



*Jack Neima's excellent adventure Part 2
(See the full story inside)*

Winnipeg Area Chapter of RAA Canada

November 2011

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CALENDAR OF EVENTS

Nov. 18, 19 2011

Tour planned to Tri-State Aviation, Wahpeton North Dakota

Dec 03, 2011

Christmas potluck

January 2011

Rust Remover – date and location to be finalized

2011 Model Building

On Saturday, November 5th, 2011 the RAA Winnipeg Chapter and the Springfield Flying Club co-hosted the 2011 Model Build at the Lyncrest Flight Centre. The event started at 10:00 a.m. with fifteen young aspiring engineers/builders accompanied by parents and grandparents who were eager to begin construction of their chosen "Legends of the Air" model kits. The day began with an informational presentation on Theory of Flight given by Air Cadets Squadron Leader, Tom Stoyka.



Gilbert, volunteers and enthusiastic model builders

By 12 noon, most teams had their fuselage completed so a call for lunch by airport manager/head chef, Jim Goold was welcomed by all. After a hearty lunch of gourmet hot dogs and tasty sides, the teams were led on a tour of several hangars to view all types of vintage, home-built and ultralight airplanes. Of particular interest was our first visit at Mr. Burt Barkman's hangar which shelters his vintage Ercoupe, countless aviation artifacts and a unique collection of vintage service station memorabilia that Burt has preserved from his varied business ventures of the past. John Blackner's pristine 1946 J3 Piper Cub alongside a 1/5 scale, RC Cub was also greatly appreciated by all who were on the tour.

Zenairs by Ken Podaima, ultralights and RC flying models at Perry Chromiec's hangar were also very much reviled by all. Gilbert Bourrier's AcroSport II Biplane, alongside a 1950 Aeronca Champ and an array of classic motorcycles, quads and his 1973 Camaro were also enjoyed on the tour. After the tour, the group made its way back to the Flight Centre to continue the build.

This year's build featured several prizes which were provided by the RAA Wpg. Chapter and Jill Oakes's offer of a biplane ride to the first prize winner. A complete RC model Piper Cub and a 27" "Spirit of St. Louis" balsa kit were awarded by random draw by Dani Pokornik, President of Springfield Flying Club.

Not long after resuming work on model building, several proud builders were holding up completed projects with broad smiles. Kids and parents alike were eager to share their joy in having finished their respective projects. With the day winding down, the last of our participants said farewell with gracious thanks and queries about next year's build. What will the future hold for these young craftsmen? Will they be the aviators of tomorrow? Were they inspired to pursue bigger and better projects? We at the RAA and Springfield Flying Club can only hope that our efforts to foster the dream of building and flying our own airplanes will be embraced by these young builders.

Thanks to all the helpers and volunteers who contributed with this year's event. Hope to see you next year.
Gilbert

Annual Pot Luck dinner

Please join us at the Lyncrest Flight Centre for the ninth annual potluck dinner Saturday December 3rd. Doors open at 5pm and dinner will be at 6:00 pm. You are welcome to bring guests, all we ask is that each couple bring one dish. You could bring an appetizer, main course or dessert and some home made wine if you have some. Please come and enjoy dinner with other aviation enthusiasts.

Tour Tri-State Aviation – Wahpeton North Dakota November 18 and 19

NOTE: There will be no regular meeting Thursday November 17th; the Wahpeton trip will be considered our November meeting.

The main tour at Tri-State Aviation is booked for 12:30 - 4:30 on the Saturday 19 November. Wahpeton is about an hour's drive south from Fargo. For those who plan to arrive on Friday, November 18, the plan is for

the group to informally meet-up at the Fargo Air museum at 12:30 for a tour of this museum. Groups can plan their own dinner and shopping arrangements around these two times and dates. If you are interested in joining the group, car pooling and hotel options, please contact Jim Oke at 344-5396. Several members have already booked rooms at the Super 8 motel 3518 Interstate Blvd. Fargo, phone 701 232-9202. If you are interested in staying at this motel, please contact this motel or the motel of your choice directly. If you book at the Super 8, you could mention that you are part of the RAA group. The rate is \$69.88 US per night plus taxes, double occupancy. \$10.00 more if you require two beds. Family and friends are welcome to join the group. Tri-State Aviation has been responsible for the restoration of numerous P51 Mustangs, Super Corsairs and Japanese Zeros. Tri-State restores and manufactures warbird parts and components and has the largest supply of warbird parts in the world. For more information on Tri-State Aviation, please check out their website at: www.tri-stateaviation.com

