

# NEWS AND VIEWS

## Welcome!

Geoff Gartshore (Editor) at  
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### Coming Events

1. Next COPA 26 Meeting is Tuesday April 12, 2022. Details to follow.
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 meeting is April 6, 2022.

### In this Issue!

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- Banner Towing
- IFR Brainteaser
- Flights of Fancy - The Mitsubishi MU-2L



### VFR Brainteaser

By Warren Cresswell

#### SCENARIO:

A friend of yours is into gliding and has invited you to fly VFR in your C-172 from your home base at Waterloo into nearby Rockton CPT3. The plan is to spend the rest of the day enjoying some gliding hosted by the SOSA Gliding Club. This is a very short flight of only about 12nm. You have never flown into CPT3 before and are completely unfamiliar with it. So, out comes your CFS for a review of Rockton Airport.

Important particulars are:

- This is a PPR airport so prior permission must be obtained from the SOSA Gliding Club.
- You pay close attention to the runway specs – there are three grass runways which are fairly short and all have displaced thresholds. However, you determine that your C-172 can get into the airport safely. Aiding this, it is going to be a dry, summer day and hasn't rained recently so you aren't concerned about soft runways which might hamper your operations.
- UNICOM will be on 122.725.
- You note the requirement for powered aircraft to make right-hand circuits, while the gliders use the same circuit altitude but fly left-hand patterns.
- The field elevation is 846' ASL and there is no special note in the PRO section concerning circuit altitude, so this puts the circuit altitude at 1846', rounded up to 1900'.

**Coming Speakers**

Robert Kostecka (Transport Canada) Certification of the Airbus A380 in Canada - to be confirmed.

**We are looking for Speakers for 2022!**

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

- A note in the CAUTION section of the CFS entry for CPT3 catches your attention and states that there can be active winch-launched gliders, cable to 2800' ASL within 1nm of the field.
- You've also driven by the SOSA field on Highway # 8 several times and know that the gliders are sometimes launched by a powered tow-plane. You make a note to be sure to ask the SOSA Gliding Club official about these particulars for the time of your arrival, and also plan to check NOTAMs. There is a NOTAM file for CPT3.
- As the direct flight from Waterloo to CPT3 is short (only 12nm), you won't have much time to climb, and you now go about deciding what altitude to fly this direct route at.



**QUESTION # 1:**

You note a circle on the CFS aerodrome sketch for CPT3 which has the number 2600 in its centre and on the circumference of the circle are the words: **RADIUS 5 NM**. What does this circle depict and mean, and how might it help you decide upon a safe altitude to fly to Rockton?

CFS

CANADA FLIGHT SUPPLEMENT / GPH 205  
Effective 0901Z 27 January 2022 to 0901Z 24 March 2022

AERODROME/FACILITY DIRECTORY B927

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**ROBLIN MB (Cont'd)** CKB7

<b>LIGHTING</b>	13-(TE ME), 31-(TE ME) ARCAL-123.2 type K
<b>COMM</b>	<b>ATF</b> tfc 123.2 5NM 4900 ASL

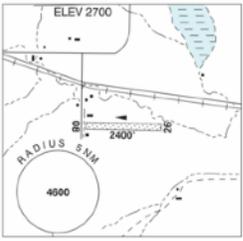
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ROCKCLIFFE ON — See OTTAWA / ROCKCLIFFE

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**ROCKGLEN SK** CKG7

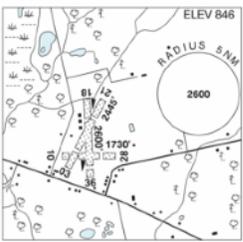
<b>REF</b>	N49 10'W 105 56 1.2SE 10°E (2015) UTC-6 Elev 2700' A5006
<b>OPR</b>	Rockglen Council 306-476-2144 Reg
<b>PF</b>	C-1,2,4,5
<b>FLT PLN</b>	<b>FIC</b> Edmonton 866-VXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
<b>RWY DATA</b>	<b>RCR</b> Rwy 08(080°/26(260°)) 2400x150 turf Opr No win maint.
<b>COMM</b>	<b>ATF</b> tfc 123.2 5NM 5700 ASL



