



Winnipeg Area Chapter of RAA Canada

March 2011

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CALENDAR OF EVENTS

- March 24** CASARA Briefing - (one week later than normal)
- April 21** Proposed project tour
- May 19** Tire Kick – Summer Plans – Lyncrest Airport

Search and Rescue CASARA presentation.

Please join us on Thursday March 24 at the Lyncrest Flight Centre for a briefing by Zone Commander Chuck Wilson. Chuck will be talking about survival in the event of a downed aircraft. The presentation will start at 7:30 pm. Guests are welcome.

Dear Friends of the Lyncrest Airport,

The History of Lyncrest Airport book is now completed and will be distributed at the book launch on 9 April at the Lyncrest Airport from 10 to noon. You can pick up the copy you ordered at that time. There will be over 100 persons attending the book launch including the pilots, their families, local dignitaries, fascinating vintage aircraft, airplane rides, etc.

We'd love to see you there! To make life much easier for me rather than trying to make 150 transactions in a couple of hours, it would be most appreciated if you would write out your cheque for the book(s), \$30 each, that you ordered and mail or drop your cheque off at the clubhouse:

Springfield Flying Club
Box 55 GRP 612 SS6
57119 Murdock Rd
Lyncrest Airport
Winnipeg, MB
R2C 2Z3

Many thanks
Rick Riewe

Winter Vacation in Florida

My wife Darlene and I had the good fortune to spend almost three weeks this winter with Tom and Joyce Stoyka and John Blackner at Tom and Joyce's home in Florida. Darlene and I arrived in Florida on January 28, just in time for Tom, John and I to take in the Sebring Air Show the next day. Our wives were happy to get rid of us so that they could hit the outlet malls. They met up with our good friend from Oshkosh, Charlene Strobe. The Sebring Air Show was more of an aircraft get together as there was no air show. Aircraft Spruce had a small booth there and a few of the smaller kit plane manufactures. It was really cool and windy that day and I hate to say it but we almost froze. We met former Winnipegger, Daryl Lynds and his son Mike at the air show and had a nice talk with them. Daryl and his son had a display set up promoting their SeaRay aircraft and showed us a new folding wing option that has been added to the SeaRay kit. Daryl is now one of the partners in the company and was interested in hearing about all the activities at Lyncrest.

Once a month the FAA puts on a presentation at the Flight Safety facility in Vero Beach Florida, home of Piper Aircraft, on a variety of aviation related topics. This month the topic was the evolution of the glass cockpit in general aviation. How it got started, where it's at now and where it is going in the future. From the presenter's point of view, more and more systems on-board aircraft are talking to one another which are increasing the number of fail/safe redundancies into flying. He felt most new pilots were being trained using glass cockpits and in the near future, "steam gauges" would become a thing of the past.

There are at least three airports within a twenty minute drive of Tom and Joyce's place. One of the airports we went to was Sebastian Airport, home of the Velocity Aircraft manufacturing facility. At this airport we watched skydivers. The flight the skydivers take is either in a De Havilland Twin Otter or a Short's Skyvan. The skydivers are flown to a height of 14,000 ft. Once the skydivers depart the plane, the aircraft goes into a steep dive and arrives back at the airport about the same time as the skydivers. Approximately 20 skydivers go up at a time and it takes twenty minutes for them and the plane to be back on the ground. This was going on continuously every day (weather permitting) every half hour. One of the skydivers told us that they free fall for one minute before opening their chutes. In that one minute they would have fallen 10,000 ft.

Sebastian is the airport where 140 skydivers linked up in a flower pattern and set a world's record. Tom and I were trying to talk John Blackner into taking a tandem plunge but none of us were interested in jumping out of a fully functioning aircraft.

Another air show we took in was the Valkaria Air Show which was the first air show of the season for stunt pilots. Patty Wagstaff was the main attraction and she and the other performers put on an excellent show.



