

June  
2010

# SCOTT'S MUSEUM VISIT



EAA Chapter High River Members Fly to See Submarines? See Page 4.

## IN THIS ISSUE

Upcoming Young Eagles Rally, Scott' Museum Tour, Chapter profile: Mader's Cruisemaster, Chapter news and May meeting minutes.

## FRONT PAGE

U505, captured 4 June 1944 is featured in the Museum of Science and Industry in Chicago. One of the many museums Scott visited. More on page four.

## MORE SCHOOL VISITS

See page nine for information on airport tours for local grade six students. Eileen needs volunteers to help show the kids around.

EAA Chapter 1410 High River, Alberta Canada

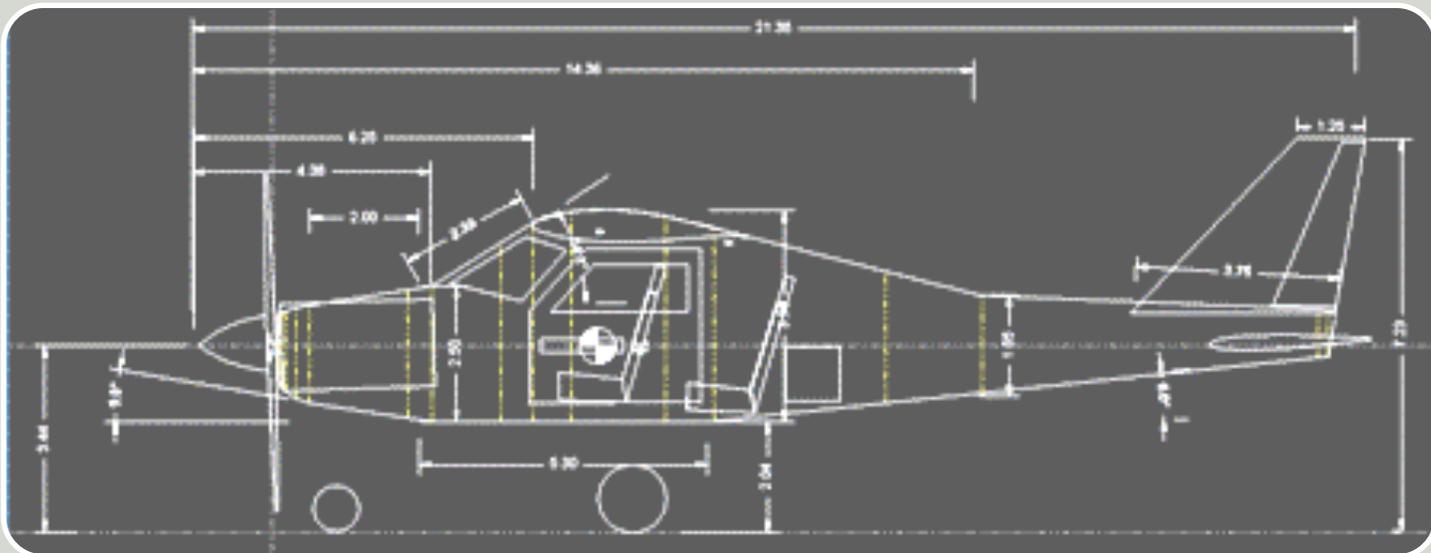
June 2010

# WAYPOINTS

[www.eaahighriver.org](http://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.



## MESSAGE FROM THE PRESIDENT

### Jeff Seaborn: Test Flights, Young Eagle Rally and our Next Meeting

What could be better than a weekend of flying? How about a weekend of hanger flying with Rob Erdos, the Chief Test Pilot from the National Research Council? Earlier this month I attended a Sport Air Workshop on Test Flying and Developing a POH for Your Homebuilt Airplane. What a great course! Rob put a lot of work and effort into developing this course and it did not disappoint. Although this was the very first time this was presented it was well developed. Rob pointed out that a lot of pilots, consciously or not, try to mask poor flight characteristics of an aircraft. After all, as pilots we want to be in control of the plane, and we want it to perform "properly". When it comes to our own homebuilt airplane, few of us are willing to admit to poor performance or performance quirks.