The Continuing Adventure (Part 2) - Winnipeg to Nova Scotia. May 17-22, 2011 **by Jack Neima**

This log documents my flight in Piper J3 Cub, CF-XVW, from Lyncrest Airport in Winnipeg to Stanley Airport in Nova Scotia from May 17th to 22nd as a continuation of our gradual relocation home to Nova Scotia following our retirement from the Royal Bank earlier this year. The first segment of the relocation adventure involved the flight of our Cessna 172 (C-FPXX) which we accomplished last October (see Part 1). Getting the Cub there was going to be a bit more .challenging. but I was looking forward to it with much anticipation. What better way to see this beautiful country than from the back seat of a J3 Cub at low altitude? The final segment of this grand adventure is the return to Winnipeg to supervise the packing of our household and to pack and load the contents of our hangar at the Lyncrest airport which includes a 1946 Aeronca Champ project and of course all of the additional flying paraphernalia that accumulates over a period of 11 years. Last year I bought a new pickup truck and a 34 ft enclosed cargo trailer for this purpose. You can read about the road trip in Part 3.

Last fall I was accompanied on the trip in the 172 by my nephew, Evan Wilson, an air cadet pilot and we enjoyed two days of spectacular weather to get there quickly and without incident. As you will note from this log the trip alone in the J3 proved to be a .bit different. Much of our attention over the past few years has been focused on the month of May, 2011. We retired at the end of March and got things kicked off with a great five week vacation in Florida, which included a seven day cruise in the eastern Caribbean. We returned to Winnipeg at the end of April refreshed and energized and ready to tackle the big job of moving to the east coast. Being bankers all our lives and after raising four children in many different locations the experience of moving was not new to Lianne and I, although it's been 11 years since our last one, but we knew this would be different for lots of reasons. This included the fact that the kids are now grown and gone, we're paying the tab, and of course the airplanes add a lot of complication. Nevertheless, May seemed like the right time as it would give us the time in April for a vacation, the weather would be better for the flight and after that the long drive, and we'd be able to get settled into our new house on Porters Lake in time to enjoy the beautiful, but short, Nova Scotia summer.

The Cub can carry almost 90 litres (22 US gallons) of fuel giving a flight duration of about 4.5 hours but for anyone who's ever flown a Cub you'll agree that's much longer than you want to be cooped up in that small cockpit. I planned the trip in roughly two hour segments to give me lots of reserve and the opportunity to get out and stretch regularly. At a planned cruise ground speed of 70 kts I new it would be a lot different than the 113 kt run we enjoyed last fall in the 172 which was aided by a tailwind the whole way. The selected route was Lyncrest to Dryden to Thunder Bay to Wawa to Elliot Lake to North Bay to Ottawa (Arnprior) to Cornwall to Bromont to Montmagny to Riviere-Du-Loup to Edmunston to Fredericton to Stanley, a total distance of approximately 1,700 nautical miles. I planned to use my battery powered, hand held Lowrance 500 GPS along with the usual VNC charts to cross reference. The Cub has no electrical system but I have a reliable Delcom battery operated radio and this was backed up by two additional hand held transceivers. I brought along wheel chocks, tie down anchors and ropes, two litres of oil, and my "luggage" which consisted of a few changes of clothes, some snacks, a bit of survival gear, chargers, and LOTS of spare batteries. With me and all this gear I was pretty well maxed out with every available space, including the front seat, packed. Once again, the handiest piece of equipment was my SPOT satellite tracker that would allow friends to monitor my progress over the internet. I made a bracket for the GPS antenna and the SPOT above my head so they would both be mounted facing up through the overhead window and it worked great for the whole trip.

