

EAA Chapter 1410

High River, Alberta



October
2024
Newsletter

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Vice-President's Message

By Jay Burrows

As we get back into the swing of regular meeting formats it looks like the summer weather is starting to give way to fall. Oct 3 rd will be back to our regular time, regular place, hopefully regular food fair.

As Donovan and I have mentioned in the past, the biggest worry is coming up with informative entertainment that is applicable and of value to a wide range of interests. Outside of a few projects in the group it appears that most of us are flying and maybe looking for new and interesting places to fly and maybe a bit of information from your experience on the unknowns of going into a new field would benefit the group's widening appetite for unique destinations. We ask again for volunteers willing to give a quick talk with a few pictures on their favourite places to fly, call it a destination Pirep. This potentially opens the door for others who may be apprehensive on a first time approach. I will leave that one open, but you can expect us to do a little arm twisting in the months ahead to share some of your vast and unique experiences with an aircraft. If time allows this Thursday I'm willing to put together a quick piece on one of my favourite places just to open the door for others to do the same.

As far as the coming meeting we have Kelvin giving us a breakdown on the AVGas situation both currently and what the hell happened this summer when the "no gas, go away" signs were hung on every bowser from Victoria to Gander. Included in this, hopefully he will have some updated thoughts on the no lead avgas progression as well.

Vice-president's Message (cont.)

As safety concerns are always at the top of mind we will continue with 1 interactive VFR pilot safety scenario per meeting with option to do 2 if there is consensus and Time. Speaking of things safety, this past Saturday Donovan, Guy and I attended a Transport Canada safety seminar at Kanata Flight School. One of the best things to come out of the actual presentation may have been the logbook sticker that gives us another 2 years grace from a flight review. The 2.5-hour formal presentation probably could have been narrowed to 20 mins. The breakdown, stabilized approaches good, unstable bad with 61% of the "reported" incidents between 2001 and 2011 being in the landing phase of flight. but there was no further meaningful breakdown on the statistics such as Amateur built VS GA, level of experience, licensing classification etc. the other positive thing to come out of the morning was an approximately 30 min discussion on the increasing traffic in the Foothills MBZ and the need to minimize or reduce the irrelevant and unnecessary communication on the frequency. One suggestion was to allocate the Claresholm CTAF and the Edmonton AeroShell FBO another frequency. The T.C representative did offer to take this information to the Nav Canada liaison for discussion. There was also some post presentation discussion on the rules related to entry and departure from the Foothills MBZ and it appears there may be a leaseholder/users working group formed to further the discussion to increase safety within the zone. Oh and of course, we received the ongoing message from TC "we are from Transport Canada, and we're here to help"...🔍🔍

Next month we have a special presentation that might be a little outside the normal EAA box, Jim Cornerwill be presenting on his experiences tracking Russian submarines during the cold war. I understand Jim is an excellent presenter on the subject and we very much look forward to seeing this presentation.

I just ran out of stuff to say so I guess its sign off till Thursday, Have a great week everybody.

Jay

Build an Airplane? Why not?

The Dream

Many years ago, as a much younger version of myself, I often dreamed of building and flying my own airplane. I would go out to the field with my

young son, and together we would count the steps to see how long a runway we could get and which trees we would have to cut down to accommodate short field takeoffs and landings. It turned out to be about 300 steps or about 1000 ft for me, and double that for my son's shorter stride.

In those pre-internet days, (maybe had dial-up) I researched various kit planes and eagerly awaited brochures in the mail. Recently, I came across a dusty file folder filled with these old brochures, each one a testament to my long-held dream. The primary requirement for any chosen airplane was its STOL characteristics; taking off and landing on my envisioned 1000 ft backyard airstrip. Yes, I was naive about using a <1000 ft airstrip, but dreams don't always align with reality.

These weren't my first dreams of flying. I remember poring through stacks of Popular Mechanics magazines given to me by my Uncle during my teens, paying particular interest to the home-built airplanes and gyrocopters.

From Dreams to Wings

Sure, I had dreams of flying from my backyard, but it wasn't the time or place. Sixty-hour work weeks, mortgage, bills, and kids made the idea of flying and building an airplane impractical, if not impossible, at the time. But fast forward twenty years, and time changes everything.

Now that I have time, energy, and a few extra pennies in my pocket, I have been able to revisit my dream of building and flying airplanes. The catalyst was, and still is, my involvement with our EAA Chapter. John Mader initially introduced me to the Chapter, and I attended a few meetings, but I hadn't yet caught the bug until the opportunity arose to become part of Jack Dueck's Zenair 601 build project. From there, I helped build an airplane, learned to fly, continued to build other airplanes, and have maintained active involvement with our EAA Chapter 1410. The journey from dreamer to builder to pilot has been true adventure



(Kelvin trying out seat position in Zenair 601)

EAA: Fulfilling Others Dreams

We have often discussed that we, as an organization, need to attract and recruit younger people to help invigorate and renew our membership. But perhaps what we should be doing is looking towards the newly grey, those just entering retirement and looking for new things to do. EAA is the perfect organization to present new opportunities for these people.

