

# NEWS AND VIEWS

## Welcome!

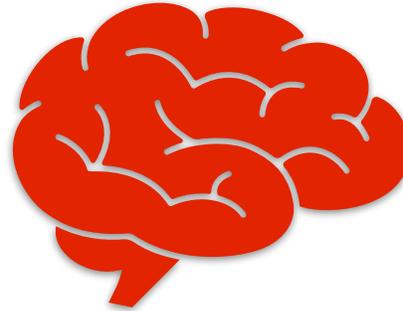
Geoff Gartshore (Editor) at  
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### Coming Events

1. Next COPA 26 Zoom meetings:  
Tuesday April 13, and Tuesday  
May 11, 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.

### In this Issue!

- Pilot's Tip of the Week
- Coming Speakers
- Aviation Quotes
- FedEx Humour
- Brainteaser
- Member's Corner
- Banner Towing



**In this Issue we introduce a new Section entitled "Brainteaser" - prepared by Warren Cresswell.**

Warren has been flying for 35 years, and has been IFR rated for 32 years. He held a CPL for many years, and currently flies 150+ hours per year as a PPL, with over 5000 hours total time (single engine land and sea). Warren has flown throughout Canada, USA, Central America, and the Caribbean. His initial training and experience was out of Toronto-Buttonville with a Mooney for many years.

Warren's flight experience includes Cessna, Piper, Mooney, Cirrus, and Beechcraft aircraft. He currently owns a 1992 Beechcraft Bonanza (C-GSCW) and has been based at Waterloo since 2018.

Warren introduces the scenario in the Newsletter, and then provides a response later in the Newsletter. The goal is to challenge us to think about how we might react in the Scenario, and perhaps to learn something new along the way.

This is not intended to replace the PDM series that Steve McDowell is currently hosting (see Sidebar), but to supplement it in a Newsletter format to challenge our readers. We hope you enjoy this, and of course welcome any constructive feedback along the way!

Pilot's Tip of the Week

1. What's the Number One Rule for Surviving Total Engine Failure?

(Answer on Page 3)

2. What Things can a Pilot do During Cruise Flight?

(Answer on Page 3)

Coming Speakers

May 11, 2021. Mark Brooks will provide a presentation on the Pickering Airport Development.

June 8, 2021. Sean Ryan, Canada Border Services Agency at Toronto Pearson International Airport. Sean will talk about the overall function of the CBSA and CANPASS procedures for GA aircraft arriving in Canada. He will also provide insights for members to detect any irregular behaviour taking place at your local airport.

We are looking for additional speakers for July and beyond - if interested, please contact Gord Millar ([gordon.millar@gmail.com](mailto:gordon.millar@gmail.com))

AVIATION QUOTES

"I was always afraid of dying. Always. It was my fear that made me learn everything I could about my airplane and my emergency equipment, and kept me flying respectful of my machine and always alert in the cockpit." — General Chuck Yeager

"It's congenital really. We're an aspiring species that doesn't have wings. What else would we dream of?" — Mark Vanhoenacker

"I think it is a pity to lose the romantic side of flying and simply to accept it as a common means of transport." — Amy Johnson



Pilot's Tip of the Week  
(from Page 2)

What's the Number One Rule for  
Surviving Total Engine Failure?

**Answer - From PilotWorkshops**

*Don't Stall the Airplane!!!*

*Establish an airspeed safely above stall speed right on down to the ground.*

What Things can a Pilot do During  
Cruise Flight?

**Answer - From PilotWorkshops**

*Play the game of What If?*

*What would I do right now if this engine failed? Where would I land?'*

*Take a look around. Practice selecting a field. Do you really know which way the wind is blowing? Think about an alternator failure. Think about a loss of oil pressure.*

*Another good airman technique is to maintain situational awareness with that sectional chart. It's so easy to just push the direct button on the GPS nowadays, and watch the numbers count down. But if you have an emergency, that's not going to be very helpful. So keep that sectional chart out and practice your map reading. Try to find those hard to see private airstrips - who knows, someday you might actually need one of them!*



After every flight, FEDEX pilots fill out a form, known as a "gripe sheet" to tell mechanics about problems with the aircraft. The mechanics fix the problem, and then document their repairs on the form.

