



Winnipeg Area Chapter of RAA Canada

October 2014

Executive

President: Jim Oke: - 204 344-5396
Past President: Ben Toenders - 204 895-8779
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Secretary: vacant
Treasurer: Don Hutchison - 204 895-1005

Directors

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Bert Elam - 204 955-2448
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CALENDAR OF EVENTS

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|--------------------------|---|
| October 23 | Presentation on electronic cockpit GPS
(Please note this is 1 week later than our regularly scheduled meeting date) |
| November 21 to 23 | Project tour to the US |
| December 6 | Pot Luck Dinner |

Annual General Meeting, October 23, Election of Officers and Directors

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 23th. We are looking to fill the Secretary and Treasurer's position. Our Treasurer, Don Hutchison is looking to retire. Thanks Don for the excellent work you have done over the past decade for the Chapter.

Tonight we will have a presentation on a variety of GPS units available to today's pilots such as ForeFlight, Naviator and a few others.

Farewell to John and Wilma Wood

On Thursday October 16 at the Lyncrest Flight Center there is a get together to bid farewell to John and Wilma Wood. They are retiring to Southern Ontario and a dessert pot luck is planned for 7 to 9pm.

Project Tour to the US

We are planning a weekend trip to the US, November 21 to 23 to look at projects, aircraft and possibly a museum tour. More information will follow as details are finalized. The tentative plan is to drive to Detroit Lakes MN on Friday November 21 then tour the Detroit Lakes Airport Saturday morning. At the Detroit Lakes Airport there are warbirds, several home built and restored aircraft and an electric aircraft. Saturday afternoon we will drive to Fargo ND where we may visit the aviation museum there. We are also hoping to see Cindy at TriState Aviation in Wahpeton ND where they build and restore WWII Mustangs. As the details are finalized, we will let you know. If you think you are interested in coming, can you please let me or another member of the executive know? If spouses are not interested in the aviation tours, they are welcome to join the group and shop.

Workshops and Courses

The RAA is interested in planning courses and workshops over the winter. Some of the suggestions are fibreglassing, fabric covering, bending/riveting, and internet resources for pilots. If you are interested in any of these courses or have suggestions for other courses, please let a member of the executive know and if there is enough interest, we'll try and organize the course or workshop.

Congratulations Marissa Selman and Martin Laing on the birth of their baby daughter.

Marissa was our Secretary and for obvious reasons she had to leave these duties. Thanks Marissa for a job well done.

Century of Flight Adventure – Steven Sadler and John Wood

Having a GPS is a wonderful thing. On the broad expanse of the prairies you can tell if that next group of houses coming up is Homewood or Carman or Morden or whatever. No excuse for getting lost.

When going through the mountains a GPS is both a blessing and a curse. Having set up all the waypoints to navigate through the passes ensures that you are turning up the correct valley and not a box canyon. The curse is a GPS with terrain avoidance keeps warning you that you are going to die: in 11 minutes, no, 9 minutes, 8 minutes now... until you make the turn into the next valley. Then it's much better because the time to splat is now... 3 minutes! The constant countdown can get a little wearing. The good news is, as long as you make the correct turns at the right time, you never actually hit anything.

Navigation in the mountains is actually surprisingly easy once you get the hang of it. - Head down this valley, then turn right after the next peak. After that turn left to follow the road, and so on. Actually a lot of fun, although you don't want to get caught napping.

In the long cold winter of 2014 we (John Wood and Steve Sadler) decided it was time to do more than day trips around the prairies. Since one of us had made a few Century of Flight trips previously we knew it was a good way to get some practice in long distance flying. The 2014 trip was planned to go through the mountains to Nanaimo with various day trips from there to surrounding points of interest. From past experience the century of flight adventures are well organized and this year included a mountain flying workshop prior to entering the mountains. For our first foray into the mountains, going with a group of more experienced pilots and getting some mountain flying ground school sounded like something smart people would do.

Incidentally, the phrase "smart people would ..." came up a few times in our trip and served us well. More than once when the weather or visibility was bad or we were unsure if we were ready, we applied this test. For example, when we were headed to Boeing Field and saw fog obscuring the ocean in front of us, we evaluated the facts and asked what a smart person would do. The facts in this case being:

- Poor visibility
- Unfamiliar (and busy) airspace
- Military airspace somewhere near our flight plan
- Border crossing

We counted this up, looked at each other and said "Smart people would turn around at this point". And we did.

Similarly, when we were doing our flight planning into the busy airspace around Vancouver, we looked at all the information we had and said "It looks like we need to be on this frequency at this point." The next statement was "But smart people would call up way back here. If they don't want to talk to us, they will tell us where to call back." Better to be told to call later than tangle with a 737.