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**ROCKTON ON** CPT3

<b>REF</b>	N43 19 20 W80 10 35 1.5W 10°W UTC-5(4) Elev 846' VTA A5000
<b>OPR</b>	SOSA Gliding Club 519-740-9328 Reg PPR
<b>PF</b>	C-1,2 D-3,4,5,6
<b>FLT PLN</b>	<b>FIC</b> London 866-VXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>RWY DATA</b>	<b>RCR</b> Rwy 03/21 2445x200 turf Thld 03 displ 550' Thld 21 displ 600' Rwy 18/36 2600x200 turf Thld 18 displ 650' Thld 36 displ 250' Rwy 10/28 1730x200 turf Thld 10 displ 300' Thld 28 displ 400' Opr No win maint. Rwys soft when wet & in spring.
<b>COMM</b>	<b>ATF</b> UNICOM ltd hrs O/T tfc 122.725 5NM 3800 ASL
<b>PRO</b>	<b>Rgt hand circuits for powered aircraft</b> (CAR 602.96). Gliders std left hand circuits. Glider activity. Significant glider activity Mar-Dec.
<b>CAUTION</b>	Trees 60 AGL apx 225' fr Thld 21. Extv wind shear on apch Rwy 21 with wind fr 210°. Wind blanking fr hg left side rwy on tkof Rwy 36. Active winch launched gliders, cable to 2800 ASL within 1NM.



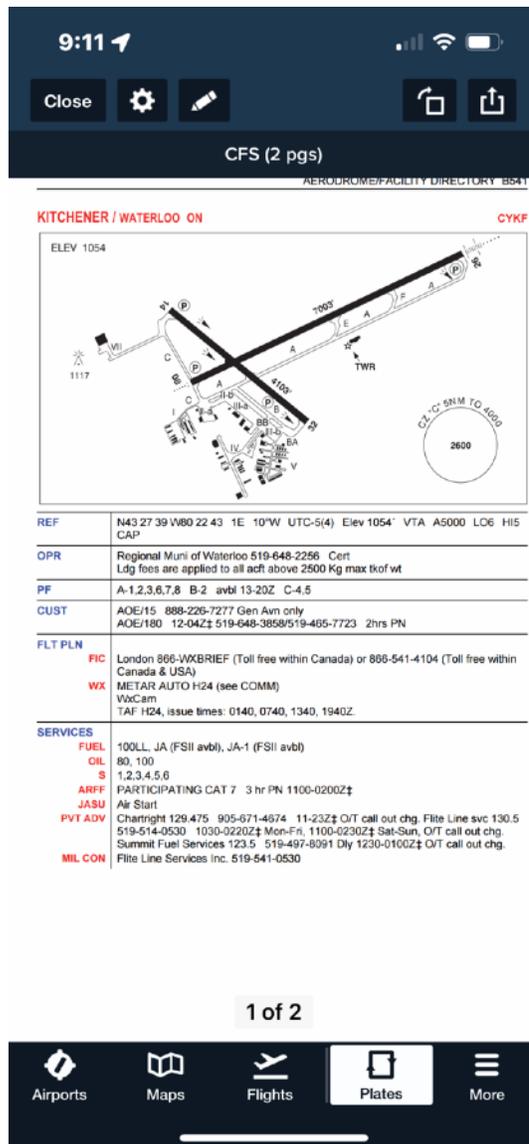
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 Airports
 Maps
 Flights
 Plates
 More

**ANSWER # 1:**

The circle on the aerodrome sketch is called the obstacle clearance circle (“OCC”) and provides guidance for pilots operating VFR within close proximity to aerodromes. The single altitude associated with the OCC is determined by adding 1000’ to the highest obstruction ASL within the same geographic area that the circle describes, and rounded up to the next 100’ increment. Obstacles can be a man-made structure or a topographic height feature. These OCCs are handy guides to tell you what a safe, obstacle-free altitude is within the defined OCC circle/shape. The OCC at Rockton tells you that, within 5nm of the airport, you would be safe to fly at 2600’ ASL and this would give you a minimum obstacle clearance of 1000’.

You also look at the OCC for CYKF and, coincidentally but conveniently, you see the same figure of 2600’ ASL applies for your home airport. The OCC for CYKF also applies for a 5 nm radius.



