

EAA Chapter 1410

High River, Alberta



September
2024
Newsletter

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President's Message

By Donavon Bentz

I hope everyone has had the opportunity to enjoy flying this Summer hopefully without having to once again navigate low visibilities due to forest fires. As we look forward to resuming our monthly meetings, our first get together is scheduled for Thursday September 05 as a BBQ at the High River Airport. Burgers will be provided at no cost by the Chapter and will be on the grill at 6:00 pm. Weather permitting it will be held at the High River Terminal Building and if weather becomes a problem, it will be moved to Jay Burrows hanger which is the brown hanger immediately adjacent and west of the main gate leading to the airport apron. (The Cadet Hanger is not available to us as they have their annual registration scheduled at the same time as our get together.) Your executive hopes you will be able to attend and engage in the usual Hanger banter that takes place when aviation enthusiasts get together.

If you can bring guests and perhaps also invite somebody from a generation after that of the Baby Boomer's it might help sustain the Chapter in the future.

Looking forward to our October and November meetings in October we hope to have some more organized presentations of trips taken during the summer by some of our members. Your executive would appreciate members volunteering to provide such a presentation, however be forewarned if we find out you have had a trip and are hanging back because you're bashful we're not above using all forms of blackmail to get you to present...(The biggest anxiety experienced by your executive remains how are we going to entertain and or educate the membership after it's been fed!)

In November we have arranged a presentation by Jim Corner, a retired member of the RCAF who has agreed to speak about his experience flying various RCAF aircraft including Neptune's tracking Russian submarines off the West Coast during the Cold War. In December who knows what might be presented.

We intend to continue each meeting with the presentation of at least one VFR Scenario for general discussion and to make us think about safe decision making when flying.

See you Thursday,
Donavon

Aviation Fuel Shortage in Canada: Impact and Adaptation

The aviation community in Canada has recently grappled with a widespread shortage of 100LL aviation gasoline (avgas), affecting general aviation operations across the country. This shortage, which began earlier this year, has its roots in quality control issues at Imperial Oil's Strathcona refinery near Edmonton, Alberta - the sole producer of 100LL in Canada.

The shortage initially stemmed from concerns about fuel performance and safety, specifically related to the fuel's electrical conductivity. This led to the withholding of affected batches from the market, significantly reducing the available supply of avgas nationwide. The situation was further exacerbated by infrastructure limitations and increased demand for firefighting efforts in Northern Ontario and Quebec.

The aviation fuel shortage that recently disrupted general aviation operations in Southern Ontario and other parts of Canada appears to be easing, thanks to new inventory from Imperial Oil's Strathcona refinery in Alberta. The shortage, which caught many operators by surprise, had significant impacts on flight schools, private pilots, and tourism operators during the peak summer flying season.

During the shortage, many airports implemented rationing policies, typically limiting sales to 50 litres per day and prioritizing airport based aircraft. Cross-country training flights were cancelled, and some operators resorted to trucking in fuel from the United States at significantly higher costs. The impact was particularly severe for British Columbia's fly-in tourism industry, effectively shutting down general aviation tourism in the province.

However, Imperial Oil has now reported that "limited avgas inventory" has become available at the Strathcona refinery. The company is working with customers on pickup timing and logistics to distribute this new supply to various markets. While this development is expected to alleviate the immediate crisis, it may take some time for normal inventory levels to be restored across the country.

The shortage prompted discussions about the vulnerability of Canada's avgas supply chain and potential long-term solutions. Some airports are considering improving their storage capacity to better handle short-term disruptions. There's also increased interest in alternative fuel sources, including diesel technology, unleaded high octane, approved use of automobile gas (mogas), etc.

Despite the challenges, the aviation community demonstrated resilience and adaptability. Airports issued NOTAMs to keep pilots informed, and organizations like the Canadian Owners and Pilots Association (COPA) provided guidance to their members on fuel management and flight planning during the shortage.

As the situation continues to evolve, Imperial Oil has not provided a specific timeline for returning to normal production levels. However, the company has expressed appreciation for the patience and understanding of affected parties as they work to resolve the operational issue and return to normal inventory levels at the Strathcona refinery.

While the immediate crisis appears to be subsiding, the experience has underscored the need for a more robust and diversified avgas supply chain in Canada to prevent similar disruptions in the future. As the industry recovers from this shortage, stakeholders will likely continue discussions on how to enhance the resilience of aviation fuel supply across the country.

