

EAA Chapter 1410

High River, Alberta



January
2025
Newsletter

What's Inside

- President's Message
- Officer Nominations and Acclimations
- Fokker Super Universal,
- New Aircraft Manufacturer Facility in Claresholm
- Claresholm Airport History
- Fly-ins
- Newsletter Input Wanted
- Schedule of Upcoming Events
- Dues Reminder
- Smile
- Chapter classified ads.
- Who are we?
- Joining our chapter ?
- Members Action List
- Contact information

President's Message

By Jay Burrows

It looks like we are back to winter again after a brief break in the cold and snow. Not much activity around CEN4 at least from my perspective. I hope everyone had a good break over the holidays and are all ready to get back into aviation mode, either bucking rivets, stringing wire or turning \$2.25 avgas into noise. Post election, Dennis and I are happy to take over the helm from Donovan who well earned his retirement over the past 2 years. As always it seems we are looking for ideas to keep our members engaged, educated and entertained at the monthly meetings so please forward ideas and suggestions so we can keep meeting content topical to where the group is focused. I did mention several months ago about a location PIREP presentation on our favourite and not so favourite places to go to hopefully open a few doors on interesting places to fly and ones to avoid. We are looking for a few volunteers to step up with a few suggestions. We will twist a few arms in the coming weeks to try and get some presenters to make a meeting of it.

The upcoming January meeting is very special and there was no arm twisting involved, Clark Seaborn has graciously offered to present the final 3 episodes of "Fokker Super Universal, Back to the sky" and to add to that he will be introducing Steven Hanulik who was the producer, editor and narrator of the film. I hope everyone was able to watch the first 7 episodes on YouTube and then hit pause to get the first hand experience with the last three episodes on Thursday night with Clark and Steven's commentaries. We will probably forgo our usual safety analysis segment to allow plenty of time for Q and A on the project as well as Stevens extensive Northern Aviation experience.

President's Message (cont.)

The usual timeline for meeting, doors open 6:00 PM, chat, dinner, brief business meeting and into the main event.

See you all Thursday Night.

JB

Officer Nominations and Acclamations

At our December meeting, our Chapter conducted the annual officer elections. To replace outgoing President Donovan Bentz, Jay Burrows was nominated and subsequently acclaimed to the position of President.

Given Jay's previous role as Vice-President, that position became vacant. Dennis Fox was nominated for Vice-President and was duly acclaimed.

For the position of Treasurer, currently held by Vance Lucas, no other nominations were received. Vance graciously agreed to continue in this role for another two-year term.

Due to these changes, the President and Vice-President's terms will now be out of phase with the typical two-year cycle. The executive will develop a plan to address this and present it to the membership for consideration at a future meeting.

We extend our sincere gratitude to Donovan, Jay, Dennis, and Vance for their service and their willingness to accept these important roles within our Chapter.

Fokker Super Universal, back to the sky'

Being that January meetings are mostly in the cold and a long way from summer heat and summer flying, we are featuring 3 flying episodes from the 10 episode historical series, some filming of which was done more than 90 years ago. These episodes feature the following:

Episode 8 Summer 1998 test flying, summer 1999 Oshkosh, summer 2000 Touring the west

Episode 9 Summer 2001 touring the Fokker's former home in the Yukon

Episode 10 Summer 2003 touring with 85 American aviators flying 26 vintage airplanes on a tour of 24 US cities celebrating the US Centenary of flight. This tour has been described by many of the aviator participants as a "life altering experience".

We will be joined on this one hour presentation by Steven Hanulik, raised in the Yukon, and now a resident of High River. Steven was the producer, editor and narrator of this aviation film. Not only is he experienced on several US film productions made in Alberta, but his father Tony Hanulik was the helicopter pilot who in 1974 hovered over the Fokker wreckage in the Dawson bush, allowing his partner Bob Cameron to lift it out for eventual restoration. Steven's extensive aviation and northern bush knowledge was essential to the accurate completion of this film series. Steven's tasks over the last 5 years was to assemble scores of boxes of raw footage film and video created by many cinematographers over the last 90 years, and to make thousands of little scenes into a story . . . it is truly incredible.

It is certain to be an interesting and enlightening meeting.



Clark Seaborn

New Aircraft Manufacturer Facility in Claresholm

When BRC Aircraft's long term flight plan is realized, it could mean the creation of 150 high-paying aviation industry careers in Claresholm.

Zrinko Amerl, BRC Aircraft chief executive officer and president, explained in a Nov. 27 presentation to the Municipal District of Willow Creek council, that the sky is not the limit.

In making his presentation with his son, Marcus, the company's Montana Floats general manager, says his small, but international company, is going to centre much of its operation in Claresholm.

