

May 2010



EAA Chapter High River 1410 hosts local Cub Scouts at Airport



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Upcoming Young Eagles Rally, Scott's Messages from the Front, Chapter profile: Building a Delta Dyke, Chapter news and April meeting minutes.

FRONT PAGE

Everyone enjoyed hosting the local Cub Scouts at the High River Airport April 26, 2010

Photos on page three.

SPORTAIR COURSES

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

EAA Chapter 1410 High River, Alberta Canada

May 2010

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.

Jeff preflights with
a Young Eagle - Next
rally is June 12

MESSAGE FROM THE PRESIDENT

Jeff Seaborn: Young Eagles June 12, Summer Flying and our Next Meeting

Hi All, I hope you haven't changed your plane from skis back to wheels yet. There's a lot of snow out there. Mother Nature was just reminding us that winter is never over. Pilots like Jim Gunnlaughson can laugh with his new retractable skis. I had a look at them a couple of months ago, and they look neat. If you're looking for an excuse to go visit our southern Chapter members, go see Jim and Val's Sportsman. It's going to be a real versatile machine. Retractable skis, bush tires, what's next?

This month is an important meeting. This is our AGM and our treasurer Marv will be sharing the status of our finances to the chapter. A big thank you to Marv in preparing the books and a big thank you to our auditors John Mader and Pat Spencer.

There's a bunch of work involved in keeping things in order and getting them prepared for the government.



Another item of interest this meeting is the upcoming flying season. International Young Eagles Day is June 12th and the High River Regional Airport and the Chapter are already promoting the event. There have already been kids who have registered. Thanks to those organizing and promoting the event, it should be great. Eileen and others have been busy touring students, cubs, and other groups around the airport. Many of those kids could show up for a Young Eagles flight. I believe we'll need pilots as well as ground crew. There could be lots of kids and families around and we need to keep everything safe. Any and all help would be appreciated.

EAA Chapter 63 out of Lyncrest and Chapter 154 from Regina are already discussing another get together late summer. Last year we had a great time at this fly out to Disley. Let's see if we can get even more out from Alberta this year.

See you at the meeting.

CHAPTER HOSTS CUBS AT AIRPORT

On April 26, 2010 Chapter opened their hangers and shared their passion of aviation with the local Boy Cubs

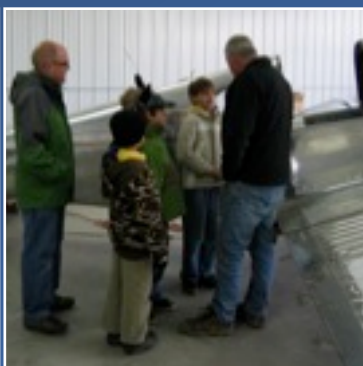
Thanks to Eileen Griesdale who organized the event!



Over 30 Boys and Girls Get Grins

Chapter members Eileen Griesdale, Jean Dueck, Guy Bourgeois, Marv Fenrich, Larry Mashowski, Scott Church and Paul Gregory spent a wonderful evening playing host to the local Cub Scouts. The kids were able to climb into the planes and learn first hand what general aviation is all about. Many of the children had never been close to a small aircraft! From all the many smiles and grins, fun was had by all... even the kids seemed happy!

Thanks to Eileen for organizing the event and to all the volunteers who opened up their hangers!



Photos: Scott Church

STRAIGHT FROM THE FRONT

VP Scott Church's Fly-out Plans Altered Due to Low Pressure Front

MAY 1, 2010 - Welcome to springtime in Alberta, we are at the airport deciding on a new destination for the spring trip as we have been snowed out to go eastbound for the Canadian Aviation Expo in Hamilton. We are now going to go to Cutbank, Montana and see where we can get once we on the other side of the border. We are still hoping to go east, perhaps getting into Hamilton for one day at the expo, and on to Ottawa and Gatineau. We will go where we can and find something there to see and do. Maybe this is our May storm and we will have good flying weather from now on.

