December 2014

WAYPOINTS

PRESIDENT'S REPORT

Our regular chapter meeting will be held at the High River Air Cadet hangar on December 4, 2014, business meeting starting at 7:30. For those wishing to have a dinner and chat with fellow members, dinner will be served at 6:30pm, cost of dinner $12 per person. Anyone wishing to dine is asked to email Bryan Gilbert to reserve a meal <cbgilbert@shaw.ca>. Please advise Bryan so that the chapter doesn't go into the hole in providing meals.

DECEMBER MEETING

We will have a programme called "YYC Night". We will have Brenda Blair presenting a video called "Wings of Change", a history of YYC and a video on the June 15 YYC runway opening. I would refer to Brenda as an "Uber organizer". She was the former executive director of the Aero Space Museum and the person who brought it back into the black financially. She was the organizer of ACE 2012 (Aviation Calgary Expo), organizer of the B25 and B17 Commemorative Air Force bomber visits to Calgary, the fundraising representative for the Vintage Wings cadet rides programme, and the organizer of the static display celebrations of the new YYC runway 35-17. All of this on top of, with hubby's help, managing a family of 3 kids. So come out and enjoy an evening entertainment about our big airport-even if you don't expect to ever land there due to landing fees.

On a related note, I feel compelled to tell a little story-about long runways. I took my flying training from the Calgary Flying Club when it was based at YYC, many years ago. It was, it seemed a very busy airport then, and many times I landed on 16-34, not hard to hit as it was 200 feet wide and probably 10,000 feet long at that time. Some years later, May 18, 1990 to be exact, I was invited to bring my 1933 Waco biplane to the Namao airshow, still a functioning RCAF base. I was directed to land on the 14,000 foot runway, the controller asking if I was able to land mid length with the remaining 7000 feet. This I replied in the affirmative, saying I could land and take off 5 times in the remaining 7000 feet. As I taxied onto the main ramp being readied for the airshow static display, I was surprised to see hundreds of people standing on the roof of the big hangar. "This couldnt be for us, I'm sure", I said to my wife/co-pilot as I shut down the noisy radial

engine. On talking to the reception staff I was informed the giant Antonov 6-engine Russian transport was due to arrive. We decided to wait and see this. Soon, a slow moving white behemoth appeared in the darkening eastern sky, it landed on the big runway and slowly moved on this strange airport onto the show ramp. Now the planners had already lined up hundreds of port-a-potties over a hundred feet off the ramp next to the show line fence, and as the giant Russian transport slowly moved along the ramp, the jet blast from the port outer engine, way beyond anywhere anybody in Edmonton had contemplated, started blowing over the portable shithouses. Scores of them, rolled and tumbled end over end, blue treated water splashing high in the air lashed by jet blast for a good part of a minute before the tumult subsided. Oh, when you don't have a video camera ready!

MEETING ACTIVITY LAST MONTH

For those who missed last month's meeting, chapter elections were held. Position of secretary long held by Andrew Crocker has been assumed by Doug Robertson. Position of Vice President held by Ralph Inkster has been assumed by John Mader. Thank you very much guys for your support of the chapter, thank you to Andrew and Ralph whose duties will end with the end of the year 2014, and thank you John and Doug whose duties will commence in 2015. It seemed that nobody wanted to assume the position of Chapter president so yours truly will, with the chapter's consent, continue in that for another year. Continuing on in their respective positions are Rick Coates treasurer, Robert Fridman newsletter editor, Garry Wright webmaster, and Bryan Gilbert as food chairman with able assistant Rene Prevost. Thank you all for your past and future involvement.

Following the elections last month we all trekked or drove over to Troy Branch's hangar to see his Super STOL which has just been moved from his house/shop. The workmanship is beautiful, of course. It will be exciting to see Troy demonstrating STOL performances on those big balloon tires and shocks which have an 18 inch give.

Troy Branch's Super STOLL

RECAP OF THIS YEAR'S BIG EVENTS

A number of happy aviation events occurred to our chapter members this last year 2014- I will list some of them as reported to me.

Derek Riphagen test flew his RV7A in May, and only a few weeks later announced that he had flown off 8 hours of the test flight restrictions in only one weekend. At that rate I`m sure he has flown off the initial 25 hour restrictions by now.

Robert Fridman has completed his two kayaks, launched them and had a number of shakedown cruises. Robert is getting back to his airplane project shortly.

Derek Riphagen's RV7A

Ralph Inkster, our chapter RV speed doctor, and Bill Beaton pilot and aircraft owner, attended the Reno Air Races with Bill's speeded up Harmon Rocket. These two Canadian rookies, first time out, won Second in the Bronze Sport Class and top Qualifier for the 6 cylinder Rockets at a speed of 264 mph. Great show guys, showing those Americans. We expect a full report in the new year.

While Ralph was in the racing pits at Reno, our chapter had its annual Young Eagle day- September 20- with some 50 Young Eagles inducted into the sky and at least as many parents convinced that airplane people are good guys. What has happened to our community outreach and grade 6 kids?

Jay Burrows, after suffering flooding at his High River home, with some water penetration of his Mustang II wings, got right at it and had his project cleaned of flood waters and out to his hangar space this year, and had the test flight on October 8. As of November 18, his test pilot had 5 hours flown off, and Jay is working on his taildragger training to get up to speed, as it were. Jay has wisely adopted the safety recommendations of EAA and had an experienced test pilot for this high performance airplane.

Jeff Seaborn, despite a very busy work routine and demanding family in various sports activities, was able to test run the engine on his "One Design" aerobatic aeroplane on September 13. Jeff additionally has been training himself for the flying of this demanding high performance airplane by flying his RV7 without use of flaps, and by arranging business trips around the US getting dual time training in Pitts and Extra airplanes.

Clark Seaborn, yours truly, despite troubling instrument malfunctions and bureaucratic permit delays, was able to make his first test flight on his 8 year long Gipsy Moth project on October 12. Happily it was a non event, because his wife was out at the airport on this rare occasion to view the proceedings.

Troy Branch, as referred to earlier in our November hangar visit, is likely to fly his Super STOL any day now.

TREANSPORT CANADA- TROUBLING NEW POWERS

Seen in the recent December issue of COPA flight is a troubling portent for us airplane owners and airstrip owners. TC which traditionally had provided some protective legislation for established airports have now, it seems, reversed their role. It seems TC has now taken the side of the NIMBYS, and where a private airport is not deemed to be to the benefit of a large number of people, will actually rule against the airport owner, without consultation, to close the airport when neighbours complain. This issue of COPA flight also contained a lengthy story listing the airports in Canada which have been closed, partially closed or due to be closed as a result of public pressure or greed. I advise anybody who could be affected by this changing regulation to read the article by Kevin Psutka.

See you at the meeting, Merry Christmas and happy landings to all

Clark Seaborn Chapter 1410 President 2013-14, and 15.

Above, extracted frames from Jay Burrows' Mustang II landing video

Clark Seaborn's first test flight in the Gipsy Moth.

Jeff Seaborn testing the engine of his One Design

Ralph Inkster and Bill Beaton in Reno with Bill’s Harmon Rocket

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.

FOR SALE

Put your ad here, send email to president@highriver.org with details.

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
Vice President	John Mader	vicepresident@highriver.org
Treasurer	Rick Coates	treasurer@highriver.org
Secretary	Doug Robertson	secretary@highriver.org