The strength of a test pilot is the ability to recognize a tendency of the plane and let it develop to the point of actually learning the plane's true behaviour. It is well worth learning the behaviour characteristic of your aircraft and documenting them in your POH. As Rob put it, the POH is intended to explain how the airplane works, and how to work the airplane. Think about it, it's one thing to know the stall speed and cruise speed of the plane, but wouldn't it be nice to really know the most

efficient climb speed? How about knowing the plane's tendency to recover from bumped control inputs? Rob's course built on the basics and developed into full fledged flight tests. Rob collected and distributed an amazing amount of information. He even went to the effort of creating and sharing flight test card templates that we as homebuilders could use and modify to suit our planes and our needs. Those alone were worth the price of the Workshop. I've attended a few Sport Air Workshops and they have all been phenomenal learning sessions. I realize that I have a lot more flying and testing to do with my plane but now I have a good template to work with. Thanks a lot Rob!

Coming up next month is the Young Eagles day on June 12th. There's been quite a bit of planning and organizing so far, and many Young Eagles already registered. Let's hope for good weather. A big thanks to those who have been part of the organizing and to those planning on attending as pilots and ground crew.

Beyond that, there's a summer of flying coming up. Get out there and take a friend up for a flight. Smash some bugs and share the experience

## Young Eagles Rally Information by Allan Logan

To promote aviation and EAA chapter 1410, a Young Eagles event will be conducted on Saturday June 12 from the High River airport CEN4 located at Murray's Aircraft. Pilot briefing at 08:30, flights to end at 12:30 to 13:00. We will be conducted in the following four phases.

### **1. Administration and Registration:**

Candidates provide a completed application with appropriate parental consent(s). A numbered position chit is issued to the young eagle. These forms are reviewed and log entries are initiated. A register is created with e-mail and phone info. Candidates are 'crewed-up' and pilots complete and sign the application. (Administrative staff may transcribe pilot info and have assigned pilot sign the form.) This information is then input to the data base so certificates can be printed.

### **2. Ground Safety & Mini "Ground School"**

- The SAFETY Briefing on conduct around and in aircraft, movements on the flight-line
- Introduction to theory of flight, flight controls.
- Bathroom visit encouraged prior to boarding time.

### **3. The Flight:**

Depending on numbers, flights may be over a proscribed course and altitude to enhance flight safety. Route will be given at pilot briefing. Anticipate that (as at Oshkosh) slower traffic will follow a route at 1000 ft AGL, vs. faster aircraft at 1500 ft AGL. Aircraft may be grouped for taxi for sequential take-off if wind conditions favor runway 24.

### **4. Post Flight Photographs and Certificates.**

On return to the airport, flights may be met on the ramp for photos, then pilot conducts the candidates back to the administrative area to sign and present certificate. Ground guide/photographer may escort parent to meet the aircraft.

### **Other Information**

Since the registration and bathrooms are now located at Murray's Aircraft, control of movements on the ramp is necessary. To facilitate identification, name tags or a colored ribbon will be used to identify personnel taking part (Green = Administrative, Blue = Pilots, Purple = Refuelers, Yellow = Ramp control, Red = Big Boss(es). Radio will be Unicom 123.00, Ramp 123.45

### **Personnel needed:**

- Administrative: 3 or 4
- Ramp control: 3 or 4
- Pilots: as required
- Photographer: 1
- Refueler: 1

### **Supplies Needed:**

- Extension cord
- Laptop PC with Young Eagle software
- Printer
- Registration forms, chits.
- Clipboards
- Young Eagle Certificate/ Logbooks
- Safety vests for ramp control
- Paddles for ramp control
- Handheld radios, chargers
- ID ribbon or tags for personnel
- File folders, 1 per aircraft.

**We will go over the detailed plans at our upcoming meeting June 3.**

## WHAT IS IT?



### **EAA Young Eagles**

The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. Since 1992, more than 1.4 million Young Eagles have enjoyed a flight through the program around the world. Young Eagles have been registered in more than 90 different countries and have been flown by nearly 40,000 volunteer pilots. Read more here or at the international website.

