

EAA Chapter 1410

High River, Alberta



May
2023
Newsletter

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President's Message

By Donavon Bentz

Thanks to Kelvin for covering my hiatus from EAA 1410 meetings so I could attend the theatre with my wife and fly to Lakeland, Florida with Guy Bourgeois to attend Sun and Fun. The trip to Florida was completed all IFR save for the final leg from Lethbridge to High River which was VFR to save time and avoid incoming snow showers from the west. It took us three days of flying to get to Bartow Executive Airport which is just south of Lakeland and two days of flying to get back with a one-day layover in Kansas City Missouri due to low cloud and embedded forecast icing. Full trip adventure details at the meeting...

As background this trip was conducted in C-FBJJ a Vans RV 9A built by Jean and Jack Dueck in 2004 and was then well equipped as a VFR only aircraft. During COVID however, bored and with nowhere to go, we started dreaming of upgrading the avionics in BJJ to allow for instrument flight and incorporate ADSB-Out which is now required in Class B and Class C airspace in the United States. Like all things that easily roll off the tongue we soon discovered the complexity of making this change.

The change involved removing the Garmin 250XL, an excellent VFR GPS navigator and VHF radio and replacing this with a Garmin GPS 175 IFR certified Navigator, a linked Garmin G5 HSI which replaced our DG and a Garmin 200B Radio to replace the loss of the Garmin 250 XL VHF radio. This new radio has a built-in intercom that we initially intended to use – only to be informed by an avionics tech that we really needed an audio panel, so we

President's Message (cont.)

purchased a Garmin 245 audio panel resulting in the removal of a perfectly functioning intercom. Then there was the purchase of an AV-30E replacing the old Artificial Horizon to act as both a modified flight director as well as the transponder head for the uAvionix tailBeaconx Mode S transponder. This whole effort precipitated the need to modify our panel due to our expanded avionics stack, Then to top it off we purchased a Bendix-King xCruze 100 autopilot to replacing the perfectly functioning Digi-Track 200 autopilot so we had an autopilot that would accept GPS-175 navigation outputs.

We are forever grateful to Phil Ward, an AME and EAA Technical Advisor who became much more of an installer than an advisor to complete this upgrade which was eventually accepted by Transport Canada to allow C-FBJJ to be used in IFR Flight. Now to compliment the panel we have added a Garmin GDL 52R for on board XM Weather and ADSB-In for traffic awareness Bluetooth connected to our iPad and we replaced our Garmin 696 portable with a new Garmin 760 portable because of course we just had to have our portable be fully integrated with our panel avionics. The benefit is we now have an IFR platform and a ten-pound reduction in empty weight from being able to remove our vacuum system. The downside is we all have a much-reduced pocket book so we think this is the end of impulse avionics upgrades until we can afford a glass panel.

Below is a picture of our present panel configuration



EAA Chapter Survey:

The Chapter Survey which was completed indicates several members would like more trips organized through the Chapter. We can discuss how to manage the logistics of such an initiative at our next meeting. The idea of someone acting as our Chapter's "Trip Coordinator/Trip Advisor" comes to mind.

To start this process I've already been in touch with Jan Lee the President of EAA Chapter 1441 in Sandpoint, Idaho to discuss coordinating some potential activities with him. I previously met Jan when he graciously provided space in his hangar when I was transporting our original Van's RV 9A kit back to High River from Oregon. The copy of his email to me is below:

Donovan:

If you have anyone who needs accommodations for Oshkosh, we stay in the dorm condos at Marion University in Fond du Lac. We still have 2 double rooms available. Breakfast is included. We rent a couple of cars and just drive in each morning. Easy trip. \$400 per person for Saturday, 7/22 through Wednesday, 7/26 (five nights). They also have rooms available through the week, if anyone wants to stay longer.

Bill Leonard is our local guy that handles our bookings. 206-850-7524

The 17th Annual Wings Over Sandpoint Fly-in will be Saturday, August 19th. Identifier SZT or KSZT.

The Idaho Aviation Association fly-in will be Friday, August 18 and Saturday August 19th ; some stay until Sunday for departure. This will be at the grass strip at Cavanaugh Bay on Priest Lake, just over the mountain west of us. Identifier is 66S. Camping available and potluck dinner on Saturday afternoon. A big fun time.

Border crossing at Eckhart International at Porthill; identifier is 1S1.

Jan Lee

Sandpoint EAA Chapter 1441, Inc.