REF	N43 27 39 W80 22 43 1E 10°W UTC-5(4) Elev 1054' VTA A5000 L06 H15 CAP
OPR	Regional Muni of Waterloo 519-648-2256 Cert Ldg fees are applied to all acft above 2500 Kg max tkof wt
PF	A-1,2,3,6,7,8 B-2 avbl 13-20Z C-4,5
CUST	AOE/15 888-226-7277 Gen Avn only AOE/180 12-04Z‡ 519-648-3858/519-465-7723 2hrs PN
FLT PLN	<b>FIG</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) <b>WX</b> METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 0140, 0740, 1340, 1940Z
SERVICES	<b>FUEL</b> 100LL, JA (FSII avbl), JA-1 (FSII avbl) <b>OIL</b> 80, 100 <b>S</b> 1,2,3,4,5,6 <b>ARFF</b> PARTICIPATING CAT 7 3 hr PN 1100-0200Z‡ <b>JASU</b> Air Start <b>PVT ADV</b> Charteright 129-475 905-671-4674 11-23Z‡ O/T call out chg. Flite Line svc 130.5 519-514-0530 1030-0220Z‡ Mon-Fri, 1100-0230Z‡ Sat-Sun, O/T call out chg. Summit Fuel Services 123.5 519-497-8091 Dly 1230-0100Z‡ O/T call out chg. <b>MIL CON</b> Flite Line Services Inc. 519-541-0530

So, using the OCC's for both airports as a guide, it is reasonable to choose to fly VFR from CYKF to CPT3 at 2600' ASL and this should give you a very comfortable minimum of 1000' obstacle-free. Eventually, as you get close to Rockton you will then descend to a crossing altitude of 2400' ASL (500' above circuit altitude) if you need to first descend on the dead-wind side before the reversal for the overhead and mid-right downwind. Alternatively, if traffic permits, you could join a straight-in right downwind at 1900' ASL. It seems like a pretty good plan.

But your analysis isn't done yet, because the total distance of the direct flight is 12nm but the OCCs for CYKF and CPT3 extend out only 5nm respectively. Therefore, there is a 2nm gap and you must analyze any obstacles in this area before being able to be confident about selecting the 2600' ASL cruising altitude.

Examining this 2nm gap on your VNC or VTA chart indicates that there is indeed a tower obstacle which is located not too far to the right of your direct track from Waterloo to Rockton and it is 7nm from CYKF – just outside the Waterloo zone (see route map photo on Page 2). This tower rises to 1349' ASL (365' AGL) and is not located in a built-up area. This tower is the highest obstacle along, or nearly along the direct flight path, and it is well below the 2600' ASL figures in the CYKF and CPT3 OCCs. This confirms that your selection of an enroute altitude of 2600' will work just fine.

Four other points should be noted when considering OCC's in the CFS and using them to aid your flying decisions:

1. When the airport sits within a control zone, the letters "CZ" will be shown at the top of the OCC on the circumference and the type of control zone will also be specified, eg. CZ – "C" as is depicted on the OCC for CYKF. This is important because some of the rules for VFR flight in control zones are different depending on the type of control zone.
2. The radius of the OCC around an aerodrome may vary from the 5 NM depicted on the ones for Rockton and Waterloo.
3. At some aerodromes, the shape of the OCC is not a perfect circle. In those events, the words "shape irregular" will appear on the top of the circumference of the OCC depiction.
4. Finally, the OCC is not applicable if you are flying a helicopter.

## **QUESTION # 2**

If you wanted, or needed (eg. weather dictates) to fly the direct Waterloo-Rockton VFR route at a lower altitude than 2600' ASL, what altitude would still be sensible, safe, and legal?

**ANSWER # 2**

If you were anticipating the need to do an overhead maneuver (to descend on the dead-wind side) to join the circuit at Rockton, it would make sense to fly the route at 2400' ASL (pattern altitude + 500').

There isn't much point flying at a lower enroute altitude from Waterloo to Rockton and then needing to climb back up to 2400' when passing overhead Rockton for the dead-wind side and overhead join-up. The enroute altitude of 2400' MSL will give you somewhat less obstacle clearance than the 2600' ASL plan when in the CYKF and CPT3 OCCs, but it will still be safe, providing at least 800' obstacle clearance, and it will be legal since you will always be at least 500' above the highest obstacle all along this route. At 2400' ASL you will be over 1000' above the top of that tower in the 2nm gap located in the non-built-up area.

If you were anticipating being able to join the straight-in, right-downwind at Rockton, the minimum altitude for the VFR enroute flight could be as low as 1900' ASL.

