October
2014

WAYPOINTS

PRESIDENT'S REPORT

CHAPTER 1410 OCTOBER MEETING, October 2, 2014

Our regular chapter meeting will be held at the High River Air Cadet hangar on October 2, 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 $10 per person. Anyone wishing to dine is asked to email Bryan Gilbert to reserve a meal <cbgilbert@shaw.ca>. The bridge and road to the airport is open.

MEETING ACTIVITY

The presenter for the October meeting will by Guy Bourgeois, talking about his flight to France in his RV. Guy took a cross country trip to Nova Scotia- then crossed the ocean to the French colonies of St. Pierre and Miquelon, located in the middle of the Gulf of St. Lawrence. Guy is very competent in his computer skills and he will show us how he flight planned and coped with weather.

We will additionally have a 2 for 1 draw and an auction at the meeting. One very nice item donated for the auction is a David Clark ANR headset H10-13XP with a panel mounted power module, like new condition typically worth $700. Bring your chequebooks.

YOUNG EAGLES DAY- SEPTEMBER 20

Our chapter carried out another Young Eagles day, capably administered by Doug Eaglesham, who additionally carried out the advertising and the arrangement for the EAA insurance. Participating chapter members were Jay Burrows, Ron and Serena Dueck, Jack Dueck, Deb Williams, Carl Forman, Andrew Crocker, Pat Spencer, Doug Robertson, John Abildgaard and Soren Christiansen who handled the ground duties. Participating pilots were Guy Bourgeois, Derek Riphagen, John Mader, Kevin Spelay, Jeff Seaborn, Doug Eaglesham, Garry Wright, and yours truly. A special thanks goes out to those guys who rented expensive flying club aircraft to give us some big people haulers. Please forgive me for anyone I have missed. I am told that we hauled about 46 young eagles.

I was told about one YE who was so excited after his flight he walked out of his airplane smack into the stabilizer of his airplane- no problem- but a really good demonstration of why we need ramp herders and we always shut down engines.

I personally had one YE who really appeared to be excited, so much so that somebody suggested to me that this YE might be a kid with ADD (attention deficit disorder). His nickname, I was informed, was “Slash”, maybe another portent of a kid who might not sit still in an airplane cockpit. Once we had climbed up to a safe altitude I gave the controls to “Slash”, and at the same time lightly grasped over his hand to show him how the lightest touch made the airplane roll or pitch abruptly. When we pitched down abruptly and he momentarily became light in the seat little beads of sweat appeared on his forehead. He subsequently turned out to be a most attentive YE pilot. I had previously read that bush pilots push on a little negative G when carrying fighting sled dogs, apparently getting slammed into the roof is a disconcerting and calming influence on any critter. YE day always provides a good feeling about people, and our October 20 adventure was another good day.

JAY BURROWS MUSTANG II

Jay is one of those quiet guys who just gets things done, and just this last month or so it became apparent that his Mustang II is signed out, complete and running on the tarmac, almost ready for its first flight. For those of us who are not familiar with this airplane type, the original design and prototype was made back in the 1960’s, with a tapered laminar flow wing and having many of the same dimensions and performances of the later RV7. An AOPA comparison found that similarly powered Mustang II’s and RV7’s to be roughly comparable, the Mustang being slightly faster in top and cruise, and the RV having a slower and more docile landing performance. For your interest I enclose an article written by Jay about this project. This excellent little story very well demonstrates why homebuilt airplane building is a hobby which, among other attributes, builds strength of character in a person. Congratulations Jay.

VOLUNTEERISM AND ELECTIONS

Yes, it is coming up, elections this year will be looking to replace a few of our existing positions. As we EAA’ers know, EAA is an organization which depends very much on volunteers, from Paul Poberezny down to the 140,000 hours committed annually by volunteers for the giant Oshkosh Airventure. We need volunteers to run our chapter, without them we will not enjoy the comfort and camaraderie of chapter meetings and chapter projects.

Being in an elected position is not an onerous or scary task. We always have backup, a second pilot, so to speak. Personally, as President these last two years, I have many times depended on Ralph Inkster for his wise counsel and experience, and he has taken over when I have been unable to attend. The creation of the newsletter is somewhat of a group effort- the chapter itself creates the news, the President or the VP with the barest of typing and computer skills puts the newsletter into written words, and the Newsletter editor makes it into an attractive format. Running meetings themselves is likewise not scary, we are only talking to our flying buddies about a favourite subject.

Our nomination committee will be considering applicants for the positions to be filled, and will be contacting likely candidates before the November meeting. But before that, if you have a desire to support the chapter, to take on a small duty only requiring a few hours each month, to get even more enjoyment by developing your people skills, please contact me at clarkseaborn@gmail.com or phone me at 403 256-1861.

See you at the meeting, happy landings always.
Clark Seaborn Chapter 1410 President 2013-14

Update on Mustang II project.

