



**Winnipeg Area Chapter of RAA Canada**

**November 2019**

**Executive**

**President: Jim Oke: – 204 344-5396**  
**Vice President:**  
**Memberships: Steven Sadler – 204 736-3138**  
**Treasurer: Harold Kroeker – 204 296-2598**

**Directors**

**Bert Elam – 204 955-2448**  
**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 – Harold Kroeker – 204 296-2598**

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## **CALENDAR OF EVENTS**

- |                       |   |
|-----------------------|---|
| <b>November 1 – 3</b> | Project tour to the US  |
| <b>November 21</b>    | General discussion on the future of our RAA Chapter (see President's Message) |
| <b>November 30</b>    | Pilot Decision Making course  |
| <b>December 7</b>     | Santa flies into Lyncrest and the RAA Pot Luck Dinner                         |

## **President Message**

This is a difficult President's Message to write as it deals with the proposed closure of the Winnipeg Area Chapter of RAAC. Over the past months, your Executive has examined our current mode of operation and membership response and looked at options that might be available to ensure that the organization remains relevant to the Winnipeg recreational community. The reality seems to be that, although the Chapter has provided facilities, education, training, and enjoyment to builders of amateur-built aircraft and other recreational aviators over the past twenty years, times have changed and that a hard look at the Chapter and how its assets might best be used to support local recreational aviation was needed.

The Chapter has been fortunate to have a good home at Lyncrest and to have worked alongside other organizations based at the Springfield Flying Club to advance and promote the various aspects of recreational aviation. Indeed, many of our members also belong to and participate in one or more of these like-minded organizations. The question was really if we were doing something sufficiently different or unique to be useful and relevant or might our resources, both human and material, be better deployed to assist the Winnipeg area recreational aviation community. I would emphasize this has to include the volunteer time and energy required to continue to operate as a distinct entity and for members to participate in Chapter activities. Our conclusion was that it would be better to cease operations, dispose of the Chapter's assets to help other, and encourage our members to join and support other groups as they see fit. This would allow people to direct their valuable time and energy to their personal goals and remove a potential source of competition for members and volunteers at Lyncrest.

Thus at the recent Chapter Annual General Meeting on October 17th, 2019, a proposal to disband the Chapter and move on to support other local like-minded aviation organizations was put forward. In practice, most of the Chapter's assets would be gifted to EAA Chapter 63 which is also based at Lyncrest and our members encouraged to join EAA Chapter 63 and/or other local aviation organizations as they see fit.

This proposal was generally well supported and the following points were made during discussion:

**Not enough volunteers:** The Executive positions in RAA Winnipeg are largely unfilled so a few people are doing the work that should be done by many. Other positions, such as Newsletter Editor, have been done by the same persons for many years and they deserve a break. However, there seems to be a very limited number of people willing to do the work required to run a successful organization. The EAA Chapter 63 has positions that must also be filled to operate and combining the two organizations would eliminate duplication of positions and effort.

**National support:** The Winnipeg Chapter of the Recreational Aircraft Association currently has 62 members but only a few of these are members of the national organization RAA Canada. Those that do belong to RAA Canada receive the "Recreational Flyer" magazine a few times a year but aside from this, there is little perceived benefit to belonging to the national organization. In comparison, EAA is a large well-funded organization that offers many benefits, programs, and support to individual members and to local chapters.

**Duplication of Dues and Expenses:** Many of the members of RAA Winnipeg are also members of EAA Chapter 63, COPA, the Ninety-nines and other organizations which must collect annual dues and meet certain fixed costs. With one less organization to support, there would be more time and money available to support these other organizations through the elimination of some expenses and reduction in the dues required.

**Local Benefits and Events:** RAA Winnipeg has hangar space available for members to rent and has had good attendance on project tours and visits but the monthly meetings are sparsely attended. EAA Chapter 63 does all of the Young Eagle flights and holds a monthly VMC/IMC study session that is very popular but they have been reluctant to offer events that are traditionally done by RAA

Winnipeg. Combining the strengths of the two organizations should result in better programming for all.