The shortage has prompted adaptations across the industry. Airports with storage facilities have fared better, highlighting the importance of on-site fuel storage capabilities. Some operators have sought alternative suppliers, though options remain limited within Canada. The situation has also sparked discussions about alternative fuel sources, including diesel technology, other unleaded alternatives and the approved use of automobile gas (mogas) in certain aircraft.

Editor's note: *This article was researched and written by Perplexity AI.* The recent issue of aviation fuel shortages could be the basis of a presentation and

discussion concerning the future of Aviation Fuel. Does anyone want to volunteer?

The Hawaii Mars Water Bomber: A New Chapter at the British Columbia Aviation Museum

The Hawaii Mars water bomber, an iconic aircraft with a storied history in firefighting, has reached its final destination at the British Columbia Aviation Museum. This marks the end of an era for the aircraft, which has been a vital part of British Columbia's wildfire response for over half a century.

A Historic Journey

The Hawaii Mars was originally conceived as a military bomber during World War II but was later repurposed for firefighting by a consortium of timber companies in British Columbia. It became one of the largest and most effective water bombers in history, capable of carrying over 27,000 litres of water. Throughout its operational life, it dropped approximately 190 million litres of water on wildfires, solidifying its reputation as a crucial asset in aerial firefighting.

Final Flight and Arrival

The aircraft's final journey was a significant event, drawing thousands of spectators. On August 11, 2024, the Hawaii Mars departed from its longtime base at Sproat Lake in Port Alberni and made its way to the Saanich Inlet, accompanied by a non-aerobatic display from the Canadian Forces Snowbirds. This last flight was a poignant moment for the pilots and the community, marking the end of its active service.

Permanent Home and Future Plans

Now housed at the British Columbia Aviation Museum, the Hawaii Mars will serve as the centrepiece of a new wildfire aviation exhibit. This exhibit aims to educate visitors about the aircraft's historical, cultural, and aeronautical significance. The museum plans to open the exhibit to the public on September 28, 2024, allowing visitors to explore the aircraft up close and appreciate its legacy.

Preservation and Legacy

The move to the museum was facilitated by a \$250,000 funding announcement from the province, aimed at preserving the Hawaii Mars as a significant part of British Columbia's aviation history. The project, which will cost approximately \$1 million, is a collaborative effort involving the museum, Coulson Aviation, and Heritage Canada.

The Hawaii Mars' transition from an operational

water bomber to a museum exhibit not only preserves its legacy but also highlights the evolution of firefighting technology. As the aircraft takes its place in history, it continues to inspire awe and respect for its contributions to wildfire management and aviation innovation.



The iconic red-and-white Hawaii Martin Mars water bomber, set to be displayed at the B.C. Aviation Museum (BCAM), Photo courtesy of the B.C. Aviation Museum

Editor's note: Article was researched and written using Perplexity AI.

While AI assistance may streamline the content creation process, it's important to note that this newsletter's primary aim is to deliver informative content rather than showcase personal writing prowess. I will always disclose when AI tools have been used in article creation. Although I strive to verify information and identify potential inaccuracies, I encourage readers to exercise critical thinking and fact-check independently.

September 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.

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

Coming Flyin events are:

Columbia Valley (Fairmont) - CYCZ Breakfast
September 7, 2024

Innisfail - CEM4 Breakfast
September 8, 2024

Warren Pinto Memorial Fly-in:

September 14, 2024

Grande Prairie Airport (CYQU),

- Fly-in breakfast (9-11AM)
- Open House and Aircraft Show and Shine (11AM to 3PM)
- Warren Pinto Memorial Bursary Presentation

Sparwood\ Elk Valley - CYSW Breakfast

September 14, 2024

Nelson CZNL – 2024 Open Day and Fly-In

September 22, 2024 8:00 am – 1:00 pm

Foothills Flying Club - CEN4 Breakfast

September 28

Stay tuned for more information on upcoming events.

Young Eagles 2024

Our Chapter once again hosted another successful Young Eagles event on June 22. The day turned out to be a perfect day for flying, blue skies and light winds made for an enjoyable day for all. Thirty eight very happy Young Eagles participated in flights provided by our pilots; Jay Burrows, Soren Christiansen, Debra Dueck, Steve Hurst, Vance Lucas, and John Mader. This year we once again had assistance from the Hong-Kongers club which provided the participants and some pre-registration which allowed us to plan more effectively than having an open registration. In addition to the Hong-Kongers participants there were some additional Young Eagles that attended by word of mouth.