Jay Burrows

Looking back, I guess a fair bit has happened in the last 3 years since the last update on my MII project. However, from my minds perspective, that of an impatient "I want results and satisfaction now dammit" personality, it seems like a life time of 1 step forward and 2 back. I still maintain the belief, as outlined in my last report that only those who have no life, family, career or any prospect or desire to have any, should consider taking over, or starting a plans built aircraft project.

Enough of the Rant, and on to the update. In July "the thing in the garage" as my wife calls it, moved to taking up space in Garry Wright's hanger at CEN4, also in that month it went from being the "thing" to officially being C-GVRZ and having an affirmative stamp from the MDRA and a conditional C of A. The reassembly went well, despite the discovery that the English language is too limiting to personal expression if you can't use profanity when installing MII wing attaching bolts.

Despite the all clear on the legalities for GVRZ to take first flight, the freedom one has when making one off alterations to an aircraft can come home to bite you when it comes time to actually making noise and wind with the thing in a timely manner. In my case, I designed and built my own firewall fwd so it was pretty naïve of me to think I was going to fire it up and have perfect oil temps, CHT and hot fuel flow. The last 2 months have been spent modifying, or at times re-designing various components and systems to be able to keep the prop spinning.

Most of the modifications I made to the plans were FWF, nothing in the airframe was modified thankfully, or this tie it down, run it - fix it dance could go on for a while yet.

Some of the things I have had issue with are fuel vapour lock at the Rotec TBI regulator, high under cowl and oil temps and probably my biggest issue (although it doesn't hold up first flight, it just pisses me off immensely) is the water based poly urethane paint adhesion problem that is appearing, first where there was/is heat, and now around some taped edges.

I chose to use a water based paint as most of the airframe will be left bare to polish later but the fibreglass and matching trim was painted in my attached garage at home and having had one bad experience in my younger years with the effects of urethane paint and a leaking respirator, I thought better of using a solvent based paint of any form in my garage. However, right now I'm thinking that stunting my kid's growth a bit might be a better outcome then having to strip and repaint the cowl.

Most of the issues, short of the %$#@%$ paint thing, have been addressed. The post "completion" modifications are: changing the oil cooler lines from -6 to -8 and removing a sharp angle in the line to clear the oil filter housing, rerouting 2 fuel lines, making a shroud and blast tube for the gascolator, installing a fuel return line to main tank with a solenoid valve to be able to purge fuel after hot soak or to operate as a full time return system if MO gas is used, installing a small louver to the lower cowl to augment hot air flow from the dead air space on the corners of the firewall, modify cowl exit surface area, several revisions to the Rotec TB including resizing some fuel tube outlet holes, resizing the regulator spring and blast cooling the regulator. The inlet cooling size may yet have to be opened up but so far in static testing the CHT are reasonable for ambient temperature. Once any and all ground running and taxi testing looks good, the first flight will be planned.

A bit of Info on GVRZ:

- I picked up the project in Gimli, Manitoba in 2007, it was started by the MDRA inspector there in 1999, he had lost interest due to 2 other planes being built at the same time.

- He had about 1000 hrs into it when I got it, I'm afraid to add my log sheet up to see how many I have in it now, nor will I add up the invoices on the chance my wife sees the number, You know the one, "really dear I can build a plane for under $30k"…… not.

- I choose this design over building an RV mainly due to tapered wing and looks of the plane, not to mention the relative rarity compared to the RVs.

- Toughest part of the build was the canopy, I had quite a few feet of ¾" alum tubing "lawn art" before I finally got the bow angles just right, then there was the fibreglassing, which is fine, I love what you can do with fibreglass, I just hate the sanding of it, the amount of which is directly proportional to your skill level, mines not very high apparently, and I have a mild allergic reaction to the glass fibres.

- Most enjoyable part of build was doing the panel layout, instrument install and wiring, mainly because you were doing stuff that you could test and play with after you were done, most of building is making something that will be used at a later date, so no immediate gratification.

- Longest stretch of inactivity, 7 months in 2012 never touched it from Sept to April, Life, kids hockey and just plain didn't feel like working on it.

- Most hours put on in one week, 72, spring of 2014.

- Longest string of profanity uttered after a personal injury while working on it, 2 mins, 37 seconds, hand slipped when making up a braided hose end, garage door was open, next door "church" type lady still won't talk to me, maybe for that or the first engine start up at 8:30 Easter Sunday morning, not sure which.

GVRZ has a 400hr O/H 0360 engine, Rotec Throttle body, a Lightspeed Ignition/1 mag combo, modified Vans FAB, sealed plenum baffles, GRT EFIS/EIS combo on separate bus with Alt, AS as redundancy in EIS, empty wt came in at 990lbs, bit heavier than I hoped, but still have the Prestolite boat anchor starter to jettison, licensed gross wt. 1600lbs.

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 add here, send email to presidnt@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	Ralph Inkster	vicepresident@highriver.org
Treasurer	Rick Coates	treasurer@highriver.org
Secretary	Andrew Crocker	secretary@highriver.org