

NEWS AND VIEWS

Welcome!

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Coming Events

1. Next COPA 26 Zoom meetings: Tuesday March 9, 2021 and Tuesday April 6, 2021 at 7 pm. Stay Tuned!
2. The Pilot Decision Making (PDM) Workshop is a monthly video-based meeting of pilots to discuss pilot decision making (air and ground). Pilots of all experience levels and ratings are welcome. Meetings are on Zoom, the first Wednesday of each month, at 7 pm. To join, send an email to cykf.pilotworkshop@gmail.com.

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IN MEMORIAM

Tom Dietrich, is shown here at the Tiger Boys campsite at Oshkosh 2017. Tom very kindly shoe-horned my van into a cramped space on their site for my first visit to Oshkosh. We enjoyed some good stories, food, and conversation around the picnic table.

Tom took me under his wing and provided invaluable advice about my XAir Advanced Ultralight and my Zenith CH200 homebuilt aircraft during my years at the Guelph Airpark. He and Bob were the Tiger boys, experts at aircraft restoration and vintage aircraft, and were sought after internationally for advice and parts for vintage aircraft, including the Tiger Moth. The hanger at Guelph was also a flying museum and parts storehouse and well worth a visit.

Tom passed away in his beloved hanger on Feb 17, 2021. He will be greatly missed.....

Did You Know?

COPA 26 has its own library, at Gord Millar's Hanger (59) on Apron 4.

The library was profiled by Pat Hanna in our last Newsletter (Jan/Feb 2021). It continues to expand as more aviation books, VHS tapes, and DVDs come in.

This is the place to find all things written about aviation, including flight manuals, How to Books, pilot journeys, technical information, GA, Commercial and Military publications, Accident Investigations, and various aviation reference materials.

There is a convenient sign-up sheet at the bookcase. COPA members can contact Gord for further details and to request his hanger pass code if he is unable to meet you there.

Having used this library extensively, I heartily recommend it!

Geoff G (Editor).

COMING SPEAKERS

Kurtis Arnold will be the speaker for the March 9, 2021 meeting. Kurtis is an air traffic controller at Pearson (Toronto), a Commercial/Instrument rated pilot, and a dynamic and knowledgeable aviation speaker. He was a regular part of the TV series "The Aviators". Kurtis flies a beautiful Cessna 195, and is based at Kitchener.

AVIATION QUOTES

Here are a few aviation quotes, which have their own inherent wisdom.....

"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return." — Leonardo da Vinci

"More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination." —Wilbur Wright

"There is an art to flying. The knack lies in learning how to throw yourself at the ground and miss." — Douglas Adams, The Hitchhikers Guide to the Galaxy.

"I have often said that the lure of flying is the lure of beauty." — Amelia Earhart

"The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together." — Bill Gates

"There are only two emotions in a plane: boredom and terror." —Orson Welles

"I hate sailing." — Troy Bradley, after landing his balloon in the ocean.

"Never fly the A model of anything." — Edward Thompson, World War II Pilot

FLYING WITH FLAIR!



Flair Airlines Boeing 737 Photo - Source: CBC News

Flair Airlines has signed an agreement to begin flying out of the Region of Waterloo International Airport May 1, pending travel restrictions being lifted. The airline flies within Canada and will offer flights from Halifax to Vancouver. (flyflair.com).

Anticipated flights will go to Victoria, Vancouver, Calgary, Edmonton, Winnipeg and Halifax multiple times a week.

Waterloo region has had airlines express interest in using the airport in the past, but in cases like Canada Jetlines which announced in 2018 it wanted to fly from the airport, plans were pushed back. The airport also saw other airlines scale back flights, including when WestJet ended seasonal flights to Florida in 2017.

Flair has also announced that it plans to add flights to Ottawa, Saint John, and then over the course of the summer, to Thunder Bay, Charlottetown, PEI, Victoria, BC., and Abbotsford BC.

Given the number of other airlines that have attempted to make a go of it at KW, but which have subsequently ceased operations, let's hope this one can achieve its targets with Flair.....!

NAV CANADA LAYOFFS

Nav Canada saw profits and air traffic plummet over the past year as the pandemic has battered the organization, prompting about 720 jobs being lost among roughly 5200 employees since March 2020, along with another 180 announced in December 2020.

