

EAA Chapter 1410

High River, Alberta



February
2023
Newsletter

What's Inside

- President's Message
- TC Currency Requirements - Recap
- New Technology In Our Midst
- Incorporating New Technologies into Your Aircraft Build or Upgrade
- Schedule of Upcoming Events
- Smile
- Chapter classified ads.
- Who are we?
- Joining our chapter ?
- Members Action List
- Contact information

President's Message

By Donavon Bentz

Looking forward to seeing you all at our next meeting this **Thursday February 2, 2023**. Guy Bourgeois a long-time member of our Chapter with close to 2000 hours of PIC time in light aircraft and holding commercial and multi-engine IFR ratings is going to provide us with an outline of a VFR Checkout Checklist that pilots can use to help ensure they remain proficient in the exercise of their licence. He will also review how the use of Electronic Flight Bags like Foreflight and Flightplan Go can assist in safe flight such as avoiding CFIT (controlled flight into terrain), a common and fatal error that these applications can help avoid.) Please come prepared to enter into discussion with Guy as to how after licensing we can continue to increase our proficiency and enjoyment while reducing the risks that accompany our passion.

Note: Guy suggests while certainly not necessary that, if possible, you bring your iPads that have Foreflight or Flightplan Go loaded on them to the meeting as it may help by providing you with a hands-on exploration of these applications.

At our **March** meeting our discussion will investigate what we can do if we find ourselves surviving a forced landing in a remote area. Jay Burrows has agreed to lead an interactive discussion of what is carried in our survival kits, and what we might want to consider adding or subtracting from them. (Somewhere between having enough supplies to keep a Boeing 747 passenger manifest sheltered and not overloading your aircraft so you run off

President's Message (cont.)

the end of the runway on takeoff.) Everyone will be invited to bring their kit with them (sort of like Grade 1 show and tell)

In **April** I am hoping Soren Christiansen (he's being identified as a possible guru in his absence) might review what needs to be done in order to cross the US Canadian Border without causing unnecessary hassles and unneeded stress with either US Customs and Border Control or the Canadian Border Services Agency.

Kelvin and I are certainly looking for other ideas as to how to keep you informed and entertained following a meal of ribs, potatoes, pie and whipped cream (oh and vegetables) so please feel free to identify what you might provide or what some other unsuspecting guru in our midst might have to offer.

One other thing, our executive would welcome a volunteer to take on the task of revitalizing the signage at the High River Airport advertising our Chapter and meetings. What we have is faded, and facing south, if we want to add new members to our group we need to increase our visibility. Chapter has the money to pay for the upgrade; we just need someone to manage the undertaking.

Lastly, I just want to remind members that our meeting structure goes more or less like this:

Doors to the Cadet Hanger open at 6:00 pm. We then aim to have supper started close to 6:30 pm and continue for an hour until around 7:30 pm (\$15.00 a plate) Then a short business meeting lasting a fifteen to twenty-minutes tops before a short five break and then our presentations start about 7:55 pm with the intent of our presentations lasting no longer than an hour so we're done before 9:00 pm.

Donavon



Our next Dinner Meeting??

Transport Canada Currency Requirements - Recap

At last month's meeting John Mader led us through Transport Canada's "Self Paced Study Program". Thanks John for your efforts in researching and presenting the Study Questions. Your knowledge and background is most certainly appreciated by our Members.

Recurrent Training is required of pilots every 2 years and the "Self Paced Study Program" is one of the options that Transport Canada provides to Pilots to remain current. Ensure that you review the material presented, retain a copy of the questionnaire, and make a note in your Log Book indicating your completion of the 2 year Currency Requirements using the "Self Paced Study Program" and the date.



Transports
Canada

Transport
Canada

New Technology In Our Midst - By Kelvin Downs

I am sure that many of you have heard about the latest and greatest technology that is apparently going to change the world. This new technology is often referred to as "Chatbot" and more specifically the Chatbot that I will be referring to is ChatGPT developed by OpenAI. This technology is very new as it was only introduced to the general public in December. I'm not sure what the future holds but let's start off by letting ChatGPT explain what it is.

ChatGPT is a natural language processing (NLP) model developed by Microsoft Research that is designed to generate natural and human-like conversations. It is based on a powerful transformer-based architecture, trained with a large dataset, and tuned to produce natural, human-like responses to user inputs. The model has achieved state-of-the-art performance on a wide range of conversation tasks, including question-answering, chit-chat, and dialogue generation. ChatGPT can be used for a variety of applications, such as virtual agents, chatbots, and conversational AI systems.

One of ChatGPT's claims is that it is very proficient at generating content such as articles, blog posts,

podcasts, and other content quickly and accurately. That claim immediately sparked my curiosity as to how an Editor of a EAA Chapter Newsletter could put AI to work writing articles.

The first question I asked was to give me a list of ideas for an EAA Newsletter. Within 30 seconds, ChatGPT gave a list of 20 different ideas with titles for an EAA newsletter. I did not have to prompt it in any way. From the data in the AI model it knew what EAA was and its ideas were specific and relevant to what you would expect to see in an EAA newsletter. I refined the prompt once more asking for a list of articles for "Tips for building and maintaining aircraft" and again within 30 seconds it returned 20 article titles.

