



Winnipeg Area Chapter of RAA Canada

March 2012

Executive

President: Jim Oke: – 344-5396

Past President: Ben Toenders – 895-8779

Memberships: Steven Sadler – 736-3138

Secretary: still looking for a volunteer

Treasurer: Don Hutchison – 895-1005

Directors

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CALENDAR OF EVENTS

- March 15** Fabric covering workshop
- April 19** 4 projects Project tour planned
- May 17** Tire Kick – Summer Plans – Lyncrest Airport

March 15 RAA Regular meeting

The plan is to have a discussion of fabric systems such as old fashioned linen or cotton (which nobody uses anymore) and modern systems such as Stits Polyfibre and others. If time permits we hope to either demo or do some hands-on stuff with a sample part (a 2 x 3 foot frame welded up from conduit or something similar). The plan is to do this on the 15 but if time does not permit then we could schedule hands-on for something more extensive on a Saturday AM a bit later in the hangar. This would then lead into working on the Tiger Moth wings and/or work on Murray Bryson's Champ fuselage, if he wishes to get that project underway. We're hoping to have Jill or another lead on the Tiger Moth project give an update.

RAA Membership Dues Reduction

The executive of the Winnipeg Chapter of the RAA has examined our finances and believe that we are financially in fairly good shape. The executive has decided to reduce the annual dues from \$50.00 to \$25. For those members who have already paid \$50 for their 2012 dues, you can either request a refund of \$25 or apply it to your next year's dues.

Tiger Moth Restoration



Gilbert Bourrier demonstrating the production of new wing ribs for the Tiger Moth Restoration project

About 20 people from RAA, SFC, and CAHS have been dropping into the RAA workshop at Lyncrest Airport to check out the rib building jig - Gil Bourrier demonstrated how it is used. After making a few ribs, the jig will be donated to the Brandon CATP Museum for volunteers in Brandon area to make ribs for sale in the Museum Gift Shop! Larry Brown added insights to the unique features of the Tiger Moth wing that's almost ready for varnish and then the lower right wing was mounted on saw horses and everyone pitched in to remove the fabric covering and inspect the ribs and spars. Photos are available by cutting and pasting the following address into your internet search engine. Volunteers interested in preparing the lower right wing for varnish email jill_oakes@umanitoba.ca

Volunteers work evenings, some days and most Saturdays. Check out more text and photos at: <http://tigermothrestoration.blogspot.com/>

Learn to Land

Ground School April 13 + 20 - open to public...everyone is welcome to drop in
In-Flight Training Begins April 21st, includes 4 hours of in-flight training for passengers who would feel more comfortable flying if they knew how to land the plane in the event their pilot had a medical emergency! Pre-registration required contact jill_oakes@umanitoba.ca

Water Egress

Interested in learning how to get out of something if it is upside down in the water? Fun or work takes you airborne over lakes of all sizes? Contact Bryan Webster <thedunkerguy@gmail.com> as he'll be teaching a 1-day workshop in the pool last week of April in Winnipeg! Everyone Welcome to sign up for this course.

Air Space Review Update

Terry Ferguson from Nav Canada continued the consultation process, presenting an open forum to discuss proposed changes to the air space in the Winnipeg-Lyncrest-St Andrews, Steinbach-Portage areas on February 28th at the Hilton Hotel in Winnipeg. RAA, COPA, MAC, Shoal Lake Flying Club, Springfield Flying Club, St Andrews Airport, Winnipeg Airport, and Transport Canada were a few sectors of the aviation community present who shared insights and clarified proposed changes. This has been a multi-year project, with numerous consultations with all sectors of the aviation community using this air space. The proposed changes support increased safety and are generally very well supported by VFR and recreational flight in the area. There may be a few more minor adjustments before the proposed changes are adopted; they will be implemented only after extensive communication with the aviation community. Some of the proposed changes that impact VFR recreational pilots include:

