

April 2010

SPORTAIR



IN THIS ISSUE

Marv Fenrich's bad day at the airport, Meeting minutes, Douglas Norrie's project update, planned visit by the cubs, member news.

CHAPTER DINNER

Everyone enjoyed our guest speaker author Dave Birrell who related stories from his book "People & Planes."

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.

April 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.



It is April... float season is upon us!



MESSAGE FROM THE PRESIDENT

Jeff Seaborn: Young Eagles, Summer Flying and our last meeting

We had a very successful meeting in March with three guest speakers. Greg McGillivray, Jack Dueck, and Bill Beaton shared some aviation experiences. Thank you very much for sharing those with us. Greg and Jack discussed their shared experience but from different perspectives, Jack as the pilot, and Greg as the passenger. Bill did a phenomenal job, reliving a cross country aviation experience. He was dressed in his flight suit, had his flying helmet and air cannula on. He really got into the part and accordingly, brought us into the part. It was quite an experience. Thanks. As the saying goes, "Learn from other's experience, because you won't have enough time to get it all yourself."

Speaking of experience, in May we'll be hosting some Sport Air Workshops in High River. Here's another opportunity to learn from someone with more experience. The workshops are Sheet Metal Basics, Electrical Systems, Amateur-Built Aircraft Inspections, and an entirely new one, Test Flying and Creating the POH for Amateur-Built Aircraft. I've taken the first three courses and enjoyed them immensely. Although I've already test flown my RV and have over 75 hours on it, I'm looking forward to the Test Flying Workshop. It will be an opportunity to learn more about my own aircraft, me as a pilot, and how to improve that combination.

This past weekend I was able to log a couple of hours in the air. In that time I was fortunate enough to take up four Young Eagles. They were all from the same family and they thoroughly enjoyed the experience. I'm not sure who found it more rewarding though, the kids, or myself. I encourage you to look for opportunities to fly kids (and adults) who have never flown in anything smaller than a 737. It will be well worth it for you.

It may seem early to be thinking about the fall, but if you haven't yet heard, there is a fantastic airshow in the works. It is planned for the weekend of September 18 and 19 in Gatineau Quebec. EAA Canada is working in conjunction with Vintage Wings and others to organize a great event. There will be workshops, museum tours, a flyby with the Lancaster with 2 Hurricanes and 2 Spitfires in formation. Count them; that will be 8 Merlin engines, 96 cylinders all purring together. That alone will be worth the trip. Let's see if we can send a large contingent from the west. Wouldn't it be great to have 25 or more planes from the western provinces visiting and sharing with the east? Keep your eyes on EAA's Bits and Pieces, Canada's e-Newsletter for more information.

Until then, happy tailwinds!

CHAPTER POTLUCK DINNER

On February 27, 2010, Chapter members convened for a successful fourth annual potluck dinner

Thanks to the
Hosts: The
Duecks!



Guest Speaker Related Humorous Flying Anecdotes

Chapter members enjoyed wonderful food and listened to our entertaining guest speaker Dave Birrell. Dave related to us three funny aviation stories from his book People and Planes.

The evening was capped off with toasts and general fun with our friends and families.



MARV'S MISHAP

High River Airport Nose Gear Landing Ends With Everyone Safe



High River Airport - March 27, 2010

What was supposed to be a pleasant day flying turned into a unplanned three and half hour flight troubleshooting which ended with a dramatic landing. Chapter 1410 member Marv Fenrich began a routine flight in his retractible Cessna C-210 only to notice

an issue with his gear not functioning properly in the air.

Working with Paul Gregory who was on the ground, they began a series of different techniques to try to release the nose gear. After all attempts were exhausted, Marv was left with the only option available: land with the nose gear retracted.

Marv worked on practicing slow approaches and emergency landing procedures numerous times until he had the procedures down pat. As a precaution, Paul called and coordinated emergency services from High River and Calgary. As it turned out, Marv conducted a flawless landing and they were not needed.

The cause of the stuck nose gear has not yet been determined.

To see a movie of the landing, go to <http://www.flyhighriver.ca/marvsmishap.mov>

After
3.5 hours
trying to extend
the nose
gear...



DRAMA UNFOLDS



As a precaution, a NOTAM was issued closing the airport and EMS was called.

Marv landed perfectly and without injury. The plane was towed off the runway and the airport reopened. Sadly, the C-210 will need some major repairs.



New Zealander Builds His Dream in Alberta

Douglas Norrie comes to us from New Zealand. He nurtured an interest in aviation since he can remember. As a career, he chose mechanical engineering and in the 60s worked in the jet engine development division of Rolls-Royce and the guided missile division of Fairey Aviation (creators of the amazing Fairey Rotodyne compound gyroplane). He then wound up doing research in Finite Element Analysis and later in Computer Science on multi-agent systems, authoring several books in the process. "One goes where the funding is and where the interesting work is done" he adds. Douglas retired from the University of Calgary in 2003.