This is the circuit altitude at CPT3 and, coincidentally in this case, is also the minimum enroute altitude that assures at least 500' obstacle-free passage from the highest tower in the 2nm gap between the OCCs.

On the flight at this lower altitude while in the CYKF and CPT3 OCCs, your obstacle clearance will be quite a bit lower than the 1000' assured if you were at the published altitude of 2600' ASL. That obstacle clearance could be as low as only 300'. This might be below your comfort level and, perhaps, even below the legal minimum for overflying obstacles (Departing Runways 08 and 32 at CYKF you would be over non-built-up areas and need a minimum of 500'. Off the other two Runways at CYKF you are really over built-up areas and need a minimum of 1000' above obstacles).

In any event, it would be wise to check your VFR charts for any obstacles along the route at 1900' ASL and satisfy yourself that you will clear them with, at least, the legal clearance.

**Banner Towing Service at KW!**

Blake Puzon at FliteLine (KW Airport) provides banner towing 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....). Blake's contact information is:

Blake Puzon  
519-514-0530 (Ext 510)  
charters@fliteline.ca



## **IFR Brainteaser**

**By Warren Cresswell**

### **SCENARIO:**

You are an IFR-rated, equipped and current pilot flying a single-engine, non-pressurized piston aircraft based out of Waterloo. Your mission today is to make an IFR flight to Parry Sound (CNK4).

The weather for your departure from CYKF is definitely IMC but the freezing level is high, and you have enough visibility to easily exceed the minimum requirement and the ceiling is high enough to permit a return to landing in case of an emergency immediately after takeoff.

Enroute weather is also forecast to be IMC with ceilings down around 1800' and tops above 8000' along the route of flight which takes you up over YMS VOR, then Midland and, finally, into Parry Sound. You decide to plan the flight, with its easterly direction, for 5000'.

At destination winds will be out of the northwest, favouring the RNAV (GNSS) Rwy 35 approach and landing on runway 35. A check of NOTAMs prior to the flight indicates that there is nothing that will particularly affect your flight. A review of the approach plate for RNAV (GNSS) Rwy 35 indicates the Minimum Safe Altitude within 25nm of the airport is 2900' when coming from the southwest quadrant and, once crossing the initial approach fix (DANEP) you will be good down to 2200' until the intermediate approach fix (BIRPA). The minimum at the final approach fix (APLUN) is 2370' and the Minimum Descent Altitude inside the final approach fix is 1340'. This is an LNAV minimum. The approach plate provides a constant descent angle chart which usually suggests there is an artificial glidepath to rely upon once on the final approach course.

There is no METAR at CNK4 but the nemowx.com website has some LWIS data for CNK4 and you check it (just prior to launch, or perhaps even airborne if you have cell coverage) determining that the winds will indeed be out of the northwest and within your desired limit. The plate directs you to use the altimeter setting at Muskoka (CYQA) which is the remote altimeter setting source for this approach at Parry Sound. There is no ceiling information on the nemowx.com site but Muskoka is only 28nm away and has a useable METAR and TAF which should give you a pretty good idea of what conditions may be like upon your arrival at Parry Sound. The latest METAR you have for CYQA shows a ceiling of 1600' and the TAF for Muskoka for the time you plan to arrive at Parry Sound is in alignment with the METAR. You consider therefore, that if the Muskoka conditions do persist at Parry Sound, you should break out just under 300' above the Minimum Descent Altitude, or about 770' above ground.

You successfully qualified North Bay as your alternate.

All seems to be in order for a somewhat low approach into Parry Sound but one which is certainly doable.

Prior to filing your IFR flight plan you have a last check of the RNAV (GNSS) Rwy 35 approach on your tablet. But now you notice that the header on the plate indicates this is a Restricted Canada Air Pilot Plate and there is an accompanying page that refers to OPS Spec and outlines the restricted instrument approach procedure.

This procedure states that the aerodrome visual surfaces have not been assessed, meaning the obstacle limitation surfaces are not assessed. It further states that: “When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this Restricted instrument Procedure:”

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout.
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway, and
- All visual references required by the pilot to capture the approach to a safe landing should be distinctly visible and identifiable to the pilot.

QUESTION:

1. Does this mean that this instrument approach procedure is inherently more risky than IAPs that are published in the Canada Air Pilot?