The Journey Begins. Tuesday, May 17, 2011

We were up early and with a forecast of clear skies and light easterly winds I was anxious to get underway. I filed my flight plan on line by retrieving the previously saved plan, filling in the relevant departure and arrival

times and pressing the submit button. I used this on line flight planning process for the entire trip and it worked very well.



Ready to go – Lyncrest May 17, 2011
by to provide a position report just north of their airport.

Lianne drove me out to Lyncrest before dawn and we packed the plane and completed the preflight inspection, ensuring everything I needed was on board. I had fueled up the night before and most of the gear was already stowed. We pulled the plane out of the hangar for the last time and closed the doors. It looked pretty vacant in there with both planes gone. Our good friend John Blackner showed up to see us off and we snapped a few photos as we waited for the sun to start coming up.

I was airborne shortly after 6:00 am and climbed east toward the rising sun. We leveled off at 2,500 feet and enjoyed a smooth ride all the way to Dryden. I talked to Kenora Radio as we passed

A quick fuel stop at Dryden and I was off again headed to Thunder Bay. The route generally followed the Trans Canada highway and the navigation was easy. I always enjoy the scenery along this route with the many lakes and cottages float plane bases, etc. It's beautiful country.

Since I'm operating on battery power for the radio and there's no one to talk to and little traffic down at these altitudes I switched off the radio to conserve power.

Ten miles west of Thunder Bay I turned on the radio, listened to their ATIS message and contacted tower for clearance into their zone. There was lots of traffic coming and going. I heard one clearance into the circuit where the pilot was advised she was number six for landing. Tower acknowledged my call and after advising them I was .negative transponder. he asked me to follow the railway on my right and call two miles back. I did that and was cleared to the downwind, number three behind a couple of light transport planes. Ground control directed me to the Aeroshell FBO where I quickly refueled and got ready to launch again. At both Dryden and Thunder Bay I had pilots come over to admire the Cub and chat a bit about what it's like to fly it. Everyone seemed surprised that I was destined for the east coast.

The weather was holding and it remained clear with light winds so I was anxious to keep going. I took off and followed the shoreline of Lake Superior north from Thunder Bay towards Nipigon on the northwest corner and then eastward along the north shore towards Marathon, then White River and south to Wawa on the east coast of the lake my planned final destination for the day. The scenery around the lake is spectacular and I always marvel at the green water and the many picturesque islands and bays.



Heading north out of Thunder Bay towards Nipigon



Along the north shore of Lake Superior

As I approached White River I got a "Low Battery" message on the GPS and realized that while I brought lots of spares I had neglected to place them within reach, an oversight that was rectified as soon as I landed in Wawa. In spite of the dwindling power the GPS stayed on into Wawa giving me reliable distance a speed checks. It sure makes navigation easy.

I landed in Wawa at 4:30 and since I'd had a great day and it was my planned destination I decided to tie down the plane and call it a day, even though the weather conditions were still very good with bright sun and light winds. This proved to be a mistake.



At the gas pumps in Wawa



Tied down for the night

I was advised by the airport manager that the Beaver Motel was a pretty good place to stay and that they would come to the airport to pick me up and return me in the morning so I made a call and in a few minutes I was settled into a cozy room and ready for a good supper, after which I wrote up the log books, checked the forecast on the Weather Channel, organized my gear, and was sound asleep by 9:30 to rest up for day 2 tomorrow.

