

EAA Chapter 1410

High River, Alberta



April
2023
Newsletter

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Vice-President's Message

By Kelvin Downs

Great news, Donavon Bentz has just recently retired...no, not as President of our Chapter, but from full time employment, so he is practising his new freedoms by taking a trip with Guy Bourgeois by flying down to Florida for this year's SUN'n FUN. I'm sure that Donavon and Guy will have a great story to tell on their return. Perhaps their adventure will be a good topic for our May meeting. Since Donavon is temporarily distracted, I will again be delivering this month's President's\ Vice-Presidents Message.

Continuing on the theme of flying across the US border, our presentation this month will be made by Soren Chistiansen who will share with us his experiences and lessons learnt on what and what not to do when planning to fly into the US. This information will be especially relevant for any of us making plans to travel to AirVenture at Oshkosh this summer. Soren has significant experience in cross border travel so I am sure that we will be able to gain the necessary tips and tricks to make the experience easier and less stressful.

Just a reminder about Oshkosh, earlier in March, Vance Lucas sent an email to the members about enrollment for camping in the assigned Canadian area. Not sure if there are any spots left since they were filling fast, but if you are interested in checking, you could contact Phil at: chapters.eaacc@gmail.com.

Vice-President's Message (cont.)

Our March meeting featured an excellent presentation from Jay Burrows. As an experienced pilot and outdoors person, Jay provided us great insights and information on what things that we should consider in the event of an emergency landing. Jay was able to share with us his ideas on what items that we should carry in our survival kits to meet Transport Canada's requirements as well as additional items that should be considered based on the routes of our trip. For example a trip to Letbridge would have considerably different requirements than a trip to Inuvik. The presentation was very informative and interactive with other members sharing how they prepare for survival after an emergency landing.

Relating to emergency landings and survival, I saw a Facebook Posting in Alberta General Aviation where the Innisfail (COPA Flight 130) and Sundre Flying Clubs were offering a Survival Training Course April 15 & 16, appropriately and creatively named "That Night in the Woods". It appears as though the registration is now closed probably due to full enrollment. Perhaps this might be something that we as a Chapter may want to pursue as a future event. The program could include a flyout to Red Deer Forestry strip, bring your basic survival kit, and spend the night. Anyone interested? Anyone want to lead it?

Looking forward to seeing you all on Thursday.

Doors to the Cadet Hanger open at 6:00 pm.
Dinner's at 6:30 with the meeting and presentation starting at 7:30.

Kelvin

After the Crash

American Matt Lethinen survived a plane crash in a remote area of Quebec and documented parts of it, hoping to share the lessons he learned. (Matt Lehtinen/Youtube)



From CBC News August 11, 2019

New EAA Signs at High River (CEN4)

New signs indicating the presence of EAA Chapter 1410 have now been installed at the High River Airport (CEN4). We now have signs on both the north and south approaches to the airport. Our appreciation goes out to Jay Burrows for undertaking the task of purchasing the new signs and also to Brian Taylor for assisting Jay with the installation. Thank you!



Is Winter over Yet?



Abraham Lake, Robert George Japp
Alberta General Aviation - Facebook Group

Where's my Engine? What options do I have?

By Kelvin Downs

If any of you are currently waiting for your new aircraft engine or waiting for your refurbished/rebuilt engine you are apparently not alone. I am not currently in the market for an engine but I was intrigued by a recent article in last month's EAA Sport Aviation Magazine "Super Mini Fortress" by Tom Hodgson. I was amazed and intrigued that someone would even consider the monumental task of building a 1/3 scale B-29 Bomber from scratch, but Tom's approach to selecting alternative engines for his project took me down another rabbit hole. His solution is a 109 hp, 1500-cc Honda L engine used in the Honda Fit cars. Wait a minute, aircraft engines are Lycoming, Continental, oh yes and sometimes Rotax or Jaiburu, but Honda automobile engines, that can't be right.

It is true that I am not totally naive. I am well aware of the Corvair ,VW and Subaru conversions but I had no idea of the vast array of alternatives that are available. I am sure that many people are now considering alternatives due to supply chain issues and rising prices. The lead times for Lycoming or Continental engines is at least a year or more and Rotax apparently 9 months, so if you started your homebuilt project and haven't sourced your engine, you may not need to rush to finish it. Relax, and enjoy the journey.

What are the alternatives? After reading about Tom's reasoning for selecting the Honda engine, I did some additional research and agreed that there are some very good reasons for choosing the Honda engine. The interesting features of the Honda engines are that they are fuel injected, 2 plugs and a coil for each cylinder and have aluminium blocks making them relatively light weight. Also consider the fact that there are 147 million Honda engines manufactured and that you can probably buy an engine from a wreckers for \$500-\$600. In addition, each of these engines with regular maintenance will go 300,000 kms or say 3000 hours without an overhaul, granted that those 3000 hours are not at 4800 RPM but the point is that they are very

reliable. Sounds like a good start for an aircraft engine except for one major drawback, propellers don't like to run at 5000 RPM. Tom's solution is a belt drive reduction unit designed from scratch. Yikes, sounds like a lifetime of research and experimenting.

There are alternatives however to engineering your own gearbox and firewall forward kit. There are numerous companies doing conversions. One example is Viking Engines who have developed a lineup of Honda conversions with the appropriate gear boxes, cooling systems, mounts, and even cowlings for various kit manufacturers aircraft.

This is only one alternative. In doing research for this article I found that the article that I was going to write has already been written by **Kitplanes**. Each year Tom Wilson from Kitplanes writes a comprehensive Engine Buyers Guide in which he provides details on various engine types, conversions and companies. It's a well researched and written article that provides Company details and comparisons of models, drive type, HP, weight and cost. Here's the link.

<https://www.kitplanes.com/2023-engine-buyers-guide/>

The long and short of selecting an alternative to the major engine manufacturers is that you may be able to save time and money but you need to be careful. Not all conversion companies are equal, reliable or able to deliver on promises. Personally I would be willing to do some research in buying a \$12k Viking vs a \$25k Rotax. Good luck!

Schedule of Upcoming Events

April 6	Regular Monthly Meeting - Cross Border Travel - Soren Christiansen High River Air Cadet Hangar Time 18:30
May 4	Regular Monthly Meeting - SUNn'FUN - Donovan & Guy? High River Air Cadet Hangar Time 18:30
June 1	Regular Monthly Meeting - TBD High River Air Cadet Hangar Time 18:30
Jun 24	Young Eagles

Smile

A priest, a rabbi and a vicar walk into a bar. The barman says, "Is this some kind of joke?"

In his late 80s, my father-in-law went to the Motor Vehicles Branch to renew his driver's license. At one point during the road test, he approached a four-way stop, looked to his left, and cruised straight through the stop sign. "Sir! You didn't look to your right," yelled the frightened inspector. My father-in-law calmly shook his head. "That's Mum's side."

Two regulars are sitting at a bar when one of them casually points to a couple of drunks across from them. "That's us in ten years," he says. His friend takes a sip from his beer, sets it down on the bar, turns to his friend, and slurs, "That's a mirror."

A broke guy walks past a pub. He looks at the door longingly, but since he has no money, he walks on. Just then, he spots a lamp lying in the gutter. He picks it up and rubs it, and a genie emerges.

"I will grant you three wishes," intones the genie.

"Give me a **bottomless** mug of beer," the guy says.

A mug of beer appears in his hand. He takes a sip, then another. With each chug, the mug magically refills.

"And for your other two wishes?"

Between swallows, the lucky guy shouts, "Give me two more just like this one!"

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 Amateur built 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)



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

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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