



Winnipeg Area Chapter of RAA Canada

September 2013

Executive

President: Jim Oke – 344-5396

Past President: Ben Toenders – 895-8779

Memberships: Steven Sadler – 736-3138

Secretary: Marissa Selman -

Treasurer: Don Hutchison – 895-1005

Directors

Harry Hill - 888-3518

Bert Elam – 955-2448

Ken Podaima – 257-1275

Jill Oakes - 261-1007

Bob Stewart – 853-7776

NEWSLETTER:

Bob Stewart Box 22 GRP 2 RR#1 Dugald, MB R0E 0K0

Phone: 853-7776

Email: stewart8@highspeedcrow.ca

CALENDAR OF EVENTS

Sept. 19, 2013

General Meeting – “What you did this summer”

October 17, 2013

AGM, Elections – tour planned

Nov. 21, 201

General Meeting

Dec 7, 2013

Christmas potluck

January 2014

Rust Remover – date and location to be finalized

General Meeting, September 19, 2013-09-14

Join us this Thursday for the first meeting of this season. Three interesting events will be presented. Steven Sadler flew to St. Pierre and Michelon Island (French Islands in the St. Lawrence River) in an RV7, Tom Stoyka and Bob Stewart's trip from New York State to Winnipeg and the group trip to Airventure in Oshkosh Wisconsin this year as well as other interesting projects/trips of our members.

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 17th.

Workshops and Courses

The RAA is interested in planning courses and workshops over the winter. Some of the suggestions are fiberglassing, 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.

Hangar Safety

The RAA Workshop-Final Assembly Building is a **Non Smoking** facility for safety and insurance purposes. Collectively less than 5 gallons of flammable substances is allowed in the building. Smoking and/or holding more than a total of 5 gallons of flammable substances (e.g. fuel, dope, paint etc) invalidates the RAA insurance and is therefore prohibited. Thank you to everyone who uses or visits this workspace for adhering these restrictions.

Renters are required to obtain approval from Ben Toenders prior to spraying or doping aircraft.

Importing an Aircraft from the US - New York to Winnipeg in a Cessna 172 Part 2 Just a Quick Recap.

Last fall Tom Stoyka and I sent the required paperwork to the FAA in Oklahoma City to get our US pilots license and made arrangements to appear in person at the FAA FSDO office in Orlando Florida. This is a mandatory requirement to fly a US registered aircraft in the US. In January of this year we made an appointment and appeared in their office. We were somewhat apprehensive, not knowing if there would be a test or what to expect. The two men we talked to couldn't have been nicer. Once we showed our Canadian license and passports the only additional requirement was to complete a one hour ground school (which assessed one's knowledge of US airspace) and a one hour check ride at a US flight school. We made arrangements at the Sebastian Flight Center in Sebastian Florida which is about 5 miles away from where we were staying. Our one hour check ride turned into a two and a half hour ground school and three hours each in a very tired Cherokee 140. But now we can legally fly N6083A back to Canada from New York after our winter vacations with our newly-minted temporary US licenses. The permanent license did eventually get to us in Canada via mail about a month later. Now the flight planning began. We needed five US sectionals for the proposed route from upstate New York to Manitoba. Fortunately Aircraft Spruce was able to deliver these maps while we were still in Florida. Were we prepared? We were about to find out!

Fast Forward to May 5, 2013

The flight Tom and I were taking to Toronto departed at 7:50 and arrived on time in YYZ. Our flight to Albany New York was scheduled to depart at 3 but it was delayed and didn't depart until 5:30. The flight to Albany was 1 ½ hours aboard an 18 passenger Beechcraft 1900D. Our friend, Charlene Strope picked us up at the airport and took us to her place. Her husband Howard, who passed away three years ago, was the owner of the Cessna 172 (N5083A) that I had brought last fall.

Day 2. Charlene lent us her car and we loaded it up with tools we thought we'd need to work on the plane. Fortunately the Mechanicville/Barre airport (K27) was only 10 minutes from her place so if we needed anything, it wasn't a hardship to run back. While I had purchased this plane last September, I'd only seen pictures of it up until that day. The plane hadn't flown in three years but Charlene had kept the C of A current.



Tom removing cowling

interesting time. My aircraft was the only airworthy aircraft parked at this airport. There was early 1960s Cessna 150 and a Beech Musketeer parked at the airport. Both these aircraft appear to be abandoned as they were overgrown in weeds and mildew. Howard also had a single seat Challenger Ultra-light which was in a small Quonset hangar. Charlene is trying to sell this aircraft. One other fellow flew his Cessna 150 into this airport and parked it there for a couple of days.

