

# NEWS AND VIEWS

## Welcome!

Geoff Gartshore (Editor) at  
geoff.gartshore@gmail.com

### Coming Events

1. Next COPA 26 Meeting: Tuesday September 14, 2021. Details to follow. 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](mailto:cykf.pilotworkshop@gmail.com). Next meetings are July 7 and August 14, 2021.

### In this Issue!

- Brainteaser
- Coming Speakers
- Pilot's Tip of the Week
- Banner Towing
- Members' Corner - Flying to a "Hidden Gem"
- "Flights of Adventure"



(By Warren Cresswell)

### IFR Brainteaser - Here is Your Scenario

#### Cleared for the Visual at Waterloo

You are returning to CYKF on an IFR flight plan from Montreal with a cruise altitude of 8,000'. Your routing has taken you to VITOV intersection and ATC has stepped you down to 4,000' at VITOV intersection, located about 28nm north of the airport.

You turn direct to CYKF now maintaining this altitude. Subsequently, Terminal descends you to 3,000'. Weather at CYKF is excellent with high ceilings and good visibility. The winds favour a landing on Runway 08 and the ATIS confirms this is the active runway.

About 15 miles north of the airport you acquire the airport visually and report this to Toronto Terminal. They clear you for the visual for Runway 08. You accept and acknowledge the clearance and Terminal then hands you off to Waterloo Tower. Waterloo Tower simply clears you to join the left downwind for Runway 08 but does not assign an altitude.

To what altitude can you descend as you join the left downwind for Rwy 08?

(Answer on Page 2))

Pilot's Tip of the Week

1. Looking for guidance on checking aluminum props during pre-flight - which nicks and dents are OK and which are not?

(An FAA Answer on Page 3).

Disclaimer - this is FAA advice only. For Canadian pilots refer to the CARS and your qualified AME for advice and guidance on propeller inspection, maintenance, and safety!

Coming Speakers

September - Robert Kostecka (Vintage Wings of Canada - VWC). Flying and History of the VWC Fairey Swordfish.

October - Martin Keenan Aviation Historian. Lockheed YF012 and A-12.

November - Robert Kostecka (Transport Canada) Certification of the Airbus A380 in Canada.

Contact Gord Millar ([gordon.millar@gmail.com](mailto:gordon.millar@gmail.com)) if you have a speaker contact or are interested in being a speaker for a future meeting.



Brainteaser Answer (from Page 1)



The normal circuit pattern at CYKF is 2,054' MSL. However, since you are still flying on an active IFR flight plan, and in the absence of any further altitude instruction from Waterloo Tower, you are governed by the published Noise Abatement procedures. These state that under IFR rules for a landing on Runway 08 for a Visual (or Contact) Approach, you must maintain 3,000' or the last assigned altitude until established on the final approach course.

**Pilot’s Tip of the Week**  
**(from Page 2) - Answer**

“This is a common question among pilots and in fact, there is no such thing as an OK nick or dent in the propeller”.

Advisory circular AC 20-37E Aircraft Propeller Maintenance is the guidance provided by the FAA for maintenance technicians. It says in part:

A propeller is one of the most highly stressed components on an aircraft. During normal operation, 10 to 25 tons of centrifugal force is pulling the blades from the hub while the blades are bending and flexing due to thrust and torque loads. A properly maintained propeller is designed to perform normally under these loads, but when propeller components are damaged by corrosion, stone nicks, ground strikes etc., an additional unintended stress concentration is imposed and the margin of safety may not be adequate.

According to the FAA, all nicks are potential crack starters. This small-scale damage tends to concentrate stress in the affected area and eventually, this high-stress area may develop a crack. As the crack propagates, the stress becomes increasingly concentrated, increasing the crack growth. This growing crack can result in blade failure.

What this means to us as pilots is that any nicks, dents, gouges or cracks are cause for a more thorough inspection by an A & P mechanic. In many cases, this damage can be repaired quite easily if it is minor, but you must get the propeller inspected and/or repaired prior to flight. Flying the plane with even minor propeller damage can start that crack that could cause failure on a subsequent flight. So preflight that prop like your life depends on it because it very well could.”

Furthermore, you must remain at or above the assumed 3-degree glide path while on final approach. Thus, it would be incorrect to descend to normal circuit altitude for the left downwind for Runway 08 unless ATC specifically clears you to descend out of 3,000’. If you decide to try and get around this by cancelling IFR airborne, you will still need a clearance from the Tower to descend to join the left downwind at circuit altitude.

