



**Jack and Evan's Excellent Adventure**

*Winnipeg Area Chapter of RAA Canada*

*October 2010*

***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***

***Harry Hill - 888-3518***  
***Bert Elam – 955-2448***  
***Ken Podaima – 257-1275***  
***Jill Oakes - 261-1007***  
***Gilbert Bourrier – 254-1912***  
***Bob Stewart – 853-7776***

**NEWSLETTER:** Bob Stewart Box 22 GRP 2 RR#1 Dugald, MB R0E 0K0  
Phone: 853-7776 Email: [stewart8@highspeedcrow.ca](mailto:stewart8@highspeedcrow.ca)

## ***CALENDAR OF EVENTS***

<b>October 21, 2010</b>	AGM, Elections, Arro and First Flight Awards
<b>Nov. 18, 2010</b>	General Meeting – Custom Helicopter Tour
<b>Dec 4, 2010</b>	Christmas potluck
<b>January 2011</b>	Rust Remover – date and location to be finalized

## **Regular meeting – Awards, Election of Officers and Bear Hawk presentation**

We're always looking for Officers and Directors to bring energy and new ideas to the Executive. If you are interested in serving on the Executive or have someone you'd like to nominate, please contact Jim Oke at 344-5396. Elections will be held at our regular meeting on October 21<sup>th</sup>.

Please join us to celebrate the presentation of the Arro Award which will be given to someone who has made a significant contribution to the aviation community in our area. Also our "First Flight" Award will be given to those who made their first flight over the past year.

Tom Stoya will also give a presentation on the Bear Hawk aircraft which he recently imported from New York State.

## **Hands on Composite Course November 20, 2010**

Steve Sadler will be giving a composite construction course on November 20<sup>th</sup> in the RAA hanger starting at 9:00 and going to about 15:00.

We will be covering mold construction including hot wire cutting, use of different types of cloth including carbon fiber, Kevlar and fiberglass. Also a brief review of various types of resins and their use.

During the class we will make a mold, do a lay-up, and practice finishing techniques.

Please give Steve a call at 736-3138 or e-mail him at [steven244sadler@gmail.com](mailto:steven244sadler@gmail.com) if you are planning to attend.

Bring a lunch and work clothes. All other supplies will be provided.

## **Jack & Evan's Excellent Adventure - Winnipeg to Nova Scotia – October 7/8, 2010**

*By Jack Neima*

The following trip log documents our flight from Lyncrest Airport in Winnipeg to Stanley Airport in Nova Scotia which took place on October 7<sup>th</sup> and 8<sup>th</sup>, 2010. The trip is part of our gradual relocation home to Nova Scotia which will be completed early next year after our retirement from the Royal Bank. The last 11 years of our 34 year career has been in Winnipeg and while we're anxiously looking forward to retirement back home we will be sad to leave Winnipeg where we've established many lifelong friendships with some terrific people.

Having two flying airplanes, a 1964 Cessna 172 and a 1939 Piper J3 Cub along with a restoration project, a 1946 Aeronca Champ, getting all of these planes and flying paraphernalia to Nova Scotia is going to be a real challenge. To make it easier we decided to take the Cessna there this fall since we don't fly it much in the winter anyway. In preparation we had a new hangar built at the Stanley airport earlier this year.

The plan was initially to ask my daughter Keri to come along for the trip but she was advised during the summer that her application to join NavCanada as a Flight Service Specialist trainee was accepted with 4-8 months training to begin in September. This was subsequently delayed to October 25<sup>th</sup> but by that time I had invited my nephew Evan Wilson to come out from Nova Scotia to join me on the flight. Evan obtained his pilot license through a Royal Canadian Air Cadet scholarship during the summer of 2009 and it would be a good experience for him.

## **The Journey Begins – Thursday, October 7, 2010**

Up early and on the road to Lyncrest by 6:05 am as we were hoping to be airborne at first light. My wife Lianne dropped us off at the hangar and left for work, locking the gate behind her as she left the airport. We completed pre flighting the plane, called NavCan for a briefing and to confirm they had our flight plan which we submitted on line the evening before. The flight plan was there and the briefer confirmed we should have very good VFR conditions and a good tailwind from the west. We pulled the plane out and closed and locked the hangar doors. Official sunrise was 7:30 so we decided to take off in the twilight and we were airborne off runway 09 at 7:13 climbing east toward the rising sun. The sky was clear with unlimited visibility and a light wind from the west, a

very good omen for the long flight ahead. We climbed initially to 3000 feet and contacted Winnipeg Terminal for clearance into their airspace at 5500 and requested flight following. They identified us with the assigned squawk code and cleared us direct to Dryden. The GPS confirmed a ground speed of 107 knots, much better than the 90 knots we planned and the ride was as smooth as silk. Visibility was excellent in all directions except straight ahead due to the brilliant sun. We marvelled at all of the lakes strewn around and the complete lack of any civilization.



