and corporate donations with significant assistance from the Government of Alberta through Lottery Funding.

As the museum developed during the 1990's, the aircraft and displays began to focus more and more on Bomber Command with less emphasis on the Lancaster aircraft. With the Dedication of Canada's Bomber Command Memorial in 2005, the museum had clearly established itself as the museum in Canada that was taking the lead in honouring the Canadians who served with Bomber Command. For these reasons, in 2010 the Nanton Lancaster Society made the decision to change the name of the museum to the Bomber Command Museum of Canada.

The acquisition of aircraft and other artifacts, primarily through private donations, has provided the Society with an impressive collection of displays. Bomber Command aircraft are represented by the Lancaster and a Bolingbroke which is being restored as a Blenheim IV bomber. BCATP aircraft such as the Fleet Fawn, Tiger Moth, Lysander, Cornell, Anson, Yale, Harvard, and Expeditor provide our visitors with an excellent understanding of the training effort. On outside display, a T-33 and CF-100 serve as "Gate Guardians." The Society attempts to connect people to the artifacts as much as possible. Our Lancaster has been dedicated to S/L Ian Bazalgette VC, the only Albertan to be awarded the Victoria Cross during WW II.

February 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 Flagstaff - Killam\ Sedgewick AB Coffee and Treats by Shelly third Saturday each month.

CEG4 Drumheller AB Coffee third Saturday each month.

CFX6 Vulcan AB Coffee third Saturday each month

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

February Special Events

February 21, 22 & 23 - Fur Hat Festival at Red Deer Forestry

March 1 & 2 - Lac la Biche Ice Pilots Fly-in on the lake

February 17 Family Day - Gull Lake Ice Fly-in on the Lake *(Excerpt from Central Alberta Online - Cory Knutt)*

A couple of local pilots have once again built an ice runway on the south shore of Gull Lake.

Lacombe Flying Club members Doug Francoeur and Jim Wigmore have been creating the runway on the lake for the past eight or nine years.

"We typically have to wait until the ice freezes about 15 to 18 inches thick to get the skid steers out there and bobcats and plow trucks," said Francoeur. "Then we make it about 3,000 feet long by 75 feet wide. It's open from January through until the ice starts to melt."

He notes the first year they built the runway it didn't see much use, but that has changed since then welcoming a variety of general aviation airplanes with private owners. Last winter there were over 60 airplanes and helicopters that landed on the lake.

Francoeur says the condition of the runway can vary from year to year.

"It really depends on how the ice freezes. It's got a couple of bumps down the length of the runway. In past years it's been really quite smooth so we

probably could have gone further out from shore but then you end up getting into a further walk or further drive."

In terms of landing, Francoeur says he advises pilots not to get too aggressive on the brakes. He notes that they try to keep the ice quite rough to give it some texture, adding they leave snow on top which allows for better braking conditions.

In addition to the runway, the site will feature picnic tables, a fire pit, a skating rink and an outhouse.

The annual Family Day Fly-In will take place at the ice strip on Monday, Feb. 17 from 10:30 a.m. until 2 p.m. Everyone is invited to watch the planes come in and enjoy some hot dogs and coffee/hot chocolate.



(A bird's eye view of the south shore of Gull Lake. Photos courtesy Facebook/Jim Wigmore)

Newsletter Input Wanted

Do you have a project, a recent trip, a building tip, some airport news, perhaps even a rant that you would like to share, please let me know at downskelvin@gmail.com. It doesn't have to be long or perfectly edited, even a photo with a caption will do.

Chapter 1410 Dues

Just a reminder that 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.

Schedule of Upcoming Events

Feb 6	Bomber Command Museum Tour Bomber Command Museum - Nanton Time 18:30
Mar 6	HR Group Projects Update High River Air Cadet Hangar Time 18:30
April 3	TBD High River Air Cadet Hangar Time 18:30

Smile!

A Blonde, A Redhead And A Brunette Are Having Lunch Together *(Editor's note: I know Blonde joke are in bad taste....but here we go)*

The brunette opens her lunchbox and sighs: "My husband is so kind, he prepares my lunch every day but... Again a tuna sandwich?"

The redhead opens hers and sighs too: "Crap, tuna sandwich for me too... Again!"

The blonde opens hers and goes: "Guess what? I got the same too..."

The next day, they have lunch together and again they eat tuna sandwiches. And the next day again, and again and again, till when the brunette girl can't take it anymore and says: "That's it! If I have to eat a tuna sandwich one more time I swear I will throw myself out of the window!" The other two agree.

She opens the lunchbox, finds a tuna sandwich and jumps off to her death. The redhead opens hers, finds a tuna sandwich and throws herself off. The blonde opens hers, finds a tuna sandwich as well, and off she goes. The next day, the three husbands are at the funeral of the three girls, shocked and desperate. The brunette's husband says: "She could have told me she was sick of tuna sandwiches... How could I have expected..."

The redhead's husband too goes: "I thought she loved tuna...why, why couldn't she just ask for another lunch?"

The blonde's husband is shocked. In disbelief he mumbles: "I just don't understand... She prepared her own meals!"

A Woman Was 3 Months Pregnant When She Fell Into A Deep Coma

A woman was 3 months pregnant when she fell into a deep coma and woke up after about 10 months.

The woman asked the doctor about her baby.

Doctor: "You had twins, a boy and a girl. They're both fine. And, your brother named them for you."

Woman: "No No No! Not my brother. He's an idiot! What did he name the girl?"

Doctor: "Denise."

Woman: "Ohh, that's actually a nice name. What about the boy?"

Doctor: deeply sighs... "Denephew."

Are you storing your cheese in the fridge?

Experts say you should be leaving it on the counter.



The expert:



Chapter Classified Ads

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

For Sale, SAL 2/3 P-51 Mustang Plans and Project.

Complete set of plans for a 2 seat SAL 2/3 P-51 Mustang, with original purchase documentation. Slight moisture damage on some drawings, but still very usable. Construction has started with the tail section. Horizontal stabilizer and elevator built, ready to close. Vertical fin spars and rudder built. GL-1 birch plywood, sitka spruce and hardware to complete the tail components. Fuselage sides built and ready to skin, and bulkheads are built.

Extra material includes: (2) 6" x 10' sitka spruce boards, approximately 50 electrical switches, 50 circuit breakers, 100 pulleys, EGT gauge, David Clark intercom, weatherstripping, and numerous other pieces and hardware. Asking \$1,000.0, price and delivery is negotiable. For more information and pictures, please contact.

Ken Harasymchuk
780-660-0362
kharasymchuk@gmail.com

50-year Collection of Sport Aviation Magazines – To Donate:

Doug Eaglesham has been contacted by a representative of an estate who has discovered the estate has a half century worth of Sport Aviation magazines. The estate executors would like to donate this collection to someone who may treasure such a find.

If you are interested, please call Doug Eaglesham at (403) 498-9522.

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 Jay.

Website Input

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

Chapter Dues Reminder

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EAA 1410 2022 Executive

President	Jay Burrows	president@highriver.org
Vice President	Dennis Fox	vicepresident@highriver.org
Treasurer	Vance Lucas	treasurer@highriver.org
Secretary	Soren Christiansen	secretary@highriver.org