ANSWER:

1. Yes, instrument approaches found in the RCAP are typically inherently more risky than those found in CAP. The text in this particular RCAP IAP for Rwy 35 provides some good clues eg. “aerodrome visual surfaces have not been assessed.” For example, when starting descent from the landing minima a specific obstacle-free environment has not been provided. If this was a procedure in the CAP these obstacle assessments would be considered and engineered into the CAP approach.

QUESTION:

2. Can you legally fly this approach in IMC in the aircraft as defined in the scenario above as long as you comply with the published Restricted Instrument Procedure cited above?

ANSWER:

2. In this defined scenario, you cannot legally fly this approach in IMC, down to minimums and then landing even if you do comply with the conditions contained in the Restricted Instrument Procedure. The reason for this is a bit technical and complicated and goes like this:
  - a) Only certain types of aircraft can legally fly RCAP IAPS. The aircraft must be either a large aircraft (5700+kg MTOW), turbine-powered, pressurized or a twin-engine aircraft.
  - b) If (a) is satisfied, the aircraft owner/operator must apply to Transport Canada for an Operating Certificate (not your C of R but a completely different approval document). This involves preparing and gaining approval to an Operating Manual which defines how the aircraft will be operated. It is a fairly lengthy administrative procedure.
  - c) If (a) and (b) are satisfied, the aircraft owner/operator must next apply to Transport Canada for a Special Authorization. For private fliers this is called OPS Spec 099 and is another administrative procedure which requests authorization to fly the aircraft in a certain manner. This would include, for our scenario, flying the RCAP approaches into Parry Sound.

Only when (a), (b) and (c) are fully complied with can the owner/operator of the aircraft outlined in (a) above legally fly the Restricted Canada Air Pilot approach into Parry Sound. In our defined scenario, the aircraft the pilot plans to fly does NOT meet the conditions set out in 2(a) above. Thus, the pilot in our scenario cannot obtain an Operating Certificate nor receive a Special Authorization. The pilot therefore cannot legally fly the desired CNK4 approach in IMC as given in the scenario.

QUESTION:

3. In the event that you do fly this approach in IMC and have an incident or accident, what might be some consequences other than damage to the aircraft, airport equipment or well-being of the occupants of the aircraft?

ANSWER:

3. In the event that the pilot does fly the approach in IMC and an incident or accident occurs, there may be some exposure to sanction from Transport Canada. Furthermore, the insurance company might have grounds to renege on paying out any claim since the pilot did not possess the proper authorization to fly the RCAP instrument approach.

## QUESTION:

4. What should you do in this situation?

## ANSWER:

4. If this is a “one-off” flight to Parry Sound, go somewhere else that has published CAP approaches and not RCAP approaches. Muskoka is only 28nm away and has CAP RNAV approaches for both ends of its runway. CYQA also has weather as well as an RCO from Timmins Radio. On this day, shooting the RNAV (GNSS) Rwy 36 at CYQA might be a good choice. You would need to figure out alternative ground transport from the Muskoka Airport to your destination at Parry Sound.

If you need to make frequent IFR trips to Parry Sound you might look into the administrative steps outlined above and attempt to gain approval for an Operating Certificate and an associated Special Authorization that would permit you to legally fly the RCAP IAPs to this airport. This is probably a bigger administrative and cost exercise than most private pilots are willing to take on, however. Also, you will need a different aircraft in order to comply with the requirements stated in 2(a) above.

*(As you may know, the Parry Sound airport will undergo a new runway construction project in the Spring/Summer of 2022 at which time the runway alignment will change slightly. This will require brand-new instrument approaches, with all new fixes, for both ends of the new runway and it seems probable that those new IAPs will be CAP, not RCAP approaches. If so, the problem of legally flying those new approaches in IMC may well go away.)*

Secondly, brief your desired IAPs on the ground before you file and launch. Pay particular attention to the header on any approach in your database and be on the lookout for any with the header stating: “Restricted Canada Air Pilot.” As well, whether in Foreflight or Garmin Pilot, look to see if any of the approaches listed for your airport have a separate page accompanying the IAP that refers to OPS Spec. These are for RCAP IAPs. You need to avoid them if you can’t fly them legally.

The RCAP chart and specs are shown on the following pages.