PO Box 1301

Sandpoint, ID 83864

I note that Eckhart International at Porthill, Idaho is right on the international border and it's hours of operation are from 7:00-17:00 Pacific Time including weekends. Pilots wishing to clear at Porthill (Eckhart International) airstrip must give a minimum 1 hour advance notice of their intended arrival. Phone 1 208-267-5309

The flight from High River, CEN4, to Eckhart international, 1S1, is 139 nm and from 1S1 to Sandpoint is 42 NM for a total of 180 NM so certainly within range...Something to think about anyway.

Crossing the US Border

I know Soren provided information on crossing the US Border at our last meeting, here is a summary of things to do to make ones crossing back and forth easier:

Canada to the United States Border Crossing:

Well before your planned trip, register for an e-APIS account with US Customs and Border Protection. It can be done online at no cost here

<https://eapis.cbp.dhs.gov/eapis-enroll/enrollment>

Once registered follow the steps to create an Arrival Manifest and then:

1. Submit your e-APIS Arrival Manifest at least two hours prior to departure.
2. Retrieve the e-mail from US Border Protection saying you have been approved (Print it–take it).
3. Call the Customs and Border Protection Office associated with your Port of Entry Airport and get permission to depart and provide them with your ETA (It is a good idea to ask for the first name and badge number of the officer you speak with in case there is a communication breakdown and you end up upon landing in the US dealing with someone else.)
4. File your ICAO Flight plan as a Flight Plan is a requirement for crossing the border.
5. Prior to crossing the border you need a transponder code from ATC (Try to raise Edmonton Centre for Flight Following and request they obtain the code for you. If they cannot accommodate and you cannot reach a US ATC Centre you will need to radio or otherwise contact a US Flight Service Station and ask for their assistance to get a code from a US ATC Centre . (Salt Lake Centre is the ATC Centre controlling the airspace just south of Alberta).
6. On landing taxi to the Customs and Immigration Office and wait for an Officer before deplaning.
7. Close your Flight Plan - that's don't forget, in all the hassle, to - CLOSE YOUR FLIGHT PLAN.

NOTE: Obtain a U.S Customs and Border Protection Aircraft Decal Number for the current year before crossing as it reduces hassle from arriving at a border crossing without one. <https://dtops.cbp.dhs.gov/main/home.htm#%20> The cost is \$32.62 in 2023. (You are asked for this number on your e-APIS arrival manifest and US Border Services clearly

states they prefer the Decal already has been purchased prior to your arrival to save them time.)

Returning to Canada from the United States:

1. Submit your e-APIS Departure Manifest at least two hours in advance of your departure time.
2. Retrieve and write in the Aircraft Log Book the departure confirmation number.
3. Call Canadian Border Services and give them the Airport where you hope clear Canadian Customs and Immigration and provide them with your ETA (Hopefully this can be a CANPASS Airport of Entry to save hassles*)
4. File an ICAO Flight Plan with a US Flight Service Station again hopefully to a CANPASS AOE)
5. Upon takeoff call the nearest Flight Service Station and have them activate your Flight Plan
(Flight Plans in the US are not automatically activated as they are in Canada).
6. Have Flight Service get you a transponder code or radio the appropriate ATC for the airspace sector you are flying in and get one from them.
7. Land in Canada, CLOSE YOUR FLIGHT PLAN, and clear Canadian Customs and Immigration

***You can apply for and receive a CANPASS Authorization here:**

<https://cbsa-asfc.gc.ca/prog/canpass/privateair-eng.html>

and once you are a CANPASS – Private Aircraft member, your private aircraft will have the following privileges:

- It can land at any [airport of entry \(AOE\)](#) in Canada;
- It can land at an AOE any time the airport is open for landing, regardless of the hours of business of the local CBSA office;
- It can land at a [CANPASS-only airport](#), which may be nearer to your destination;
- It receives expedited clearance; and
- It can proceed to its final destination if there is no CBSA officer waiting for the aircraft by the reported time of arrival at a CANPASS airport without the pilot having to make a second call to the CBSA after landing.

***NB:** To use a CANPASS airport All your passengers must have a CANPASS authorization.

AQP (Advanced Qualification Program for General Aviation Pilots):