**Volunteers  
Needed for our  
June 12  
Rally!**



# MUSEUM TOUR FLY-OUT

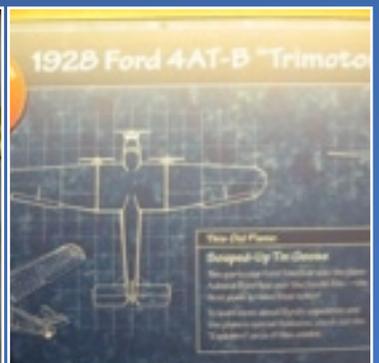
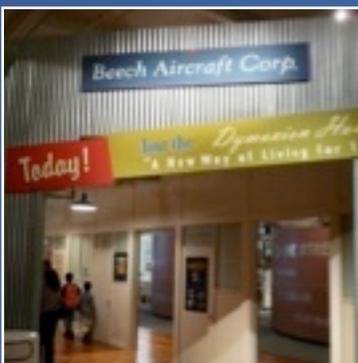
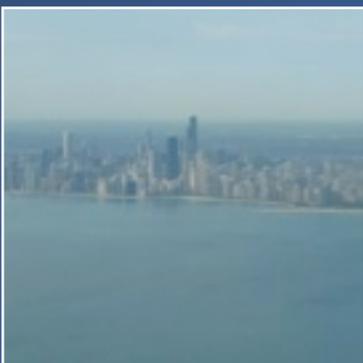
In May 2010 many Chapter members and friends flew out east on a museum tour. VP Scott Church shares his photo tour of the event...



## Weather Couldn't Stop Us

Spring trip 2010 to the Middle East (Ontario & Quebec) ended up in Chicago and Detroit due to weather. With overnights in Billings and Madison on the way down we decided on Sunday morning that we were not going to be able to get into Hamilton before the Canadian aviation expo ended.

It was decided to go to Chicago for the Museum of Science and Industry and dinner at Bob Chinns Crabhouse. We were able to see most of the museum in a day and a half including the captured U-505 and one of three Boeing 40's. After 2 days in Chicago we left to follow



Photos: Scott Church

# MUSEUM FLY-OUT CONTINUED

## VP Scott Church's Fly-out

the lakeshore under O'Hare's airspace to Willow Run airport in Belleville MI.

As tower switched us to Chicago Center we told them we would remain clear of class C but would like flight following. We were told "Oh your definitely getting flight following all right." Apparently two Canadian's who didn't know the area were going to be watched closely until well clear!

When handed over to Gary (Indiana) approach they didn't want to talk to us so we turned east direct Willow Run.

Ford produced almost 9000 B-24 bombers there during WW II and we saw the factory as we flew downwind and base. There are now a lot of parked jets that were hauling auto parts a year or 2 ago.

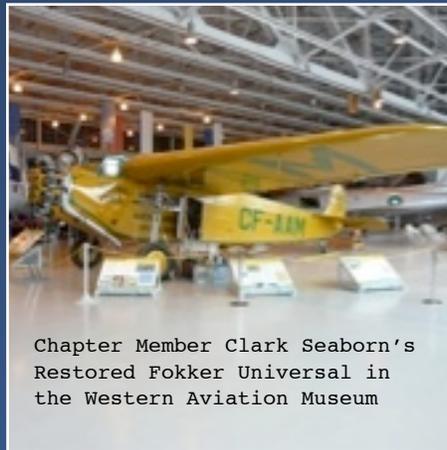


We spent 2 days there visiting The Henry Ford and Greenfield Village. Like many museums in the US these were super-sized and we didn't see everything.

Thursday morning we left to return to Canada and see part of the original planned route. After customs and lunch we made a quick gas stop at Marathon and continued to Winnipeg for the night.

After deciding to visit the Royal Canadian Mint another time, Phil and Sonia left for home in the morning while the rest of us visited the Western Canadian Aviation Museum which has many unique aircraft including CF-AAM restored by our own Chapter member Clark Seaborn.

Departing Winnipeg after the museum got us home by supertime after a lunch stop in Saskatoon. After 2600 nm and 11 stops we were back home from another great trip.