I see EAA as an organization focused on building rather than flying. Of course, the reason we build airplanes is to fly them, but the process of building is a unique creative outlet that people nearing or entering retirement could be looking for and could be seen as less onerous than learning to fly.

Targeting the “Newly Grey”

Being around and part of a group of smart creative people building something cool could be enough motivation for new member involvement. That aspect of EAA that provides a community of like-minded people with a keen interest in helping others learn is a key element and characteristic of our Chapter.

EAA Chapter 1410 is a perfect example of a community willing to share their experiences and passion. I've seen members spend hours helping others troubleshoot issues, sharing tools, and offering encouragement during challenging phases of a build. Currently, I personally know of 8 or 9 projects in various stages of completion, some on hold, that could provide inspiration or opportunities for those interested in learning about the building process. A great example within our own Chapter is the leadership provided by Jack Dueck in his actions of promoting, and sharing his passion and experience for aviation,

Flying is still important; that's why we build airplanes. But there are other organizations such as Flying Clubs and COPA that have that as their focus. I also believe that introducing the idea of flying to those new to aviation, such as Young Eagles and Flying Start, is a great idea since it provides exposure and potential future involvement in flying or, as previously suggested, as airplane builders when the timing is right.

Growing Our Community

As a Chapter we need to add new blood to our organization. However, rather than focusing solely on younger people, I would like to encourage our members to look to their peers, those who have retired or are nearing retirement, as our source of growth or at least to maintain a healthy membership.

So what should we do?

- **Reach out to your peers:** If you know someone who's recently retired or nearing retirement, tell them about EAA. Share your experiences and invite them to a chapter meeting **this week**.
- **Host an open house:** Organize an event where people can see ongoing projects. This hands-on exposure can spark interest in building. Seeing and touching an aircraft in progress makes the dream tangible.
- **Mentor a newcomer:** If you have building experience, offer to mentor someone who's just starting. Your guidance could be the encouragement they need to begin their own project. Remember, every expert was once a beginner.
- **Share your story:** Write about your building experience for the chapter newsletter. Personal stories can be powerful motivators.
- **Volunteer at community events:** Represent our Chapter at local fairs, retirement expos, Fly-in's, Alberta Tours, your COPA Flight etc. It's a great way to introduce our organization to potential new members.
- **Follow up:** After introducing someone to EAA, follow up with them. Invite them to another meeting, offer to show them your project, or simply ask if they have any questions. This personal touch can make all the difference in turning a curious visitor into an engaged member.

Just as I found my place in EAA, there are others out there waiting to discover this amazing world of experimental aviation. Let's find them and welcome them into our community.

Kelvin

October 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.

Coming Flyin events are:

Summer is over so unfortunately so are the special events.

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.

From the Ground Up Review

When flying in mountainous terrain which error would you need to be aware of?

- Altimeter mountain effect error
- Northerly turning error
- Density altitude error
- Calibrated airspeed error

What You Need To Know

The **altimeter mountain effect error** is associated

with the altimeter while flying through mountain ranges. It is essential to understand this error given the unique challenges mountains present to pilots, not least localized decreases in pressure areas, which give incorrect readings on the altimeter and suggest that an airplane is higher than it actually is. These readings could prompt an unknowing pilot to descend. "Mountain wave" is also a hazard that must be understood and respected.

Schedule of Upcoming Events

Oct 3	The Av-Gas Saga - Kelvin Downs High River Air Cadet Hangar Time 18:30
Nov 7	Jim Corner - RCAF Pilot High River Air Cadet Hangar Time 18:30
Dec 5	TBD High River Air Cadet Hangar Time 18:30

Smile!

"Today on a drive, I decided to go visit my childhood home. I asked the people living there if I could come inside because I was feeling nostalgic, but they refused and slammed the door in my face. My parents are the worst."

You don't need a parachute to go skydiving. You need a parachute to go skydiving twice.

"My husband and I have reached the difficult decision that we do not want children. If anybody does, please just send me your contact details and we can drop them off tomorrow."

"I'll never forget my Grandfather's last words to me just before he died. "Are you still holding the ladder?"

A man walks into an enchanted forest and tries to cut down a talking tree. "You can't cut me down," the tree exclaims, "I'm a talking tree!" The man responds, "You may be a talking tree, but you will dialogue."

A pilot walks into a library and asks the librarian, "Can I have a burger and fries, please?"

The librarian looks at her, stunned, and replies, "Sorry, this is a library."

The pilot is horrified, "Oh, sorry!" she says... then after a moment leans in and whispers, "May I have a burger and fries, please?"

Eli, age 92 and Shirley, age 89, were talking about wedding plans when they passed a drugstore. They walked in and pulled over the pharmacist.

"Tell me," asked Eli, "you sell heart medication here?"

"Of course," said the pharmacist."

"And medicine for circulation?" The pharmacist nodded.

"Rheumatism, scoliosis, arthritis?"

"Definitely."

"What about adult diapers?" asked Shirley.

"Of course."

"And for memory problems?" The pharmacist again nodded.

"You sell wheelchairs and walkers?"

"All types."

"Perfect!" said Eli. "So where do we register for wedding gifts?"

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.



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.

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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