I was awake at dawn on Wednesday to find a high overcast ceiling and little or no wind. Pretty good flying conditions - so I hustled to get over to the airport and launch off. The little terminal building was locked so I couldn't get access to the computer terminal for flight planning and briefing so when I was ready to go I called Flight Service on my cell phone. I was advised to expect lower ceilings and marginal VFR conditions to the south but based on the latest forecast it looked like I might squeak through to Elliot Lake. With a temperature/dew point spread of less than 1 degree and very little wind, conditions were ripe for fog formation. I took off at 6:32 and enjoyed a smooth ride south along the east shore of Lake Superior toward Garden River just north east of Sault Ste. Marie where I would turn east to track the north shore of Lake Huron past Thessalon and into Elliot Lake. After about 60 miles, about two thirds of the way to Garden River, the ceiling started to lower and mists began to form. I was in and out of light rain showers and it was obvious that conditions ahead were below VFR. It remained fairly clear to the east, out over the bush, and behind me so I entered Elliot Lake direct into the GPS and it said Elliot was off to my left about 40 degrees at a distance of 56 miles. I turned to the new heading to see what it looked like, despite not being too comfortable to launch out over the bush leaving the Trans Canada Highway behind. After a few minutes it became obvious that I'd be skud running soon and a glance over my left shoulder to the direction I came from showed the milky mists starting to form. After an hour in the air I decided the safest course of action was to turn around and head back to Wawa as there are no other alternates out this way, even for a Cub. I was back on the ground in Wawa two hours after departure and tied the airplane down in the same spot where it had spent the previous night. After chatting with Flight Service it looked like conditions to the south would remain unchanged for the next 36-48 hours due to a big, damp, almost stationary low pressure area that was parked over the US northeast. I called the Beaver Motel to see if my room was still available and ask for them to come back and pick me up.

The situation was unchanged on Thursday morning but the briefer suggested some promise for Friday and the public forecast on TV was calling for a sunny day throughout most of Ontario on Saturday which was the Victoria Day weekend. I decided to wait it out and spent the day touring Wawa by foot, drinking coffee at the Tim Horton's down the street and chatting with the folks at the airport.

On Friday morning the conditions in Wawa were fine but the latest METARS showed Sault Ste. Marie, Gore Bay, Elliot Lake, and Sudbury all with broken ceilings of about 900 feet and tight temp/dew point spreads. Foggy conditions were forecast to dissipate by late morning so I decided to wait for the new Terminal Area Forecast (TAF) which was due out by 10:00 local time. When I got to the airport I found a C172 from Harv's Air in Winnipeg tied down on the ramp and shortly a couple of my daughter Keri's friends, Jimmy Lawson and Brad Micholson showed up. They were on their way to Ottawa and had stopped for the night in Wawa. They decided to take off right away and head direct to Sudbury but I preferred to wait and take the longer, but safer, southern route following the highway to stay in reasonable proximity to civilization. Besides, while anxious to get there, I'm now retired and time is not as important as it once was.

The new TAF came out about 9:45 and it was still calling for clearing skies through mid to late morning with VFR conditions for the rest of the day. The latest METARS showed marginal VFR ceilings in Sault Ste. Marie and Elliot Lake but conditions were improving so I decided to give it a try. I filed a flight plan on line, called Lianne to tell her I was off, and got into the air at 10:00 heading south.

About 10 miles south of Wawa I heard on the radio an aircraft inbound to Wawa from the south so I called him to ask about conditions down that way. He said it was pretty good around the Sault but there was some low fog in the Montreal River area, about half way between Wawa and the Sault. At about the same place where I had turned around on Wednesday I again came across low broken ceilings and after I was forced down to about a few hundred feet above the ground it looked like I was going to have to turn back again. The ceiling was about 7/10ths and I could see clear blue above so I decided to go up through a hole and have a look around before turning back. When I got on top I could see that the undercast was about 10 miles wide and I could see big holes and a faint horizon ahead so I pushed on. After a few minutes I was able to go back down through a big hole and after that conditions improved fairly quickly allowing me to follow the planned route into Elliot Lake where I landed to refuel two hours and thirteen minutes after take off from Wawa. It felt good to be on the move again.



