



**Winnipeg Area Chapter of RAA Canada**

**October 2018**

**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 – 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**

**October 18**

**November 15**

Annual General meeting, Elections and Awards

**December 1**

RAAC Annual Potluck dinner

## **October Chapter Event - Hangar Tour at Steinbach North Airport - Saturday Oct. 20th 10:00 AM - 12:00 Noon**

The Chapter meeting this month will consist of a hangar tour at Steinbach North airport to view several completed RV series aircraft. We expect to see an RV-4, RV-7, RV-10 and an example of Van's Aircraft's newest design, an RV-14. Many of us were able to see Jeff Bell's RV-8 while it was under construction in River Heights and now you can see the fine workmanship in Jeff' finished aircraft. It's not just about RV aircraft, there will be good examples of current home built aircraft technology and equipment to see and ask questions about.

The objective will be to drive or, even better, fly to Steinbach North airport to gather at the clubhouse near the fuel pumps at 10:00 to meet Bill Funk who will show us around. Just look for the windmill across from the mall when entering Steinbach from the north and you can't go wrong.

After the tour, we can stay for lunch at Ray's right at the airport or head somewhere else for something to eat before heading home.

## **Theft from the RAA Final Assembly Building**

I regret to inform our membership that we have had a serious theft from the RAA Final Assembly Bldg. Sometime in the last month, Greg Happy had the Warp Drive propeller stolen from the aircraft he was building. The MDRA, Warp Drive, Transport Canada and the police have all been notified of the theft. Unfortunately, we found out that the CCTV was not working so a new system has been purchased and installed by Tom Stoyka. The side door lock was serviced and combination changed on the side door. The new combination will only be given to current RAA Winnipeg Chapter members who require access to the building. If you are a current RAA Winnipeg Chapter member and you need to get into the RAA building, please contact Harold Kroeker on his cell phone which is 204 296-2598 and he will give you the new combination to the building. If you should give the combination to someone, please let Harold know so that I can record it.

## **RAA Annual AGM, Awards and Regular meeting Thursday November 15, 2018**

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 204 344-5396. Elections will be held at our regular meeting on November 15.

## **RAA Final Assembly Workshop**

Heated Hangar space - \$200 for small aircraft (\$150 for summer months). Contact Randy Penner 204 803-6059 or rpenner@carlsongrpco.com. 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.

## **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 Cornel flatware available on request (otherwise paper ware). \$150 for an evening or afternoon. Contact Bert Elam, bert767@gmail.com to book the hall.

## Chili Bash

Sunday October 21st, 2018, Chili Bash – Come join us at Lyncrest Airport for a Chili Bash and enjoy some of Jim Goould's famous chili. This is a fund raiser for the club and everyone is welcome.

## Springfield Flying Club and RAA Fall Clean-up

November 10 is the date set for the fall clean up at the Springfield Flying Club. Lunch will be provided for those helping with the cleanup. We also plan a cleanup in and around the RAA Final Assembly Building. The work will begin at 9am. Randy Penner, our RAA hangar manager has identified the following issues that need to be addressed on the 28th:

This planned to coincide with the SFC fall cleanup on October 28th

1. Replace any burnt out light bulbs in the hanger. Randy Penner to supply new bulbs.
2. Door frame seems to be a little loose. It may not be an issue but it should be looked at.
3. Inspect big door bearings and replace if needed.
4. A water leak has been noted and we should look at where this might be coming from. It may be the vents on the roof, which should be examined and possibly replaced with another type that is less likely to allow moisture in.
5. General organization, sweeping and cleanup.

## Pilot Decision Making Course

Peter Moodie and his team are planning another PDM course this fall. The date has now been confirmed on 17 November. More information will follow as the details of the course become finalized.

## Some Cross-Country Flying in an RV-6A



I have been flying my RV-6A, C-GKGZ, for fifteen years now after its first flight in 2003. It has been a thoroughly enjoyable aircraft to fly and maintain because of its fine handling qualities and performance characteristics both for cross-country flying and just around Lyncrest. In my opinion, all those complimentary pilot reports about the RV series of aircraft from Van's aircraft should certainly be believed!

