



Winnipeg Area Chapter of RAA Canada

May 2011

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CALENDAR OF EVENTS

May 19

Tire Kick – Summer Plans – Lyncrest Airport

Project tour – Thursday April 21.



John Grodzki's RV9A



Steven Sadler's Pietenpol

Thanks to John Grodzki and Steven Sadler for hosting about 20 of our members and guests with excellent tours of their respective projects on Thursday April 24. Both have done excellent work and held everyone's interest with stories of the construction. Steven also gave a demonstration of the CNC machine that he built and used to fabricate several of the parts for his aircraft.

RAA Tire Kick – May 19

Our final meeting before summer (if it ever comes) will be Thursday 19 May at 7:30 at the RAA Hangar, Lyncrest Airport. The RAA has purchased a set of weight and balance scales for use by club members. The scales will be free for club members and \$50 for use by non-club members. The scales will have to be booked as they are not going to be kept in the RAA Hangar until a secure storage cabinet can be constructed. The scales will have to be used in the RAA hangar and will not be loaned out.

At our May "tire-kick" meeting Tom Stoyka, Don Hutchison and Harry Hill will demonstrate how to use the scales. There will likely be a plane in the RAA hangar that we can use as our "Ginny pig". The rest of the evening will be spent discussing your summer flying plans, Oshkosh or any subject you'd like to discuss. We also hope to do some hangar visits to see new projects or aircraft at the field, etc.

This will be our last meeting until September.

Lyncrest/RAA Spring Clean-up

Lyncrest airport is planning a spring clean-up Saturday May 13. The clean-up will begin at 9am and lunch will be provided. The RAA would like to do some ground repair around the hangar, weather permitting. There has also been some settling around the ramp in front and consequent rutting caused by traffic to/from the hangar, etc. This is causing some problems to the neighbouring hangars in addition to the usual Lyncrest mud. Since the main access for people bringing large components (a plane, engine or whatever) to the hangar is to the west, some sort of improved access with some gravel beginning at the parking lot seems to be in order. Unfortunately due to ground conditions at this time we can not get a load of gravel at this time but some dirt to ease the transition to the grass is probably needed. Labour and possibly some machinery to spread and level would also be required. Tom Stoyka is also planning on installing a security camera on the inside and outside of the RAA and would appreciate some help doing this. If you can donate a couple hours of your time, Lyncrest and the RAA would sure appreciate it.

Young Eagles Flight

EAA Chapter 63 at Lyncrest Airport has a Young Eagles flight planned for Saturday June 4. If you know of a young person between the age of 8 and 17 who would like a flight in a light aircraft,

please contact Joyce Stoyka at 444-3838 to book a spot. The EAA Young Eagles program was launched in 1992 to give interested youth, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. For more information on the Young Eagles program please check out their website. <http://www.youngeagles.org/programs/youngeagles/info.asp>

Aviation Medical Information

This information has been provided by Dr. Brendan Adams, a Sustaining Member of the Calgary Flying Club and an Aviation Medical Examiner. The intent of this article is to provide you with general information to make you familiar with the medical requirements for Canadian licensing. If you have specific questions or concerns, you should discuss them with an Aviation Medical Examiner, a list of whom can be seen at

<http://wwwapps.tc.gc.ca/saf-sec-sur/2/came-meac/s.aspx?lang=eng&l=124> .

Information on the Aviation Medical

As one approaches the exciting prospect of learning to fly an aircraft, one of the first areas of concern is often the fact that a medical examination will have to be completed. The purpose of this brief article is to address this examination, and perhaps demystify some of the concerns you may have had surrounding the whole issue of medical fitness to fly.

Since the start of aviation, it has been recognized that the flight environment makes special demands upon the human body. Medical examinations have been instituted from the very earliest days of aviation. These examinations have evolved, over decades, to form the medical standards of the International Civil Aviation Organization, to which Canada is a signatory. The medical standards that must be met by private or commercial pilots are thus international, and not merely a Canadian matter. Each member state of ICAO is allowed some latitude in interpreting the standards, but you will find them very similar around the world.