Just South of Montreal River heading towards the Sault Undercast thinning out after a short crossing

After a quick stop to refuel I was ready to push on to North Bay for my next fuel stop so I filed a flight plan on line and headed out. It was a beautiful sunny day, about 25 degrees with light winds from the east. The airplane wouldn't start! These old small continental engines can be fussy when they're hot and prone to flooding. You know when they've flooded because fuel drips from the carb and no amount of hand propping will start them in this condition. The solution is to "unflood" it which involves switching off the mags, opening the throttle wide, and pulling the prop through backwards a dozen times or so to clear out the excess fuel. Then you close the throttle, turn on the mags and try a normal start. I HATE having to do this, and thankfully it's a rare occurrence in my Cub, but today it decided to make life difficult. The reason I hate to do it is because I never really trust the grounding on the mags and pulling the prop through, even backwards, with a wide open throttle is a very uncomfortable situation. If the prop kicks the opposite way and a mag fires it could be a very bad experience. Anyway, I went through this procedure a few times and each time it kicked once but refused to start and promptly reflooded. After about 10 minutes of this I decided the best course of action was to let it sit to cool down a bit so I went back inside, bought myself a cold coke and sat by the window to glare at the plane for a while. After I finished my leisurely drink I went back out and, of course, it fired on the first flip and I was airborne five minutes later heading for North Bay.

I arrived in North Bay one minute past my ETA, one hour and fifty-nine minutes after leaving Elliot Lake. I closed the flight plan and refiled for Arnprior, refueled and was airborne quickly heading east along the

Ottawa River past Mattawa, Chalk River, Deep River, and Pembroke. I was still facing a slight head wind but it wasn't too strong and I averaged 65-70 kts ground speed. I was in and out of light rain showers but the visibility was good, particularly to the south. Across the river, on the Quebec side, there were some pretty ugly cells with rain to the ground but as long as it stayed out of my path I was ok. I passed by the nuclear facility at Chalk River and skirted the restricted airspace around the Petawawa army base, then altered course direct to Arnprior just to the west of Ottawa, my planned destination for the evening. I had been invited to spend the night by Barry Mason whose brother Jerry is a friend and fellow Springfield Flying Club member at Lyncrest. The approach to Arnprior was over farmland and with the warm sunny conditions and fairly light winds I felt very safe in the Cub and much relieved after what seemed like endless miles of wilderness, almost since leaving Winnipeg.



Inbound to Arnprior

due to cooling ambient temps) and, as it typically does, the Cub continued to start with one or two flips of the prop.

I landed at Arnprior and refueled. Since conditions were nice and it was just after 5:00 pm I decided to make up for lost time and push on. Barry wasn't around but I was introduced to his business partner and chatted with him for a bit, then filed a flight plan to skirt around to the south of Ottawa and into Cornwall on the shores of the St. Lawrence River, which I thought would be a good place to stop for the night. Well, the airplane had other ideas and it decided that, once again, it didn't want to start. After a couple of tries, and the same "unflooding" process I turned the plane into the wind for maximum cooling and went inside for a cold drink. After I finished my drink the plane started on the first flip of the prop and I was off. This was the last time on the trip that I had any starting problems (likely

To avoid the Ottawa Class D airspace I stayed down around 1,000 AGL, passed to the south of the Carp airport and around into Cornwall, arriving there at 7:07 pm, one hour and seven minutes after takeoff from Arnprior. On the approach to Cornwall I talked to a fellow inbound from the same direction in a Beech Bonanza. He landed a few minutes before I did and we were the only ones moving on the deserted airport. Cornwall has self-service, card lock fuel pumps so we both refueled. The other fellow was on his way to Montreal and was just fueling up. He was familiar with the Cornwall airport and when I told him I wanted to tie down for the night and find a motel he suggested I call the phone number on the pumps and ask for Steve who should be able to give me advice. With that he was off.

I called the number and Steve answered. I explained my situation and he said I was free to tie down on the grass out in front of the hangar where there was a half dozen other planes. I asked for his advice for a motel and he gave me the name and number of the only local one. As it turns out the Cornwall airport is actually in Summerstown which happens to be a \$40 cab ride from Cornwall. I know that because the local motel was filled and I had to get a cab to the Comfort Inn and another \$40 ride back out to the airport the next morning. Oh, well...all part of the experience. By the time I had the plane tied down and my gear organized the cab was there and I was soon bedded down in a comfortable motel, well pleased with myself after a long but satisfying flight from Wawa.