I thought I would write about a particular cross-country flight that my wife and I made this past summer to Grande Prairie in northwest Alberta and return. We have done this route several times in the past to visit our daughter who is living in Grande Prairie and the plan was see the new home she and her husband were building a short distance outside of the town.

When I built KGZ I installed a GPS as my primary navigation aid. This was actually a Lowrance boating GPS with about a four-inch LCD display. It is certainly not an aviation item but has the right features such as ground speed, track, etc. to be useful and a HSI like mode for tracking. There is a user waypoint data base that can be used to insert destination airport locations and such to help navigation. A bit to my surprise, the unit is still working just fine after fifteen years in an aviation environment with lots of vibration, heat and cold to contend with.



My usual practice has been to enter the destination Lat/Long into the Lowrance soon after takeoff and use that as primary track guidance while visually map reading along on a set of VNC charts. This was generally working for me but I was aware of the various computer or tablet navigation systems available and wanted to see if I could make use of one of these units.

About five years ago, I came across **"Naviator"** which is a reasonably full-featured aircraft navigation application. Naviator is different in that it works on the Android operating system and can be used on any number of relatively inexpensive Android tablets and/or cell phones that can provide inflight data access. The program comes at several subscription levels and a lifetime VFR Canadian subscription is a mere fifteen dollars!



Naviator comes with a fairly basic topo charts and not actual VNC charts so it is a bit limited but the flight information database has full airport location, identifier, runway and frequency data. Assuming GPS data is available, either internally or via a standalone GPS via Bluetooth, the map scrolls along under the aircraft position and tapping the screen can bring up airspace information, airfield data, or navaid information. There is a route planning function that changes to a route following mode once airborne. Once a route is chosen, an altitude selection feature uses internet access for wind information and provides time enroute and fuel burn at various altitude. A number of aircraft types can be stored with assigned TAS and fuel rates and flight planning information. I usually use

Naviator for planning purposes and then file a flight plan with Nav Canada using stored templates there.

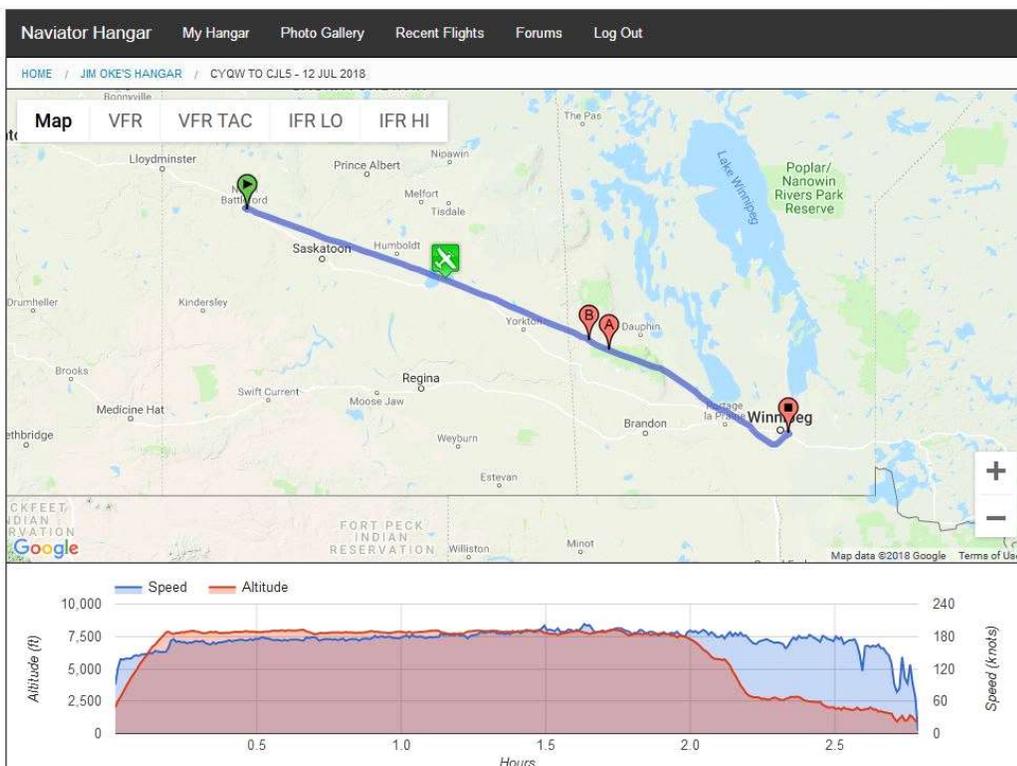
So it is a fairly capable program with many of the features that Foreflight and similar programs offer but at a considerable cost advantage. A US subscription gets you downloadable US chart coverage and DUAT flight plan filing access. Several of the new standalone ADS-B receivers are supported to show traffic and weather data, etc. The right subscription can add IFR approach plates and airport

