

June 2019



President's Message

Good day everyone.

June already! I think most of us look forward to this month, associating it with warm weather and good flying. As usual this brings on more air related events and activities, and a couple of additions this year makes it even busier.

As we decided last meeting, we will be hosting our annual Young Eagles Saturday 15 June, 9:00 am to around 2:00 pm. I have put the word out and we already have two dozen or so signed up, we must be providing some good entertainment as quite a few registrants found out by word of mouth. We will finalize our plans for the day at the upcoming meeting. We will need pilots of course, I suspect 5-6 aircraft will be necessary.



We will also need at least two people for marshalling and three to handle sign in and forms. It will be easier this year as we should have the use of C1 hangar adjacent to the ramp. Please consider volunteering, it's great to see the excitement in the Young Eagles before and after their flights.

Another addition this year is the COPA convention 6-8 June at Innisfail. Quite a few of us are also COPA members, I hope those people will be taking part in this event since it is so close by.

I have been tossing ideas around in an effort to come up with a chapter flying activity, coincidentally Jeff Seaborn has been doing the same. As chair of EAA Canada Council, Jeff was in contact with some members of

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Edmonton Chapter 30, and they chatted about a joint venture. We will talk about this at our next meeting, so please feel free to add some suggestions.

Garry Wright has been working diligently on our chapter tool crib project and will give us an update on his progress. Version one is ready to go, Garry will tell us how it will work at the next meeting.

Our presenter for the next meeting may not be available, so we will plan on the guys building the Zenair 601 to provide us with a project show and tell. The plan is to bring in one of the wings and explain how they had to make modifications as prescribed by Zenith, as well as any unique construction procedures.

I recently had the pleasure of flying my CTSW to San Diego and return. Unfortunately, the weather forecasts changed our route planning and shortened the trip, but it was great anyway. I would highly recommend touring the USS Midway aircraft carrier and other nearby ships, as well as the Air and Space Museum. I'm sure anyone else who has visited these venues would agree. Interestingly, the museum had an engine on display with no description, I have included a couple of photos of it. I did some research and found out what it is, but I'm having a hard time figuring out how it operates. I would really like to hear from any of our members who can provide some answers, let's talk about this at the meeting as well.

VP Kelvin had provided a great article for our previous newsletter, but due to communication issues we missed having it published. It's included in this issue, you will enjoy the photos and story.

So, we have a full agenda for the next meeting, should prove to be very entertaining. Look forward to seeing a great turn out.

--- Doug





10000 ft view of de Polius Glacier

A Heightened Perspective

– By Kelvin Downs

As a new member of the EAA Highriver Chapter and to aviation in general I recently had the opportunity to experience my passion of backcountry skiing and mountaineering with a new heightened perspective at 12000 feet rather than my normal 10000 foot view. It started with a conversation with fellow EAA member and Zodiac 601 Build partner Kent Barlow. I began by describing my next backcountry adventure, which was ski tour traverse from Bow Lake located on Hiway 93N to the Transcanada Hiway near Field BC. The traverse is classic ski tour called the Bow-Yoho which is about 55 km from start to finish and takes between 4-6 days depending on the weather, snow, avalanche conditions and the number of side trips and tours that you make in order to get some deep, steep, powder turns. The tour itself is spectacular, comprising of seemingly endless icefields, snow, mountain tops and glaciers. Luckily there is some reprieve from the wildness of the environment in the form of alpine huts operated by the Alpine Club of Canada. There are 3 huts along the route, Bow Hut, Richard & Louise Guy Hut, and Stanley Mitchell Hut each warm and comfortable providing sanctuary without the need for pitching a tent. After describing the tour to Kent we both agreed on how cool it would be to fly over the route. We left it at that with no concrete plans.

The following Monday morning after our conversation I get a text from Kent; “Lets go”. It was a perfect

morning, hardly a cloud in the sky and not a breath of wind. We agreed to meet at the Okotoks Airport where Kent keeps his Cessna 182 that he shares with his father. After arriving, Kent patiently took me through the routine of fueling, aircraft inspection, flight planning, pre-flight checklists etc. I have always known that safety and protocols around safety in aviation are of paramount importance. Kent’s experience, focus and thorough explanations both preflight and during the flight gave me much greater appreciation of the emphasis put on safety in the aviation industry. I was soon making comparisons between aviation and mountaineering such as having the proper training & experience, detailed navigation plans, detailed knowledge of the weather, informing others of departure and arrival times, having the appropriate tools, beacons, shovels, and of course an emergency plan if things should go bad. I know for sure that there are many examples in both aviation and mountaineering where proper preparation and experience has averted disaster or alternately poor preparation that has resulted in disaster.

As we began to roll down the runway I realized that it had been a long time since I had flown in a small aircraft. I had flown quite regularly with a friend who was in the aviation program at Mount Royal but that was 40 years ago. I soon recognized the wonderful feeling of lifting off the ground and watching the land rush below us. But that was nothing compared to the feeling as we began to get closer to the mountains. As a person who visits the mountains on a very regular basis I was surprised at how familiar I was with the various

landmarks such as mountain peaks, lakes and passes. Although familiar with the terrain, I was in awe of the vastness of the view when you are slightly above or between the mountains tops. Very different from the 25000+ ft view from a commercial flight. But the most awe inspiring view was when we arrived at the icefields themselves, endless ice that make up the Wapta, Wapitiuk, and des Polius glaciers which is the route that we we were going to travel for the traverse. The weather continued to be excellent with hardly a single bump and only a few clouds that we easily skirted. Soon we were approaching our flight plan scheduled return and reluctantly began trip the back to Okotoks.

Back in Okotoks and on the ground I recognized a new and heightened perspective of my passion for the mountains and perhaps can explain my latest interest and perhaps new passion for aviation. Thanks to Kent for the experience and a new perspective



12000 ft view

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Newsletter of the EAA Chapter 1410
High River, Alberta, Canada

www.eaahighriver.org

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 the chance to meet others who combine fun with learning.

FOR SALE

Zenith CH250 project. Closeout inspection done. Comes with brand new iCom A210, Garmin GTX320, Dynon D60, Garmin 396 and RWS engine monitor, plus an assortment of AN hardware and tools. Email Robert Fridman for more details (ch250calgary@gmail.com).

Hartzell C2YR-1BFP/F7497-2 72" Blended Airfoil Propeller. Looks factory new! This Scimitar Hartzell prop was bought new in May of 2013 and was totally overhauled in November of this year. It is a "0" time certified propeller that looks like it just came from the factory because most of it did. \$9000.00 or best offer. Gary Abel 403-901-7876

How to Join Our Chapter

Attend our next chapter meeting. Ask for 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, so please have your EAA membership number. If you are not a member, you can join EAA at the meeting.

Contact us by post at
EAA Chapter 1410
Box 5280, High River, Alberta T1V 1M4
Or by email at
president@eaahighriver.org

For registration forms contact the treasurer (see the list of the executive below).

Please update your web member profiles

On our web site, in the member's section, there are many pictures and profiles that are quite dated (aluminum parts which are now beautiful flying machines). The updates should be sent to the webmaster (webmaster@eaahighriver.org) Please supply: Name, project or aircraft, facts about your project and area of aviation interest.

EAA1410 2019 Executive

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