The Portage Diversion: Note the low visibility due to forest fire smoke and humidity. The smoke would become a real problem on the way home.

By the end of the trip we had pretty much given up the preamble of "Smart people would", but it was implied. Instead of trying to decide whether to take a risk or not, we asked ourselves what a smart person would do. By putting the decision as though someone else were making it, it made decisions a lot more objective. If the answer to "Would a smart person do this?" is yes, then throttle in and go. If the answer is "Are you nuts? A smart person would have turned around ten minutes ago..." Then the

action is obvious. Without the objectivity, it is way too easy to talk yourself into believing that things are really OK, when they probably are not.

Anyways, back to the trip. We left Lyncrest bright and early July 10th, VFR across Winnipeg International enroute direct to Regina. Heavy smoke forced us below our planned altitude and poor bladder planning forced a stop in Brandon instead of straight through to Regina. We still made Regina, just a little later than intended

One of our planning decisions had been to not be shy and added the magic word "unfamiliar" to our dictionary. A wonderful word to know since (I think) you "look cautious" rather than "are stupid". On arrival in Regina, we landed and looked for the FBOs. We couldn't see where to get fuel so out came the magic word. 30 seconds later we were parked in the right place waiting for the fuel truck. Wonderful!

We had some lunch and back on our way for the first overnight stop in Swift Current. As per our previous experience with the Century of Flight, the organization was terrific. We landed, tied down, got fuel and caught one of the many volunteer shuttles to the hotel.



Not every aircraft on the trip had two wings and an engine in front

Since this was not Steve's first trip with this group, it was a great time to catch up with old acquaintances. This year there was even a gyroplane going all the way to the coast.

The next day was a short hop to Lethbridge with a mountain flying course in the afternoon. Lots of good advice here. Describing everything we learned here would be a small book in itself.

In the ensuing flight planning discussions, we found that some of the

more experienced pilots were planning to cut cross country rather than strictly following the VFR routes. John and I decided that (Here's those smart people again) "Smart people would take no chances for their first foray into the mountains". Hence - VFR routes all the way. Among other things, the VFR route we took follows pretty close to the road, so rescue (if required) should be hours away rather than days away.

The next day was somewhat hazy but otherwise good weather so we headed up to 8500 feet for the crossing. One of the things we had learned was that the valleys



We entered the southern VFR (visual flight rules) route through the mountains at the Frank Slide

are wider the higher you go. Wider means more room and therefore more options if things go wrong. So 8500 it was.



The southern VFR route follows the valleys through the mountains. This is west of the Crows Nest pass

For a prairie pilot the whole perspective in the mountains seems to get skewed. The mountains are big; they are usually miles away but look close enough to touch and the distance front, down and to the sides is always changing. **Creepy.**

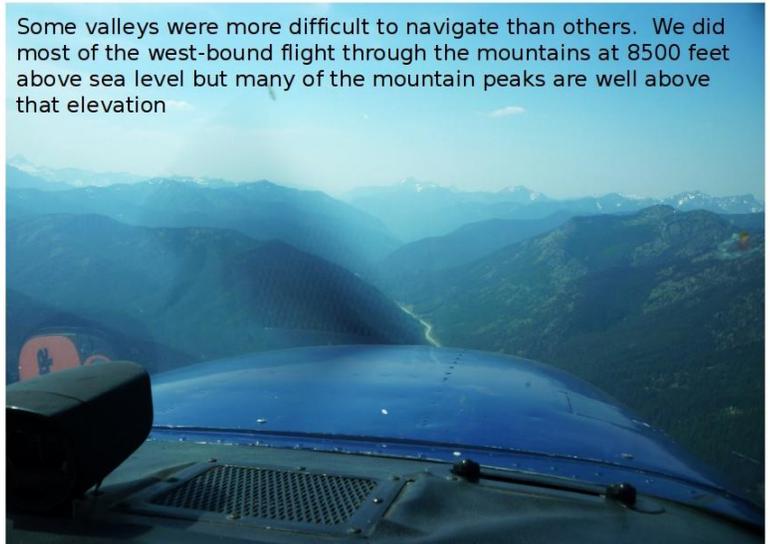
Our first landing showed how much our perspective got whacked out. The pilot will not be named because the other one did (ahem) imperfect landings all the way through the mountains as well. Somehow, doing approaches over forests and hills and dodging the

mountains has a tendency to cause bad approaches. And bad approaches lead to bad landings.