Thanks also go out to our Ramp Crew that included Aiden White, Carl Foreman, Bruce Pieprass and Jeff Seaborn. Our registration desk crew included Dennis Fox, Donovan Bentz, Peter Anderson, and Kelvin Downs. Finally to Doug Eaglesham for being our EAA representative and coordinator for our Young Eagles program. Thanks to everyone, without your efforts we would not be able to enjoy the excitement and enthusiasm of seeing these Young Eagles experience the joy of flying.



EAA Chapter 1410 Young Eagles Volunteers

Osprey Project Update

The Osprey project team has continued to make progress over the summer months. The engine has been assembled and mounted, most of the wiring has been completed, the canopy is ready for installation and numerous other activities have been completed. The next major activity is the fabric.



Osprey Project progress

Schedule of Upcoming Events

Sept 5	Barbeque Terminal Time 1800
Oct 3	TBD High River Air Cadet Hangar Time 18:30
Nov 7	Jim Corner - RCAF Pilot High River Air Cadet Hangar Time 18:30

Smile!

Never sing in the shower! Singing leads to dancing, dancing leads to slipping, and slipping leads to paramedics seeing you naked.

An Irish Divorce settlement: Mr Murphy, "I have reviewed this case very carefully" the divorce court judge said, "And I have decided to give your wife \$775 a week." "That's very fair your honour," the husband said, "And every now and then I will try to send her a few quid myself."

I can't decide what pants to wear today; smarty or fancy.

I didn't order anything from Amazon yesterday, so the UPS guy knocked on our door to see if we were ok.

9 out of 10 times when I lose something....it's because I put it in a safe place.

Why is everyone so against sugar? Who stood by you when things were going wrong in your life? Who comforted you? It wasn't broccoli, that's for sure.

Chapter Classified Ads

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

For Sale Zenith 601 XL-B C-GHRG

Debra @ 403-652-7333 **\$68,000 CAD**
Kelvin @ 403-605-2652
Vance @ 403-540-8132

All modifications as per prior Airworthiness Directives have been built into it.

- 210 hours total time
- Rotax 912 ULS , with Soft Start - 150 hrs since overhaul by Rotech Motor Ltd. Vernon BC
- Ivoprop 3 Blade, ground adjustable
- Dual Dynon Skyview 7" Displays
- FL760A - Com Radio
- AV30- ADSB - Out with Tail Beacon
- TruTrak Auto Pilot
- ACK 406 ELT
- Electric Flaps, Elevator, and Aileron Trim
- Wing Lockers
- LED Nav and Strobe Lights
- Long Range Fuel Tanks 2 x 15 gal. Wing Tanks
- Annual Condition Inspection completed January 2024

One partner just trained and passed his Flight Examination on this aircraft. Great low-cost hour builder.



For Sale By Builder / Owner

C-FPQO Call Vance @ 403-540-8132 \$75,000 CAD

Zenair STOL CH 750 Edition 3, built from a complete kit purchased from Zenith in Mexico Missouri September 19, 2014, First Flight April 18, 2017

- 3 liter, 120 horse power, William Wynne type Corvair Conversion Engine, built and test run at Corvair Colleges with the instruction and supervision of the Corvair Guru
- 340 + hours total time air frame and engine, 5 + hours since top overhaul by William himself
- Sensenich 2 blade 64.5" ground adjustable composite propeller TT 40 +,
- Odyssey PC 680 Battery
- Gross weight 1440 lbs, empty weight 876#, useful load 564#, fuel load 144#, pay load 420#
- Grand Rapids Avionics Sport SX EFIS and Engine Information System, EXP 2 Bus DC Load Center
- Flight Line FL-760 VHF c/w built in intercom,
- Sandia STX 165 Mode C Transponder
- ACK 406 MHz ELT,
- Dual LED Landing Lights c/w Wing Wag, LED Nav and Strobe Lights
- Viking Aircraft Steel Bungee Front Suspension,
- Marvel Schebler MA3SPA Carburetor
- Dual Heater Muffs, Park Brake, Zenith Upholstery Kit, Adjustable seats, Glove Box and Console
- Spare Warp Drive 2 Blade Propeller,
- Fixed Penetration Wheel Skis,
- New Tires on Mains



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