Chapter Member Clark Seaborn's Restored Fokker Universal in the Western Aviation Museum



# CRUISIN' IN A CRUISEMASTER



I visited John Mader in his Springbank hangar this month. In the middle of his hangar, stood a 1949 Bellanca 14-13 Cruisemaster Senior, a wooden winged, tube and fabric fuselage, retractible (hand crank 32 turns) tail dragger beauty. John is finishing up a rebuild of the airplane that he has owned since 1985. The aircraft was used for long cross-country trips (as in across Canada) as well as local flying. It is equipped as a basic VFR aircraft, so all navigation was done with a map and compass. John said that "it has lots of character, easy tail wheel aircraft to fly, with a very interesting history". He has all of the log books dating back to the original first flight in 1946.

John was always interested in the history of the aircraft while it was in the US. Going over the log books dating from the 1940s-1950s he noticed that the logs always mentioned where the aircraft flew to but not

from where it took off. John looked up the destinations and knowing the cruise speed and endurance of the aircraft, started drawing circles around the destinations.

The circles intersected on Charleston, West Virginia. Last year, when John was at Oshkosh, he went to the FAA booth hoping to get more of the history of the aircraft while it was registered in the US. He gave them the serial number and registration and a few months later received a CD in the mail with all the US history and paper work. The information from the FAA confirmed what John had already pieced together: that the airplane was owned and used by the Baldwin Machine Company (corresponding to the JWB entries in the logs) and used to ferry parts.

In 1953, it was imported into Canada and sold to the Kingston Flying club. The Canadian entries in the log books started being signed by a

Felicity Bennet (who later married Spence McKendry and was one of the first woman Chief Flying Instructors in Canada and is a member of the 99s). John visited her in Ottawa during their cross country trip in the same airplane she taught in. Later, in the 1950s, it was owned by Bill Pepler (an early member of COPA, who flew the Bellanca to his COPA job interview, according to the COPA historical archives). Between 1956 and 1965, Bill Pepler attended a few of the EAA conventions when they were still held in Rockford, Illinois. The Bellanca was then sold to a man in Hamilton, Ontario where it underwent a 15 year restoration. The project was then sold to a group in Delta, BC where it was completed. This group ended up with 2 Bellancas and they decided to sell one of them. John happened to see the add, bought the plane and flew it home.

John made good use of the airplane until 1997 when the engine started developing a misfire. When time permitted, the engine was disassembled and sent to Franklin engine Specialists in Nebraska for a top end overhaul. The propeller is an Aeromatic that acts like a constant speed unit but without the complexity of a



**JOHN MADER AND HIS 1949  
BELLANCA CRUISEMASTER**



**Dear Readers:**

*If you have a project and would like to share your experience with fellow builders and dreamers, send me an email at [fridman@shaw.ca](mailto:fridman@shaw.ca). I'd be happy to come out and see you.*

*Robert Fridman*

hydraulic constant speed propeller ([www.aeromatic.com](http://www.aeromatic.com)), it was recently overhauled by John under the supervision of an AME. An Aeromatic rebuild requires great attention to detail and the proper tools to work on. A sloppy job on these props will cause an oil leak. John took a year to make all the specialized tools to overhaul the propeller. It is mostly finished and will be installed soon. All in all, it took six years for the overhaul of the propeller. After the engine and propeller work, the next tasks are to install oil and air filters (none came

**"This plane was meant for me"**

originally, so John wants to develop STCs for them). The wiring needs to be updated to modern materials. Finally, some cracks were discovered in the engine baffles, so new parts will need to be fabricated. Apparently, the cracked baffles were not original and installed incorrectly. John visited the Smithsonian archives and got the original Bellanca drawings as reference so now he knows what the baffles were supposed to look like. John has a second Bellanca. The owner of his second Bellanca was taking it up to the

Wetaskiwin museum after the engine lost compression. John was driving home from work and saw it across the road on a trailer. Two hundred feet up the road was a place to turn around. "It was meant for me to buy this airplane", John said. The owner made John an offer on the side of the road, John accepted and the airplane was delivered the next day. It came with two engines which ended up contributing parts to his first Bellanca, and this almost paid for the purchase price of the second airplane. John is hoping to fly his Bellanca later this year.