After removing the cowling we cleaned the gascolator and drained the remaining fuel out of the fuel tanks. Howard had been flying the plane using MOGAS and we wanted to clear all this old fuel out of the aircraft. There is no fuel available at this airport, so while Tom continued to work on the plane, Charlene collected all the fuel containers we could borrow and we drove to Bethlehem airport, about an hour away and bought 4 containers of 100LL. With fresh gas in the plane, we discovered the battery was dead. We tried Charlene's garden tractor battery to get it started but it didn't have enough poop to turn the engine over fast enough to start it. We then tried to jump the battery with her car. It fired and ran really smooth. While it was running Tom noticed that the generator was not charging. After a few tests, Tom determined the problem may be with the voltage regulator. Eventually the problem was found to be an intermittent ground in the splice between the field windings inside the generator. It's always fun trying to find an "intermittent" problem. While Charlene and I were getting fresh gas, Tom found a mouse nest in one of the scat tubes and another scat tube was missing. He cleaned the mouse nest out of the tube and checked the rest of the plane for mouse nests but fortunately there were none. Mike Moll, the fellow who flew Cessna 150 in while we were working, spent a couple of hours with us, helping where he could. Two days later when we came to the plane, Mike had found a piece of scat tubing and left it for us.

Day 3. Howard had had a complete new interior done for the plane prior to his death. Fortunately the new seats and carpet had been taken out and stored at home. While Tom worked on the generator, I installed the carpet and seats. With a freshly charged battery the plane started beautifully but we were still having problems with the generator.

Day 4. Back working on the regulator again today. After starting the engine several times, the starter started to make a whining sound. After a call back to a friend of Tom's in Winnipeg, it was determined that the sprag clutch had failed in the starter drive. Tom's friend had a contact in Colorado who had a clutch and he arranged to have it shipped to us "Overnight Express". This was 3pm in the afternoon that this part was ordered.

Day 5. The sprag clutch arrived at 9am. Tom was able to set up a test stand using a drill press to do some tests on the generator and regulator along with a tractor battery and a landing light for a load and got it working. A few minor adjustments on the regulator and the entire charging system was again airworthy and ready for reinstallation. The rebuilt starter was also ready for installation. With

this problem resolved we turned our energy to check the radio. We could hear transmissions through the speaker in the ceiling but not through our headsets. There was a mess of wires under the panel but an internet search gave us the pin-out diagram for the Narco radio and with Tom's knowledge of electronics, another problem solved. I was really lucky to have him with me on this part of our adventure.

Day 6. The plane is all back together now, the oleo charged up, radio working and all systems checked out. Tom decided to do some taxi tests. Everything seemed to be working fine. Tom tried a high-speed taxi test and before he knew it, he was in the air. After a brief ten minute flight, all the while staying quite close to the airport, he landed and we both went up for my first ride in my plane. The terrain here is really interesting from the air. When I fly, I'm always keeping an eye open for a road or field in case I have to make an emergency landing. Here there are very few straight roads and the terrain is rolling hills and dense forest and oh yes, the occasional mountain. This wasn't flat prairies like Manitoba.

Day 7. Today we did some last minute running around. I needed a fire extinguisher and we double checked all the cables to our headsets. We checked everything and planned our departure for tomorrow morning. We filed a flight plan for a 9am departure but the forecast for tomorrow was not promising.

Day 8 and 9. When we woke up each morning, it was raining so our departure was scrubbed. We have to fly over the Adirondack Mountains and need to be able to fly at least 4500ASL to clear these mountains.

Day 10. Woke up this morning to a beautiful blue sky and light winds from the west. A call to the local FAA office for a weather briefing and file a flight plan. Flight plans in the US are filed with Lockheed Martin in Phoenix Arizona. We departed at 9am with me at the controls and Tom doing the map work. We also had two GPS units on board. The first leg of this flight was only one hour long as we only had 20 gallons of fuel on board. We fueled up at Lt. Warren Eaton airport in Norwich New York. We fueled the plane and filed out flight plan. Our next stop was Grove City airport (29D) Pennsylvania, 215 miles southwest of Norwich. Tom flew this leg of the journey and I did the navigation. Our plan was to alternate each leg, one of us doing the flying and the other doing the navigation. We were still cruising at 4500 ASL and for a short period we had to fly through some snow and rain. The snow made me think of Han Solo jumping to light speed in the Star Wars movie when we snow flew passed our windows. This leg took us 2 hours and the engine purred along perfectly. After Grove City the terrain started to flatten out and we cruised along at 110 mph at an altitude of 2500 ASL. Unfortunately we were bucking a 20 knot headwind going west so our ground speed was a little less than we'd hoped for. We were now getting into a fairly congested area of major airports and had to thread out way just south of Cleveland's Class C airspace and the tip of Lake Erie. Fueled up in Henry County airport and filed a flight plan for Porter County Regional airport in Valparaiso Ohio (KVPZ). This leg was 130 miles. We arrived in Valparaiso at 6pm and decided to call it a day. Just a few hours earlier, we had flown through snow conditions. Now we were landing in KVPZ with an outside temperature of 83F (28C) and clear shies. We'd flown for 7 hours and 10 minutes today and covered a distance of just over 600 miles. We fueled the plane and the FBO graciously gave us a "crew" car, and recommended a motel and restaurants in the area. After checking into our motel and having a good dinner we reviewed our route for tomorrow and called it a night. Since the plane had sat for 3 years, I wouldn't have been surprised if there had been a hiccup somewhere the first day but the plane performed really well and it was a pleasure to fly.