Not much has happened with the Cavalier since the last meeting. I have moved into a new hanger immediately after the inspection so have not had the time or weather for a flight. That will be at the top of the list when we get back. I need to learn to fly a taildragger in time for Oshkosh. I don't need to fly off any time but I am going to stay local for a few hours. As the weather improves and the days get longer we can all get some more flying time in.

18 April 1942 Jimmy Doolittle led 16 B-25's with 80 crew members off the USS Hornet in an attack on Japan. With 8 of the 80 still alive Allan Logan decided it was time to go to their reunion at the Air Force Museum in Dayton. We got away later than we wanted to due to weather and had to leave earlier than planned but we were there to see a 17 ship flyby of B-25's and meet 3 of the 8 remaining Raiders. For those of you who have never been to the Air Force Museum it is well worth the trip, take your passport to get access to the 2 hangers on the base and have lots of time. We landed at Dayton Wright Brothers and saw a copy of the Wright B Flyer. There is lots of aviation and other activities in the Dayton area.

It's now Sunday morning and we are in Chicago heading to the Museum of science and industry.

<http://www.msichicago.org/>

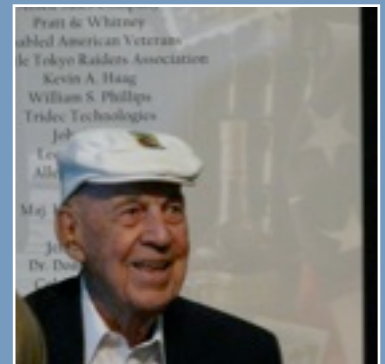
We may stay here a couple of days, we are still planning on getting to Dearborn on Monday or Tuesday.



Scott Church
and Allan Logan in
the Wright Flyer
Replica



DOOLITTLE RAID VETS





One sunny day in April, I drove...

over to Keith Clayton's farm near Strathmore. Keith was busy welding up a repair to his tractor in front of a large work shop that had a very unique airplane in one corner: Keith's and partner Gene Manson's Dyke Delta.

In the book "Homebuilt Airplanes" by Peter Garrison, the introduction reads "... we tried to select from the vast choice of homebuilt airplanes ones that were typical of different points on the spectrum, ones that had some larger significance, either as representatives of a genre or as milestones in the history of the homebuilding movement." The photograph on the front cover of the book is a Dyke Delta.

When referring to the differences between factory built aircraft and home built ones, Garrison states that "homebuilders have only themselves to please - especially those homebuilders who design their own

airplanes." This is the "E" in EAA. John Dyke had his own ideas of what an airplane should look like and what it should be capable of doing. According to the text in Garrison's book, Dyke started with free flight model tests which then progressed to a larger version that was mounted in a contraption that could measure the aerodynamic forces on the model. All of this was mounted on the roof of Dyke's car and driven around at sufficient speeds to simulate flight. A full scale airplane was then build and flown. Unfortunately, in 1964, this airplane was destroyed in a fire. The second Dyke Delta, the JD-2, was built with lessons learned from the first one, one of which was the abandonment of the true delta wing planform shape for a low aspect ratio and large taper ratio flying wing arrangement. See the article titled "Evolution Of The Dyke Delta" in the March 1964 issue of Sport Aviation for John Dyke's account of the JD-1.



**KEITH CLAYTON AND GENE
MANSON'S DYKE DELTA**

Keith was born and raised not too far from where he lives now. In 1967, he received a chemical engineering degree from the University of Alberta and joined Cominco which became Agrium. While working at Agrium, he accumulated some farm land, and after 35 years retired into farming.

24 years ago, Keith got a phone call from his father, who was 68 at the time, informing him that he started on his pilot's license. Keith and his father formed a challenge 25 years prior that if his father started his Private Pilot's training, so would Keith. Although Keith had many other things on the go at the time, this was one challenge he decided that he would make time for. So he started taking his pilots license as well.

