

March 2010

SPORTAIR
MARCH
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Our long deep freeze
winter will soon be
over!

IN THIS ISSUE

Scott attends EAA Chapter Leaders retreat in Oshkosh, our President talks about youth in aviation, Marv Fenrich is profiled with his Glasair project

CHAPTER DINNER

Guest speaker is author Dave Birrell who will relate stories from his book "People & Planes."

Details on page three.

SPORTAIR COURSES

See page three for information on four EAA Sportair courses scheduled for the first two weekends of May, 2010.

March 2010

EAA Chapter 1410 High River, Alberta Canada

WAYPOINTS

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 reflects on the approaching spring flying season, how we can introduce youth to aviation and volunteering for the chapter

This next month or so is an exciting time of the year. Of course we start it off with the annual potluck dinner. It's always a fun get together where we can showcase our cooking talents, tell heroic flying stories and mingle with our spouses in the comforts of Jean and Jack Dueck's hanger.

In addition, the days are getting longer and next month we spring ahead to daylight savings. Not everyone has been kept on the ground by the weather and the darkness, but having longer days definitely increases the flying opportunities for most of us.

Another exciting event that occurs in the spring is the well organized and highly rewarding school visits. Eileen has done a great job in coordinating the Airport Field Trip into the school curriculum. Grade Six students from the surrounding communities arrive for tours of the airport and get a close up look of a real airplane. For many of these students, this is the first time that they have ever been to a small airport or seen an airplane up close. Their only prior aviation experience is waiting in the cattle lines at airport security, down enclosed gangways, and onto winged aluminum tubes. Society has accepted this as air travel. In commercial air travel, the traveler may not even get to see the plane in its entirety. You

definitely can't look into the cockpit anymore. As a kid, this was always one of the highlights. These school visits expose kids to the pleasure and the benefits of a local airport and general aviation.

I encourage you to volunteer for one of these field trips. It is

more rewarding than a day in the office. You get to share the excitement of aviation with future pilots. Even if you don't want to volunteer, show up and watch. The interest and excitement that you'll see on the kids faces will reignite your interest in aviation.



CHAPTER POTLUCK DINNER

RSVP to Jean Dueck for our February 27, 2010 fourth annual potluck dinner!



Chapter Dinner February 27, 2010

We are pleased to announce the Dave Birrell will be our guest speaker.

A geophysicist, teacher, and interpretive guide in the Canadian Rockies, Dave was a founding director of the Nanton Lancaster

Society. One of hundreds of the museum's volunteers, he has been primarily involved with the development of display material for the museum and with the research and organization associated with its special events.

Dave is the author of "People and Planes," "FM-159 -The Lucky Lancaster," "Nose Art -The Clarence Simonsen Collection," "Baz -The Biography of Ian Bazalgette VC," Calgary's Mountain Panorama," "50 Roadside Panoramas in the Canadian Rockies," and www.peakfinder.com. He will be speaking about three stories from his latest book.

To attend please respond to Jean Dueck's e-invite sent out last week or phone her.

Location: Hangar P11 (Dueck Hangar)

High River Airport

Saturday, February 27, 6:00PM

Phone: 403-652-7333



The
Hamilton
Lancaster
caught in the
air

SPORTAIR



Register Today!

Four courses are being held the first two weekends of May:

May 1st & 2nd, 2010

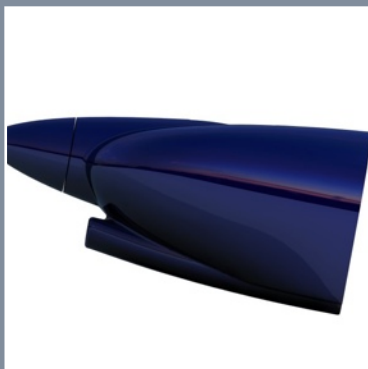
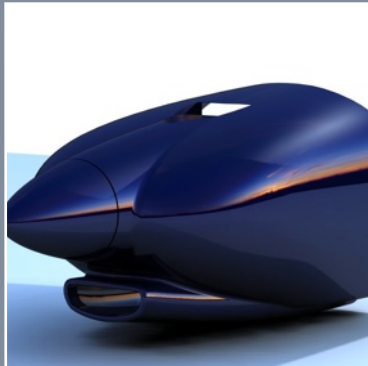
Sheet Metal Basics, and
Amateur-Built Aircraft
Inspections