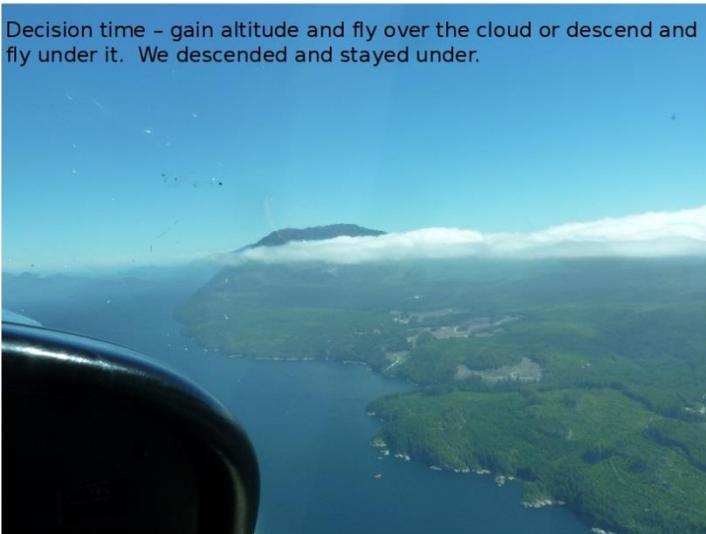
Two fuel stops, at least four air traffic controllers and about 10 hours later we touched down in Nanaimo. This was the longest flying day we had ever had. There is tired and then there is tired: Back at the hotel John was talking about plans for the next day. Steve was listening, blinked, and woke up to snoring from the other bed. Somehow the time had gone from 18:00 to 00:00. It had been a very, very long day.

The next two days we took a rest and

Some valleys were more difficult to navigate than others. We did most of the west-bound flight through the mountains at 8500 feet above sea level but many of the mountain peaks are well above that elevation



Decision time – gain altitude and fly over the cloud or descend and fly under it. We descended and stayed under.



sightseeing day followed by a very interesting training day – The trip was worth it just for the training day. For example, one of the speakers was the chief pilot for United Airlines. He described his career from private pilot training (where he was told he didn't have the knack to be a pilot) to being washed out of the military for medical reasons and then invited back in, all the way to the top position at United. A fascinating story.

On the Century of Flight events there are organized flights but pilots can also see

the sights on their own. After our aborted trip to Boeing field we took a couple of trips up the coast of Vancouver Island just for fun. Low cloud on the way to Alert Bay had us calling on our "Smart person" friend again. We decided "smart person" would continue but if the cloud got any lower, we turn around.



Last day in Nanaimo - Century Flight Club participants, July 16, 2014

As with any good holiday, the whole thing ended too soon. The day arrived to head back. With our flight planned, and filed, the GPSs programmed, and maps folded we lined up at the threshold and... Air traffic instructed us to head south over Victoria instead of the northern route we had so carefully planned for. Oh My! (Actually the words were slightly different). We had a hurried conference in the cockpit. We added up the facts and asked our smart

person question. The facts were these:

- We weren't going over any particularly hostile terrain until we met up with our planned route,
- We had air traffic and radio contact all the way to where we joined up with our originally planned route.
- The weather was good
- We had all the maps we needed

We decided a smart person would accept the routing and we did as well. We also used our magic word "unfamiliar". Everything worked out fine other than a little sweat and slightly elevated blood pressure.

We planned to basically take the same routing back through the mountains as on the way out so we were familiar with the airports and procedures. This mostly worked out but due to smoke and weather we ended up spending an extra day in the mountains and a night in Regina.

Safely back in Winnipeg with Spouses reassured and the plane put to bed I had some time to reflect on the trip.

Would I do it again? Absolutely! Would I do things differently? Yes – We had a plane that was too heavy and just wouldn't climb well when the temperature was hot. We really should have taken fewer changes of underwear and got the weight down. Maybe even landed more often and load less fuel.

I would also spend a lot more time getting my landings perfect – Mountain landings are not for rusty pilots. It was embarrassing how easy it was to mess up approaches when going over and around hills and trees.

However, what I wouldn't change is asking the smart person questions.

2015 Membership Form
Winnipeg Area Chapter RAA
 Full \$25

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

RAA Winnipeg contributes \$15 per member towards the insurance program maintained by RAA national. This program provides liability insurance to cover local chapter events.

Please make cheques payable to: RAA - Winnipeg Chapter
Mailing Address: RAA c/o Steven Sadler PO Box 703 LaSalle Mb. R0G 1B0

1) Notes: The \$15 does not provide membership in RAAC.