Other Details: If RAA Winnipeg were to disband, most assets would be gifted to EAA Chapter 63. This includes the RAA hangar and about \$14,000 cash. Note that the fixed costs of operating the hangar are approximately \$6000 per year for taxes, insurance, and hydro and if most hangar space is rented for the year, the income from rentals is also about \$6000 so careful management is needed to support the hangar on a continuing basis. The hangar would become the property of the EAA Chapter 63, not the national EAA organization, and space would presumably be available for rent much as it is made available through RAA now.

The attendance at the October 17th AGM was regrettably low and the above proposal was thus not available to many Chapter members to discuss or vote on. Accordingly, an electronic e-mail ballot has been arranged to inform the membership and collect a wider opinion.

A follow-up meeting will take place on the evening of November 21st at the LFC at 7:30 PM to answer any questions or other proposals that might be put forward.

Respectfully submitted;

*Jim Oke*  
President  
Winnipeg Area Chapter  
RAAC

### **Pilot Decision Making Course**

Peter Moodie and his team are planning another PDM course this fall. The date has now been confirmed on 30 November, 9:00 am at the Lyncrest Flight Centre. More information will follow as the details of the course become finalized. Please pre-register and include your pilot's licence number at [lyncrestpdm@gmail.com](mailto:lyncrestpdm@gmail.com).

### **Santa Flies into Lyncrest**



Santa Flies to Lyncrest from 1:00 - 2:30, Saturday December 7. Hosted by the Manitoba 99s and Springfield Flying Club, includes hot chocolate, free photos, candy canes (no gifts). Magical atmosphere as we listen to Santa's position reports over local towns and parts of Winnipeg, watch him taxi up to the club house with noses pressed against the wall to wall windows, and the excitement as children exclaim "I actually got to know Santa!!" Everyone welcome. Lyncrest Airport club house, 57119

Murdock Rd, turn north off Fermor Avenue by Tinker Town. Groups, birthday parties, families welcome

### **Saturday Dec 7 - Annual RAA sponsored aviation Pot Luck dinner**

Please join us at the Lyncrest Flight Centre for the seventeenth annual aviation potluck dinner Saturday December 2th. Doors open at 5pm and dinner will be at 5:30 pm. You are welcome to bring guests; all we ask is that each couple bring one dish. Please come and enjoy an evening with other aviation enthusiasts.

## US Tour November 1 to 3

Our tour to Fargo ND on Friday November 1 began at the Fargo Aviation Museum. Butch, our tour guide showed us a great selection of WWII and Vietnam era aircraft. The Museum has added a new wing, almost doubling their viewing area. Several aircraft are show circuit aircraft and the owners have parked them in the museum for the winter. Unfortunately, "Duggie" the DC3 was outside last summer when a severe hail storm it and he suffered major hail damage that will take significant resources to fix. He's back inside now. The two wings are 20 feet apart and you have to go outside to connect to the two buildings. The Museum is taking on a significant fund raising program to build a new front entrance and connect the two buildings. This museum is well worth a visit. Friday night the group went for dinner to the Paradiso Restaurant where the beer, margaritas, great food and lots of laughs were enjoyed by everyone.



Saturday, the guys left for the hour long drive to the Detroit Lakes Airport. Heather and her father Tom (sorry I didn't get their last names) along with about 10 members of the airport were there to greet us and we spent the first hour renewing old friendships and just talking aviation. We learned that the Detroit Lakes Airport will be closed next summer for some major runway improvements. The airport authority has planned to increase the main runway from 4500' to 5200'. This will allow more jet traffic to use the airport. All the hangars at the airport are owned by the city and hangar space rented to pilots. David taxied up the first aircraft that we saw. The plane is a highly modified J3 Cub and the workmanship is absolutely incredible. This beautiful yellow aircraft is powered by a Honda engine. When the FAA inspected the plane, the inspector asked David what he wanted it called. With a note of humor in his voice, he said Cubfusion and they accepted this name. It purred when Dave taxied it back to his hangar. The next aircraft we saw was a beautifully restored 1946 Fairchild F24W aircraft with its Warner 165 hp radial engine. It even had auto style roll down windows. Next we were over to Dorian's hangar to look at his Avid on floats. Dorian showed us pictures of the Seawind amphibious aircraft he built and recently sold and bought the Avid. Next was over to Ted Klebke's hangar to see what was left of the Acco Sport II aircraft powered by a Mercury outboard engine. Earlier this summer he had an engine failure on downwind and crashed just short of the runway. He sold the damaged fuselage and kept the engine. When we went to his shop/home he showed us that he is continuing his research to make the Mercury engine a viable choice for a homebuilt aircraft engine in the 150 to 200 hp range. Ted is waiting for back surgery but continues to fly his Challenger aircraft. When sitting on the ground the aircraft is nose high so Ted engineered a kick stand in the rear of the aircraft. This lowers the aircraft and allows him to easily get in. The kick stand is spring loaded so with a little jerk forward, the kickstand retracts.



