



**Winnipeg Area Chapter of RAA Canada**

**April 2018**

**Executive**

**President: Jim Oke: - 204 344-5396**

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**Ben Toenders - 204 895-8779**

**Ken Podaima - 204 257-1275**

**Jill Oakes - 204 261-1007**

**Tom Stoyka - 204 444-3838**

**Bob Stewart - 204 853-7776**

**RAA Final Assembly Hangar Manager - Randy Penner - 204 803-6059**

**NEWSLETTER:** Bob Stewart Box 22 GRP 2 RR1 Dugald, MB R0E 0K0  
Phone: 204 853-7776 Email: [stewart@mynetset.ca](mailto:stewart@mynetset.ca)

## **CALENDAR OF EVENTS**

**May 19**

Saturday project tour, summer plans

**There are no newsletters June, July and August**

## **May RAA Project Tour, Saturday May 19**

Depart Winnipeg as required to arrive Landmark airport at 0900.

0900-0945 - Visit Fin Plett's Bearhawk Patrol project. It is fairly well along and he recently had a pre-cover inspection done.

0945-1015 - Travel by road or air to Bob Stewart's.

1015-1100 - Visit Bob's RV-6A project, on gear, wiring in progress, etc.

1100-1130 - Travel by road or air to Tom Stoyka's

1130-1215 - Visit Tom to see his aircraft and shop

Tour ends but suggest continue to Airliner Restaurant at Beausejour for lunch afterward

1215-1245 - Travel by road or air to Airliner

1245 onwards, lunch and then return home.

Fin Plett's project is located at Landmark airport, close to the south side of Landmark village on the west side of PR 206. Fin is located in the most eastern two hangar (Closest to road) The airstrip is about 2000 ft. long and oriented E-W adjacent to trees and close to the hangars. Caution re: power lines at the threshold of rwy. 27 beside the road. Caution about turbulence due trees and hangars in northerly wind condition.

Driving instructions to Landmark: Take TransCanada east bound from the Perimeter and turn south on PR 206 (about 7 miles east of Deacon's corner). Continue south about 7 miles across the Seine River and pass through Landmark. The airport is on the west side of the road just south of the town.

Driving instructions Landmark to Bob Stewart's: From Landmark airport, go back north on PR 206 to TransCanada highway. Turn left and go west for one mile and then turn right to continue north of PR 206 for four mile to Centre Line Road. Turn right and go east on Centre Line Road for five miles to Edgewood Road, Turn right and go south for a half mile, Bob Stewart is the third drive way on the right behind the trees. The municipal house number is 56088.

Driving Instructions Bob Stewart to Tom Stoyka. From Bob's turn north on Edgewood Road and go three and half miles to Dugald Road (Hwy 15). Go east for one mile on Hwy 15 and then turn north again on Dundee Garrison Road. Follow Dundee Road for twelve miles and turn left on Park Road. Follow Park Road west for one and a half miles. Tom's place is on the left at municipal number 31086.

To Airliner. Return to Dundee Garrison Road and turn left to go north for two miles. Pass through the village of Garson and turn east on Hwy 44. Continue east on Hwy 44 to Beausejour and turn south the road just before the settling ponds, marked as First Street North. The Airliner is on the right side just as you enter the outskirts of Beausejour.

If you have any problems, Bob Stewart's phone number is 204 853-7776 and Tom Stoyka's is 204 444-3838.

## **RAA Final Assembly Workshop**

Heated Hangar space – \$200 for small aircraft (\$150 for summer months), Daily rates are \$10.00 per day. Contact Randy Penner – 204 803-6059 or [Randy.penner@live.ca](mailto:Randy.penner@live.ca).

## **Ride with Rick Riewe**

Rick Riewe, a 76-year-old retired senior biologist with Parkinson's Disease, is on the trip of a lifetime. This summer, Riewe and his partner Jill Oakes, a researcher at the University of Manitoba, are cycling more than 6,000 kilometres through Canada and the United States. It is no average summer vacation for the dynamic duo, as their journey will include researching the barriers people with Parkinson's face when pursuing physical activities that many people take for granted.

They've already overcome the first barrier — finding the right bike.



*Rick, standing with his tandem 1/2 recumbent bike. Rick and Jill departing May1*

"Stephen Bilenky, the famous bike builder, has designed a bike especially for Rick," Oakes announced Thursday.

The one-of-a-kind ride is a recumbent bike with unique measurements, clip-in pedals and improved stability. Bilenky is flying in from Philadelphia on April 30 to deliver the bike himself.

Community members were invited to join Riewe, Oakes and Bilenky at the Kick-Off Party on May 1. The Kick-Off runs from 8:30 a.m. to 9 a.m. at 50 Sage Creek Boulevard, Winnipeg, Man. You are invited to bring your bike and cycle along with the Ride with Rick team as they begin their epic journey.

For additional information about the ride you can follow the journey on Facebook, Instagram and Twitter by searching Ride with Rick.

### *Elaine Crew*

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Here is the University of Manitoba web page for the trip including an interactive map of the route – photos and comments will be added along the way  
<http://umanitoba.ca/faculties/environment/departments/geography/1437.html>

Here is our SPOT link

<https://share.findmespot.com/shared/faces/viewspots.jsp?glId=0IsyoEG36BRgHxXHJsfEtuDyGOzdZ9jZ2> for real time where we are.

