

EAA Chapter 1410

High River, Alberta



May
2024
Newsletter

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President's Message

By Donavon Bentz

In our ongoing attempt to keep you both entertained and educated after being fed, your executive is going to offer you a choice at our Thursday, May 2 Chapter meeting. In addition to presenting another VFR scenario from Pilot Workshops VFR Mastery Series* Jay Burrows is prepared to present his journey and lessons learned in overhauling his 180 hp Lycoming 360 engine which saved thousands of dollars in labour costs. The other choice would be to defer this presentation to a later meeting and review and discuss another couple of challenging VFR flight management scenarios. Being a member driven organization it will be your democratically expressed majority preference at the meeting that prevails.

We as an executive are committed to incorporating into each meeting at least one VFR scenario to test everyone's decision making as a pilot. The plan is to subject the usually difficult decisions these scenarios present to the scrutiny that arises from discussions as a "flight crew pair" consisting of members designated as a PIC and Co-Pilot to then a follow-up discussion examining the choices each pair made with the whole group and reviewing the Expert Opinion provided as part of the scenario.

* (I suggest everyone would benefit from paying fourteen dollars US for a month's full access to these VFR Mastery scenarios which now number sixty-four in number at <https://pilotworkshop.com/> We will certainly not have time to review them all during our monthly Chapter meetings)

With respect to increasing our safety as pilots I suggest we support the concept of an Advanced Qualifications Program (AQP) for pilots of general

aviation aircraft. This is a recognition that the airlines have reduced their fatal accident rate to almost zero by preparing their pilots to avoid, and when necessary, respond appropriately to circumstances which have previously led to fatal accidents. The idea is that in general aviation while our primary training has provided us the knowledge and skills to competently "aviate, navigate and communicate" that other than practicing a forced approach from an engine failure at altitude, recognition of an impending stall and incipient spin, with recovery from one fully developed, and recognition and recovery from a spiral dive primary flight training falls short of addressing those rare and unexpected but nevertheless statistically predictable occurrences that are killing pilots and their passengers following licensure. i.e. all our engines run reliably, until they don't!

One prime example of the difference between the airlines and general aviation is the concept of a defined minimum maneuvering speed (DMMS). In the airlines this is a minimum speed for any maneuvering while in general aviation this is often referred to as a maximum turbulence penetration speed at a given weight. The concept put forth by Dan Gryder a proponent of AQP for increased general aviation safety broadcasting on Youtube is that if you do not exceed your aircraft's maximum angle of attack, and you maneuverer your aircraft at no less that 1.404 times the VSO stall speed of the aircraft while in the pattern, with this speed is maintained until on a stabilized approach to final when 1.3 VSO can be employed (depending on wind gust conditions when half the gust speed can be added) you should never experience a fatal stall spin accident while in the pattern. Following an engine failure on takeoff, Gryder is also a strong proponent of accepting the need to immediately nose over your aircraft to maintain a best glide speed and maneuvering only so as to avoid obstacles rather than trying to make a return to the airport where you risk a fatal stall spin accident. All of this is of course dependent upon the altitude, the wind conditions and the terrain you face at the time of the failure. The main point being made is that you avoid a stall spin at all costs because one of these accidents is almost always fatal.

Finally, for your consideration here's an often-quoted mnemonic to use if you ever do experience an engine failure in flight: In order of priority and the time available to execute them they are:

A – Airspeed (Pitch for best Glide Speed) – if failure on takeoff this pitch should create a negative g load)

B – Best Place (To land free of obstacles and into Wind)

C – Cause Check – "If time" a flow check like Carb Heat On, Fuel on Full Tank, Magnetos On, etc.

D – Declare your Emergency – Mayday on your current Frequency, Activate the ELT, Squawk 7700

E – Execute your Approach – All turns toward your selected field approach point.

F – Flaps and Fuel –Flaps as Required - Full Flaps prior to Touch Down, Fuel Off, Mixture to Lean cutoff

G – Get Away Plan –Master Switch Off, doors or canopy unlocked and cracked open prior to touchdown.

H – Hell - if not already there - Get the Hell Away from the Aircraft, the Insurance Company Owns it!