Here are some actual maintenance problems submitted by the pilots (marked with a "P") and the solutions recorded (marked by an "S") by maintenance engineers, who by the way have a sense of humor:

**P:** Left inside main tire almost needs replacement.  
**S:** Left inside main tire almost replaced.

**P:** Test flight OK, except auto-land very rough.  
**S:** Auto-land not installed on this aircraft.

**P:** Something loose in cockpit  
**S:** Something tightened in cockpit

**P:** Dead bugs on windshield  
**S:** Live bugs on back order.

**P:** Auto pilot in altitude-hold mode produces a 200 feet per minute descent.  
**S:** Can't reproduce problem on the ground.

**P:** Evidence of leak on right main landing gear.  
**S:** Evidence removed.

**P:** DME volume unbelievably loud.  
**S:** DME volume set more believable level.

**P:** Friction locks cause throttle levers to stick.  
**S:** That's what friction locks are for.

**P:** IFF inoperative in OFF mode.  
**S:** IFF always inoperative in OFF mode.

**P:** Suspect crack in windshield.  
**S:** Suspect you're right.

**P:** Number 3 engine missing.  
**S:** Engine found on right wing after brief search.

**P:** Aircraft handles funny.  
**S:** Aircraft warned to straighten up, fly right and be serious.

**P:** Target radar hums.  
**S:** Reprogrammed target radar with lyrics.

**P:** Mouse in cockpit  
**S:** Cat installed in cockpit.

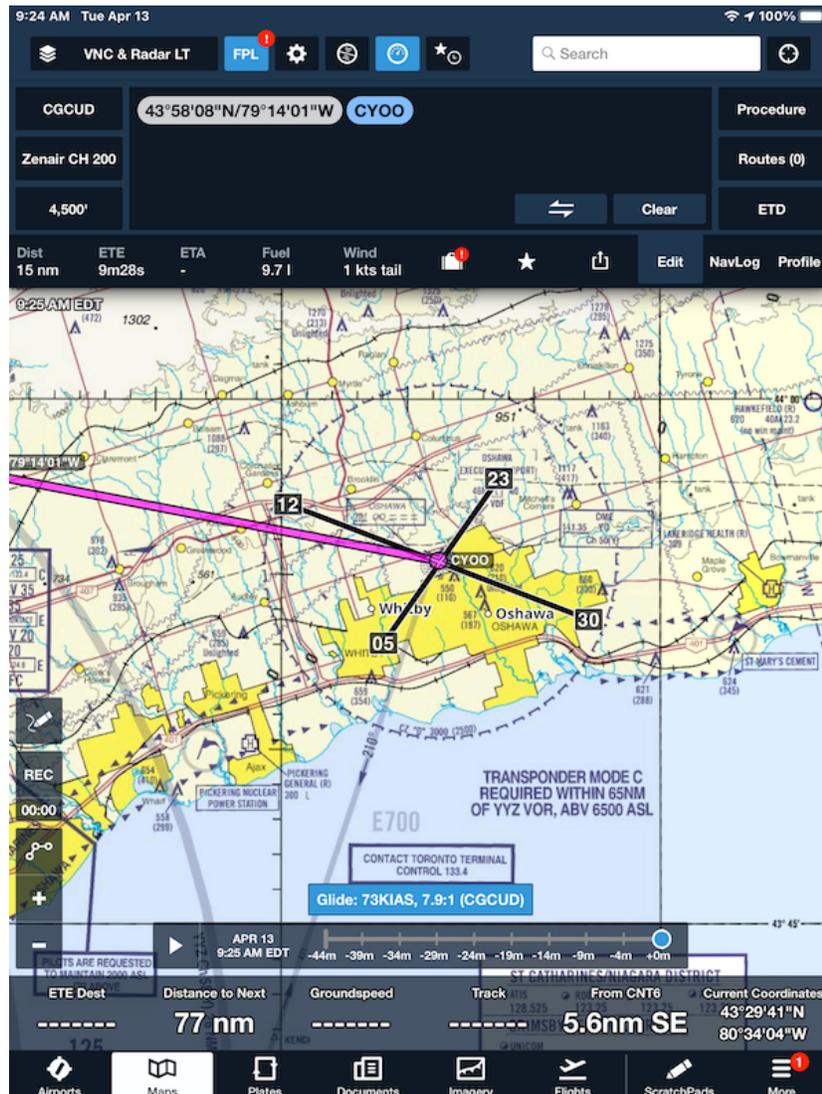
**P:** Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.  
**S:** Took hammer away from midget.

# BRAINTEASER

(By Warren Cresswell)

## VFR Brainteaser - Here is Your Scenario

Your mission today is a VFR flight from CYKF to Oshawa (CYOO) to meet a friend for lunch. Your friend will be waiting for you at the main terminal at 12:00PM sharp. Squawking your assigned transponder code, you are cleared to depart by CYKF Tower and are airborne in good time to make the appointment in Oshawa. You decide to fly a northern route which takes you north of Brampton, north of Toronto Buttonville and then directly into Oshawa. You checked the weather actual and forecast at Oshawa and things are looking good for a nice VFR trip.