May 8th & 9th, 2010

Electrical Systems,
Wiring and Avionics,
and
Test Flying and
Creating the POH for
Amateur-Built Aircraft

All courses are being held at the High River Airport. To register, go to our website www.eaahighriver.org/sportair.htm

LAST MEETING



AIRCRAFT PAINTING

At our last meeting we had an informal session regarding aircraft painting featuring Bud from Montana. He spoke to the chapter about different techniques when painting different surfaces and the techniques used. Then the meeting adjourned to Troy Branch's hanger to see Jeff Seaborn's freshly painted RV-7.

February 4, 2010 EAA Chapter 1410 Meeting Minutes

Meeting called to order at 7:10pm. Minutes from January accepted by Clark Seaborn, seconded by Ralph Inkster.

President: Jeff Seaborn introduced this evening's guests. Jeff noted that Aircraft Spruce now has a Canadian website. A map was put on the wall for pinning destinations.

Vice President: Scott Church attended the latest Leadership Convention in Oshkosh with a report to follow. Scott is in the process of lining up speakers; if there are any suggestions, let him know.

Treasurer: Marvin Fenrich reminded everyone that 2010 memberships are due and an email will be sent out. The account balances are \$5504. The annual audit will be done next week.

Annual Potluck: Paul Gregory has set the date for Saturday the 27th at the Dueck hangar. The speaker for the evening will be announced at a later date.

Sport Air Workshops: Paul Gregory has the website set up for registration.

New Business:

Lenora, who is employed by Transport Canada, explained the new license. The old license format expires at the end of 2010. The radio license is not included with the new format. Lenora is willing to sign photos and forms at the March meeting.

A motion was put forth by **Paul Gregory**, seconded by **Jean Dueck**, to use \$500 of Chapter funds for supplies and incidentals for the Annual Potluck – the membership accepted.

Robert Friedman will be doing flight training in August. He put out a call for used ground school material and will be looking for a possible flying partner.

Roger will be picking up his RV7 in South Carolina and will do a future paper on importing an aircraft.

Silver Box Award: **Jeff Seaborn** presented the award to **Paul Gregory** for becoming an aircraft owner.

Meeting adjourned at 7:30pm.

Andrew Crocker
Secretary





Dear EAA 1410 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. I'd be happy to come out and see you.

Robert Fridman



Chapter Treasurer Marv Fenrich Puts his Money Behind a Glasair

I had a chance to interview **Marvin Fenrich**, our EAA 1410 treasurer, in December. Marvin is a farmer who moved here from Saskatchewan. He started flying in 1996 and bought a Cessna 172 which he flew for a number of years. He then bought a Bushmaster (A modified Piper Tripacer converted into a taildragger with a larger wing and engine, see www.bushmastermfg.com). He enjoyed the Bushmaster and logged over 400 hours flying it. Eventually he sold the Bushmaster because he wanted to build something.

Marvin liked the smooth surfaces that fiberglass can produce and always wanted to learn to work with it. He also felt that this is where the aircraft industry was going. For a project he looked at various composite designs, but in the end chose the Glasair as the nicer looking one. Lancairs were more expensive at the time. He went down to the Glasair factory in Arlington, Washington and flew the demonstrator and was impressed by the airplane's fully aerobatic capabilities and high cruise speed. He bought his project as an estate sale in 2006.