Lastly, I would like our Chapter to start thinking about ways to support the concept of AQP Training (Advanced Qualification Program for General Aviation Pilots) into the concept of being proficient as a pilot. The basic idea is that what accident analysis shows what is killing general aviation pilots is not a lack of proficiency in flight test maneuvers, it is a series of recurring yet unexpected scenarios/situations which can and do arise while flying and when they occur they invoke a startle/terror response in the pilot because they have never before been experienced. The normal ingrained self-protective reaction which results leads to the pilot often doing the exact opposite of what would save both their own and their passengers' lives. One example is an engine failure on takeoff below five hundred feet and past the runway end. Several fatal accidents in this case have revealed the pilot pulls and stalls their aircraft because of fear of ground proximity when what is called for is a firm push forward on the controls to reduce the angle of attack, maintain glide speed, pick a best place, cause check, and then fuel and electrics off **IF** time, and fly the aircraft all the way through the crash. There are several such scenarios where recognition coupled with a trained conditioned response is what is required to walk away and go home rather than go to the morgue. AQP training has reduced accidents in commercial aviation and evolving thinking is this training concept needs to be incorporated into general aviation. If you want to familiarize yourself with some online advocates of AQP you can find information here: <https://www.dangryder.com/> or here <https://www.aviation101.com/aqpgrassroots> or here [file:///C:/Users/bentz/Downloads/FLIGHT-CHOPS-AQP-v.01-1\(1\).pdf](file:///C:/Users/bentz/Downloads/FLIGHT-CHOPS-AQP-v.01-1(1).pdf) More discussion on this at our next

Young Eagles Day

Lastly here is our continual reminder that our Chapter has committed itself to hosting a Young Eagles Event on **June 24, 2023** which Doug Eaglesham is coordinating. Let's try and keep our schedules free to accommodate this event. We of course will need pilots, aircraft, and ground support volunteers.

See you all Thursday!

Donavon

The last remnants of winter (hopefully)



Survival Weekend

Kelvin Downs

At our recent meeting, the group expressed interest in organizing a Survival Weekend, and a date was set for June 17th and 18th, weather and logistics permitting.

Our plan for the weekend is as follows: we will fly into the Red Deer Forestry Strip (CFR7) on Saturday, June 17th, arriving at approximately 1400. Once there, we will review basic survival skills, including shelter building, fire building, water procurement and purification, signalling for help, and basic first aid.

Participants will have the opportunity to apply these practical skills with the items they have brought as part of their survival kit. Following this, we will enjoy a group dinner with burgers, chilli, and maybe even some pizza. We'll then gather around the campfire for some beer and camaraderie before retiring to our shelters for the night.

The next morning, we will provide a group breakfast before embarking on a navigation and orientation session with a scavenger hunt to practice the skills discussed. Finally, we will hold a short debriefing session, where participants can share their experiences and newfound confidence in facing wilderness survival.

Departure will be approximately 1400 on Sunday June 18.

We want to make sure that everyone enjoys the event, so we will arrange to have necessary supplies and creature comforts, including your tents and sleeping bags, brought into the site with a couple of vehicles. Additionally, we will provide cooking and meals beyond what you are able to

bring in aircraft. As there is no cell phone service, we will arrange a satellite phone and SPOT in case of any emergencies.

We look forward to seeing you at the Survival Weekend and having a great time together. The logistics and planning will depend on the number of people participating. Please let me know at the next meeting or by email if you are intending on participating. downskelvin@gmail.com

Schedule of Upcoming Events

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
June 17 & 18	Survival Weekend - Red Deer Forestry (CFR7)
Jun 24	Young Eagles

Smile (Mother's Day/ Mom Jokes)

Delicious

Three sons left home, went out on their own and prospered. Getting back together, they discussed the gifts they were able to give their elderly mother.

The first said, "I built a big house for our mother."

The second said, "I sent her a Mercedes with a driver."

The third smiled and said, "I've got you, both beat. You know how Mom enjoys the Bible, and you know she can't see very well. I sent her a brown parrot that can recite the entire Bible. It took 20 monks in a monastery 12 years to teach him. I had to pledge to contribute \$100,000.00 a year for 10 years, but it was worth it. Mom just has to name the chapter and verse, and the parrot will recite it."

Soon thereafter, Mom sent out her letters of thanks: "Milton," she wrote the first son, "The house you built is so huge. I live in only one room, but I have to clean the whole house."

"Marvin," she wrote to another, "I am too old to travel. I stay home all the time, so I never use the Mercedes. And the driver is so rude!"

"Dearest Melvin," she wrote to her third son, "You were the only son to have the good sense to know what your mother likes. That chicken was delicious."

- Good moms let their kids lick the beaters. Great moms turn them off first.
- Mommy doesn't have a favourite child—you all annoy me equally.
- Nothing is truly lost until Mom can't find it.
- I hate when I'm waiting for Mom to cook dinner—and then I remember I am Mom.
- I would like to officially apologize to my toddler for opening her granola bar from the top instead of the bottom. I don't know what I was thinking.
- I love all my children equally. Except for the one who sleeps. I love that one more.
- What three words solve dad's every problem? Ask your mother.
- I asked to switch seats on a plane because I was next to a crying baby. Evidently that doesn't work if the baby is yours.

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