As a child he was interested in flying. He got a small amount of flight training in New Zealand as WW2 was coming to and end. After that, when time and money were available, he would take a few flying lessons. At this rate, not many hours were amassed. It was only in the last 10 years that he had the opportunity to pursue his flying interests. In 2002 he got his private pilot license and his commercial license soon followed. At the time he thought that aviation was going to have good prospects and opportunities and he wanted to be a flight instructor. As it turned out, flight schools closed at a faster rate than he was advancing in his instructor rating, so he gave up on that, later moving on to ultralights and becoming an ultralight flight instructor.

To keep up his flying skills, Douglas keeps an Ultralight in the Philippines. He usually goes there a few times per year for some recreational flying. There aren't many aircraft that fly there. "You have vast open territory to explore the sky and countryside, so one gets the skies to

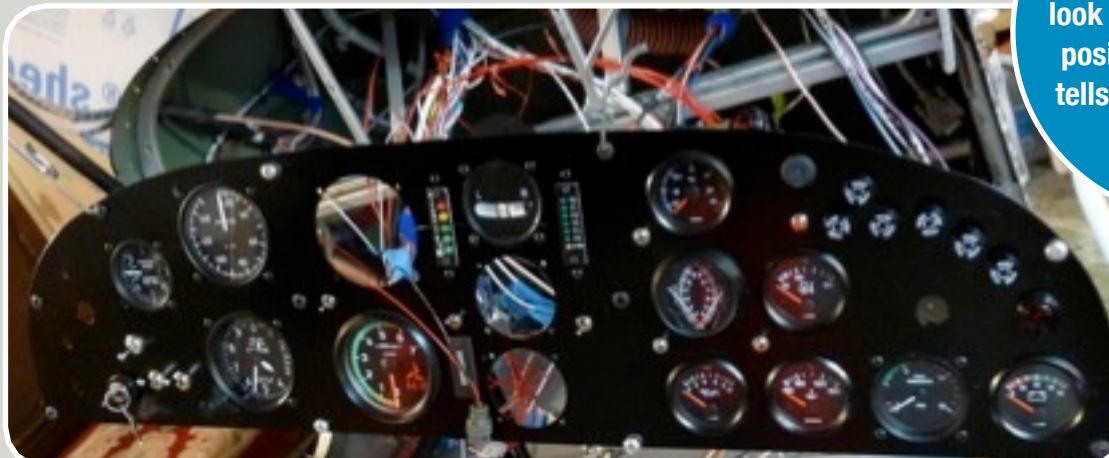
oneself as long as one stays away from the big aircraft". The one downside is that there aren't many facilities, except scattered old US military bases (some 150 miles apart), and not all of them are usable. So he mostly flies to grass strips, gravel roads and farmer's fields, whatever can be found. "It is a whole different way of flying. It's an interesting place and very interesting flying" Douglas adds.

Douglas is an avid craftsman and since he's mechanically inclined, the idea dawned on him that building an airplane that fit his requirements was the way to go. After making that decision, the next question arose as to the type of aircraft to build. This, of course, depends very much on the type of flying one wants to do. Having done stick and rudder basic flying in the Philippines, low and slow, he decided that is the type of flying he would like to do here. If he were to live in Saskatchewan, he would have built something different. He likes Alberta's mountains and flying in that area. There aren't many places to land in the mountains, so he wanted something that could land very slowly and in a short distance. A Short Takeoff and Landing (STOL) design is the only thing that would satisfy these requirements, and for an all metal two seat design there are only 2 choices: the Zenith CH701 and ICP's Savannah (actually, a derivative of the CH701).

Douglas compared the Savannah to the CH701 and liked some of the design features that separate the two, like the conventional symmetric airfoil stabilizer instead of the inverted airfoil of the CH701. This change is claimed to make handling easier by having a more conventional response. Douglas has gone over the design and feels that there aren't many areas

DOUGLAS NORRIE'S ICP SAVANNAH

Continued...



"When flying low and slow, you want to look at a gauge and the position of the needle tells you what is going on"

left to improve on. ICP, the Italian company which makes the Savannah kit is a large CNC factory that manufactures parts for the auto industry. All the pieces in the Savannah kit are CNC cut. There is nothing to manufacture as every part, including all the brackets, are already made, but not necessarily finished. All the sheet metal is pre-punched and lightened. All the kit components are self aligning, but lots of work needs to be put in to clean up the parts.

The instrument panel houses conventional steam gauges with the standard assortment of Microair transponder, XCOM transceiver and artificial horizon. Douglas says "when flying low and slow, you want to look at a gauge and the position of the needle tells you what is going on". He also installed strobes in case he ever wants to do night flying. An interesting addition to the panel is an angle of attack system from RiteAngle (www.riteangle.com). This system

uses a vane positioned in the relative wind to measure the angle of attack of the aircraft. The flap position indicator ties into the angle of attack system so that the maximum angle of attack is adjusted if the flaps are deployed. The RiteAngle system uses a visual LED indicator as well as an audio indicator warning.

The engine in Douglas' Savannah is going to be the Rotax 912 ULS from Rotec in B.C. (www.rotec.com). It is ready for installation.

