



The thrill of Mountain Flying (see Rick's story inside)

Winnipeg Area Chapter of RAA Canada

January 2011

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CALENDAR OF EVENTS

January 2011

Please note that our January meeting will be held on February 3rd

February 3, 2011

Rust Remover

February 24

Tour of Aero Recip/Air Parts **(one week later than our normal meeting)**

March 17

Still up in the air

April 21

Planning a project tour

May 19

Tire Kick – Summer Plans – Lyncrest Airport

Due to the annual "Rust Remover" being held on February 3rd this year, this will be considered our January meeting.

COPA Flight 35, CASARA Manitoba, Manitoba RAA and the Manitoba Aviation Council

The Annual Rust Remover will be held at the ANAF Veteran's Hall at 3584 Portage Avenue (same as last year) on **Thursday February 3rd at 7:00PM**. Presentations will be by Nav Canada, Transport Canada and personnel from St Andrews Tower. Admission is \$5. Refreshments will be served. The topics covered are always interesting, informative and benefit to the general aviation pilot. There is a \$5.00 admission charge. Refreshments will be served!

THANK YOU to Jim Hawes, President, Custom Helicopters for the riveting presentation - over 20 pilots and friends were held spell bound with Jim's stories of ferrying helicopter across the jungle, landing innocently at an airstrip guarded by drug lords, negotiating with officials and despot rulers, working with prospectors in the most isolated regions of the Canadian Arctic...and more. The group had the chance to see a few of the over 20 helicopters in service with Custom Helicopters. None of us noticed the blizzard developing outside!! Thank you Tom Stoyka for organizing this tour. Sorry if you missed it - check out lyncrest.org for more upcoming events open to absolutely everyone & all ages...for free!



Jim Oke presenting Ken Podaima with his "First Flight" award

Congratulations to Ken Podaima on the successful completion and flight of his Zenith CH701. Ken did extensive modifications to his 701 to accommodate a Continental engine. 701s generally have a ROTAX engines in them. Ken is being presented his "First Flight" plaque by President Jim Oke. The presentation was made at the Custom Helicopters tour on November 18, 2010.

8th Annual December Pot-luck dinner. Another successful Pot Luck dinner was held on Saturday December 4, 2010. Forty-four aviation enthusiasts were present and enjoyed the selection of dishes. The evening was topped off with an aviation trivia contest. Many interesting aviation facts were shared.

Weather to go or not: Mountain flying by Rick Riewe

We had flown out to Salt Spring this summer and now it was time to return to Winnipeg for the beautiful Prairie winter. We waited 4 days on Salt Spring Island for the smoke from the forest fires to clear out. The smoke was so thick even the commercial jets were grounded. After the smoke cleared out, moderate to severe turbulence moved in with cloudless skies. VFR flight was not recommended - so we waited until the winds in the mountain passes calmed down a bit; however, that was followed by low strata and rain. It was beginning to look like a long trip home and I was thinking about my first day back in the classroom coming very quickly. The weather briefer said the lousy weather would continue for the next 8 to 10 days; however, we decided to fly to Chilliwack where we would be in a better position to take advantage of a break in the weather system so we could fly VFR through the first mountain pass. It couldn't rain forever!

Sure enough the low cloud level and rain paused in the early morning hours, time for fog to move in so we pattered on the plane. The forecast was promising as a 4-hour break in the weather was expected before the next low pressure system moved in.



As the fog lifted we took off Victoria International Airport, climbing out over the water, shimmering with light and speckled with sail boats. It was a spectacular flight over the Gulf Islands, looking for whales and dolphins, watching the fish boats and BC ferries. We landed at Chilliwack to wait for the weather in the Hope – Princeton Pass, Rick's least appreciated mountain pass, to clear in front of us. While there, we feasted on the flying club's outstanding apple pie, well worth a flight in any weather, and visited pilots pattering in their hangars. After a couple of hours the VFR weather moved into the mountain pass and we were able to wind our way through to dryer weather in the interior.

Jill has flown through the mountains about 60 times and I have had the pleasure of accompanying her on 40 of those flights. On this flight we experienced the most spectacular flight we've ever seen - the sky was brilliant blue, the winds died down and fresh snow appeared on the peaks all around us, truly breath taking! We then continued on following the VFR Mountain Route (marked with black diamonds on the map); however, it was IFR on the Alberta side of the mountains so we stopped at Grand Forks to visit our old friends and spent the night with them. That evening the weather briefer forecasted VFR conditions early the following morning. We woke at the crack of dawn in anticipation of good weather; however IFR weather in Alberta and Montana had unexpectedly pushed its way up into Cranbrook and Castlegar, moving northward. The weather briefer thought the pass from Golden to Calgary would be lift sooner, so we put aside our plans to drop in to see pilot friends in Cranbrook. We backtracked to Penticton and flew north to Revelstoke for fuel, landing at their spectacular runway nestled in the mountains.