It is a common myth that one need be "super human" or in the pinnacle of physical condition in order to fly. Basically, one must be healthy. The exact standards are set out in the CARs, a copy of which may be found at the flying club or on the internet at:

http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part4-404-1075.htm#404_05

and

<http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-air-3-0-463.htm>

I will assume, however, for the purposes of this article, that the Reader is not familiar with either the A.I.M. (aeronautical information manual) and its medical sections; AIR chapter is also available on the internet at:

<http://www.tc.gc.ca/eng/civilaviation/publications/tp14371-air-3-0-463.htm>

The mechanics of the medical examination are as follows. Private pilots must hold a medical certificate entitled "category 3", while commercial or airline transport licensed pilots must hold a medical certificate entitled "category 1". The medical standards, and validity periods, for each of these categories are different. A category 4 medical is held by recreational pilots, and is obtained by filling out a self declaration form with any doctor. Category 3, and category 1 medical certificates can only be obtained by undergoing a specified medical examination with one of the designated aviation medical examiners (AME). A list of these examiners is available at the flying club, or from Transport Canada at the web addressed listed above. These doctors have special training in aviation medicine, and performing the aviation medical examination. They will

determine whether you meet the standards for either category 3 or category 1, and make a recommendation to Transport Canada, Civil Aviation Medicine, on your behalf.

The final decision as to whether you meet standards, or not, rests with the Regional Aviation Medical Officer. Should you disagree with the decision, you have an opportunity to submit further medical information to the Aviation Medical Review Board for their consideration. Should you still be turned down, and disagree with this, you have a right to a public hearing at the Civil Aviation Tribunal. Two minor items. Firstly, unlike a car, you may fly an airplane (dual) accompanied by a licensed pilot, without possessing any type of student pilot permit or medical certificate. The airplane is deemed, in this case, to be under the control of the licensed pilot. Thus, you may start your flight instruction at any time, before undergoing a medical examination. It will be necessary for you to hold a student private permit, and valid medical certificate, to solo. Secondly, these aviation medical examinations, are not covered by Medicare, and must be paid for by the pilot. Typically the medical examination costs anywhere from 75 to 150 dollars. Now, what are these medical standards you must meet?

Fundamentally, you must be healthy. The medical standards are described by body system. Covering the most common medical problems seen by aviation medical physicians, you must:

- Have adequate vision (glasses are permitted) better than 20/30. If you have had laser eye surgery you may still be licensed.
- Have adequate hearing (able to hear whispered speech at 6 m). If your hearing is not this good, there are practical tests which may be performed which will still permit you to be licensed, although you may be required to wear a headset when flying a radio equipped aircraft.
- Be free of any significant, ongoing illness which might result in impairment of consciousness or inability to operate the aircraft safely. It is possible to be licensed with a variety of illnesses, as long as those illnesses are under good control.

The topic of medication often comes up. Medications are not permitted when they may have side effects or therapeutic effects which impair a pilot's ability to operate the aircraft. An example would be narcotic pain-killers. Secondly, certain medications may not be impairing in and of themselves, but their use implies an underlying illness which would not permit the safe piloting of an aircraft. An example would be chemotherapy agents for the treatment of active cancer. Blood pressure must be adequately controlled, although medications are acceptable. A past history of significant heart disease, or lung disease, will be thoroughly investigated to ensure that the pilot has recovered adequately, and is now safe. It is possible to be licensed to fly an aircraft even after one has had a heart attack, provided certain criteria are met.

Various handicaps such as missing limbs are also acceptable, provided the pilot is capable of moving all of the control surfaces of the aircraft through their full course of travel, and is capable of exiting the aircraft in an emergency. It may be necessary to be limited to certain, specially equipped, aircraft to permit handicapped pilots to fly.

Obviously, an article like this must be extremely general. Specific circumstances vary so much that the best advice for anyone contemplating flying lessons would be to complete a Transport Canada medical examination if they are in any doubt as to their fitness. Generally, your flight instructor can advise you, or put you in touch with someone such as an aviation medical examiner, who can give more specific advice in your case.

Overall, Transport Canada, Civil Aviation Medicine, is anxious to see that anyone who desires to fly an aircraft, and is safe to do so, is allowed to exercise this privilege, and join the flying fraternity.

If you have always held back because of health concerns, perhaps now is the time to reconsider, as things may be better than you thought. See you up there!

Brendan Adams, M.D. M.Sc. C.C.F.P. F.C.B.O.M.

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Looking for articles for our newsletter

Every month we struggle to find articles of interest to put in the Winnsock. If you would like to contribute an article or have a suggestion on a topic you would like researched and included in a newsletter, please let me or a member of the executive know. Also, if you are interested in hosting a project tour, please let one of the executive know.

Have a great summer – we look forward to seeing you in September

The RAA executive

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.