**Banner Towing Service at KW!**

Logan Orosz at FliteLine (KW Airport) has started a banner towing company and can supply a good addition for advertising for a company or social/personal event. He can also provide special messages (you missed a birthday or anniversary, or need spousal OK to buy a plane....). Logan's contact information is:

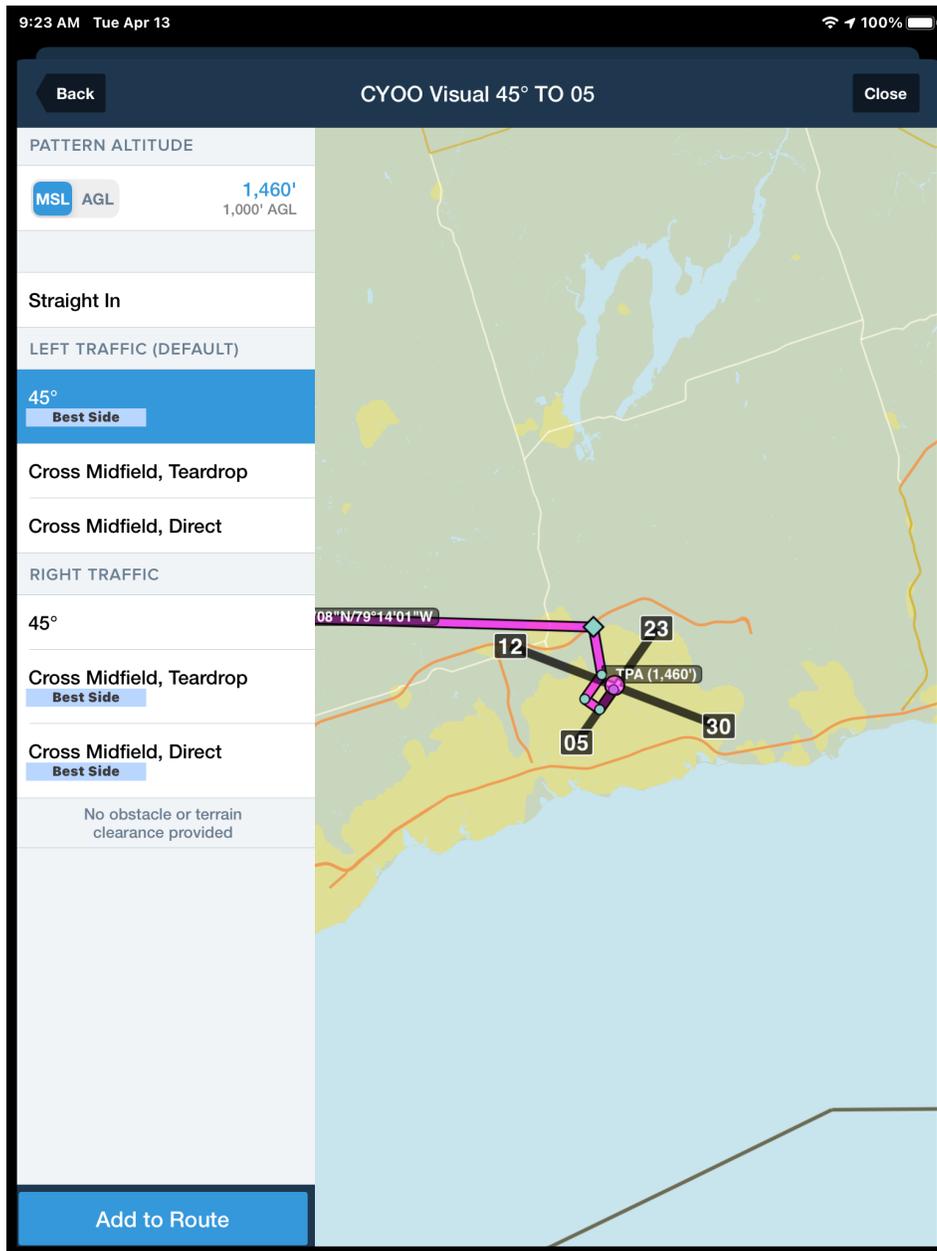
Logan Orosz  
226-975-1696  
[logan@fliteline.ca](mailto:logan@fliteline.ca)

However, once airborne, an east wind is a little stronger than you expected, and it is going to be tight to make your planned ETA at Oshawa to meet your friend. You also know that there can sometimes be considerable traffic around Oshawa but know that there is a Control Tower operating on the field to help keep traffic separated. The Oshawa control zone extends for 5nm and is capped at 3,000 feet ASL.