In doing your pre-flight and/or airborne approach briefing it is a good idea to include the requirements of the published Noise Abatement Procedures for your destination airport.

**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)

## MEMBERS' CORNER - FLYING TO A "HIDDEN GEM" (CNL4)

By Geoff Gartshore

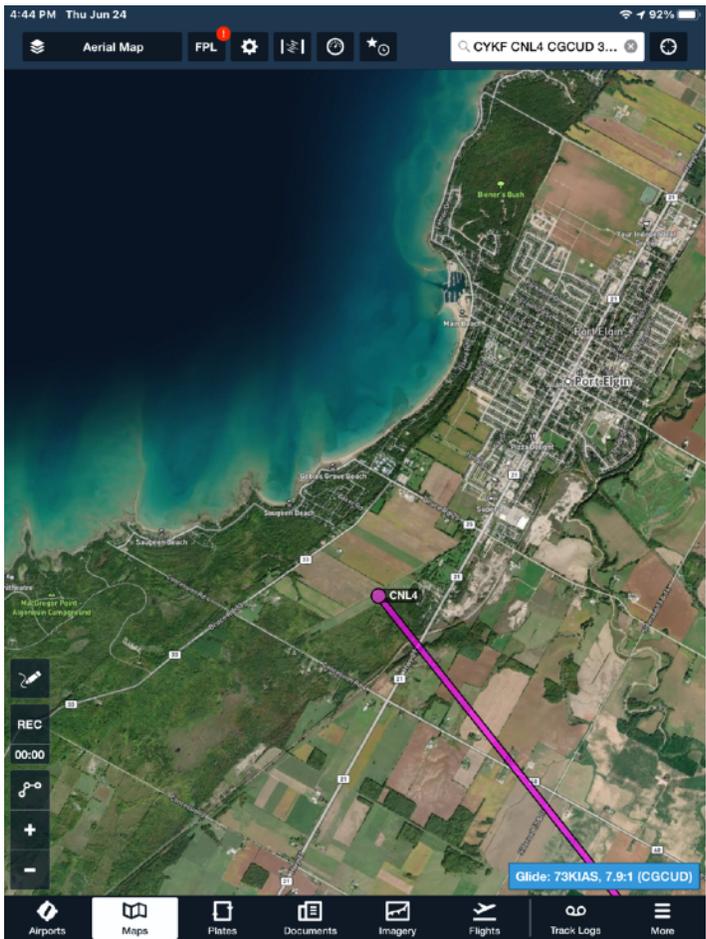
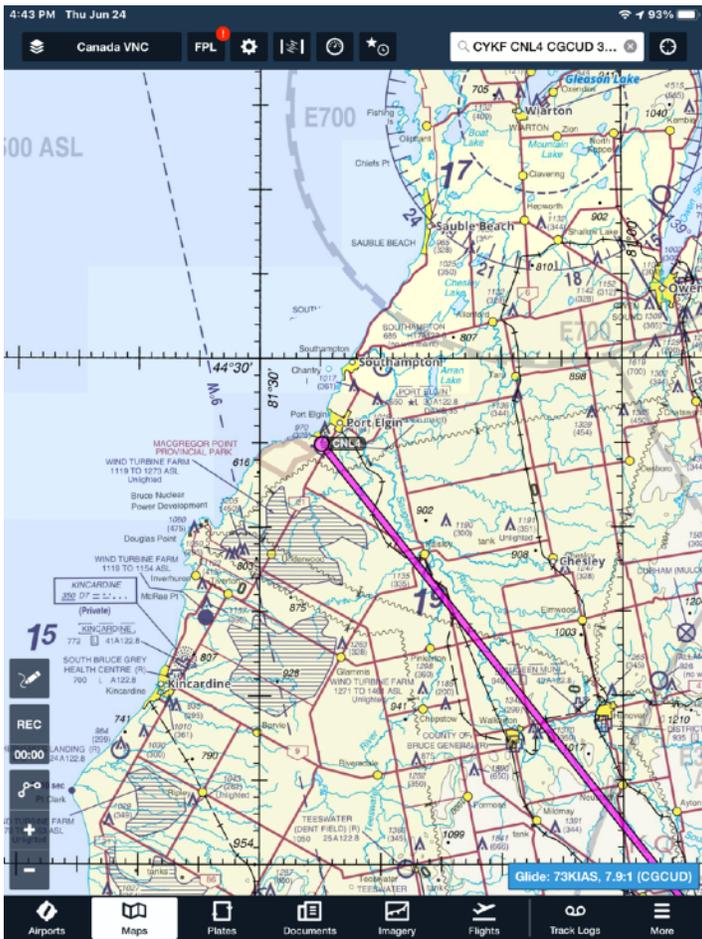
If I described an airport with the following attributes where do you think it is in Ontario?

