

EAA Chapter 1410

High River, Alberta



October
2023
Newsletter

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Vice-President's Message

By Kelvin Downs

Some of the most beautiful sights you can imagine are now available to all of us who live in this most amazing province we call Alberta. Whether or not you're driving or flying, but for those of us who are able to partake in the full spectacle from two or three thousand feet above the ground it can be especially spectacular. Last week, during an early morning flight from CEN4, I had the privilege of witnessing the magic of Alberta's terrain unfold beneath me. The experience was nothing short of spectacular. To the west, the Foothills displayed a captivating array of colours. Rolling hills, punctuated by distant mountains, and forests, framed by blue skies and billowy clouds presented a picturesque landscape that stretched as far as the eye could see. Eastward, I was greeted by the sight of perfectly ordered fields, freshly harvested and radiating a warm, golden glow in the soft morning light. One of the remarkable aspects of flying over the Alberta prairies is the sense of security it provides to pilots. Almost everywhere you look while soaring above Alberta's skies, you are met with a landscape that appears tailor-made for a forced emergency landing, should the need ever arise. Hopefully the need never arises and the illusion of being able to land anywhere remains just that; an illusion.

Enough of ruminating on the joys of flying, let's get down to business. Our September meeting gave us all an opportunity to get back together after the summer break. The weather cooperated and we were all able to sit around in a circle, reminisce about the good old days and share a meal. A special thanks goes to Soren Christiansen who provided and prepared a menu of Bison

Vice-President's Message (cont.)

Burgers and Florentine Potatoes. The meal was exceptional and very much appreciated. Thank you Soren! In addition to Soren our thanks also go out to Donavon who arranged for everything else, buns, pies, plates etc.



A sight to behold

Our October presentation is being prepared by John Mader. This summer John had the opportunity to ferry a 1940 Luscombe Silvaire owned by Jack Dueck to its new owner near Ottawa. John will present us with a slide deck of photos and a chronicle of his adventure flying an 82 year old aircraft halfway across the country.

I'm looking forward to his presentation and seeing all of you at our next meeting, Thursday October 5, at 18:30. As usual we will have a meal and drinks prior to the presentation.

By the way, please bring along a guest if you are able.

Kelvin

October Fly-ins

CEQ3 Camrose Camrose Flying Club & COPA Flight #137, Iron Creek Flying Club and Camrose Fly-In Trick or Treating Sunday October 29 at 11:00

Here are a few of the regular Fly-ins. We will get an update from Dennis Fox during our meeting

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 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.

Luscombe Silvaire

Every aircraft seems to have a unique history and character and Jack Dueck's 1940 Luscombe Silvaire is no exception. The following is Jack's history with the aircraft.

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 cowl, 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.



Jack Dueck (C-FLCD)

HISTORY (Extract from AOPA - Luscombe 8 Article)
For complete article see: [Luscombe 8 - AOPA](#)

They exist because of the determination of an affable scalawag to create and mass-produce

all-metal airplanes. They have been the victims of unfairly critical accusations about their ground handling. They make it clear that they will not tolerate a milquetoast on the stick and rudder but will reward the pilot who truly knows how to operate those devices. They are admired and prized by those who know them well. They are the Luscombe 8 series, sometimes referred to as the Silvaire but generally known to all as simply the Luscombe.

Don Luscombe worked much of his adult life to develop and market an all-metal airplane, fighting an almost constant financial crisis in the process. He left Mono Aircraft, maker of the speedy Monocoupes, to set up his own company in Kansas City, Missouri, in 1933. As in a Greek tragedy, just as Don Luscombe reached his goal of mass-producing all-metal airplanes, the continuing effects of the Depression, constant lack of capital, and his financial shenanigans—including failure to repay loans and creative use of stock—caught up with him. He lost control of the company within sixteen months and resigned in April 1939, never again to be involved with the organization that continued to bear his name.

- The Luscombe 8 was designed by Donald Luscombe and flown for the first time in 1937. The general aviation aircraft is a high-wing, monoplanes with side-by-side seating.
- By 1960 over 5,800 aircraft had been produced by Luscombe Aircraft Corporation and subsequent companies. Luscombe Aircraft itself went out of business in 1949.
- During WW2, the Luscombe 8A Silvaire served in the U.S. Army Air Force as the UC-90A.

Specifications

Crew: one

Capacity: one passenger

Length: 20 ft 0 in

Wingspan: 35 ft 0 in

Height: 6 ft 3 in

Wing area: 140 sq ft

Empty weight: 870 lb

Gross weight: 1,400 lb

Fuel capacity: 25 US Gallons

Powerplant: Continental Model C85-12 85HP

Propellers: 2-bladed metal fixed pitch, 5 ft 11 in (1.80 m) diameter

Performance

Maximum speed: 128 mph

Cruise speed: 120 mph)

Stall speed: 40 mph (flaps down)

Range: 500 mi

Service ceiling: 17,000 ft

Rate of climb: 900 ft/min



Schedule of Upcoming Events

Oct 5	Luscombe Adventure - John Mader High River Air Cadet Hangar Time 18:30
Nov 2	Weather Considerations - John Melnick High River Air Cadet Hangar Time 18:30
Dec 7	Regular Monthly Meeting - TBD High River Air Cadet Hangar Time 18:30
Jan 4	Regular Monthly Meeting - TBD High River Air Cadet Hangar Time 18:30

Smile

Just got a Cheerio stuck between my toes walking through the kitchen. Clearly my dog isn't doing his part of the chores around here.

I'm great at multitasking. I can waste time, be unproductive and procrastinate all at the same time.

I started a new exercise routine. Everyday I do diddly-squats.

Fuel prices are so high that I went to the dealership and test drove 3 vehicles to run my errands. Stay tuned for more money saving tips.



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

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