**RESTRICTED CANADA AIR PILOT**

This aeronautical information/data is published for OPS SPEC use only

CNK4-IAP-3C

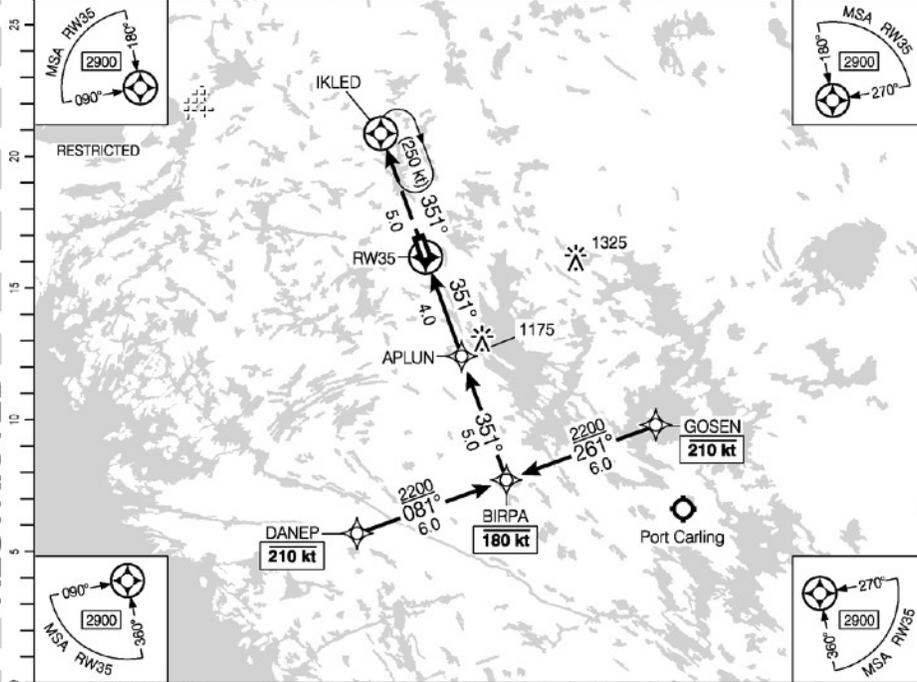
PARRY SOUND AREA MUNICIPALITY, ON

451527N 0794947W VAR 11°W

CNK4

RNAV (GNSS) RWY 35

	RADIO London – 123.47	UNICOM – 122.8	ATF	ARCAL 122.8(J)
SAFE ALT 100 NM <b>3300</b>	RNAV	APCH CRS <b>351°</b>	MIN ALT AFLUN <b>1900</b>	LDA <b>4000</b>



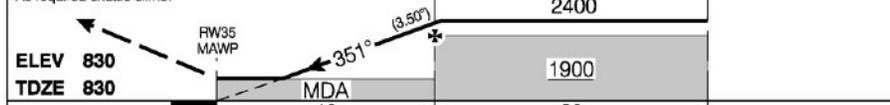
RESTRICTED

RESTRICTED

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DIST FROM RW35	1.2	2	3	4.1	5	6	7	8	9
ALT (3.5° APCH PATH)	1340	1620	1990	<b>2400</b>	2740	3110	3480	3850	4220

MISSED APPROACH  
Climb to **2900** track  
**351°** to IKLED.  
As required shuttle climb.



RASS: Use CYQA	CATEGORY	A	B	C	D
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LNAV	<b>1340</b>	(510)	1½
------	-------------	-------	----

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	810	
150	930	

RNAV (GNSS) RWY 35

CNK4

EFF 25 FEB 21  
REGULATORY REVIEW 19 MAY 2022

CNK4-IAP-3C

**RESTRICTED CANADA AIR PILOT**

This aeronautical information/data is published for OPS SPEC use only

CNK4-IAP-3D

PARRY SOUND AREA MUNICIPALITY, ON

RNAV (GNSS) RWY 35 OPS SPEC

CNK4

**RESTRICTED INSTRUMENT PROCEDURE**

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

RESTRICTED

RESTRICTED

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RNAV (GNSS) RWY 35 OPS SPEC

CNK4

EFF 25 FEB 21  
REGULATORY REVIEW 19 MAY 2022

CNK4-IAP-3D

## **FLIGHTS OF FANCY** **THE MITSUBISHI MU-2L**

By Pat Hanna



Mitsubishi MU-2L

We were visiting Ruth's folks in Waterford, Michigan over the Victoria Day long weekend in May 1995 and on the holiday Monday (Canadian), I went to visit Dad at work. He was the Parts Manager for Royal Air Freight at the Oakland-Pontiac Airport (PTK) and he suggested I might get a flight that day!