- Nice long runway
- Town within an easy walk (10 - 15 min) or cycle (5 min) with all the amenities one could want
- Beaches within a feasible walk (20 - 25 min) or shorter bike ride (10-15 min)
- A major Provincial Park next door with cycling trails
- Nice comfortable pilot lounge with couches, flight planning desk, a library, and cold water in the fridge!
- Complimentary bicycles to borrow
- On-site camping available with access to BBQ (inquire in advance)
- 100 LL fuel available, served by onsite personnel present daily during regular work hours

If you initially thought of Parry Sound, Kincardine, or Goderich (which are all great destinations!) you would be mistaken.

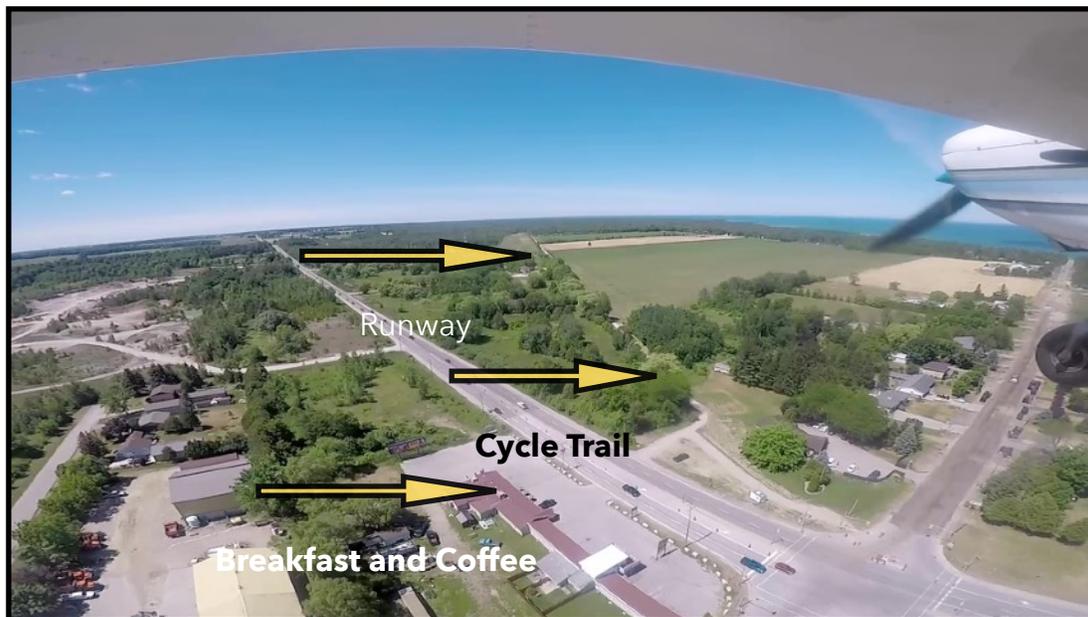
If you thought of Port Elgin (without looking up the airport identifier) - you would be correct!

On a past flight to visit Port Elgin I confirmed all of the above, in spades, and enjoyed a delightful experience at this "Hidden Gem". It is an easy 50 -55 min flight in most of our aircraft, offering great views of the Lake Huron shoreline, the Town of Port Elgin, and MacGregor Point Provincial Park.





Turning left base for Runway 24, Port Elgin - Provides a good view of the Town amenities.



On Final for Runway 24.