Tied down in Cornwall

it was CF-AJG, the plane that I did much of my initial training in and my very first solo back in 1973. I hadn't seen it in years and it was nostalgic to see it again, although it was a bit sad to see it's faded and aged exterior condition. I guess we're all getting older.

I was up early in the morning and tuned in the public weather forecast on TV and learned that early morning fog was expected to dissipate by later in the morning with fair conditions thereafter. I packed and called for a cab and was back at the airport untying the plane by about 7:00. The fog was thick but there were signs of brightness above from time to time so I pulled the plane out and waited. While wandering around the airport I noticed something that had escaped my attention the evening before. Parked right in front of me was an old 1969 Piper Cherokee with faded blue paint and on closer examination I was surprised to see that



Flooding along the Richelieu River south of Montreal

As promised the fog started to burn off and after a few holes burned through it dissipated quite quickly. By this time the little flying school at Cornwall had come alive and planes were being pulled out of the hangar and they were getting ready for the day. I checked the weather on line and filed a flight plan for Bromont, south of Montreal. The flight over was uneventful with some small fog patches over the St Lawrence River and low broken ceilings on the last 15-20 miles into Bromont. On this leg I passed over the flooded Richelieu River that had been in the news a lot lately.

After refueling in Bromont I checked the weather on line using a NavCanada terminal provided for that purpose and noted generally VFR conditions in Quebec and eastward, although the easterly winds were forecast to pick up to 25 gusting to 30 by late morning. I filed a flight plan for Montmagny, just east of Quebec along the south shore of the St Lawrence about a two hour flight from Bromont. The visibility had improved from what I experienced on the way in from Cornwall so I was quite relaxed and enjoyed the scenery as I drifted eastward at 2,500 feet. I was able to see Quebec City quite clearly and beyond that the expanding St. Lawrence. Just past Quebec City I noticed my ground speed dropping, at times as low as 45 kts and it was a bit disconcerting to see the highway traffic passing me. I figured I better get the plane on the ground and was relieved that runway 08 at Montmagny was pretty much into wind. Nevertheless I was expecting a challenge. I had anticipated issues like this and at the airplane's annual inspection a couple of weeks earlier I was careful to service the brakes and to ensure that the fluid was topped up to give me as much braking power as possible. The landing went well and I was able to turn off the runway onto the ramp. A gentleman came out of the open hangar and waved to me and as I taxied to the pumps he came out to grab my wing tip. I shut down and he asked me in broken English where I'd come from. He commented that the winds were even higher an hour or so before and he directed me to a tie down spot as I was anxious to get some ropes on.

I called Flight Service to close my flight plan and to ask about the winds. The briefer suggested the strong winds would likely persist until at least midnight so it looked like I was done for the day at only 1:30 in the afternoon. The attendant offered to fuel me up but I was reluctant to take the ropes off now that everything was secured so I asked if I could get fuel in the morning. He said he would be there by 8:00 am so I decided to leave it. He called and arranged a room for me at the Wigwam Motel and they came over to the airport to pick me up so I was settled there by mid afternoon. It was too bad because, apart from the wind, conditions were pretty good and I was hoping to be able to get into New Brunswick today. Oh well,.. time to spare, go by air... I had lots of time to write up the logs and organize my gear and I got a good night sleep. I was up by 5:30, had a quick breakfast at McDonalds across the street and called for a cab, getting to the airport about 6:15. Conditions were much improved with a very high thin overcast and a light breeze from the east, pretty good flying conditions and I was regretting my decision not to fuel up the night before. I untied the plane and pulled it over to the pumps, did my walk around and got everything stowed so that as soon as the refueler showed up I could be away. I briefly thought about flying on to Riviere du Loup so as not to waste time and I dipped the tanks making some rough calculations. I think I had enough to make it with legal reserves but I talked myself out of it because I really didn't have a lot of time pressure so why risk it? As it turned out the attendant showed up at 7:30 so I was airborne by 8:00 and on my way to St. Leonard, New Brunswick via Riviere du Loup and Edmunston.

