

June 2011



Young eagles moves to June 25

Due to the Cayley School Walk-a-Thon being held on June 4, we have rescheduled the event to June 25. Contact Allan Logan or Greg MacGillivray if you would like to come out and volunteer. Setup at 7:00, pilot briefing @ 08:30, flights from 09:00 to 13:00.

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WAYPOINTS

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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.

SPEAKERS FROM MAY

BY ANDREW CROCKER

Clark Seaborn had a slideshow and presentation titled *Alberta Aviation History is Funny Too*. He shared three stories. The first was titled *Touched by the Hand of God*, a story about the Fokker Universal, G-CAHE. The second was called *For the Sake of Art*, about the Mackenzie Air Service and a 1981 movie shoot. The last story, titled *When I Landed the Three Guards Were Very Agitated* was about a group of Siskians and their journey around Canada.

Jack Hardock, who ran a maintenance shop for 20 years, gave a presentation on engine mounts. He explained the different types, designed to keep the engine in the plane. He stressed the use of aviation engine mounts only and to inspect them during every oil change. The main thing to look for is compressed rubber and cracks. He recommends changing them during a major overhaul. Jack answered questions at the end.

THIS MONTH'S SPEAKER

Chris Weicht is a retired airline and air force pilot, with over 17,000 hours. He has flown in the Arctic, West coast, the Yukon and Alaska as well as South America and the Caribbean. In retirement, he has written a number of books related to aviation, including researching the aviation history of each community in Alberta, B.C. the Yukon and Alaska.

He has recently published a book called *Alberta Skies*. He will be relating some interesting stories about little known aspects of aviation history in High River, Calgary, and the surrounding communities.

Chris also restored a 1939 Luscombe aircraft under the supervision of an AME at one point in his career and will provide a short recount of what lessons were learned from that experience.

A BIOGRAPHY OF JACK HARDOCK

Jack was born in Winnipeg and raised in Northern Ontario. He joined the Canadian Navy in 1951, choosing as his trade aircraft *engine man* or *fitter* over *airframe rigger*, *ordnance* or *electronics*.

“I saw the aircraft maintenance as a bigger challenge than flying because you had to keep up with new systems and materials and there was always something new to learn. We worked in Harvards, Beech 18’s, TBM Avengers and Seafury’s.”

Spending a year and a half on the Canadian carrier HMCS Magnificent (known as “the Maggie” to her crew), he toured Bermuda, the Caribbean, through the Panama Canal and up the Pacific West Coast to Vancouver and recalls his life at sea.

“The launch deck was 900 feet long and we needed 30 kts of wind over the deck to launch the 20,000 pound Seafurys. They could fly on their own, but the big TBMs needed a catapult launch. It was exciting with lots of noise.”

Leaving the Navy in 1957, he applied for work with Spartan Air Services out of Ottawa as a fixed wing engineer. While there were no openings for fixed wing, he was asked if he was willing to learn about helicopters. After agreeing, he was sent on courses for the Bell 47 and Vertol 21.

“That started my career into helicopter maintenance. You needed training and a certificate or each type and my first “R” license on the Bell 47 was only the first on a list a foot long!” In 1963 Jack was the first engineer in Western Canada certified for work on the Bell 204 heavy turbine helicopter.

He became part of the *Golden Age of flying* in Canada’s last frontier. A time of exploration for minerals and oil, building and resupplying the DEW and Mid Canada radar lines and general development in the North. The helicopter

revolutionized the way work was done and became the leading edge for every kind of exploration and development.

In January of 1966, he was hired as Bow Helicopter’s Chief Engineer (known as the Chief Wrench to those in the trade) working out of Calgary. The demand for his expertise in the maintenance of various helicopters took him to almost every corner of the flying frontier.

“The geologists - we called them *rock doctors* or just plain *rock pickers* and builders of the Mid Canada radar line used Vertol 21s and those machines needed six hours of maintenance for every hour of flying or the aircraft lets you down. We worked those machines all up and down through the Great Whale River and the Atlantic coast in Northern Labrador.”



With Kenting Helicopters, the work took him from Northern Quebec to La Ronge into the Yukon and up to Resolute in the High Arctic. Everywhere the living conditions could only be described by today’s standards as *primitive*. Jack says he never wants to set foot in another tent again and his idea of a holiday is definitely not a camping trip!

“We lived in tents - that was the standard accommodations everywhere from the Yukon to Hudson’s Bay. One summer as part of a seismic crew, we were camped on the ice 25 miles offshore from Moose Factory and I really didn’t sleep well considering the number of polar bears constantly prowling the ice looking for food at that time of year. To make matters even worse, we were camped near a huge pile of ice driven up against the coast so the pilots could use it for a landmark to find home base and this ice moaned and groaned as the tide cam in and out and that was more than just a little unsettling.”

On yet another expedition, Jack and the pilot were sleeping in the cargo bay of a Sikorsky S-55 when they were awakened by a something rocking the machine, and prying at the cargo bay door. When they discovered it was a full sized polar bear they scrambled up the steps of the narrow passage into the cockpit and fired the machine up in record time. As Jack recalls, “the S-55 is that big helicopter that the Air Museum has sitting outside and it had a big round P&W 1340 engine that really didn’t like being put to full power until it was fully warmed up, but we

figured that was the lesser of the two evils. We had that machine in the air in under two minutes.” It wasn’t until after they were in the air that they began wondering if they had brought the bear with them!