Artist Keith Harder has taken a dozen planes left over from Second World War training schools across the Prairies and created a permanent art installation in a farm field south of Calgary. "They're like ghosts of the past haunting the present," says Mr. Harder, also a University of Alberta fine arts professor. "They say a lot about death and dying, about gravity." Thousands of Anson twin-engined airplanes were built in Montreal and used to train British and Canadian pilots at bases across Canada. When the war was over, and the glue started to deteriorate in their wooden wings, the wartime scrap was sold to farmers for parts. The 12 wrecks Mr. Harder saved sit in a field about two kilometres north of Cayley on Highway 2A, 50 kilometres south of Calgary. When you stand in the centre of the circle, it's as if history confronts you, stares you down, says Mr. Harder. "The thing about flying is to free yourself, to get above it all. There's something miraculous about that," he says. "You look at them and wonder how they could do it."

*Elise Stolte, Canwest News Service Published: Wednesday, December 02, 2009*

# TRIBUTE



## The Mynarski Statue Project and Fundraising Charity

Winnipeg-born Pilot Officer Andrew Mynarski was the last Canadian airman in the Second World War to be awarded the Victoria Cross for bravery.

A statue to his memory has been erected in northeast England at the bomber base where he served, and now community leaders in Winnipeg and Canada have undertaken a fund-raising project to bring a statue to Memorial Drive in Winnipeg.

All monies raised will be directed to the Air Cadet League of Canada (Manitoba), a charitable agency, which will administer the Mynarski Statue Project.

Please visit [www.mynarskistatue.ca](http://www.mynarskistatue.ca) to make this dream a reality!

## May 6, 2010 EAA Chapter 1410 Meeting Minutes

Meeting called to order at 7:15pm. Minutes from April accepted by Keith, seconded by Mark.

**Guests:** Tonight's guests were Paul, Al, Charles, Tim and Ed.

**President:** Jeff Seaborn announced that this meeting was the AGM and gave the floor to Marv.

**Treasurer:** Marvin Fenrich gave a PowerPoint presentation on last year's financial report. Marvin then stated that the current balances for the accounts are \$3127 in the Chapter and \$5197 in Sport Air.

Motion by Jack to adopt the financial report as presented, seconded by Ralph – Membership accepted.

**Sport Air Workshops:** Jack Dueck said that the Electronics course was cancelled due to low registration. This

weekend Rob Erdos, a test pilot for Vintage Wings, will be teaching Flight Test and POH Development.

**Young Eagles:** Jeff Seaborn reminded the Chapter of the event being held on June 12th.

**EAA Fly-In:** Jack Dueck stated the event will run through September 17th to the 19th.

**New Business:** Greg is open to ideas for upcoming events. Another fly-out to Disley is being planned for August 28th and 29th.

### Silver Box Award:

Jeff Seaborn presented the award to Marv for landing the 210 under adverse conditions.

Meeting adjourned at 7:40pm, accepted by Ralph, seconded by Clark.

Andrew Crocker  
Secretary



# UPCOMING EVENTS

## Chapter and Other Upcoming Events



### 4<sup>th</sup> Annual Cardston Fly-In



Saturday,  
June 5<sup>th</sup>, 2010

EVERYONE WELCOME

BREAKFAST will be served from 8:00 am to 11:00 am

Cost is \$5.00 per person

Sponsored by the Cardston Flying Club

CEA6

N49 09 45

W113 34 28

Rwy 05-23

3500x75 asphalt

ARCAL

ATF - tfc 113.2



Call 403-653-2087 for more information  
or check out our blog at [www.cardstonflyingclub.blogspot.com](http://www.cardstonflyingclub.blogspot.com)

### Possible Date for 2nd Annual EAA Chapter Interprovincial Fly-out

Chapter  
Social  
Coordinator  
Gregg  
MacGillivray  
is flagging  
August 28-29  
as a  
tentative  
date for the  
EAA  
Fly-In to the  
Disley SK.  
This was a  
great success  
last year!