Douglas' garage has been converted into his workshop. In the middle, he built a bench on which the major parts were assembled. The surface of this bench has been laser leveled to within 0.5MM. "To make sure things came out straight" he adds. Douglas likes to do things right, and therefore to have confidence in what he's flying. So far, he has put in about 1000 hours into the building. He says that a number of builders have done it in under 400 hours, but

he wants to do it "perfectly".

This entailed building a few pieces more than once and throwing away some factory pieces for better ones that he

made himself. Along the way, he made some specialty tools to aid in the assembly. One example of a modified hand riveter is pictured here. There are a few locations where access to riveting is very difficult, so a hand riveter was modified to fit.

Douglas is getting close to moving his project to Springbank.

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

SPORTAIR COURSES



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



Precautionary Landings

At our last meeting we had two sets of speakers discussing forced landings.

First, Jack Dueck and Greg MacGillivray recounted their Luscombe fuel situation on a trip to Saskatchewan. What a difference having the fuel caps on right! They landed on farm and met the farmer who turned out to be an avid fan of Jack Duecks writing! He then proceeded to show them his homebuild project in his barn.

Bill Beaton discussed a bone chilling situation in his Harmon Rocket where he experienced engine failure in poor weather conditions (VFR over the top).

Thanks for sharing!

March 4, 2010 EAA Chapter 1410 Meeting Minutes

Meeting called to order at 7:05pm. Minutes from February accepted by Soren Christiansen, seconded by Paul Gregory.

President: Jeff Seaborn thanked Jean, Paul and Greg for organizing the annual potluck. Jeff highlighted EAA's investment in technology including Hints for Homebuilder videos, Sport Air published online and the use of webinars. A suggestion was made to volunteer for school airport visits on April 26th as they are quite rewarding. An update was given regarding the High River Airport Authority considering allowing a non-flying airplane at the airport. A call was put out for chapter volunteers to build a model with movable control surfaces to see stick inputs. A question was raised if plans/photographs were available for the museum's model. A suggestion was put forward about a Saturday work day for building a model.

Vice President: Scott Church has a line-up of speakers. Any suggestions for further speakers – let Scott know.

Treasurer: Marvin Fenrich stated the Chapter funds are at \$5921. The bulk of the membership dues have come in. Next meeting the audit report will be presented.

Sport Air Workshops: Jack Dueck will be hosting the workshops once a year in High River. This year four workshops, including Sheet Metal Basics, Annual Inspections, Electronics & Avionics and Test Flying Homebuilts & POH will be held in May.

EAA Fly-In: Jack Dueck announced that he is working together with Vintage Wings to create an "Air Venture North". The fly-in/air show will be held in Gatineau on September 17th and 18th. The weekend includes a fly-in, a barbeque hosted by Chapter 245, forums, demos, air show, museum tour and a Battle of Britain re-enactment.

New Business: Paul Gregory asked if there was a Young Eagles/Fly-in date change. A discussion about the coordination of YE committee, Air Cadets and HR Airport followed. A question asking if we need to have a co-function with the Fathers' Day Fly-in was put forth. Sporty's Young Eagles Program was the explained. A committee including Marv, Greg and Allan will be putting together this year's Young Eagles Day.

Motion by Allan Logan, seconded By Jack Dueck to move our Young Eagles Day to the International Young Eagles Day (this year June 12th). – Membership accepted.

Doug Eaglesham stated that an Air Cadet function would have to be with certified aircraft and volunteers would require a police screening.

Silver Box Award: Jeff Seaborn presented the award to Troy Branch for all of his recent night flying.

Meeting adjourned at 7:45pm.

Andrew Crocker
Secretary



Bill Beaton Re-enacts his story

NEXT MEETING TOPICS

Our April 1st meeting guest speaker is **Stephanie Zlatnik** who spent over five months in the Antarctic working with the British Antarctic Survey. She will relate her experiences working in one of the most challenging places on earth.

Currently Stephanie works for Rocky Mountain Aircraft at Springbank Airport west of Calgary, Alberta. She has been in the industry for four years and she was inspired to go into

Munchies at 1830, Meeting at 1900 Hours April 1, 2010

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

aviation by her father who was a pilot. She took her training at S.A.I.T.

Join us she relates one of the highlights of her career so far as Maintenance Engineer for the British Antarctic Survey and her involvement with the ferry flight bringing the aircraft south from Calgary.

Members' News

Our newest Chapter member **Derek Riphagen** has, within a handful of weeks, began flight training to reactivate his license, ordered a quick-build RV-7a, and began measuring areas for a landing strip on his land! Talk about fast!

Scott Church is pleased to announce his Cavalier project passed inspection this month. We look forward to Scott flying his own plane on our Saturday Sorties!

Working in Antarctica: our April speaker



Eileen Greisdale is organizing the High River airport visit for the Cub Scouts April 26 Young Eagles is planned for June 12. **Alan Logan** is organizing the event. See you at the meeting!

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*

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