The flight over to St. Leonard was very pleasant with no weather or airplane issues and I enjoyed the scenery. The GPS allowed me to skirt around the tip of Maine to stay out of US airspace and I was able to cut the corners to save a bit of time. About 10 miles back from St. Leonard it occurred to me for the first time that there may not be anyone at the airport for fuel on a Sunday morning so I prepared myself for some more idle time and considered various alternatives. I needn't have worried because after I landed and taxied to the pumps an attendant came out to refuel me. A quick stop and I was on my way to Fredericton following the St. John River south eastward past Grand Falls, Florenceville, Hartland and Woodstock. Conditions were clear and far off to my right I could make out snow covered Mt. Washington in northern New Hampshire.

My route to Fredericton followed the St. John River to Nackawic but I cut that corner as well tracked direct to Fredericton passing near the Mactaquac dam. I tuned in the Fredericton ATIS and then contacted tower for clearance into the zone. The controller was working a number of light aircraft and seemed to be a bit

perturbed, snapping at a few who didn't give him the information he wanted. It wasn't that busy and I didn't understand what his problem was. On initial contact he asked me to stand by and remain clear of the zone but he eventually came back to me asking for my aircraft type, point of departure and intentions. He cleared me to a straight in approach and asked me to call two miles final. I did that and was cleared to land but I don't think he expected my slow speed and he ended up extending other circuit traffic and having them do 360s for spacing. We Cub pilots are used to that!

Taxiing free of the active I contacted Ground Control and asked for clearance to taxi to the pumps and for them to close my flight plan. They had no record of a flight plan for me (hence the request earlier for type and point of departure). They asked me to contact Halifax Radio on 126.7 so I switched frequencies and gave them a call. They found the flight plan but it hadn't been opened because I made a mistake entering the planned departure time (screwed up GMT). We got that sorted out and it was a good reminder that as good as the on line system is it still depends on the pilot entering accurate information. My bad!

After refueling I was ready to head out on the last leg of this awesome adventure. I filed a flight plan, making sure to check the accuracy of the information and was airborne shortly enroute to Stanley. I followed the St. John River southeastward at 2500 feet skirting around the Gagetown army base restricted airspace and then took up a direct heading towards Stanley. A broken ceiling at about 3,000 feet had formed and I skimmed along just below the cloud as I needed as much altitude as I could get for the 20 mile crossing of the Bay of Fundy. This is familiar territory for me as I've made this flight many times over the years but never before in a 72 year old airplane at 65 mph.

While the ceiling was fairly low I had good visibility as I crossed the New Brunswick shoreline and headed towards Apple River on the Nova Scotia side.

I had an uneventful flight across the Bay of Fundy and soon I was skimming along past Cape Split and Blomidon in the beautiful Minas Basin and starting my decent into Stanley.

I crossed over to mainland Nova Scotia near the mouth of the Avon River and shortly after dialed in Stanley's Unicom frequency to announce I was 5 miles to the north west and looking for a traffic advisory. There was no response so I set up to join a left base for runway 27 for a low approach and overshoot to announce my arriv...er...to check the windsock...

I made a low and over and noted that the door of my new hangar was open and there were a few people gathered around. Another circuit and I landed on runway 27 at 2:25 pm, one hour and 45 minutes after take off from Fredericton and taxied clear of the runway. The infield was very wet but the Cub handled it easily and I taxied to the pumps and shut down. There to greet me was Mom & Dad, my nephew Evan and a friend along with a number of Flying Club folks who had been following the trip with the SPOT track. It was a great feeling to have completed this journey, albeit with the usual challenges, safely and as planned. We topped the tanks for the final time and pushed the plane into its new hangar to reunite with its stable mate, C-FPXK. So ends another awesome adventure.



Low and over Runway 27 at the Pumps



Home, in the new hangar

Trip Summary:

Total distance flown 1,771 nautical miles
Total Flying time 26 hours and 3 minutes
Fuel used 546.8 liters

Oil Used - nil
Liters per hour - 21.0
Total cost of fuel - \$1,085.27

2012 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.