*Between Lyncrest and Kenora  
minute stop.*

About 20 miles west of Kenora Winnipeg Centre advised that they would be losing coverage so they asked us retain our transponder code but to switch and monitor Kenora radio and to call them back on a new frequency after passing Kenora to restart flight following. We did and they did and we flew on to Dryden arriving there one hour and thirty minutes after takeoff from Lyncrest. We pulled up to the pumps but the Esso attendant there brought out a fuel truck and topped us up from that. On their computer terminal we retrieved the stored flight plan for the next leg, filled in the departure time and submitted it. We called Flight service to confirm they had received it (they had - great system!) and to confirm they would open it at the scheduled departure time. We were off after a 30

We generally followed the Trans Canada highway east out of Dryden tracking towards Pearl on the northwest corner of Lake Superior and from there along the north shore past Nipigon to Marathon for another fuel stop. Boy, Superior is a BIG lake, almost looks like an ocean as you can't see across to the other side from our altitude. The scenery is very pretty along the north shore with many bays and islands and a light green tint to the water. Still not a cloud to be seen and the westerly wind was pushing us along at better than 110 kts. How could we be so lucky?

We arrived in Marathon at 12:43 EST, two hours and twenty four minutes after departing Dryden. Another quick refuel and refresh and off again at 1:14 enroute to Elliot Lake via White River, Wawa, Garden River (near Sault Ste. Marie), and Thessalon. This route kept us in fairly close proximity to the highway, a comfortable margin of safety out here in Northern Ontario where direct routing would take us out over completely isolated terrain. The wind from the northwest was picking up a bit but still generally on our tail, producing a ground speed of about 115 kts, but still a smooth ride. We were really enjoying ourselves and the plane was purring like a top.



*Interesting Canyon between Thunder Bay &  
Nipigon*

Past Wawa, as we proceeded south along the east side of the Lake towards Sault Ste. Marie we came across a band of low cumulus cloud with tops at about 3500/4000 ft extending from the Lake eastward about 20 miles and looking to be about 10 miles across. We could clearly see land on the other side so we continued at 5500 and it was a very pretty sight so we popped off a bunch of pictures. The GPSs led us direct to Garden River where we altered course to the left direct to Thessalon on the north shore of Lake Huron above Manitoulin Island, then left again direct to Elliot

Lake, our next refueling stop. Due to the quartering tailwind on most of this leg our average ground speed was down to about 106 kts, but still much better than the 90 kts we initially planned. We were well ahead of schedule and would have no trouble getting in to North Bay well before dark.



*Lake Superior*



*Skimming across a deck of clouds near Sault Ste. Marie*



*Refueled at Elliot Lake*

We landed at Elliot Lake at 3:24, two hours and ten minutes after takeoff from Marathon. Our arrival was at the same time as another Cessna 172 coming in from somewhere in southern Ontario. We both taxied to the pumps and while chatting with the pilot we learned that he was headed for Wawa and he wasn't too happy with the very slow ground speeds he was seeing. We, on the other hand, were delighted to be making such good time in favourable tailwinds. A quick 35 minute stop to refuel and re-file our flight plan to North Bay and we were off again at 4:03 with an ETA of 5:18.

Still not a cloud in the sky as we passed by to the south and east of Sudbury, which we could clearly see off to our left. Soon, Lake Nipissing came into sight and we flew along the north shore past Sturgeon Falls and into North Bay where we arrived one minute ahead of schedule at 5:17. Evan was flying and had a challenging landing in gusty wind conditions but managed just fine and we taxied to the ramp and were directed by FSS in the tower to overnight parking. We arranged for fuelling and for a cab to take us to the Best Western motel where Lianne had arranged for a room when we spoke to her from Elliot Lake. This was a big help!



*North Shore of Lake Nipissing approaching North Bay*



*Tied Down for the night at North Bay*

We enjoyed a good dinner at the Best Western restaurant and settled in to write up the log books and get our stuff organized for an early departure the next morning. The forecast is for continuing VFR weather tomorrow with gusty NW winds so we have our fingers crossed. We asked the front desk to arrange for a cab to pick us up at 5:45 in the morning and we were both sound asleep by 10:00, tired from a long but excellent first day.