From here we went to Ted's home/shop. Like the RAA Final Assembly building, Ted has attached a workshop to his house and rents space out to those who want to finish their projects in a heated space. In the shop was a Piper PA22 that is being converted to a PA20. There was also a J3 Kitten that is being rebuilt. It had a 3-cylinder Geo Metro engine in it. Ted fired up the engine and it sure had a bark to it. Ted also showed us his continuing research on a Mercury engine to make it a viable alternative as an aircraft engine.



Several of the wives had prepared a pot luck lunch for the group and we enjoyed this spread out around Ted's dining room table and in his living room. It was a great day spent in Detroit Lakes and we were all a little disappointed when we had to leave. The Detroit Lakes people sure showed us a good time. When we got back to Fargo our evening was spent doing the Harbor Freight, Fleet Farm and Menard's tours. Sunday was a leisurely drive back home.

## RAA Final Assembly Workshop

Heated Hangar space – \$200 for small aircraft (\$150 for summer months). Contact Brian Kirk at . Long-Term and Short-Term Rentals welcome. Space available now.

## RAA Tools

Available for RAA Members (membership costs \$25/year) in addition to an industrial bending brake, phishing wheel, drill press, engine hoist, wing racks, anvils, digital aircraft weights for weight and balance, etc., check out <http://raatools.blogspot.ca/> for photos of smaller tools such as cylinder head wrenches, compression and magneto synchronization and tach tester...plus plans and builders' books. Contact Ben Toenders (btoenders@shaw.ca) to sign out RAA tools. If there is a tool that one person rarely uses but collectively we'd find useful, that you'd like RAA to purchase, email [jill.oakes@umanitoba.ca](mailto:jill.oakes@umanitoba.ca).

## Hall Rental

Lyncrest Flight Centre Community Club is available for rent for your family/business event. Modern wheel chair accessible facility, electric central heating, full kitchen, two large clean, modern washrooms, cathedral ceiling, fireplace, awesome view of the grounds. Seats about 80 people with new chairs and tables. Cutlery and Corniel flatware available on request (otherwise paper ware). \$150 for an evening or afternoon. Contact Bert Elam, bert767@gmail.com to book the hall.

## Christavia project for Sale

All structural components completed, wings ready for covering.

Seats covered c/w custom embroidery "Christavia"

406 elt

Transponder

Radio

Rebuilt Continental 90

Needs covering, paint and a minimum of other work and ready to fly.

Call Steve at 204 736-3138

## Plane Fun



Unfortunately, no one identified this aircraft submitted by James Slade. It is the Fisher FP-505 Skeeter. The pylon-mounted high wing leaves the cockpit essentially unenclosed, offering the pilot spectacular visibility and the freedom of an open cockpit design. Fueled by a 40 horsepower Rotax, the compact FP-505 delivers plenty of go once you get up. Shock-absorbing gear and geodetic construction contribute to a sturdy aircraft in an exceedingly affordable price range.

## Specifications

Wingspan 28'

Wing Area 112 sq ft

Length 16'6"

Fuel Capacity 5 gal

Design Loads +4.6 -2.3g

Engine Hirth F-33/ Rotax

Max Pilot Weight 200 lbs

Construction Time 500 hrs

Field Assembly Time 15 min

Empty Weight 240-250 lbs

Gross Weight 500 lbs

447/ Rotax 503

## Flight Performance

Velocity - Never Exceed 83 mph

Top Level Speed - 75 mph

Cruise Speed - 55 - 60 mph

Stall Speed - 26 mph

Climb Rate - 700 - 800 fpm