Tom at the Valkaria Air Show with his new best friend Sam Eagle

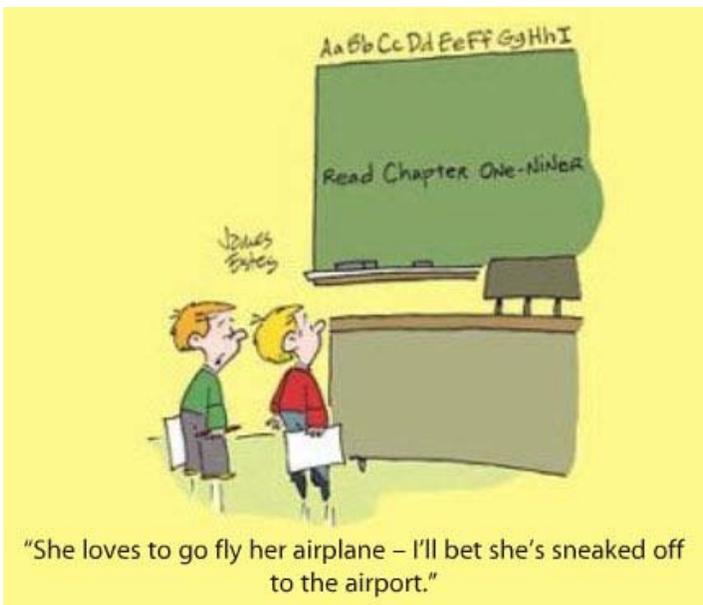


Sam Eagle checking the top of Tom's head for dry rot

We also had the good fortune to see the launch on Thursday February 24 of the Discovery space shuttle. Tom along with a couple of thousand other watchers knew a good place to watch the launch. We arrived at our vantage point approximately four and a half hours before the launch and got one of the last parking spots. It was a beautiful day, clear skies and with good friends. We were approximately 8 miles away from the launch pad but could see the shuttle and booster rockets on the pad, the ignition and the huge flame as it soared into the sky. In less than two minutes it was out of sight. Then the traffic jam as everyone tried to leave about the same time.

This was a great way to break winter and hopefully we'll be able to do it again next year

Bob



Copied from the front cover of the February 2011 Trade-a-Plane.

Anybody we know? If you can't read the green board, it says "Read Chapter One-Niner"

New Acquisitions

The club has recently purchased a video surveillance system which should be installed in the RAA Final Assembly building early in April. We have also purchased a set of digital weight and balance scales which will be available to club members for a nominal fee.

You may be down but you are not out.

Coles Notes for Search and Rescue, By Jerry Roehr

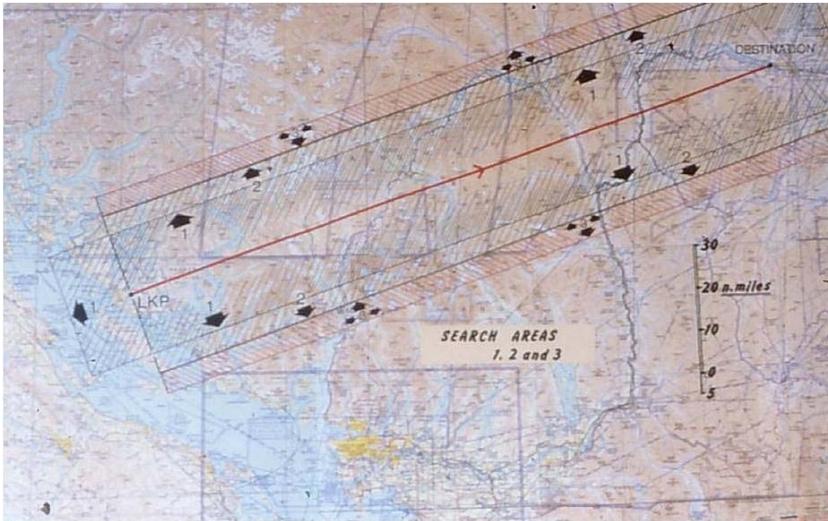
In Canada the mandate for the search and rescue of downed or missing aircraft is given to the Canadian Armed Forces. The responsibility for lost persons, boats, snowmobiles etc rests with the various Police Departments. Three military Joint Rescue Coordination Centres (JRCC) Marine and Air are maintained in Halifax N.S., Trenton Ont. and Victoria B.C. Rescue Squadrons are located in Greenwood N.S. (Hercules Aircraft), Trenton (Hercules and Cormorant Aircraft), Winnipeg (Hercules Aircraft) and Comox (Buffalo and Cormorant Aircraft). Once given a mission tasking, these aircraft have to be airborne within 30 minutes during weekday day duty hours, and within 2 hours at other times. Besides the normal flying crew, two Search and Rescue Technicians (SARTechs) will be on board on each mission. Two to four Spotters from the Civil Air and Rescue Association (CASARA) will often be asked to complement the crew. The Winnipeg based search aircraft crews are responsible for search in an area which stretches from the American Border to the Alberta British Columbia border to the North Pole into parts of Ontario.

Since 1986, complementing the military and funded by the military, CASARA is trained to military standards and is organized in most parts of Canada. While trained to military standards, CASARA's activities are limited by the type of aircraft available to them and are usually effective in an area of about 200 miles around their home base, called Zones.