"That operation, when that's all going, is going to be big," Amerl said. "We want it to be something that employs, I'm already saying, 150 locally." He added BRC Aircraft is planning on bringing in "lots of students" and "having our facility be a training centre for people doing apprenticeships out of the universities."

BRC Aircraft, Amerl explained, owns and operates pieces of its future business success in Brazil, the U.S., Croatia, Romania and British Columbia. Its plan is to make its Claresholm operation its operational hub. Presently engines are manufactured in Romania; fiberglass body components in Brazil, floats in the United States and, and bring them together in Claresholm for assembly.

“Two weeks ago, I was in Brazil, and I signed an agreement with Volato Company,” Amerl said. “Volato Company is a company that builds all composite airplanes. Eventually, we will be building C-wings as well, with them down in Brazil, and bringing them here as parts to complete them.”

The company has purchased a building, at 4121 – Fifth Street East in Claresholm where it will begin operations, and land at the Claresholm airport.

Airport plans first include the construction of a 7,200 square-foot assembly facility and offices for all of BRC’s divisions.

“This is the first building at the airport here. We have all the framework and everything sitting on the ground (in Claresholm) waiting to be built, but it’s going to take a little bit to get that going. We estimate it will cost around \$1.2 million,” Amerl said.

He added the building is now being cleaned and modified for its use. He expects to be up and running there in January, 2025.

Further along in its planning, Amerl told council, a third facility will become BRC’s primary build centre to help the company reach its predicted capacity.

“At that point, we’re going to have all our operations, all our assembly happening here for all our different companies. We’re expecting to be able to do around 100 kits a year of the fiberglass planes. We’re hoping to be able to do 50 Alaskans in a year, 30 engines and 30 floats.”

The Alaskan is a prototype BRC Aircraft is designing from the ground up. Scheduled for completion in summer 2025, it has garnered international attention at shows where a mockup has been displayed. He said BRC stood out at the Oshkosh show (750,000 people) featuring many of the manufacturers of airplanes.

“We were the only company that had our own airplane, our own airplane design. It’s a mock-up right now. It’s not flying yet,” Amerl said to the M.D. council.

“But it will be flying soon. We own the engine company and we own the float company.

“Nobody has that. Absolutely nobody in the world. This was huge for us.” Marcus explained much of BRC Aircraft’s work relies on research and development. Innovation, he explained, is how the company will stand out from the pack.

Products in the mix now are the Texas Bullet, a four-seater all metal, low wing, fast cross-country aircraft; floats including a Z-Drive model designed for maximum control in moving water in tight spaces and the ALTA4-Volato, a four seat composite aircraft with parts manufactured in Brazil, but the plane assembled in Claresholm.

BRC is also a build assist manufacturer able to help complete your unfinished or stalled airplane projects.

“We’re really excited to get into that (airport) building as fast as possible. We’re going to be doing all our shipping through North America out of that facility. Basically, this will be a plan of where we want to be in five years and building the business to that level.

“I believe the impact to the community is 150 well-paying aerospace jobs. And when you look at the 150 people and you take the 4.5 ratio of increasing the population, I think we’ll probably be adding about between 800 and 1,000 people to the town.

“We are serious about this. We are an international company. We are a company that has invested a lot of money so far, and we plan to be the backbone of a community.”

(Excerpt from The Canadian Press. All rights reserved.)

Claresholm Airport History

Second World War

Following the outbreak of World War II, Canada and Great Britain entered into a partnership to train pilots for the air force – the British Commonwealth Air Training Plan. A site about 3.5 miles from Claresholm was chosen for an advanced training school, and construction of No. 15 Service Training Flying School began in late October 1940 and continued through the winter.

Operations started on June 9, 1941, with a class of about forty young Canadian men arriving to continue their training. Advanced flying was taught using the twin-engine Avro-Anson and the Cessna Crane. No. 15 Service Training Flying School

officially opened on August 16, 1941 with an open house and the first graduation. The subsequent courses of student pilots included young men from Canada, England, Australia, New Zealand, and the United States. By the time No. 15 S.F.T.S. closed in 1945, about 2,000 pilots had "received their wings" here.

Today the Airport Industrial Park features a commemorative monument to those who served at No 15 S.F.T.S.

It states in part: "Respectfully dedicated to all officers and ranks who volunteered for active service in any part of the world and made their contributions to the winning of the World War through devoted service at No. 15 S.F.T.S. in the British Commonwealth Air Training Plan during 1941 - 1945 at Claresholm, Alberta, Canada."