About 10:00 AM, I was approached by one of the pilots and he asked if I would like to fly in the right seat on a freight run. I couldn't get out of the chair fast enough! A quick "see ya later" to Dad and I was heading out the air side door! Pilot Kirk led me out to a well-worn Mitsubishi MU-2L on the ramp and I got settled into the right seat. This was going to be a good day!

The Mitsubishi MU-2 is a Japanese high-wing, twin-engine turboprop business aircraft. It was in production from 1963 until 1986 in Japan and Texas and a total of 704 were built of the different variants.

It had several unusual features that made it an interesting aircraft to fly. The high wing had no ailerons, but used spoilers instead for roll control. It also featured full span flaps and wingtip fuel tanks. The fuselage-mounted landing gear was based on the landing gear used on the F-104 Starfighter that was being produced by Mitsubishi under license from Lockheed.

The landing gear itself was very rugged and combined with the high wing and good prop clearance, the MU-2 was well suited for rough strips. With a maximum gross weight of just under 12,000 pounds, it was a high-performance aircraft that cruised at near jet speeds and had excellent rates of climb and descent.

The MU-2 had a questionable safety record in the early years, mostly attributed to poor training requirements and pilots not needing a type rating for the MU-2 because it was under 12,500 pounds. Many pilots who flew the Cessna and Piper twins moved up to the MU-2 because it was very fast and quite economical but unfortunately, they lacked good training. After the MU-2 was involved in several high-profile crashes, the FAA finally brought in mandatory annual training for MU-2 pilots and the accident rate declined significantly. The aircraft is certified for single-pilot operations, but you are kept pretty busy, especially around busy airports or in hard IFR conditions.

Now to those engines! Everyone is familiar with the howling Garrett AiResearch TPE331 turboprop engines on the MU-2! Even at ground idle they sound like you are doing 500 miles per hour! This MU-2L was powered by two TPE331 engines rated at 776 shp each and spinning three-bladed constant speed propellers. You sit very low to the ground in the MU-2, similar to the Rockwell Commander 690, making it convenient for pilots and passengers to enter and exit without needing steps. In passenger configuration, the MU-2L could carry up to 9 passengers, but N717PS had been modified later with a cargo door added on the left side behind the wing.

Back in the right seat, I found out the plan for today...We had to pick up two crates of auto parts in Kendallville, Indiana and fly them to Rochester, New York. The parts had to be on the ground in Rochester no later than 1:00 PM or the production line at the GM plant would shut down! There was no bonus for being early but a penalty for being late, so there was no time to waste!

I called out the checklist items and soon both Garretts were howling contentedly as we taxied for take-off on Runway 9R. Bear in mind...this was before the days of ANR headsets and those Garretts sure put the David Clarks to the test! The cockpit noise level in the MU-2s show readings around 95 decibels.

Since the cabin had been converted to cargo configuration and we had no cargo, acceleration was amazing and our take-off happened very quickly! We were airborne in less than 2000' and the VSI was steady at 2500 FPM all the way to 14,000'. Half an hour later we landed on Kendallville's 3000-foot runway, making the turn-off 1400' from the threshold! A Lincoln car waited on the ramp and as we taxied up and shut down, a finely dressed lady emerged, opened the trunk lid and showed us our cargo...two small totes of freshly made auto parts weighing about 75 pounds each. We loaded them in the cargo door and secured them in place.

Fifteen minutes after we landed, we were rolling for take-off! Kirk had asked if I would like to do the take-off, but I declined, still being a little wary of this Japanese "rice rocket"! Cleveland Centre levelled us off at 19000' as we headed east. The westerly winds at altitude gave us a good push over Lake Erie, indicating about 270 knots TAS and showing a ground speed over 320 knots. Approaching Rochester, Kirk had dropped down to about 5000' and with the airport in sight, he was cleared for the visual approach. He disengaged the autopilot and handed the controls over to me for a bit of hand flying. I wanted to see if the spoilers were much different than the ailerons on a typical wing. As I recall, they were very responsive even as we brought the full-span

flaps down. Turning onto final, I handed the controls back over to Kirk and we touched down on runway 28 at 12:30 PM...half an hour early! We taxied to the west end cargo ramp and were met by a white GMC van. As soon as the props came to a stop, the driver jumped out and grabbed his two totes from the back and was gone!