Unfortunately, Keith's father suffered a stroke during his PPL medical checkup, and was unable to get his license. Keith carried on and eventually received his PPL. Early in his flight training he bought an Aero Commander Darter 100, on which he did all his subsequent flying. Father and son were finally able to go flying together, fulfilling their commitment to each other. Keith has been flying ever since, and still has the aircraft today which he keeps on the farm's 3000 foot



DELTA WING PROJECT CONTINUED...

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

Robert Fridman

runway, a few steps away from his house. Keith says that it does not take long to take a 20 min fun flight which encourages more flying.

While working at Agrium, Keith met Gene Manson, a fellow aircraft enthusiast. They spent the next 20 years talking about building an airplane. Once Keith retired, he asked Gene whether he was still interested in a building project. Gene replied that he wanted to build the Dyke Delta. Keith was familiar with the Dyke Delta after having talked to the designer, John Dyke, previously at Oshkosh. It looked like a good aircraft to build if they were going to do it from scratch.

They bought the plans two years ago and were preparing to start building from plans when Keith discovered that a fellow EAA member, Ken Collins, was selling his partially completed Delta. After visiting Ken and looking over his project, they bought it. The project that Keith and Gene acquired turned out to have an interesting history. In 1968, three Dyke Delta structures

where built in SAIT as part of a class project. Who the original builder was is not known, but the second owner was Murray Greenhalgh (who actually came out and looked at it in Keith's shop). Ken Collins was the third owner who made good progress on the project.

Ken also made a few modifications to the design, most notable of which is the top surface structure. A standard Dyke Delta has a square cabin that rises up from the wing. Ken blended the cabin into the wing so the top surface looks like one flowing piece with nothing sticking out. To test out what effect this change could

have to the airflow over the top surface, Ken built two small scale models, one with the standard top and the other with the modified, that were tested in the SAIT wind tunnel to compare their aerodynamics. He also built a 1/4 scale R/C model with the modified upper surface to test out the airflow over the upper fuselage on a larger scale and in actual flight. Ken also added a small T-tail for better longitudinal trim control.

Keith and Gene are the fourth owners of this airplane. So far they have worked on it for a year and have made a few additions to the plans, such as a folding step for getting in easier, installation of a cabin heater (an advantage of using a water cooled engine), some re-enforcing, but nothing outside of the

plans. The structure has been inspected for closure. In the next two months, the wings and tail should be installed. The windshield still needs to be made, but they are debating whether to make their own or have it made for them.



The engine of choice is the Mazda RX-8 Renesis. The gear reduction unit and engine management system are from Tracy Crook's Real World Solutions Inc www.rotaryaviation.com. This is a very well proven system.

When the time comes, the test flying will be done from the farm. To prepare, Keith will be taking the test flying workshop through EAA1410 in May.

I asked what the plans are for the Delta, whether it would be a fun flyer or a cross country airplane. Keith responded that the plan was to build an airplane. The Delta happened to be the airplane they ended up building. The mission profile of the airplane was not part of the consideration.

"Homebuilders have only themselves to please - especially those homebuilders who design their own airplanes."



SAFETY PILOT



122.75 is the Air to Air Radio Frequency NOT 123.45!

I have noticed there is a misunderstanding with many of my pilot friends when selecting which radio frequency to use for air-to-air communication.

Recently this caused an issue when I was trying to communicate with a pilot who had a nose gear failure during flight in March. Despite the emergency, pilots on 123.45 were demanding we communicate on another frequency since they were using this frequency for air-to-air communication.

Transport Canada's Aeronautical Information Manual (TC AIM) is very clear on the correct frequency for Southern Airspace:

5.13.3 Air-to-Air

*For air-to-air communications between pilots within the Canadian Southern Domestic Airspace, the correct frequency to use is **122.75 MHz**; in the Northern Domestic Airspace and the North Atlantic, the frequency allocated by ICAO is 123.45 MHz.*

April 1, 2010 EAA Chapter 1410 Meeting Minutes

Meeting called to order at 7:10pm.
Minutes from March accepted by Clark Seaborn, seconded by Jim Gunnlaugson.