Day 11. Tom had filed our flight plan for a 9am departure. Our next leg took us for 70 miles just south of Chicago to a private waypoint just south of Chicago. This waypoint is a private strip on the map called Cushing where we made a course change and headed in a northwesterly direction for home. Our next destination was Reedsburg Wisconsin's Municipal airport (C35). Other than having a quick lunch at McDonald's a block away from the airport, our routine was the same, fuel up, file a flight plan and leave. This took about 45 minutes at each airport. While surprising how little activity there was at each of the airports we'd been to with the exception of Valparaiso. All were



Approaching Bemidji

the middle of May, we could have easily made it home but the US Customs is only open until 5pm at the Piney/Pine Creek border crossing and we were told we had to be there at least an hour before closing to get the plane processed before entering Canada. The FBO in Bemidji was not nearly as friendly as the one in Valparaiso. No car so we ended up feeling good to do some walking after sitting most of the day. Today we flew for 7 hours and covered 670 nautical miles.

Day 12. We dragged our suitcases back to the airport and again filed a flight plan for a 9am departure. We'd fueled the plane the night before so we were ready to go. The flight from Bemidji to Piney/Pine Creek only took an hour over some pretty barren country. We had to give the US Border Service a 4 day notice of our intended arrival time and the Canadian Border Services only required a two day notice. I had faxed all the required documents to both border services and in the motel last night I had talked to the Canadian Border Services and paid the necessary taxes. We arrived at



Piney/Pine Creek Border crossing

calculated the taxes I owed at about \$40 less than what Brampton charged me. I didn't challenge anything; I just wanted to get back in the air and on our way home.

The final 35 minute leg of our adventure was to Jon Wiebe's strip near Kleefeld, Mb (approximately 30 minutes south of Winnipeg) where he will do the import inspection. In total we flew 16.1 hours and covered a distance of 1275 nautical miles in just over 2 days. Fuel for the trip was just under \$800 and we burned four quarts of oil.

uncontrolled airports and fortunately had fuel pumps that were activated when you stuck a credit card into them. From Reedsburg we continued north and headed for Chetek WI Municipal airport (Y23). I flew this leg and Tom did the navigation. We had to deviate from our GPS track as we had hoped to pass through a Military Operations Area (MOA). The Wisconsin MOAs went "hot" minutes before filing our flight plan to Chetek. As a result, we had to nav/divert about 30 miles further west to miss this activity. Once refueled and filing our flight plan in Chetek, we took off for Bemidji Minnesota, 190 miles away. It was 6pm when we arrived in Bemidji (BJI). With sunset not until after 9pm in

Piney/Pine Creek and taxied up to the US Customs. They searched the plane and went over it with a Geiger counter which went wild because of the luminescent radium faces on the instruments. It took about a half hour to check and stamp all our documents and clear us to proceed to the Canadian Customs. Again the Canadians went over our paperwork and wanted me to pay the taxes. I told them that I had talked to Border Services in Brampton last night and paid them the taxes. This resulted in a phone call to Brampton. It seems that no one had told these Border Guard personnel that taxes would now be paid by the owner when they phoned the 1 800 number to advise Border Services of their arrival. That was too bad, as the Piney Border Guards

I was hoping to get a Canadian Registration to remember my friend **HowarD Strope** who's C172 I'm proud to have and I believe Howard would be please that I have it. I was able to get C-FHDS as my markings. Tom and I were both glad to be home and I know I'll always remember this trip. Without Tom's help, this trip would not have been possible. From trouble shooting all the problems we had in the beginning with the plane to plotting the route we would take and programming the GPSs. His attention to detail made everything very smooth. The furthest I'd ever gone on a cross country was Moose Jaw, and that was 30 years ago. Thanks Tom!!

Bob

2013 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	
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 cheque payable to: RAA - Winnipeg Chapter
 Mailing Address: RAA c/o Steven Sadler PO Box 703 LaSalle Mb. R0G 1B0

Notes:

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.