Kirk and I picked up some lunch at the FBO restaurant as the aircraft was being refueled. While eating our lunch, Kirk says matter-of-factly "This is your leg, back to Pontiac". I gulped and started to protest, but then I thought that I may never get this opportunity again, so I said "Really?" He nodded and said that with 300 hours in my log book, he was confident that I could do it. So, we briefed about the various V-speeds (I can't remember what they were now), and the emergency procedures if it all started to go bad. He said he would do the radio work but he was going to be acting as my instructor.

We sat in the cockpit for several minutes as he pointed out the different levers, switches and gauges. I assumed he would do the start-up since I had never started a turboprop before, but instead, he called out the checklist items and talked me through the start-up. It was actually quite simple! Starting a hot fuel-injected piston can be more of a challenge!

Taxiing was quite straight forward and the speed was easy to manage using the prop levers in the Beta range. You can really feel how low to the ground you actually are! As we lined up on runway 28, Rochester Tower cleared us for take-off...ready or not, it was "go-time"! I distinctly remember the sensory overload as I pushed the power levers forward and things started happening so fast! With the narrow track and long wheelbase, directional control felt kind of squirrely and I had to remember to give it some left rudder. Kirk called "V1 Rotate" and I gave the yoke a firm little tug to get the nose up. "Positive rate...V2...gear up...trim...keep the nose coming up...flaps..." I am a Cessna/ Piper driver...this was unreal...and Kirk was sitting in the left seat with his hands on his knees, just calling out instructions! Again, our rate of climb was impressive at 2500 FPM and it was a challenge to keep the nose up until I finally got it trimmed in the climb. I hand-flew the MU-2 to 18000' and levelled off near Niagara Falls, then the autopilot was engaged for the cruise home. Now with a headwind, we were still indicating about 270 knots TAS, but showing a groundspeed of about 230 knots. We chatted about flying and he told me the MU-2 was his favourite airplane to fly and he had over 6000 hours on type!

Kirk then briefed the approach into Pontiac and we needed to cross directly over Selfridge Air Force Base at 5000' on the descent. Our flight path basically followed the north shore of Lake Erie from Buffalo to Port Stanley. As we passed over Dresden at 18000', Cleveland Centre cleared us down to 5000' and I looked over the nose and could see Pontiac in the distance... a long way down!

Kirk had me disengage the autopilot, pull the power levers back to idle and push the nose down. Kirk then says "You are not going make our altitude at Selfridge unless you get the nose down a bit more", so I kept pushing! The VSI was showing about 4000 FPM in the descent and it felt like I was on a ride at Canada's Wonderland! Somehow, we crossed over Selfridge AFB at 5000' with the speed coming down to about 225 knots.

The runway at Pontiac was in sight straight ahead and we were given our landing clearance about ten miles back. Extending the full-span flaps and putting the gear down caused the MU-2 to slow nicely and it was a very solid feeling at the slower speeds. At about two miles final, I was stabilized at about 120 knots and everything was looking great... until I looked out the side window and saw the ground racing by and those Garretts still sounded like we were in cruise...and I chickened out! For perspective, 110 knots is the cruise

speed in a 172! I asked Kirk to take control and he brought the airspeed down to 85 knots over the numbers and of course he greased it on! He then asked me taxi back to the Royal Air Freight ramp where I followed his instructions in shutting everything down.

Sitting there in the quiet, Kirk says to me “Nicely done”. I was so weak-kneed that I could hardly get out of the cockpit at the end of another “Flight of Fancy”! On our way home later that evening I could still hear the howl of the Garretts in my ears, but that didn’t stop me from grinning ear-to-ear! When I arrived back in Cambridge, I was able to make an interesting log book entry...May 22, 1995, Mitsubishi MU-2L, N717PS, 3.8 hours!



Climbing Away From Pontiac’s Runway 09R



Final Approach Runway 09, Kendallville, Indiana



Descent Into Rochester From 19000', 2300 FPM, 240 Knots



Final Approach Runway 28, Rochester, NY

*Post Script...I heard from Ruth's Dad a couple of years later that Kirk had been flying the same MU-2 on a cargo run above 20000' when the front right cabin window behind the co-pilot seat blew out. The decompression caused both his eardrums to burst, but he managed to get down and land with blood running out of both ears! He suffered permanent ear damage and I don't believe he ever flew again! Sad! He was a great guy!*