Passing abeam north of Buttonville you dial in the Oshawa ATIS on 125.675 and learn that they are using Runway 05 which requires a left-hand circuit. You anticipate that ATC will clear you to enter that one and set up for a left-downwind for Runway 05. About 10-12 miles northwest of the airport you switch over to Oshawa Tower on 120.1 and listen for a minute or two.

The frequency seems quite busy with lots of traffic. You continue to head direct to the airport and descend to 2,500' ASL. About 7-8 miles northwest of CYOO you make your call to Oshawa Tower. The Tower acknowledges your call, including your call-sign, and instructs you to "standby." You acknowledge with your call-sign and continue direct to the airport at your current altitude. At your groundspeed of 120kts you are chewing up distance at a rate of 2 miles per minute. But ATC is still busy and hasn't gotten back to you with a clearance. In short order, the 5-mile limit of the control zone looms ahead.

***In the absence of being able to reach the Tower by the time you will reach the control zone 5-mile limit what should you do? Can you enter the zone and continue inbound to the airport, hoping to have the controller reach out to you soon? Or should you remain clear of the Oshawa control zone and await a clearance to enter the zone from ATC?*** It is not clear to you how long it will take ATC to come back to you. If you decide to continue to the airport at 2,500' ASL can you change altitude as you get ever closer to the airport without any contact from ATC? Meanwhile, the clock is ticking and your friend at the airport will be wondering why you are not there.