Through the most spectacular rugged mountain passes, that feel like the rocky peaks are about to scrape the Land Africa's wing tips – even though there are miles between us and the rocks – to Golden, where we landed as the final mountain pass was clogged with moist air coming in from Calgary. Springbank and Calgary was IFR and expected to be so all day, with a two hour break in early afternoon. On the Golden side, the two hour break looked pretty miserable to us, which was confirmed by a local helicopter pilot, so we hiked in the mountains and made new friends with an amazing team of helicopter pilots and mechanics instead.

The next weather briefing forecast 7 days of IFR weather through the Rocky Mountains. Winnipeg is beginning to look like a long way home. Jill called back a few hours later and got another briefer, someone who was raised in Cranbrook and knew the mountain passes intimately. He gave us a briefing based on personal experience rather than a computer, which was invaluable! Following the briefer's advise, we called him back numerous times each day until he was able to advise us that if we left now we would have a good two hours of weather, and that we may need to land at an alternate strip due to thunder storms over the Springfield and Calgary airports. We were in the air in 15 minutes and once again we were treated to a spectacular tour through the mountainous landscape with clear mountain skies, popcorn like clouds glued to the mountain sides and the valleys were free of fog, unlimited ceilings and no turbulence – it was the calmest flight ever through the mountains! In preparation for a possible diversion around Calgary, we began to note farmer strips on our maps and GPS in case Springbank was IFR. But the weather had rolled to the east so we stopped for fuel and waited for it to pass over Strathmore.

We still had 1 hour of daylight and very calm weather so we were able to fly east to an ultralight strip (Kirby Field) only 3 miles from our son's place in Chestermere.



Mitchell Riewe trying out his Grandpa's Land Africa

After a few treasured days playing with our grandson and doing our laundry...On these trips we only take the clothing on our backs and perhaps a clean set of under wear. For variety we swap each other's clothing. One third of our storage space is taken up with a 5 gal gas can and oversized funnel. The Rotax engines run best on Premium auto gas with no Ethanol, which is rarely available at larger airports, so we've met many fine people who have given us a ride into the local gas station with our Jerry Can. The stories swapped in truck cabs to and from town have been great fun. Ken and Colette of Beulah Manitoba lent us their truck to go to the nearest station that carried the correct fuel - a 100 mile trip to purchase 5 gals of fuel...and a great excuse to see more of this beautiful country!

With one eye on the front coming from the foothills, we took off at day break and made our way to Medicine Hat for fuel and say hi to long time friends with the Medicine Hat RAA. Then, awesome tail winds carried us to Moose Jaw for fuel. When we left Moose Jaw we flight planned to Virden via Beulah in hopes we would be able to locate Ken and Colette Pierce's farm strip. About 6:00pm we caught up to the east bound front and ran into sputtering rain on the windscreen as we circled Beulah searching for Ken and Colette's farm strip. It was easy to spot and we landed in a few feet due to gusty winds, tied down and walked to the nearest house where we met, Ken, Colette and Julia for the first time. Immediately they treated us like long lost friends. Within a few minutes they served us a tasty meal of Sheppard's pie and Saskatoon crumble. We were up until midnight telling stories; there is nothing better than a group of pilots sitting around swapping stories! That night we slept in Colette's studio not caring if we ever got home. In the morning they served us a fine breakfast and loaded us down with frozen Saskatoons and fresh tomatoes. We waited a couple of hours for the storm to clear to the east; it had been pounding rain in Brandon and Winnipeg all night long. From Beulah we were blown eastward at ground speeds of up to 105 knots. A wonderful way to end another trip through the Rockies!

Vernon RAA newsletter

If anyone is interested in seeing the newsletter for the RAA chapter in Vernon B.C. please send an e-mail to John Swallow at jonmart@gmail.com and he will e-mail the newsletter to you.

Seize the Day (Irish Girl learning to fly a Citabria at HarvsAir, Steinbach, Manitoba)

How did an Irish girl arrive in Steinbach South Airport, Manitoba to start her Private Pilots License training?

Within a day of each other, two strays arrived at HarvsAir at Steinbach South Airport. No one knows for sure where the stray tomcat kitten came from but I had come from my home in County Limerick, Ireland via Duluth, Minnesota.