- a) Raising the ceiling over Lyncrest Airport to 3000' ASL
- b) Expanding the air space available to Lyncrest Airport for circuits
- c) Identifying Lyncrest Airport's airspace using geographical landmarks so it will be easier for VFR traffic to identify the space (e.g. Dugald Rd to the north).
- d) The 700 AGL Class E Transition Area near Lyncrest is only for IFR - won't impact VFR
- e) Winnipeg airspace is being expanded from 12 to 13 miles radius, meaning Pilots in the Lyncrest area that want to stay clear of Winnipeg's Control Zone will need to fly about a mile outside the floodway
- f) St Andrews Airport Class D airspace has been expanded + warning boxes added so we're more aware of where IFR training patterns are practiced - these warning boxes are not restrictions
- g) The border of the practice area north of Hwy 44 is being expanded eastward, the radio frequency for the practice area will be published on the map, and the practice area will be divided into three segments so we'll have a better idea of where someone is located in that area.
- h) The airspace around Steinbach has been expanded and the Class E is needed to manage traffic using the airway passing through this area
- i) The Glider Airspace near Starbuck is being expanded and defined with geographic landmarks so easier to identify for VFR Pilots
- j) In the Southport Airport area, due to IFR separation and IFR training there is no efficient method to transition at this time, therefore the Class C airspace 3000' ASL and above is being kept to ensure no conflict between IFR and VFR approaching or departing Winnipeg area. This is not expected to create an issue for VFR pilots as unless all ATC employees are sick they now have enough staff to staff Class C airspace requests from VFR pilots. The Southport airspace's northern boundary has been cleaned up to follow the TransCanada Hwy for easier identification by VFR pilots.
- k) The amount of Class C airspace to the west of Winnipeg has been reduced in the NW and SW (dotted red lines mark the old fishtail Class D airspace). Pilots flying from NW (eg. Minnedosa) to Winnipeg will need to stay below 3000 ASL and north of Hwy 1 to clear Class C airspace.
- l) Proposed revisions create an airspace management system that can evolve as new, more sophisticated navigation technology is developed, increasing flight path accuracy and thereby narrowing flight paths, which will significantly reduce the amount of air space needed by IFR traffic. This proposal is the first step in this development. Nav Canada plans to recommend VFR routes, e.g. between Steinbach and St Andrews.
- m) Details not typically placed on the VNC will be published on the back side of this map to facilitate movement in this area.

- n) Final Revisions are expected to be implemented before February 2013, after extensive communication with all sectors of the aviation community.

If you have any questions or comments, you are invited to sent them to Terry Ferguson
FergusT@navcanada.ca

General Aviation Passenger Safety Briefing

Thanks to Joyce Stoyka for finding the following article on a FAA site. While these are American regulations, the same rules/recommendations apply in Canada.

Seat Belts

S As pilot in command of a General aviation aircraft you are required to brief your passengers on how to fasten and unfasten seat belts and (if installed) safety harnesses. In addition, it is a good idea to brief your passengers on how to adjust and lock the seat position. This is especially important for the passenger in the right front seat. Just imagine how startling (not to mention dangerous) it would be for everyone aboard if an unbriefed and unsecured passenger reacted to sudden rearward seat travel by instinctively grabbing the yoke.

Air

A You want your passengers to be comfortable during the flight, so the second major item to include in your briefing is environmental controls. Show your passengers where the air vents are located, and tell them how to open and close overhead and/or floor-level vents in their seating area. Many GA airplanes have other environmental controls (e.g., cabin heat) located somewhere on the instrument panel. If your passenger is airplane-savvy, you might show him or her how to adjust some or all of these controls.

Remember, though, that for most nonpilots, the instrument panel for even the smallest GA aircraft is a bewildering array of dials and knobs and switches that all look alike. Unless your passenger has at least some experience in GA aircraft, it may be best to tell them to let you know if they are too hot or too cold, so that you can make the adjustment.

The subject of air brings up a more delicate issue -- airsickness. Opinions differ widely on whether, and how, to discuss this topic with passengers. Some pilots advocate a direct approach, including a full briefing on location and use of airsickness bags. Others believe that a specific briefing triggers the power of suggestion in potentially queasy passengers, and prefer to avoid the subject entirely. You be the judge of your passengers' tendencies toward motion sickness, but if you are in the "don't tell" group, you will still want passengers to know that they should tell you right away if they feel uncomfortable for any reason.