## **Day 2 – Friday, October 8, 2010**

We were up at 5:00 am on Friday, logged on to the internet to retrieve and submit our flight plan for the next leg to Ottawa, Rockcliffe Airport. The weather channel on TV reported reasonably good weather although we noted some showers were forecast during the late morning for the Montreal area, clearing thereafter. The cab arrived on schedule at 5:45 getting us to the airport at about 6:10, well ahead of our planned 7:00 departure. Sunrise is at 7:30 and we thought we could get a bit of a jump on it. We pulled the plane out and while Evan did the pre flight inspection Jack added a liter of oil and stowed all of our gear. We were ready to go by about 6:25 so with a faint hint of sunrise on the eastern horizon we decided to take off in the dark and fly into the rising sun, which would be an interesting experience.



*Sunrise over the Ottawa River just west of Pembroke*

We were airborne off of North Bay at 6:38 and turned east towards Mattawa climbing to 5,500 feet. The wind was really blowing us along averaging about 130 kts, but occasionally over 140. We passed Mattawa and altered course to the right to follow the Ottawa River towards Deep River and the Pembroke. It was a very pretty trip with the sun starting to appear over the horizon about 45 minutes after departing North Bay. We were in full daylight just past Pembroke with sunglasses on to shield us from the bright sun. This leg took us direct to Aylmer near Ottawa then a left turn for the approach into Rockcliffe Airport which is sandwiched between the Ottawa International and Gatineau Regional Airport control zones. It was a bit like threading a needle and was a busy flight but we asked

for and were given clearance by Ottawa Centre. They identified us and confirmed our plan to follow the corridor over the river in downtown Ottawa, right over the Parliament Buildings and on into Rockcliffe. Jack was flying and Evan was taking lots of pictures. Centre pointed out Rockcliffe at our 12 o'clock for five miles and cleared us to change to their frequency. We did that and reported right downwind for the full stop landing on runway 27 shortly thereafter.

Evan was amazed at the number of planes parked at Rockliffe (which is also the sight of Canada's National Aviation Museum). There must have been a hundred airplanes parked there as we cleared the runway and taxied up to the gas pumps at the Ottawa Flying Club. We topped the tanks and did the usual flight planning, which again involved logging on to the NavCan site, retrieving our previously saved flight plan for the leg, inputting take off times and estimated route times and submitting it, followed by a call to FSS to confirm they received it and to ask for a briefing.



*Ottawa on the approach to Rockliffe*

As it was just past 8:00 in the morning and we had such a strong tailwind we decided to forego our next planned fuel stop at Bromont Quebec and carry on all the way to the next stop, Riviere du Loup, a total of 326 nautical miles which we thought we could cover in about three hours. FSS advised that we would likely encounter some lower cloud and showers which they had on radar moving south eastward through the Montreal area. That meant it would be crossing our path from left to right but they expected the ceilings and visibility would remain VFR and this proved to be the case. We were told to expect clearing to the east and that also worked out as advised. The Briefer also provided a transponder code for our initial contact with ATC for flight following.

We were off Ottawa at 8:30 and tracked the Ottawa River eastward for about 20 miles then altered course to the right toward Port Lewis just across the St. Lawrence River at a point that would allow us to circle around Montreal to stay clear of their terminal airspace. We contacted Ottawa Centre for radar and flight following after entering the transponder code we had been provided. We were identified and cleared up to 5500 feet. Shortly thereafter we were handed off to Montreal Centre and we proceeded east towards our next waypoint, St. Valentin. At St. Valentin we altered course to the left towards Bromont, and Centre called to advise traffic, a Citation Jet flying VOR approaches at the Bromont airport at 5000 feet. We spotted the traffic and kept an eye on him until we were well clear to the east.



*Tip of Eastern Ontario as we crossed the St. Lawrence River*

For the next 25-30 miles we encountered the expected lower ceilings and showers but visibility remained good and it was easy to stay in the clear by altering our course from time to time. Ahead on the horizon we could see bright clear sky so we knew we were flying into improving conditions.

The flight between Montreal and Quebec City through the Eastern Townships was very enjoyable and it was nice to see all of the picturesque little towns and farmlands. We got good views of both Montreal and Quebec as our route passed by quite closely. Navigation is easy even without the GPS because all you need to is keep the in view out the left side and enjoy the scenery.



*Eastern Townships*

Just past Quebec the ceiling changed to scattered cumulus with bases about 5,000 and our speed, averaging about 110 kts, was helped by the strong westerly wind but it was still a relatively smooth ride. We took lots of pictures along the south shore on the way up to Riviere du Loup including a spectacular waterfall and some interesting lakes at the top of mountains. The only disconcerting thing about this leg was the fact that most of the radio traffic is in French and it's a bit uncomfortable not knowing what's being said so you don't have your usual situational awareness. This is particularly true when you catch a place name that is near your route of flight.