Guests: Steph Zlantik was introduced.

Vice President: Scott Church announced that his plane has passed inspection.

Treasurer: Marvin Fenrich stated the account balances are roughly \$4600 in Sport Air and \$2792 in the Chapter. The Audit Committee is working through the numbers and the audit will be presented next meeting. Marv will call members who still need to pay dues. A discussion was held regarding the 90-day audit reporting period.

Community Outreach: Eileen Griesdale will be bringing the Cubs out for an airport tour on April 26th between 6 and 7:30pm. A volunteer signup sheet was passed around. Volunteers will also be required for school tours.

Young Eagles: Allan Logan confirmed the Young Eagles event for June 12th.

Sport Air Workshops: Jack Dueck said there could be possible cancellations

to some of this year's courses due to low attendance.

Old Business: Scott Church listed speaker suggestions, models, pedal planes and Sport Air Workshops.

New Business: A question was raised about associate memberships for out-of-townners.

Scott read some stats from COPA: 30,000 homebuilts in the US vs. 27,000 general aviation aircraft in Canada, of which 15,000 are certified and 12,000 are amateur/owner-maintained.

Marv spoke about the High River Fly-in. He stated that the date could possibly be moved to the fall due to weather. Marv then asked if the chapter would be interested in participating in a shared event. A discussion followed concerning EAA insurance. The chapter agreed that the airport authority would pick a day and the chapter will attend and support the event.

Meeting adjourned at 7:35pm.

Andrew Crocker
Secretary



UPCOMING EVENTS...

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!

SUNDRE AIRPORT 14TH ANNUAL MOTHERS' DAY FLY-IN/ DRIVE-IN BREAKFAST RAIN OR SHINE!

MAY 9, 2010 8 AM TO 12 NOON
FULL OUTDOOR BREAKFAST
ADULTS \$8, 12 & UNDER \$4

CONTACT: BRYCE SCHACHER:
403-556-1369
bryces@telusplanet.net

4th Annual Cardston Fly-In



Saturday,
June 5th, 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 14 28
Rwy 05-23
3500x75 asphalt
ARCAL
ATF - tfc 123.2



Call 403-653-2087 for more information
or check out our blog at www.cardstonflyingclub.blogspot.com

YOUNG EAGLES RALLY JUNE 12



Volunteers Needed for EAA Chapter 1410 to Host Young Eagles Rally

Plans are underway to plan promote our annual Young Eagles rally June 12. Already the cubs and various elementary schools have been notified and people have started registering on the website. Come to the next meeting for more information!

NEXT MEETING TOPICS

Our May 1st meeting guest speaker is **Tim Morrison** who along with his wife Carol own and operate Stauffer Aero. They have operated the company since May 1990 when they purchased it from Gerry Stauffer who founded the company in 1969. Tim is a 1977 graduate of the AMT program at SAIT who worked for Standard Aero in Winnipeg for a year before returning to Calgary where he worked for Munro Aero Engine until 1989. Stauffer has been at

their present location since 2000 and is an Approved Maintenance Organization concentrating on engine overhaul and repair including cylinders and accessories.

Chapter Business

Marvin Fenrick will be discussing last year's financial statements (sounds fun!)

Eileen Griesdale is organizing the High River airport visit for the various elementary schools in the month of May. Eileen will not be at the May meeting but she will need one volunteer to help with Millarville School on May 18 (25 kids). There are 3 classes from Big Rock School tentatively coming on 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**

**May 6th
Speaker is Tim
Morrison**



Logan is organizing the event and the kids can register online at our website.

Paul Gregory has booked three sessions at elementary schools in Calgary to talk to the grade six classes about general aviation and Young Eagles.

See you at the meeting!

**Munchies at 1830, Meeting at
1900 Hours May 6, 2010**

Find a map to the Dueck
Hanger at our website:
www.eaahighriver.org

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



SPORTAIR COURSES

Not Too Late to Register!

Two courses are being held next weekend:

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, email Jack Dueck at cgyrv@yahoo.com.