Short Final Runway 24



Very Short Final Runway 24 - 3800 Ft with 400 Ft Displaced Threshold

Pilot Lounge



View from Cycle Trail To Airstrip and Pilot Lounge Building

Author's Aircraft

Pilot Lounge

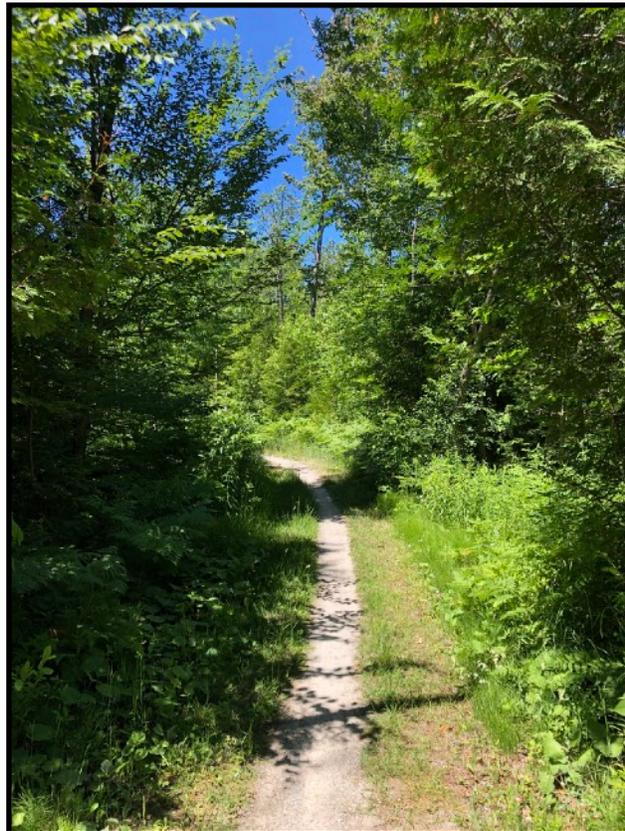
Upon arrival, I didn't have to wait too long before another pilot came over, introduced himself, and welcomed me to Port Elgin. Soon after, Bart Miersma, the Airport Attendant, also came over and welcomed me. He also offered me cold water from the fridge, and the use of a complimentary bicycle to see the local sights.

I did a bit of airstrip exploring to check out the aircraft (the airstrip easily handles anything from an Ultralight, Piper Cub or Cessna as well as Piper Aztec (recently on site from Durham flight School out of Oshawa) and a turbine powered Quest Kodiak.

After looking around, I picked up my complimentary bicycle and set up my camp chair to enjoy a leisurely picnic lunch by my plane. Then it was off to cycle to MacGregor Point Provincial Park for a half hour and enjoy a beautiful day!



My plane, sitting on my camp chair, complimentary bicycle, and lunch - it doesn't get better than this!



Cycling Trail Through MacGregor Point Provincial Park

Before heading back to KW, I had a tour of the very nice pilot lounge, complete with couches, flight planning computer facility, a spacious restroom, and a well-stocked library.



Spacious pilot lounge with good views of the airstrip



Flight Planning Area



Library

The Port Elgin Airport is managed by a Committee of Volunteers who report to the Mayor and Municipal Council for the Municipality of Saugeen Shores. Most of the upkeep and maintenance is completed by dedicated volunteers and one paid staff (Bart Miersma).

After this visit, I wondered why I had not been visiting Port Elgin regularly before. If you're looking for an airstrip that provides a real destination experience with on and off-site amenities, camping, fuel, and great hospitality (after also meeting Chair of the Volunteers Committee Tony Alberts and having a nice chat) then Port Elgin should be high on your list - it certainly is on mine!

## **"FLIGHTS OF ADVENTURE"**

By Pat Hanna

Over the past 50 years I have had the opportunity to fly in some interesting, unique and rare aircraft and over the next several issues I am going share some of those experiences with you.

The first airplane in this series is the Fairey Swordfish (see below).



For some background history, the Swordfish is a large biplane designed in the early 1930's in England. It had folding wings for carrier operations, was powered by a 690 HP Bristol Pegasus 9-cylinder radial engine, had a wingspan of 45'6" open, 17'3" folded and an MTOW of 7580 pounds.



The Swordfish had a forward-firing .303 machine gun, and a .303 Lewis machine gun in the rear cockpit. It carried a pilot, navigator/observer and gunner all in an open cockpit. The Swordfish earned the nickname of "Stringbag" after the stringbag shopping bags used by the housewives of the time, because of its amazing versatility. It could carry a single 1670-pound torpedo, or 8 rockets, or a 1500- pound mine or 1500 pounds of assorted bombs on hardpoints under the wings! Typical cruising speeds were between 115 and 130 miles per hour with an endurance of 5.5 hours and a range of 522 miles.