We arrived at Riviere du Loup at 11:40, three hours and two minutes after takeoff from Ottawa. Evan was flying and we landed on runway 23 with a strong crosswind of about 20 kts off the river from the south east. Despite the challenge he managed to get it down ok and we taxied to the pumps for another quick fill up before heading off to Fredericton.



*Spectacular Waterfall between Montreal and Quebec City*

We were off at 12:09 and climbed over steeply rising terrain eastward to 5500 setting course for Edmunston New Brunswick and then St. Leonard to angle our way around the tip of the Eastern Townships State of Maine to keep us clear of US airspace. Ground speed was about 115 so we again made good time as we passed into New Brunswick (our fourth Province) and proceeded down the St. John River tracking right along the US border. The ride was a bit choppy and Evan had to work a bit to keep us on course. Flight Service passed on a pilot report from an aircraft landing at Fredericton that reported sever turbulence on the approach to runway 27.



*Edmunston, New Brunswick*

We passed by Florenceville and Hartland (site of the longest covered bridge in the world), then by Woodstock and on to Nackawic on the head pond of the Mactaquac dam. We contacted Fredericton tower and were cleared to the right downwind for runway 27. Winds were reported as 280 at 25 gusting to 29. On downwind a light twin was cleared to take off but he aborted and radioed that he was returning due to a bird strike and needed to check for damage. ATC closed runway 27 and we were asked if we would accept runway 33. We agreed but with a 50 degree cross wind gusting to 29 it was decided that Jack should do the landing. It was a bit hairy but we got on ok and taxied to the pumps to refuel



*Cape Split, Nova Scotia*

Another quick stop and it was hard to believe we were ready for our last leg to Stanley. We filed the flight plan and were off at 3:13 planning for an ETA at Stanley of 4:25. We e-mailed our Stanley friends, Bob Poirier and Ray Bent, who had previously offered to meet us there to help refuel and get the plane tucked into the hangar.

Our initial route out of Fredericton required us to circumvent the restricted airspace around the Gagetown army base so we followed the St. John River to Jemseg, then altered course to the right for Hatfield Point, then slightly left direct to Stanley. We climbed to 5500 for the 12 mile over water crossing of the Bay of Fundy to Apple River Nova Scotia and then another 10 miles over water along the beautiful Cape Split in the Minas Basin.

Passing over Cape Blomidon it really felt like home as we've had many flights through this area over the years, although it's hard to believe it's been more than 10 years since we've been blessed by these spectacular views. It feels good to be "home"!

Another short 8 mile water crossing and we were by the mouth of the Avon River, 13 miles to the northwest of Stanley airport so we started a gradual decent and threw the last map into the back seat. We contacted Halifax Radio and advised that we had Stanley in sight and asked that they close our flight plan. Back to frequency 122.8 we contacted Stanley Unicom and advised we were inbound from the northwest, currently 4.9 miles out. We were answered by our friend Bob Poirier who advised that the wind was from the west favouring runway 27 and there was no other reported traffic. We advised we would cross overhead to join the left downwind for runway 27 which we did a couple of minutes later. We could see a small crowd gathered outside the open doors of our new hangar.

With the pre landing checklist completed we reported downwind for a low approach and overshoot on runway 27 and we did the low and over to wag our wings followed by the left downwind for a full stop landing. We arrived at 4:18 and taxied to the pumps where we were met by Evan's mom Denise, Nanny & Grampy Neima and Bob and Ray from the Flying Club.

After topping the tanks we pushed PXX into its nice new home and buttoned it up for the winter. We then piled into the car and headed for Bedford where we enjoyed a nice fish and chip meal to celebrate the all too soon end of a great adventure.



*Low and Over, Runway 27 at Stanley*



*Landing at Stanley*



*At the Pumps, Stanley, October 8, 2010*



*New (old) home at Stanley.*

We still can't believe our good fortune to make a trip like this in such great weather and to see so much of our beautiful country from such a unique vantage point. It was a trip we will both remember for a very long time and we hope this description and the accompanying photos give you some sense of what it was like.

## **Jack & Evan**

### **Trip Summary**

Departed Lyncrest Airport Winnipeg (CJL5) – October 7, 2010 at 7:13 am  
Arrived Stanley Airport (CCW4) Nova Scotia – October 8, 2010 at 4:18 pm  
Total distance flown – 1,621 nautical miles  
Total air time – 14 hours and 23 minutes  
Average ground speed – 112.7 kts  
Fuel used – 435.0 liters (30.2 liters per hour)  
Average cost per liter - \$1.70

**2011 Membership Form**

**Winnipeg Area Chapter RAA**

Trial (\$25)

Student(\$25)

Full (\$50)

**Required Information**

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

**Optional Information**

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

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.