Considering that the intent of my input to this newsletter was concerning New Technologies and that one of the ideas presented by ChatGPT was "Incorporating New Technologies into Your Aircraft Build or Upgrade", I decided that I would ask it to write me an article on this subject. I also asked that it be written in an informal, conversational style as opposed to an essay type article. That article written again in about 30 seconds by ChatGPT is below.

I'll let you be the judge as to whether the content and writing has merit. In my opinion the content is quite general with not too many specifics and the writing is not that great and could be identified as being an AI article.

Because these new tools are AI, they are learning everyday and as a result the output will get better and better. These advances will provide consequences and opportunities to our society for sure.

"If I had asked people what they wanted, they would have said faster horses." ~ Henry Ford

The future is uncertain, we didn't get faster horses.



Taken from Forbes Magazine (: Aug 21, 2022)

Incorporating New Technologies into Your Aircraft Build or Upgrade - By ChatGPT

Fasten your seat belts and get ready for a journey into the world of aviation technology! It's no secret that the aviation industry is constantly evolving, and with each passing year, new technologies are being developed that can help make our aircraft safer, more efficient, and more fun to fly. But how do you incorporate these new technologies into your aircraft build or upgrade? Well, buckle up and let's take a look!

Avionics

First of all, let's talk about avionics. These days, it seems like every year there's a new gadget or gizmo that promises to make our flying lives easier. From GPS systems and autopilots to digital engine monitors and collision avoidance systems, there's no shortage of options out there. But before you go out and buy the latest and greatest, it's important to consider what you actually need in your aircraft. Think about the kind of flying you do, what you're comfortable with, and what your budget allows. Then, do your research, talk to other pilots, and make an informed decision.

These systems are essential for safe and efficient flight and have come a long way since the early days of aviation. With the latest advancements in technology, we now have access to an array of cutting-edge avionics that can make our flying lives easier, safer, and more enjoyable.

When it comes to incorporating new avionics into your aircraft build or upgrade, it's important to assess your needs and choose systems that will enhance your flying experience. For example, if you're an instrument-rated pilot, you might consider an autopilot system that can help reduce your workload and make flying in IMC (Instrument Meteorological Conditions) easier and safer. If you like to fly cross-country, you might want to invest in a GPS system that provides detailed navigation information and helps you avoid airspace restrictions.

When incorporating new avionics into your aircraft a major consideration is compatibility. Make sure the avionics you choose will work seamlessly with other systems in your aircraft and that they have the necessary approvals and certifications. You should also consider the level of support and after-sales service that is available for the systems you choose.

Finally, don't forget to budget for installation and integration costs. Installing new avionics can be a complex process that requires specialized knowledge and skills, so it's important to choose a qualified installer who has experience with the systems you've selected.

Materials

Another area where new technologies are making a big impact is in the realm of materials. With advancements in materials science, we're seeing lighter and stronger materials being developed all the time. From carbon fiber to advanced composite materials, there are now more options than ever for building an aircraft that is both light and strong. Just make sure you understand the properties of these materials and how they'll affect the performance of your aircraft.

Electric & VTOL

VTOL (Vertical Take-Off and Landing) aircraft. Electric and VTOL technology is one of the hottest areas in aviation right now, and it's not hard to see why. With electric motors, you can enjoy quiet and efficient flight, while VTOL technology opens up a whole new world of possibilities for short-haul travel. If you're looking to incorporate electric or VTOL technology into your aircraft build or upgrade, it's important to do your research, talk to experts, and make sure you understand the trade-offs involved.

Maintenance

Lastly, let's talk about maintenance. With the advent of new technologies, there are now a plethora of sensors, monitors, and diagnostic systems available that can help you keep your aircraft in tip-top shape. But with so many options, it can be hard to know what to choose. That's why it's important to do your research, talk to other pilots, and choose systems that are easy to use, reliable, and well-supported.

Incorporating new technologies into your aircraft build or upgrade can be a fun and exciting journey, but it's important to be mindful of your needs, do your research, and choose technologies that are right for you and your aircraft.

Schedule of Upcoming Events

Feb 2	Regular Monthly Meeting - VFR Flight Review -Guy Bourgeois High River Air Cadet Hangar Time 18:30
Mar 2	Regular Monthly Meeting - What's in your Survival Kit - Jay Burrows High River Air Cadet Hangar Time 18:30
Apr 6	Regular Monthly Meeting - Crossing the US Border - Soren Christiansen High River Air Cadet Hangar Time 18:30

Smile!

A couple in their nineties are both having some short term memory loss. While in for a checkup, the physician says that physically they're okay, but since they're having trouble remembering things, they might want to start writing things down. Later that evening they're sitting and reading, when the husband gets up. "Would you like anything from the kitchen?" he asks. "Some vanilla ice cream," his wife replies. "Okay." "Shouldn't you write it down so you don't forget it?" she asks. "Don't worry, I won't forget." "Well," she says. "A few raspberries on top would be great. You want to write that down?" "I've got it, honey. A bowl of vanilla ice cream with raspberries on top." "And chocolate sauce, too. Maybe you'll forget that. Want me to write it down for you?" A little miffed, he replies, "I've got it! Ice cream, raspberries and chocolate sauce. I don't need it written down, for gosh sakes!" He goes out to the kitchen. A half hour later, he comes back with a plate of ham and scrambled eggs, and gives it to his wife. She stares at the plate for a few seconds, then says, "You forgot my toast."

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 Amateurbuilt 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)



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Robert Friedman
ch250calgary@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

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