A recent Canadian Press article by Christopher Reynolds (Feb 23, 2021) has stated layoffs are being considered and seven control towers across Canada are under review, including Windsor Regional Airport. The control towers under review are in St. Jean Quebec, Windsor, Sault Ste. Marie, Regina, Fort McMurray Alberta, Prince George British Columbia, and Whitehorse, Yukon.



(Source: Dale Molnar/CBC)

Nav Canada has told the House of Commons Transport Committee that the Nav Canada study of potential service reductions would continue independent of any federal relief package.

As recreational pilots we pay an annual Nav Canada service fee of about \$80. (approx), whether we use their services or not. If we don't take advantage of their services, such as Flight Planning (via phone or online portal), or weather information (online or via a FSS staff member), we are missing out, and we could run the risk of losing such services in future if staff are being under-utilized. It might be considered analogous to paying hanger rent and aircraft insurance but never flying one's airplane.

Food for thought.....

[COPA 26 Clothing](#)

(By Pat Hanna)



COPA Flight 26 offers an exclusive collection of fine apparel!

Quality short sleeve polo/golf shirts or work/play shirts featuring the COPA “legacy” wings on the left chest and the new COPA logo on the left sleeve.

Limited sizes and colours in stock at \$50.00 each including taxes.* Top it all off with a stylish ball cap for \$20.00!

Contact Pat Hanna at “lovetofly1953@gmail.com”

*Based on demand, Pat will place an order with the supplier when current COVID restrictions are relaxed.



KW AIRPORT - LOOKING BACK!

By: Pat Hanna

This collection of historical photos of the KW Airport was compiled by Pat Hanna, with several photos contributed by Pat. Captions are provided under each photo for reference.

These photos show the interesting evolution of the airport, from its inception as Lexington Airfield back in the 1940s, to its re-development in the current Breslau location, with some period photos from the 1970s, and as recent as 2019.

Enjoy!!



The late Jack McNulty captured this amazing photo of Lexington Airfield in Waterloo in 1946. What is now Bridge Street is visible in the background.



CYKF now at Breslau location in early 1970s. The control tower began operations in 1969, but the terminal building was not built yet. Note the T-hangers at the base of the tower - they were moved in the mid 1970s.



CYKF in the 1970s. Note the Lockheed Constellation visible in the south part of what is now Apron 3 near Taxiway Bravo.....



This Pat Hanna photo was taken during a sightseeing flight at CYKF in 1972.



Note the PBY Canso flying boat parked behind the National Aviation hanger in Pat's 1972 sightseeing photo.



Aerial View of CYKF in 1974



Great Lakes Airways Convair 440 offered a Sarnia-London-Kitchener-Toronto route back then!



Convair 440 in 1974.



A great Convair 440 photo by Pat Hanna in 1974 at CYKF!



CYKF in 2019, taken by Pat Hanna in Gord Millar's Arrow - Still changing as Gord's new hanger has yet to be built...!

MEMBERS CORNER

Flying is a Perishable Skill!

(by Geoff G. - Editor)



I last flew the Zenith on October 14, 2020. At that time, the brakes were getting marginal (ultimately needed new pads), and I decided not to fly it until after the brake work was done as part of my annual with Vito. The plane was released by Vito on January 14, 2021 - and then came the lockdown the following day.....(sigh.....).