Both men and machines were tested to the limits during those years when operating limits were still being developed.

“I was part of the first airborne seismic drilling operation in Canada flying the Bell 204 turbine in the high Arctic and Ellesmere Island. We ended up at a place called Ellef Ringnes that is at about the same latitude as Alert and on a good day you could see the coast of Russia. The accommodations there were 8x8x20 fiberglass boxes that were slung in from Inuvik because they were too big to fit in a Hercules. The 204 could haul 4000 lbs on the hook and to avoid an extra fueling stop the pilots would push the aircraft to its takeoff limit and sometime beyond. Because it was usually about -30 it was easy to over torque the engines to near catastrophic failures of the gears in transmissions.”

In 1969 Jack left the North and returned to Field Aviation in Calgary to set up a major rebuild factory including “Holding fixtures” to repair heavy crash damaged Bell 204 and 206’s. Business was brisk as a result of the kind of work and working conditions these aircraft were being used for in the North.

After two years at Field, he left to establish his own business. “I was tired of working all over the country - after a time the thrill of seeing strange places wears off and one motel or tent seems to look the same as every other one, and I felt I had reached the end of what I could do and I went out on my own to establish Western Rotorcraft, building a hangar with a partner - hangar #60 at the Calgary International.

For twenty two years Western Rotorcraft was involved in every aspect of both rotary and fixed wing aircraft

overhaul and maintenance ranging from major rebuilds, mods, import-export and regular maintenance. “We were to a point we could start with almost nothing and rebuild a machine into an airworthy aircraft.”

Back in 1965, Jack got his pilot’s license as much out of necessity as anything. “I was rebuilding Super Cubs in my spare time, but I couldn’t test fly the thing so I decided to get my license.” That experience gave him a unique perspective as he could now understand the pilot’s concerns as well as those of the maintenance engineer’s. In later years he owned a Bonanza and an immaculate Commanche 260.

Reaching the age when most people think about retiring, Jack simply chose to “back away a bit” and take life a little easier, working on contracts and special projects.

Today he laughs, “my work has come full circle. I

started working on piston powered Bell 47’s and last summer I was called by an outfit to look after their Robertson R44 machines because I was one of the few people around today with a lot of time on piston powered helicopters. As much as I may try, if you’re in the flying

business, you can’t avoid traveling and spending time away from home. A few summers ago I had a contract for work in Yemen and I thought I had seen everything until I went there. I guess you’re just never too old to learn or see something new.”

Jack Hardock brings with him not only a wealth of experience from the Golden Age of flying in Canada’s last frontier and strange far off places around the world, but a unique sense of humor and practical outlook towards everything he does.



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 Paul Gregory (eaahighriver@shaw.ca) Please supply: Name, project or aircraft, facts about your project and area of aviation interest.

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
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Or by email at
eaahighriver@shaw.ca

We can send you the registration forms if you like. Contact Marv Fenrick (see the last page with the list of the executive).

FOR SALE

- For sale: O-200 complete firewall forward including engine mount and prop. 650 hrs SMOH, recent new cylinders, mufflers, carb and ignition harness. Mags will be serviced when engine removed. Can be heard running, currently in a C150 awaiting an O-320 transplant. \$10,000.00 Call Glen at 403-648-8910 daytime or Doug 403-498-9522 any time.
- Acro Sport II Biplane project. \$7,500.00. Tacked fuselage, wings ready to cover, fuel tank, wheels, brakes, plenty of spare hardware, tubing, aviation plywood, fittings, much more. Good starter project. Search for *Acro Sport II Biplane project* on calgary.kijiji.ca.

Airplane detection before radar
-- Provided by Paul Gregory



Upcoming Flights and Events

June 8, 2011 Our very own Doc Adams. Brendan Adams, at the Calgary Flying Club.

June 11 – 23, 2011 Newfoundland "Screech In" Kiss The Cod Pilgrimage: There is a sign-up sheet at the Calgary Flying Club. For more information, contact Johann at jvandermerwe@shaw.ca.

June 22, 2011 The 2011 Canadian Aviation History Society convention will take place in Edmonton, Alberta from Wed. 22 June to Sun. 26 June and will explore the theme "Edmonton: Gateway to the North." Visit www.caahs.ca for full program details.

July 9th , 2011 Calling all Speed Freaks. A fun, multi-category air race in Three Forks Montana. More information is to be posted on the website www.bigskyairrace.com. Or contact Kevin Danz at 406-431-8009

July 25 - 31, 2011 AirVenture

August 13, 2011. 6th Annual Wings Over Sandpoint Fly-in/Splash-in. Annual Sandpoint Fly-in with 75 to 100 aircraft; seaplanes/amphibian Splash-in on Lake Pend Oreille. Typical attendance is 800 to 1.000. Breakfast 0800 to 1100 by EAA Chapter 1441.

September 17, 2011 J3 Flyin Breakfast at Ron Janzen Aerodrome.

EAA1410 2011 Executive

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