## COMMUNITY OUTREACH HELP

### Volunteers Needed for EAA Chapter 1410 to Host Elementary School Visit!

Dear Chapter Members,

If any of you are interested I have Big Rock School confirmed to come on June 8. There are 4 classes. Two will be at the airport at 10 am and the next two groups at 1:00 pm. They are combining this with a trip to the Lancaster Museum in Nanton so it should be a big aviation day for the kids. The tours should last about 1 ½ hours each and we will need 3 volunteers for the morning group and 3 for the afternoon group.

I will organize lunch if you want to stay for the day!!

There are 2 other schools that I am trying to confirm when they want to come so if this doesn't work for you there may be another opportunity. Come to the next meeting for more information!

Email me [robq@platinum.ca](mailto:robq@platinum.ca).

Eileen Griesdale  
Chapter Outreach  
Coordinator

### Dear Readers:

The Calgary Flying Club will be hosting their annual Stampede Breakfast on Saturday 11th July and we would like to have a few interesting airplanes on display.

The EAA have the most interesting planes I can think of! Can you help us out at all, please, and offer to bring your projects to our breakfast?

Best regards ,

Phil Wadsworth  
[gr8flyer@shaw.ca](mailto:gr8flyer@shaw.ca)

### Other Events

June 6 Lacombe Fly-in and Breakfast  
June 12 Taber Fly-in Breakfast  
June 13 Bonnevillie Flyin Breakfast  
June 13 Innisfail Fly-in Breakfast  
June 20 High River Fly-in Breakfast  
July 24-25 Alberta International  
Airshow, Lethbridge  
July 26- Aug 1 Oshkosh Airventure  
Aug 7-8 Wetaskiwin Air Show,  
Wetaskiwin, Alberta  
Aug 13-15 Abbotsford International  
Air show  
Aug 21-22 Chilliwack Flight Fest Air  
Show.  
Aug 28 Alberta Aerobatic Contest,  
Rocky Mountain House, Alberta

# NEXT MEETING TOPICS

Our June 3rd meeting guest speakers are **Alan Logan** and **Guy Bourgeois** who will discuss flight planning techniques tips and secrets!

## Chapter Business

**Eileen Griesdale** is organizing the High River airport visit for the various elementary schools in the month of June. Eileen will need more volunteers. There are 3 classes from Big Rock School tentatively coming on

**Munchies at 1830, Meeting at 1900 Hours June 3, 2010**

Find a map to the Dueck Hanger at our website:  
[www.eaahighriver.org](http://www.eaahighriver.org)

June 8 so we will need at least **three more volunteers** in the morning and one more in the afternoon.

**Young Eagles** is planned for June 12 and we will be discussion this at the meeting. **Alan Logan** is organizing the event and the kids can register online at our website.

See you at the meeting!

Alan seen here getting into a Bonanza



# SAFETY PILOT

After a brief reprieve, Canada's Transport Minister, John Baird, is reportedly ready to sign a regulation that will require most aircraft operating in Canadian airspace to have 406 MHz ELTs. The rule will apply to foreign-registered aircraft, and those not equipped will not be allowed to enter Canadian airspace.



## How to Join Our Chapter

Attend our next chapter meeting. Ask for anyone and they will be pleased to help. All the required forms and such will be available for you to fill out.

You must be a current member of EAA International so please have your EAA membership number - if you aren't a member you can join EAA at the meeting.

Contact us by email, or post at EAA Chapter 1410, Box 5280, High River, Alberta, T1V 1M4. We can send you the forms for you to register. Call Marv Fenrick (see right).

*Chapter Memberships are \$40 for singles and \$50 for families with a membership in EAA.  
Contact Marv or any of the following chapter volunteers*

Role	Name	Phone	E-mail
President	Jeff Seaborn	(403) 720-6554	jseaborn@telus.net
Vice President	Scott Church	(403)	swchurch@shaw.ca
Treasurer & Membership	Marvin Fenrick	(403) 242-2096	mdfen56@telus.net
Secretary	Andrew Crocker	(403) 510-1769	anmccrock@telusplanet.net
Community Outreach	Eileen & Rob Griesdale	(403) 395-3739	eileeng@platinum.ca
Newsletter Editor & Webmaster	Paul Gregory	(403) 271-5330	eaahighriver@shaw.ca

July 26 - August 1, 2010

**2010**  
**AIRVENTURE**  
OSH KOSH  
EAA