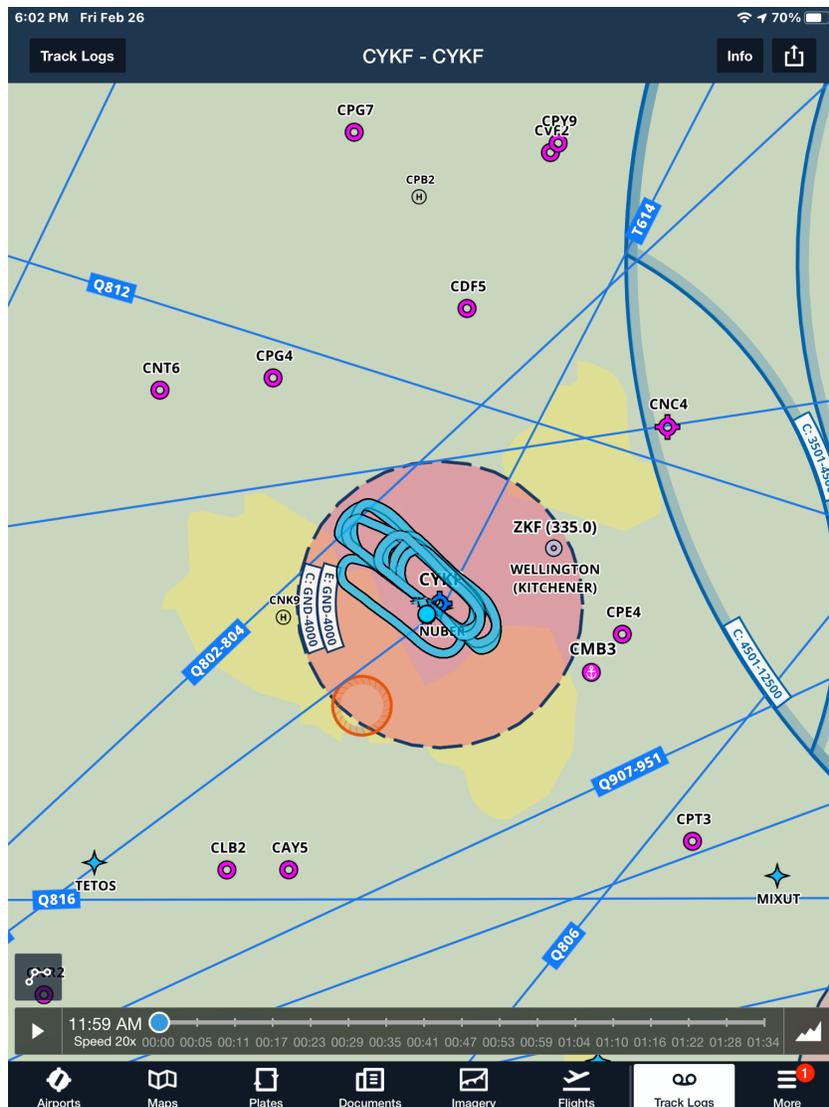
I typically fly a lot - between 60-80 hours per year, and sometimes 100 hours. So until my post-maintenance flight of February 26, 2021, it had been just over 4 months since my last flight!

I decided to confine the flight to post-maintenance circuits to evaluate the completed annual items (including new suspension pucks, changeover to a spin-on oil filter system, etc.).

February 26 was a picture-perfect flight day, with skies clear, winds about 10G17 kts from 200, and Runway 14 in use (a nice 60 deg crosswind).

I decided to take extra time for the walk-around, and general flight preparation, system checks during taxi, runup and radio checks, checking the various fuel tanks, and brake checks (excellent!).

I ended up doing 7 Touch-and-GOs, followed by a full-stop landing, with excellent guidance from ATC staff amid lots of traffic coming, going, and in the circuit, including slow and higher speed aircraft in the mix. I managed to maintain the runway centreline on all landings, and my crosswind landing technique seemed to work well.



I managed to avoid any fatal errors and getting yelled at (in fact received a compliment for doing a nice tight crosswind turn), despite every circuit being different (most left-hand, one right-hand, several requiring extended downwinds with base turns called, a few requiring maintaining runway heading until advised, and difficulties in seeing reported traffic due to sun glare).

The first landing felt like a controlled crash as I got used to a much stiffer suspension, and I found myself having to concentrate hard on good checklist procedures, maintaining consistent altitude in the circuit, and staying on top of things. This was the longest period between flights I have ever had, and I really felt it. Gradually each circuit became a little better, my instrument checks and landing procedures became smoother, and touchdowns improved.

The helpful and professional controllers I interacted with during this shakedown flight made my flight return much smoother than it might have been, so I decided to send a thank-you to Nav Canada staff via email.

The big takeaway for me was just how perishable my flying skills are, when they have not been used for a while, and a resolution to avoid a future similar non-flight interval to avoid what felt like a student training mission all over again....!

Craig's Grumman Tiger



Craig Wilker sent me a gorgeous photo of his 1978 Grumman Tiger, taken during a formation flight in Laconia, New Hampshire, in June of 2000.

Craig owned GXAV from 1987 until 2019, and this air to air photo provides an exceptional contrast with a striking background.

I get the feeling Craig had many wonderful flights with his Grumman, and thank him for being willing to share this photo and this information for our Members Corner.

Let's keep it up - I look forward to other similar member postings for future newsletters!

(Geoff G. Editor).

**UNTIL NEXT TIME - SAFE
FLYING!**