To prepare for his build project, Marvin spent a year converting his 2 car garage (22 x 20 feet) into a composite assembly facility by adding 16 feet to the length (now 38 x 20 feet), installing in-floor heating, adding lots of lighting and a good ventilation system. For composite work, you need a very consistent environment in terms of temperature and humidity. The whole idea was to create a building area close enough so you don't have

"In winter you have more time to spend"

to spend time traveling. This was the motivation to modify the garage instead of using his High River hanger. It is easier to continue to work away at a project if it is right next to you. "If you are building and you don't have a well setup work area, it will be difficult" Marvin said. "In the winter time, when you fly less, you have more time to work, so a good heated and well lit work area helps spend more time with the project". The garage is very nicely set up with 2 large benches for the wings, a smaller table for the fiberglass cloth and lots of places to organize parts.

The total time that Marvin has put into the Glasair project so far is about 100 hours. Things were hectic in the beginning due to the move from Saskatchewan. Now with the work area finished, he can start working. Marvin is expecting to put in around 3000 hours spread out over 5-7 years. He acknowledges that it will be a long process. He is mostly glad that he got everything set up and ready to work on it again. A computer is set up and Marvin made a habit to log in and start the build log tracking as soon as work starts so all his work is documented.

There is no engine picked yet, Marvin says it is too far away, and there is no point in getting an engine and have it sit around. But it will likely be an IO-360. He had it in the Bushmaster and really liked it and that is what the Glasair factory demonstrator had.

He'll have a great airplane when finished.

CHAPTER LEADERS RETREAT

VP Scott Church attended the latest EAA Oshkosh Chapter Leaders Retreat

“O.K. Fellas! It’s up to you now...We have a fine organization started, but we still need more members. Tell all of your friends who are interested in experimenting about our new group. Bring them along to the next meeting, or if unable to attend, send their names and addresses to the editor of this publication. Remember, if we are to have a strong organization we will need a large membership of interested individuals.”

The above is quoted from the February 1953 copy of “The Experimenter”, Volume 1, Number 1, and is still a leading concern of all levels of EAA today. This was one of many topics covered in the three-day Chapter Leaders Academy I attended at Oshkosh in January.

Canada had fifty chapters in the mid eighties, there are now thirteen. While we in High River have a large and vibrant chapter many others are not so lucky. Some chapters we discussed had as few as six members and although we are well above that number less than half of our paid members attend meetings regularly. We live in busy times now and maybe that is how it is going to be. The Internet makes it easier to obtain information that was once only possible by attending meetings or finding the right people for a personal conversation. Getting potential members to their first meeting is tough enough; it’s much harder to get them back a second or third time. We now need to be proactive in involving new members without overwhelming them. Some suggestions are

making them feel welcome and involving them immediately and following up with a phone call before the next meeting. Perhaps a buddy program is needed.

Meetings agendas with a broad appeal (suggestions always welcome), and more social activities oriented towards family participation. Make sure visitors get the newsletter. EAA now has a six-month trial membership program, we might consider offering the same within our chapter. When parents bring their kids for young eagle flights they are usually interested as well, try to get them involved.

What are Amateur Built, Homebuilt, or Experimental Aircraft? Who builds them and why? How long does it take, how much does it cost, how safe are they, are they regulated, do you have to be a pilot? These are some of the many questions people have about what we do. The people asking these questions are already interested and need to be informed and encouraged. We need to advertise EAA and aviation at every opportunity, put stickers on your car and wear aviation related clothing. Hand out our business cards to interested people and encourage them to attend our meetings. As a chapter we should get involved in non-aviation community events to advertise ourselves.



Scott looks down from a Mosquito

We should develop a continuing relationship with local media, not just when we have an activity. Encourage them to contact us regularly, not just when there is an accident. Why is it always the one person at the airport that you don’t want to talk to the media that they talk to? They might be the only one who will. A designated contact person can answer questions properly and put a good spin on a bad situation. Remember everything is on the record. Let’s keep it positive. The love human interest stories, anything about kids, and people saving money. What they want can help us.

Some final thoughts send newsletters to local media, schools, and libraries. Place labels with meeting, contact, and website info on old magazines and place in Dr. and Dentist offices. Advertise EAA at every opportunity and we all benefit. People need to see a name ten times before it registers and more before they act. Lets all do our part to make it happen.

Scott Church