Our Short Fifteen Minute Business Meeting Agenda for Thursday, May 02:

Alberta Air Tour – Dennis Fox - who can help host on the afternoon of Saturday, May 25, 2024?

Young Eagles Day – Doug Eaglesham\ Kelvin Downs – continue planning for the morning of Saturday June 22, 2024.

May 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 Killam\ Sedgewick AB Coffee and Treats by Shelly third Saturday each month.

COPA Discover Aviation Day on April 27th, 200 kids registered.

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

Coming Flyin events are:

Red Deer YQF breakfast - May 5

Sundre Breakfast - May 12

Alberta Air Tour Stop at High River - May 25.

Updates to follow from Dennis Fox at this months meeting

Camrose Breakfast - May 26

Drayton Valley Breakfast - June 1

Athabasca BBQ - July 6 (11-2pm)

Cold Lake Air Show on July 20-21.
Early registration is open for civilian aircraft to fly in and display.

Stay tuned for more information on upcoming events.

Schedule of Upcoming Events

May 2	Members Choice (Engine Overhaul or VFR Mastery) High River Air Cadet Hangar Time 18:30
June 6	TBD High River Air Cadet Hangar Time 18:30
June 22	Young Eagles
July & Aug	Summer Break

Smile!

An older gentleman and a 20 year old are paired together at a golf tournament. They're playing a long par 5 that dog legs around some tall trees. As the 20 year old sets up his tee shot to hit onto the fairway, the older man notes, "When I was your age we used to hit over the trees". So the 20 year old, not wanting to be out done, readjusts his shot and tries to hit over the trees. He takes a shot which doesn't clear the trees and he loses his ball. He tries again with the same result. Then the older man says; "Of course when I was your age, those trees were only 6 feet tall".

I had the slowest, nastiest cashier today at the grocery store. I guess it's my own fault for using the self checkout lane.

Mothers Day is in May

What's the fastest land mammal? A toddler who's been asked what's in their mouth.

Ever heard of a job that requires no experience, gives no training, pays nothing and you can't quit? That's motherhood. Oh, and people's lives are on the line.

I hate when I'm waiting for Mom to cook dinner—and then I remember I am Mom.

Chapter Classified Ads

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

Hangar space for rent for one single engine plane at CEN4

Also I am cleaning out the hangar and have the following items, and many more for sale:

- 19 qt Aeroshell w15/W50 \$15 per qt,
- 1 qt Aeroshell Sport Plus 4 (for Rotax) \$15,
- 2 pt CamGard \$30/pt, 4 qt Marvel Mystery oil \$15/qt,
- Tempest oil filter AA48110-2 for Lycoming \$30,
- Ariens SnoBroom 36 with new B&S Intek 1450 engine ~~\$2100~~ \$1800,
- Brand new SkyTec starter for Lycoming \$1500,
- Marvel Schebler Carburetor for Lycoming 360 used 200 hr ~~\$1500~~-\$1200,
- Slick magneto model 4371 with impulse used 200 hr, c/w harness ~~\$2000~~, \$1800
- ACS keyed ignition switch, new \$150,
- TELEX ANC headset like new with battery case and 12V power adapter \$350.

Please contact Kimbull 403-606-2867

WANTED

Looking for a sample wood prop that I could borrow to carve one for a Lycoming O-320 (160 HP) for an RV-9A. Something like a length of 68 to 70" with a pitch of something like 74 - 76".



Contact: Jack Dueck jackpdueck@gmail.com

OSPREY 2 PROJECT

Osprey 2 project with MDRA paperwork, signed of ready to close and final inspection. Includes new instruments, radio and an O320.

Fuselage centre section opened up for upgraded retract gear. All other woodwork complete, retract gear installed. Instrument panel and centre console ready to install. Full instrument package in original packaging.

Wings complete; ready to cover with aftermarket fibreglass tanks. Tail section is complete and ready to close. Some fibreglass work still remains.

Engine package is from another Osprey and includes engine mount, propeller, cowling and O320 with 67 hours in the logbook. New exhaust system required.



(Representative photo of finished aircraft from Wikipedia)

\$10,000 or best offer, it needs to go soon.

Brian Vasseur
vasseurb@hotmail.com
403-828-5281

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

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.

EAA 1410 2022 Executive

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