<https://www.facebook.com/RidewithRickforParkinsons/> will give you links to Twitter Instagram and Facebook posts – feel free to send comments to Rick along the way.

We are excited to travel with several Cyclist Caregiver Adventurists – different person about every month <https://www.theglobeandmail.com/canada/article-winnipeg-man-with-parkinsons-seeks-caregiver-to-join-four-month/>

## Pilot Tip

**Quick Crosswind Calculation** by Jeff Van West – reprinted from the Pilot Workshop website *"Is there a quick way to calculate the crosswind component for a crosswind landing without a fancy PFD or flight calculator?" - David S.*

"Yes there is, and it's easy enough to do in your head.

First, determine how many degrees off the runway heading the reported wind is. So if you're landing Runway 18 and the wind is 160 at 10, the wind is 20 degrees off the runway (180-160=20).

Now picture an analog clock face. How far is the wind angle number in minutes around the clock face? A wind angle of 20 degrees means 20 minutes around the clock face, which is one-third of the way around the clock face.



The crosswind component is one-third of the total wind. In this example, 10 knots \* 1/3 = 3.3 knots of crosswind.

If you like charts, you can lay out common numbers and interpolate between them:

10-degree wind angle	10 minutes, which is 1/6 around clockface	crosswind = 1/6 * total wind
15-degree wind angle	15 minutes, which is 1/4 around clockface	crosswind = 1/4 * total wind
20-degree wind angle	20 minutes, which is 1/3 around clockface	crosswind = 1/3 * total wind
30-degree wind angle	30 minutes, which is 1/2 around clockface	crosswind = 1/2 * total wind
45-degree wind angle	45 minutes, which is 3/4 around clockface	crosswind = 3/4 * total wind
60-degree wind angle or more	60 minutes, which is 100 percent of the way around a clockface	crosswind component ≈ total wind speed

A 60-degree wind angle or more is 100 percent around the clock face, you might as well treat it as a direct crosswind.

You can also do this to determine headwind/tailwind, but you must take the wind angle and subtract it from 90 first. So as above, landing Runway 18 with the winds 160 at 10:

Crosswind = 20 degrees -> 20 minutes ->  $1/3 * 10 \text{ knots} = 3.3 \text{ knots crosswind}$

Headwind =  $90 - 20 = 70$  -> 70 minutes -> 100 percent \* 10 knots = essentially 10 knots headwind

This second calculation is more important if landing with a tailwind. Remember that adding 10 percent to your approach speed over the ground due to a tailwind increases your landing distance by 20 percent."

## Plane Fun



Congratulations to Jill Oakes, she came the closest to the name I had for the above aircraft. Last month's mystery aircraft was the Series 2 Super Ace. The Series 2 Super Ace became the production model. It was powered with a DeHaviland Gypsy Major 145 hp engine. The fuselage was made of steel tubing with a fabric cover. The wings and empennage were made of an aluminum frame, also fabric covered. The wingspan was increased by 2 feet and the fins were decreased in size and rounded a bit more. Not surprisingly, the control system was not well received and after 18 aircraft were built, a rudder bar was provided and the control wheel became conventional.

Some of you must be asking yourselves whether Fred Wieck, the Ercoupe designer had any input to this design. There is no mention of this and the Ercoupe dates back to the late 1930s when WWII interrupted its development, however the designer of the Chrislea Ace, R.C. Christoforides, may have been casting an eye across the Atlantic at the Ercoupe. Realizing that the unconventional control system had put a stop to sales of the Series 2 model, Cristlea started producing a conventional control system model with a tailwheel, lengthened the fuselage 8.5 inches, gave it a removable top decking on the rear fuselage for medical stretcher cases and re-engined it with a 155 hp Blackburn Cirrus Major 3 engine. The aircraft was then designated as a Series 4 Skyjeep (no mention is made of what happened to Series 3). It is interesting to note that the Ercoupe also had the "jeep" title in its early days. Most of the Series 2 and 4 aircraft were exported to other parts of the world. One Australian aircraft is known to have been fitted with a 200 hp 6- cylinder DH Gypsy Six engine. Two flying Series 4 Super Aces are known to be flying in the UK and "Guess what" one is for sale at US \$21,000. Anyone interested?

### Specifications:

Capacity: 5 people,

Wingspan: 36 ft., Length, 21 ft. 6 in.,

Empty weight: 1350 lbs., Max. T/O Weight, 2,350 Lbs.  
 Range: 400 mi.  
 Max. Speed: (145 hp, engine) 126 mph.  
 Cruise speed: 112 mph.  
 Rate of Climb: 750 fpm.

**2018 Membership Form**  
**Winnipeg Area Chapter RAA**  
 Full \$25

**Required Information**

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

**Optional Information**

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

**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 cheque payable to: RAA - Winnipeg Chapter**  
**Mailing Address: RAA Winnipeg Chapter c/o Harold Kroeker**  
**217 Niagara St. Winnipeg Mb.**  
**R3N 0V1**

**Note: Your membership fee to the RAA - Winnipeg Chapter does not provide membership in National RAAC.**

**IF YOUR MEMBERSHIP HAS LAPSED let me encourage you to re-engage! We miss you and your involvement in our Chapter!**  
**If you do not wish to receive the RAA Newsletter and other RAA communications, please email me.**