The Winnipeg Zone of CASARA Manitoba operates out of their CASARA Training Centre at St. Andrews Airport. The 100 members, not all of them flying crew certified, elect a Zone Commander annually and the activities are planned by an Executive organized around a Chief Pilot, Chief Navigator, Chief Spotter and the usual administrative Officers. CASARA Winnipeg had 28 taskings since April 2010. Winnipeg members fly C182, C172 and Maule aircraft with 4 crew consisting of a pilot, a navigator and 2 spotters. Spotters on military aircraft went as far as Ontario, Alberta, and all over Nunavut. Most of the time spotters come back the same day or the next day but nine of the spotters were gone for a whole week on a search in Norman Wells and two other spotters spend a week on a search out of Iqaluit.

A lot of time can be devoted to explain the various training activities necessary to pass an evaluation conducted by an Air Force CASARA Liaison Officer and SARTech every 18 months. However pilots are most likely interested to know what they can do when they find themselves in need of rescue. Here are the Coles Notes:

Before any flight it is of utmost importance to file a Flight Plan with ATC or a Flight Itinerary with a "Responsible Person". That person must know what to do if the pilot does not "close" the flight plan. It is also extremely important to notify ATC or the Responsible Person if the flight is not carried out as intended. The first step in looking for an overdue aircraft is to carry out a communication search. Every known airdrome and every ATC facility along the intended route will be contacted in the hope that the aircraft landed somewhere safely. If a search becomes necessary the search will start at the "Last Known Position" (LKP). If the aircraft did not follow the intended route it will be impossible to ascertain where to start looking. It is also important to know that, as per the Canadian Search Area Definition (CSAD), the initial search area will only be 10 nautical miles on either side of the intended route of the flight. Depending on the search and other available information, a number of search patterns can be carried out. If the search continues to be unsuccessful, the search area may be expanded to 15 nautical miles along the route.



The first pattern may be "Track Crawl". The aircraft will fly 1,500 AGL and the spotters will look out 3 miles. It will be impossible to see a "target" at that distance unless, and this is extremely important, **unless the lost party "make themselves visible"**. It is certainly recommended that pilots carry certain survival equipment on every flight. That should include clothing which allows everyone to stay in the bush overnight. Survival equipment could be discussed in a different article but the **availability to be seen needs** to

be stressed now. Available items for survival must include a first aid kit, items to make a fire to generate a lot of smoke (knives, a small axe, collapsible saw, water proof matches etc) a signal mirror, orange panels (cowl covers) and flashing beacons. CASARA Winnipeg organizes a four day survival course, where after classroom instructions participants spend a night in the cold winter snow.



During any search operations the search aircraft will always listen for the 121.5 ELT signal, carried by the 406 ELT as well, and all search aircraft carry electronic homing equipment. When an ELT signal is located from the air it is often necessary to send a homing equipped vehicle to the location to further investigate. If the target is a crash site it will need to be secured and the RCMP, ground rescue teams or ambulances are dispatched. In case of a fatality, the coroner is notified.

If a flight crew is in need of rescue the first order of business is to look after any injuries. Search and rescue operations will start at the earliest one hour after the close of a flight plan. Search aircraft will take another two hours to be airborne and travel to the LKP. During that time the lost crews should have ample time to **"make themselves visible"**. Survivors must be vigilant in looking for search aircraft on its first pattern which may be 3 miles away. Eventually these search patterns will be lower at 1,000 AGL 1 nautical mile visibility or even 500 AGL and ½ nautical mile visibility. The patterns may be Creeping Line Ahead and the aircraft

should come back on the other side.

Another pattern is an Expanding Square; the aircraft will travel further and further away from a Commence Search Point (CSP) or a Sector Search where the aircraft will come back over the same CSP.



Person seeing the aircraft but can the spotters see him?

Pilots on their next flight should make it a point to look down into heavy or even light bush and appreciate how difficult it is to spot a person on the ground. For that reason it is always suggested that lost persons do not walk away from a crash site. Of course an open area is preferred but is also cold if there is any wind. The ability to build a shelter and the ability to build a fire cannot be overstressed, but **“make sure that you are visible”**. In the snow, large “help” will help airborne searchers. If surviving crews are where they are supposed to be and are prepared for survival they will be rescued as it is CASARA’s mission: “That others may live”.

Jerry Roehr is Deputy Zone Commander CASARA Winnipeg and a CASARA member for 25 years.

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. Cash Other
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.