April 2014

WAYPOINTS

PRESIDENT'S REPORT

Next meeting Thursday April 3, 2014 Air Cadet Hangar High River Airport.

I am happy to report that our chapter will recommence the serving of meals at the meeting room - meal serving starting at 6:30pm. For this meeting, the supper meal will be supplied/prepared by Donovan Bentz. To save having to guess and to ensure that there will be sufficient food available, members and guests who wish to ensure they will be fed are asked to send Donovan an RSVP at his email address bentzd@shaw.ca .

Please remember that the rural road connecting High River to the airport is still closed and you should drive on highway 2 past the airport to the first road leading west. See you there.

MEETING PRESENTATION AND ACTIVITY

"MISSING AIRPLANE NIGHT": We will start with a 30 minute round table discussion about the current news, the missing Malaysian airline flight. We have a chapter member and members who have current knowledge of airline procedures, use of TCAS, VHF, cell phones, cabin depressurization and oxygen supplies, rogue pilots, sat phones, TSB procedures, transponder and radar capabilities, emergency procedures, cockpit security etc. and all that stuff. Our members will be urged to ask intelligent questions and we will all become better informed.

I expect that our aviator members will be able to ask good relevant questions, unlike a similar round table sponsored by CNN the other night, where one of the correspondents asked ,"why don't airlines issue parachutes to all of their passengers". I immediately got the image of my overweight grandmother donning a parachute and blocking the cabin door trying to decide whether of not to jump into the Vietnamese jungle after an explosive depressurization and dive to 10,000 feet.

The second part of the "MISSING AIRPLANE NIGHT", if we have time, will be a short Video movie prepared by National Geographic on a search and recovery mission for a missing airplane in the waters of Charron Lake in Northern Manitoba. This airplane was a bush transport which was forced down due to weather in December 1932, and which sunk through the ice and became lost for the following 75 years. It became the object of a search activity by Western Canada Aviation museum volunteers for 9 years before being found. This movie depicts the side scan sonar equipment, diving barges, underwater ROV's and humans involved in this

search and recovery. Your chapter president was involved in some of this. Good material if you ever lose your airplane in a lake.

PRESIDENT`S COMMENTS

Unfortunately I had to escape the winter for a month, and missed the March meeting while I was holidaying in Palm Springs, California. On one aviation themed day I travelled to the USS Midway museum in San Diego harbor. I heartily endorse a visit to this museum if you are ever in Southern California.

The USS Midway was an aircraft carrier completed only ten days following the Japanese surrender in September 1945. It was the largest ship in the world for the following ten years and remained commissioned and in use by the US Navy for the subsequent 47 years. In 2004 it was docked at the San Diego city waterfront and has become one of the busier aircraft museums in the world, with some 1.5 million visitors per year. The ship was originally designed in the piston aircraft age and after a number of carriers (with wooden decks to reduce topside weight) were lost in the Pacific war due to Japanese bombs and kamikaze suicide fighters, this carrier came equipped with an armored deck of 3 1/4" steel. Subsequent refits into the jet age in the 1950`s and 60`s added angled flight decks, extra width, larger elevators and other weighty stuff such that the original 45,000 ton displacement of this ship became increased to 70,000 tons. One of the guides told me that this carrier became so heavy that she was considered a wet ship, with her bow plunging into waves in ocean storms and some pilots never being able to land on it because of its less than desirable buoyancy.

Even the giant and capable US Navy gets itself into overweight problems like we airplane homebuilders.

On the subject of landing airplanes, all of us pilots consider the act of getting an airplane on the ground as the most critical part of the flying operation. This of course is even more so critical in the carrier operations. Midway had three outdoor classrooms on the deck where retired navy pilots were tasked to inform the public about about deck landing procedures in the days of human signalers, in more recent times using the light signals, and the procedures for launching under a steam catapult. Despite it being a number of years since these carrier pilots had flown from carrier decks, they still exuded the testosterone and adrenalin which had kicked in during their careers. Most captivating and informative lectures. I enclose a few photos of this most entertaining day.

Happy Landings forever Clark Seaborn Chapter 1410

WAYPOINTS

Newsletter of the EAA Chapter 1410
High River, Alberta, Canada

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.

How to Join Our Chapter

Attend our next chapter meeting. Ask for 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, so please have your EAA membership number. If you are not a member, you can join EAA at the meeting.

Contact us by post at
EAA Chapter 1410
Box 5280, High River, Alberta T1V 1M4
Or by email at
president@highriver.org

For registration forms contact the treasurer (see the list of the executive below).

Please update your web member profiles

On our web site, in the member's section, there are many pictures and profiles that are quite dated (clecoed aluminum parts which are now beautiful flying machines). The updates should be sent to the webmaster (webmaster@eaahighriver.org) Please supply: Name, project or aircraft, facts about your project and area of aviation interest.

EAA1410 2013 Executive		
President	Clark Seaborn	president@highriver.org
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Secretary	Andrew Crocker	secretary@highriver.org