In order to initiate myself 'into the air' I decided to take my virgin tandem sky jump in Duluth, over Lake Superior before I'd arrive to Harvsair flight school. I think the effects of that sky dive have done their duty as I am still alive and still enjoying my flying lessons and still leaning out of my car window to see what plane is flying overhead.

My first lesson in the Citabria 7ECA was with Greg Royer and I enjoyed being in the front seat with the 320degree vantage/view point, but that comfortable feeling was about to change.

The lesson went so fast, as we were coming down to land I was wondering what all the fuss about 'flying a airplane' was. Then bingo!!, in a flash, my eyes focused, my hearing sharpened, my mind cleared and I started to wiggle deeper into the back of my seat as if to somehow get further away from the runway – "ukay I ave coontrol" Greg said in his soft but clear south of France accent, "You have control" I responded. "O la la",

I thought, "focus Marissa, focus!" I whispered to myself, and had to repeatedly whisper it to myself for the remainder of my first week.

But during my first week I came head on and finally defeated my biggest challenge - the stall horn. "You don't want to stall your airplane, especially so near to the ground" - the voice of my father boomed in my mind, my stomach churned as the forces of lift and drag gave way to my instructions and we entered a stall. By the 3rd lesson I was confident enough to ask Greg did he want me to show him power on/off stall, "Oui, ov kouurse" he replied. That was a good indication to both of us that I had arrived past my comfort zone with stalls and could now get onto the next exercise.

To my biggest surprise the spins were no issue and I just wanted to do more of them. Would aerobatics be my new love??. At times, when I did an exercise properly I got a clap from the back seat and to celebrate I, and the cat, would indulge in a little extra milk/chocolate milk that evening.

On my second last de-brief Greg had to lean across the table (as I was giving myself a hard time about not getting the landings smooth enough) "You are landing the airplane safely by yourself" he chanted 3 times at me – I blushed, leaned back in my chair watching his lips move, but still in shock that I WAS landing the plane, Wow!!, having just turned 32 years of age, and with only a 12 hours of flight time, Greg had indeed thought me how to fly and land safely. I began to feel proud and humbled by his words, still knowing I had a very long way to go yet.

Now the cat and I sit purring to our hearts content each evening under the dusky Parries sunset reminiscent of our adventures of the day.

What a privilege too - to see the majestic bald eagle soar near by when I last came in to land. I long for it to happen again - Dreams do come true!.

Cease the Day!! - Carpe Diem!! I said to myself as I went solo on November 13th at 09.13.

CARPE DIEM, quam minimum credula postero from the Roman poet Horace translates as:

SEIZE the DAY trusting as little as possible in the future.

Marissa Selman

PS 13 November 2010

Hi Jill,

I JUST WENT SOLO(!!!!!!)

I'll never be the same again,

The freedom and the feeling of being alone up there was tremendous.

I thought at first that I would be nervous or even frightened but I was so content.

Talk soon, really looking forward to meeting you.

Marissa



Composite Workshop

The Composite workshop was held on Saturday November 20th. The event started at 9am in the RAA Final Assembly Hangar and lasted until 3pm that afternoon. Approximately 22 people attended and from all comments, the event was a huge success. Steven Sadler started by demonstrating cutting a mould out of Styrofoam using the "hot wire" method and from there he demonstrated the preparation of the material and fibreglassing the Styrofoam mould. Under Steven's watchful eye, the participants all made aircraft wheel chocks. Thanks Steven for a great presentation.

If you have any further suggestions for workshops you'd like to have, please email me or talk to one of the members of the executive and we will see if it is something we can arrange.

2011 Membership Form

Winnipeg Area Chapter RAA

Trial (\$25)

Student(\$25)

Full (\$50)

Required Information

Name		OFFICE USE ONLY	
Mailing Address		Renewal Date	
Phone(s)		Chq. Other	Cash
E-mail		Initials	
Are you an RAA national member? ⁽¹⁾		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Do you give permission for your information to be made available to other Winnipeg RAA members?		<input type="checkbox"/> Yes	<input type="checkbox"/> No

Optional Information

Do you own an aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No Make/model: Registration:	Are you a member of other aviation groups?	EAA: <input type="checkbox"/> COPA: <input type="checkbox"/> Others:
Are you building or restoring an aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No Make and model of project(s):	What Pilots licences and ratings do you hold?	

Please make cheques payable to: RAA - Winnipeg Chapter
Mailing Address: RAA c/o Steven Sadler PO Box 703 LaSalle Mb. R0G 1B0

Notes:

- 1) RAA Winnipeg contributes \$15 per member towards the insurance program maintained by RAA national. This program provides liability insurance to cover local chapter events. The \$15 does not provide membership in RAAC.