diagrams. There is lots more at the Naviator web site <<https://www.naviator.app/Features>>. I really should mention that Naviator is a Canadian product provided by a company in Vancouver, BC!

One interesting thing that Naviator can do is to log GPS location every few seconds during flight to provide a map trace inflight and for post flight analysis. Recorded flights can be replayed in Google Earth as one option, for instance. Naviator also operates an online pilot forum called "The Hangar" to which your personal flights can be uploaded for analysis and display. They can be kept private or made public as desired. You can also upload personal photos to illustrate special items associated with the flight.

Anyway, back in July we took our usual route to Grande Prairie using fuel stops at Yorkton and Lloydminster. These are nice airports and convenient legs for fuel and restroom purposes. I usually plan a TAS of 140 knots and 8 US Gals or 33 litres per hour. Departing Lyncrest for Yorkton there were strong headwinds and some rain showers to dodge so we averaged 119 kts groundspeed and took 2.1 hours' air time. The next leg saw some better weather and decreasing winds for 131 kts average ground speed and 2.4 hours to Lloydminster. Better weather again from Lloyd to Grande Prairie in 2.5 hours with a bit of a tail wind (a bit unusual westbound) at 145 kts ground speed. So about 8.0 hours flying time to cover about 860 nm total distance.

After our visit it was time to return home and Naviator said there would be some good tail winds at altitude so I elected to plan a single fuel stop at North Battleford heading back to Lyncrest. This turned out to be quite accurate and the first leg took just 2.5 hours at 170 kts ground speed. The new card lock fuel system at North Battleford worked like a charm and we were soon on our way for the final leg home. The Naviator hangar page for this flight is shown below for the flight which took 2.8 hours and averaged 173 knots groundspeed even accounting for an early descent and detour around Winnipeg on arrival. We were back home in 5.3 hours, quite a nice trip compared to driving which usually takes close to 20 hours or so by road.



So not the longest or greatest or fastest flight ever but it was certainly an excellent example of the utility of an RV-6A aircraft and a good time to make use of the Naviator App on my tablet.

If you go to the Naviator hangar page, you should be able to search for Jim Oke's hangar and see the five flights I have mentioned above. Happy Flying to all!

*Jim Oke*

## Plane Fun



Congratulations to Vic Prefontaine. He was the first to identify the Lockheed Vega. This particular aircraft was named Winnie Mae and was flown by Wiley Post in a solo world circumnavigation. Specifications (Vega 5): Capacity; 1 pilot + 6 passengers. Wingspan; 41 ft., Length; 28 ft 6 in. Height; 6 ft. 5 in. Empty Weight; 2565 lb. Loaded Weight; 4500 lb. Powerplant; Pratt & Whitney Wasp R1340C, 450 hp. Max. Speed 185 mph, Cruise speed; 165 mph. Range; 725 miles. Rate of Climb; 1300 fpm. Service Ceiling 25,000 ft.



Be the first to identify the mystery aircraft and be recognized in the next edition of the Winnsock. Send your entry to Bob Stewart at [stewart@mynetset.ca](mailto:stewart@mynetset.ca). If you have an aircraft that you would like to challenge our readership, please send it to me.  
Bob

**2019 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>Make/model:</b>  <b>Registration:</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>Are you building or restoring an aircraft?</b>	<input type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b> <b>Make and model of project(s):</b>	<b>What Pilots licences and ratings do you hold?</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.**