Its claims to fame included the carrier-based bombing of Taranto, Italy... a surprise night raid on the Italian fleet on November 11, 1940. The lead aircraft launched flares which illuminated the night skies for six Swordfish aircraft armed with torpedoes that disabled or destroyed several battleships and destroyers. Interestingly, the Japanese copied the concept with their surprise attack on Pearl Harbor a year later, catching the unsuspecting US fleet with a Sunday morning, dawn surprise attack.

The most notable Swordfish attack was that on the largest battleship in the German Navy, the Bismarck. Under the cloak of darkness, three Swordfish took off from the British carrier HMS Ark Royal in deteriorating weather (70 MPH gale force winds, 60-foot waves and rain). After flying for an hour and a half they found the Bismarck and commenced the attack. Flying just above the wave-tops, they were too low and slow for the German guns to be effective. Two torpedoes hit the

Bismarck, but the fatal blow was a hit on the stern that disabled the rudder, allowing the ship to only turn to the left in circles. All the Swordfish pilots made it back to the carrier safely and the Royal Navy quickly moved in, surrounding the disabled Bismarck and sinking it off the coast of France.

Past-forward to more recent times. Collector Ernie Simmons of Tillsonburg had acquired several Swordfish aircraft in 1946 that had served in the Royal Canadian Navy and when he died in 1970, the famous auction of his collection took place and Bob Spence purchased Swordfish HS 554. He took it to his farm near Muirkirk, Ontario (Chatham area) and started the restoration in a one room schoolhouse across the road from his farm. It was in terrible condition, but Bob and a group of dedicated friends carefully restored the Swordfish back to flying condition and it did its first flight on August 17, 1992 after a 22-year restoration. During the mid-nineties, the Spence family hosted several airshows at the farm airstrip which I attended and where I took many photographs.

**My Memorable Flight - 1999**



On June 23, 1999, I was honoured to be invited for a flight on this ultra-rare aircraft. The only other flying Swordfish in the world was in England!

Ray Whittemore, owner of K-W Surplus, joined me at the Spence farm and we climbed into this large biplane. Bob's son Pete Spence was flying that day. I sat in the observer's location directly behind the pilot and Ray was in the gunner position. We were basically perched on top of two "barstool"

type seats and a tether belt was wrapped around our waist. It was more of a standing position. Pete fired up the big radial with the inertia starter and we took off to the south towards Lake Erie. It was an amazing experience as we flew low over the smooth waters of the lake and gazed at the white sand cliffs. I was overcome with emotion as I recalled the attack on Bismarck. I thought of 21-year pilot John Moffat as he lined up to attack the battleship on that dark night, fighting to control his aircraft in those immense waves and howling winds, soaking wet and cold from the rain! I thought of his navigator peering over his shoulder, looking into the darkness for the shadow of the target. I thought of the same navigator leaning over the side of the fuselage from the waist up so he could see the torpedo and the waves only 20 feet below...waiting for the perfect time to launch the torpedo...held in only by the same type of tether that I was wearing. These were such brave men (really only boys!) fighting this war! I had read the stories of the famous fighter pilots and their Spitfires and Hurricanes...but this experience in the Swordfish left me in total awe of the bravery of these young Navy pilots and their incredible flights against all the odds!



Forward View in the Swordfish



Rear Gunner View



Lake Erie Cliffs



Lake Erie Shoreline

Eventually Pete brought the big biplane back to the farm and we settled softly onto the grass runway...and once again my thoughts went back to that dark night when three Swordfish pilots landed on the deck of a pitching, rolling aircraft carrier, completely exhausted, cold to the bone, soaking wet...and victorious! For me...it was truly the flight of a lifetime...one I shall never forget!

***Postscript...**Bob Spence sold the Swordfish to Mike Potter and Vintage Wings of Canada in 2006. Robert Kostecka, a friend of mine through the Canadian Harvard Aircraft Association was privileged to fly the Swordfish for VWC and he has agreed to be a speaker at one of our fall ZOOM Meetings. Unfortunately, maintenance issues grounded this rare aircraft and in 2019, the Swordfish was sold to a collector in England, where it is hoped that it will return to flying status in the near future.*

Have a Great Safe Summer Flying!