NATO Training

Six years later the school was reopened as No. 3 Flying Training School for the purpose of training NATO pilots using single-engine aircraft such as the Harvard. During the 1950s there were approximately 1,100 R.C.A.F. personnel stationed in Claresholm, including Canadian and international pilot trainees who learned to fly here. The base was officially closed again in 1958. A Harvard aircraft, much like the ones used during the training, can be found on display at Centennial Park.



(NATO Airforce Base 1951-1958)

Although the closing of the flying school was a major loss to Claresholm, the air force hangars were subsequently converted to industrial uses and have over the years provided diversified job opportunities for the industrious workers from Claresholm and area.

(Reprinted from Claresholm Website)

For more details of the history of the Claresholm

Airport there is an excellent website provided by the Claresholm & District Museum located in their Community Stories website titled:

"Wings Over Claresholm: The RCAF Service Flying Training School No. 15 in World War II"

https://www.communitystories.ca/v2/l-arc-a-claresholm_the-rcaf-in-claresholm/story/british-commonwealth-air-training-plan-in-claresholm/

January 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 Flagstaff - Killam\ Sedgewick AB Coffee and Treats by Shelly third Saturday each month.

CEG4 Drumheller AB Coffee third Saturday each month.

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

Newsletter Input Wanted

Do you have a project, a recent trip, a building tip, some airport news, perhaps even a rant that you would like to share, please let me know at downskelvin@gmail.com. It doesn't have to be long or perfectly edited, even a photo with a caption will do.

Chapter 1410 Dues

Just a reminder that 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.

Schedule of Upcoming Events

Jan 9	Fokker Super Universal, back to the sky - Clark Seaborn & Steven Hanulik High River Air Cadet Hangar Time 18:30
Feb 6	TBD High River Air Cadet Hangar Time 18:30
Mar 6	TBD High River Air Cadet Hangar Time 18:30

Smile!

Dear LordSo far this year I've done well. I haven't gossiped, I haven't lost my temper, I haven't been greedy, grumpy, nasty, selfish, or overindulgent. I'm very thankful for that. But in a few minutes, Lord, I'm going to get out of bed, and from then on I'm probably going to need a lot more help. Amen

On New Year's Eve, Marilyn stood up in the local pub and said that it was time to get ready. At the stroke of midnight, she wanted every husband to be standing next to the one person who made his life worth living. Well, it was kind of embarrassing. As the clock struck – the bartender was almost crushed to death.

A Senator in the USA was once asked about his attitude toward whiskey. 'If you mean the demon drink that poisons the mind, pollutes the body, desecrates family life, and inflames sinners, then I'm against it. But if you mean the elixir of a New Year toast, the shield against winter chill, the taxable potion that puts needed funds into public coffers to comfort little crippled children, then I'm for it. This is my position, and I will not compromise.'

Jenna was taking an afternoon nap on New Year's Eve before the festivities. After she woke up, she confided to Max, her husband, 'I just dreamed that you gave me a diamond ring for a New Year's present. What do you think it all means?' 'Aha, you'll know tonight,' answered Max smiling broadly. At midnight, as the New Year was chiming, Max approached Jemima and handed her a small package. Delighted and excited she opened it quickly. There in her hand rested a book entitled: 'The meaning of dreams'.

A man who had too much to drink decides to walk home on New Year's Eve. A policeman stopped the man and asked where he was going. "I'm on my way to a lecture," the man replied. The cop scoffed, "Who gives lectures on New Year's Eve?" The man answered: "My wife."

Chapter Classified Ads

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

For Sale, SAL 2/3 P-51 Mustang Plans and Project.

Complete set of plans for a 2 seat SAL 2/3 P-51 Mustang, with original purchase documentation. Slight moisture damage on some drawings, but still very usable. Construction has started with the tail section. Horizontal stabilizer and elevator built, ready to close. Vertical fin spars and rudder built. GL-1 birch plywood, sitka spruce and hardware to complete the tail components. Fuselage sides built and ready to skin, and bulkheads are built.

Extra material includes: (2) 6" x 10' sitka spruce boards, approximately 50 electrical switches, 50 circuit breakers, 100 pulleys, EGT gauge, David Clark intercom, weatherstripping, and numerous other pieces and hardware. Asking \$1,000.0, price and delivery is negotiable. For more information and pictures, please contact.

Ken Harasymchuk
780-660-0362
kharasymchuk@gmail.com

50-year Collection of Sport Aviation Magazines – To Donate:

Doug Eaglesham has been contacted by a representative of an estate who has discovered the estate has a half century worth of Sport Aviation magazines. The estate executors would like to donate this collection to someone who may treasure such a find.

If you are interested, please call Doug Eaglesham at (403) 498-9522.

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