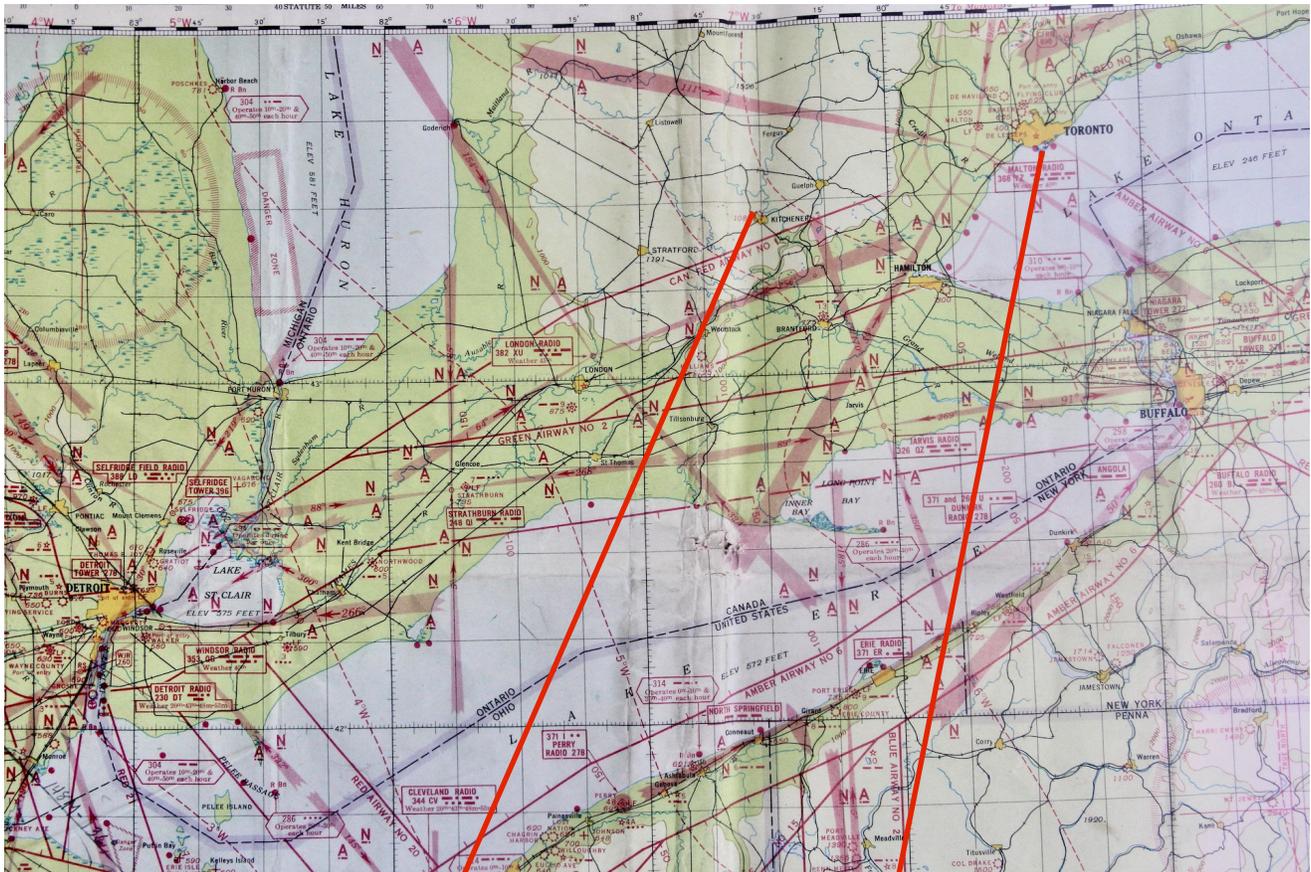
**Anticipated approach to Oshawa**

(See Warren's Answer on Page 10).....





This is a 1941 aeronautical chart of Southern Ontario (cropped) that shows pre-war airports. Note that there are no British Commonwealth Air Training Plan (BCATP) airfields as these were built just a short time later. Of interest to us is Kitchener's Lexington Field. Note also the locations of London, Hamilton, and Toronto Island.



Lexington Field

Toronto Island



A 1978 Toronto VFR chart. Note the Toronto TRSA (Toronto Radar Service Area) and the lack of restrictions around Niagara Falls! Note also the Tower frequency for Kitchener at that time - 124.2...

**(Brainteaser Answer from Page 4)...**

You are **legally within your rights** to continue towards the Oshawa Airport and enter the control zone without any further response or clearance from Oshawa Tower. This is because Oshawa's control zone is a Class "D" control zone. CAR 601.09 for VFR flight in Class D airspace only requires that you establish two-way radio communications with ATC prior to entering the control zone and then, once inside the zone, maintain those communications while in the Class D airspace. Your pre-flight briefing revealed both from your VTA chart and the Obstacle Obstruction Clearance circle in the CFS that the Oshawa control zone is indeed Class D airspace. You fulfilled your obligation to establish two-way radio communication with the Tower by calling them from outside the zone and having them acknowledge you. As well, you are squawking the code that Waterloo ATC gave to you, Oshawa Tower has radar and sees you entering the zone.

(Don't try this at Waterloo or Hamilton or London, for example. Each of those control zones are designated Class C, not Class D and VFR pilots are required to receive and acknowledge an ATC clearance to enter the control zone before doing so).

Back at Oshawa this day, you continue to head directly for the airport at your altitude of 2,500' ASL and anticipate receiving a clearance from the Tower to join the left-downwind for Runway 05. Today, ATC comes back to you when you are 3.5 miles northwest of the airport and clears you to join the left-downwind for Runway 05, and gives you your sequence and traffic to look out for. Life is good and you soon tie down in front of the main terminal where you see your friend waiting for you.

Now **as to the question as to whether this legal course of action is advisable** given a busy traffic environment on this day, it really depends on your perception and assessment of just how busy that traffic load is and what is safest for you. ATC is probably expecting you to keep coming inbound, and they will be watching you do this on radar. But if the control zone is really saturated and, in their judgement, it is best to instruct you to "remain clear of the control zone," they will do so. In this instance, they did not issue a "remain clear" instruction. But you are the PIC and it's your call to continue inbound and enter the zone or remain outside the zone until you receive a further instruction or clearance from ATC.

Regarding any altitude change once within the control zone and still in the absence of further contact with ATC, that's probably a bad idea. ATC will be able to see you start to descend out of 2,500' on their radar, but they won't know what altitude you will stop descent at. Depending on what that stop-descent altitude is, that could cause a conflict with other traffic. Furthermore, the circuit altitude at CYOO is 1460 feet and noise abatement rules (which you briefed in your pre-flight) require that all turns to final approach must be at, or above, 1000' AGL, so at least 1460' ASL (refer to Pro section for CYOO in the CFS). You will have to fly past the airport on the left-downwind to join the circuit the most direct way. Having to lose about 1,000' to get to circuit altitude is not much and can easily be accomplished. In the event that ATC assigns you some other, unexpected entry for the circuit you will have even more time to accomplish the 1,000' descent. All things considered, maintain your 2,500' ASL until you can make another contact with ATC and get a clearance for a lower altitude.