Fire Extinguishers

F Fires can, and do, occur in GA airplanes, especially with engine starts. You obviously don't want to scare your passengers, but the extra pair of hands could be very useful if you find yourself fighting flames during any part of the flight. If you have a fire extinguisher on board -- you do, right? -- show your passengers where it is located, how to unlatch it from its mount, and how to use it in the unlikely event of a fire.

Exits and Emergencies

Exits

E Passenger briefings on airliners always include information on the location and operation of doors, and yours must do no less. The location of the door -- or doors, depending on the model -- is no mystery on most GA airplanes, so your briefing can be limited to door operation. Make sure that your passengers know how to open the door(s) in the event of an emergency evacuation. Since no one needs the distraction and discomfort of a door opening in flight, it is also important to brief your passengers on properly securing the door(s).

Emergencies

If your aircraft has doors on both sides of the fuselage, it is a good idea to develop and brief specific exit procedures to facilitate rapid evacuation of the aircraft. For example, you might plan on keeping your seat forward to allow rear seat passengers to exit via the left door, while you follow the right-seat passenger out the starboard door. This method allows you, as PIC to oversee the passenger evacuation before leaving the aircraft yourself. For aircraft with a single right-side door, consider what works best for a given group of passengers. You might want to have the right seat passenger exit and move the seat to allow rear seat passengers to follow, with you departing last. Alternatively, you might want to follow the right-seat passenger but remain at the door to assist in the evacuation of those in the rear seats. There is no single correct evacuation strategy, so the most important thing is to think it through in advance and communicate the plan to your passengers.

Another part of the emergency exit briefing is to designate a gathering point (e.g., walk aft to avoid the prop and gather at the rear of the aircraft). If you carry survival equipment, point it out to all passengers. Stress that safe and expeditious evacuation is the most important consideration, but consider designating one of your rear seat passengers to be in charge of carrying survival equipment out of the aircraft if circumstances permit.

Traffic and Talking

Traffic

T Even if you are operating under instrument flight rules (IFR), you still have a responsibility to see and avoid other traffic any time you are in visual meteorological conditions (VMC). It never hurts to have extra eyes scanning for traffic, so brief your passengers to let you know whenever they spot other aircraft. In addition, tell them what you want them to tell you. A simple "airplane on the right" will suffice, but since everyone can visualize a clock, you might ask them to give you traffic information in terms of the "o'clock" positions used by ATC. The added advantage of this option is that passengers listening to ATC communications will have a better idea of where to look when you get a traffic call.

Talking

Expectations for communications -- talking -- are another good topic to include in your passenger briefing. Passengers may not readily understand the term "sterile cockpit," but they will certainly understand that there are times when you need to focus fully on your flying. Let your passengers know that they should not attempt to talk to you (except for traffic point-outs) during the busy takeoff/climb and approach/landing phases of the flight. If your intercom does not permit you to isolate the crew, let passengers know if you expect them to minimize their own conversation during these times.

Your Questions

Y It is both professional and polite to conclude by giving your passengers an opportunity to ask questions about any part of the flight. Since some passengers may be intimidated by the novelty of GA flying or embarrassed to ask "dumb" questions, watch for any signs of confusion or concern. Make a special effort to invite those questions needed to clarify any part of the briefing they did not understand. The question time is a great opportunity to reassure a reluctant rider, or to encourage a potential future pilot's interest in aviation.

To read the complete article, please check out the following website:
http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=14082

Just a little Humour

- Sometimes I wake up grouchy, other times I just let her sleep!
- Ninety-five percent of lawyers (you can substitute the word politicians for lawyers) give the rest a bad name!

2012 Membership Form

Winnipeg Area Chapter RAA

Full (\$25.00)

Required Information

Name		OFFICE USE ONLY
Mailing Address		Renewal Date
Phone(s)		Chq. Cash
E-mail		Other 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.**