

NEWS AND VIEWS

Welcome!

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Coming Events

1. Next COPA 26 Meeting is Tuesday May 10, 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. Next meeting is re-scheduled to May 11, 2022.

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DID YOU KNOW?



If you're flying in the Hanover area and need to talk to London FSS there is a discrete RCO frequency at Palmerston (122.375) that works well. I recently was flying in that area at 3200 ft asl and could not reach London FSS on 123.55 - so I switched to Palmerston and they came through loud and clear.

Just FYI.....(Editor).



VFR Brainteaser By Warren Cresswell Crosswind at Earlton

Watch for Lots of Traffic at KW Airport on Saturday May 14, 2022!

On Saturday May 14, 2022 there will be two group flying events at the KW airport.

- 1) Girls Can Fly event, running from 10 am to 3 pm, will involve several WWFC aircraft as well as volunteer pilots operating from Apron 2 during the day, with local flights out from the airport.
- 2) The Trillium Aviators fly-out to Windsor airport, led by Ivan Kristensen (RV 14). There will likely be several aircraft from KW departing for this event between 0800 and 1000.

Be aware of the increased traffic on this date and plan accordingly!

We are looking for Speakers for 2022!

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

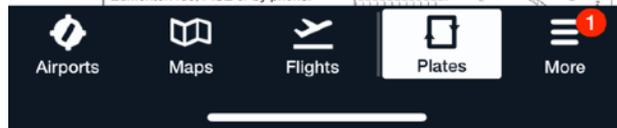


CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 24 March 2022 to 0901Z 19 May 2022 B274 AERODROME/FACILITY DIRECTORY

EARLTON (TIMISKAMING REGIONAL) ON		CYXR
REF	N47 41 42 W79 50 56 1SW 12°W UTC-5(4) Elev 800' A5001 LO4 LO7 HI4 HI5 CAP	
OPR	Earlton-Timiskaming Regional Airport Authority 705-583-2215 Cert 1200-2030Z± Mon-Fri exc hols	
PF	B-1 C-2,4, D-3,5,6	
FLT PLN	FIC London 866-WXBRIF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX METAR AUTO H24 (see COMM) TAF 13-01Z±, issue times: 13, 18Z (DT 12, 18Z). WxCam	
SERVICES	FUEL 100LL, JA-1 1200-2030Z± Mon-Fri exc hols, O/T Cardlock (VISA/Mastercard) OIL 100, 15W50	
RWY DATA	Rwy 08(075°)/26(255°) 5998x150 asphalt Rwy 16(160°)/34(340°) 3019x150 grvl Rwy 34 up 0.86% RWY CERT Rwy 08/26 AGN IIIA Rwy 16/34 AGN I RCR London FIC AMSCR/CRFI 1100-2030Z± Mon-Fri exc hol Nov 7-Apr 17 O/T 3hr PN call out charge may be levied ctc opr. PLR/PCN Rwy 16/34 No win maint Soft in spring & fall	
LIGHTING	08-AD(TE ME) V2, 16-(TE ME), 26-AD AS(TE ME) V2, 34-(TE ME) ARCAL-122.0 type K, RLS activated by ARCAL on high ints setting only. Rwy16/34 not avbl Nov 7-Apr 16.	
COMM	RCO London rdo 123.375 (FISE) MF tfc 122.0 5NM 3800 ASL (CAR 602.96) AWOS 128.6	
PRO	Rgt hand circuits Rwy 08 (CAR 602.96).	

EARLY BIRD AIR AB — See ROCKYFORD / EARLY BIRD AIR

EASTERVILLE MB		CKM6
REF	N53 06 31 W99 47 52 Adj E 5°E (2013) UTC-6(5) Elev 881' A5016	
OPR	Govt of Manitoba 204-945-3421 Reg	
PF	C-1,2,4	
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.	



SCENARIO:

Today, your VFR mission is a flight to the Earlton Airport (CYXR) in your Piper Arrow.

The weather is CAVU, and it will be a nice flight up the eastern shoreline of Georgian Bay, past Parry Sound and then almost due north to Earlton. This will be a 255nm trip and should take just under two hours in your Arrow.

CYXR has one paved runway: Rwy 08/26 which is 5,998 x 150 feet wide.

The airport has a 24-hour METAR and a TAF which is issued twice per day during daytime hours.

Prior to your launch from CYKF you check the weather for your destination and see the following:

METAR: AUTO 100 @ 20KT 080v120 9SM CLR 12/8 A 3017.

TAF: for the time of your ETA: 110 @ 20G30 P6SM SKC

Based on this information, the anticipated landing runway at CYXR is Rwy 08, and the winds will therefore be a crosswind from the right.

Your analysis of the CFS entry for CYXR (see Page 2) reveals that there is an AWOS on frequency 128.6 and there is a Remote Communications Outlet (RCO) for London radio in this area on 123.375.

QUESTIONS:

QUESTION # 1:

Based on the METAR and TAF, what landing winds can you anticipate for the landing at CYXR?

ANSWER # 1:

The TAF will govern and trump the METAR since that forecast covers the ETA. So, expect winds of 110 degrees at 20 knots gusting 30 kts.

QUESTION # 2:

How much of a crosswind will you encounter?

ANSWER # 2:

42-degree right crosswind with velocity of 20KT gusting 30KT. Winds given in METARs and TAFs are given in True, not magnetic (**Editor's Note: Remember the saying: If it's written, it must be True!**).

From the CFS you can determine that the magnetic variation for CYXR is 12 deg. West. You need to add 12 degrees to the direction given in the TAF, then deduct the runway heading (which is always given in Magnetic in the Southern Domestic Airspace) to determine the actual crosswind amount.

So, you are in for a challenging crosswind landing upon arrival at Earlton! Is this amount of crosswind and wind-speed within your aircraft's limits and your own crosswind capability. If yes, go ahead and land!

QUESTION # 3:

As you get close to CYXR, you enter the AWOS frequency of 128.6 and listen to the transcribed weather report. That report indicates that the wind at Earlton is currently 090 degrees at 17KT. How much is the current crosswind?

ANSWER # 3:

The crosswind at the time you listen on the AWOS is only 10 degrees, much less than the TAF had forecast. As well, the wind velocity has backed off from the TAF data. That all makes the landing easier. Winds provided in a voice-broadcast AWOS are given in magnetic degrees and, therefore, align with the runway which is always given in magnetic (SDA).

QUESTION # 4:

Just to double-check things you decide to call the FISE frequency on 123.375 and speak with London Radio about the latest weather at Earlton. Will their wind information be provided in magnetic or true degrees?

ANSWER #4:

True degrees. London will access the latest METAR and use that to advise you of the most recent winds. This information will be in true degrees, and you will have to add in the 12 degrees of west variation to get the correct magnetic direction for the winds.

QUESTION # 5:

You try to reach the airport operator on the MF frequency of 122.0 to check the winds. You are successful and the operator provides you with the current winds. Will these be magnetic or true?

ANSWER #5:

If the operator has a wind anemometer to aid in giving out such reports, the winds will be magnetic. If he is relying on the latest METAR value and passes that along, it is in true degrees.

SOME GENERAL POINTS TO REMEMBER:

In the Southern Domestic Airspace in Canada, runway headings are published in magnetic degrees.

The magnetic variation for any airport listed in the CFS is provided in the REF section of the airport entry.

If magnetic variation is West, you need to ADD the variation to the true runway heading. If the magnetic variation is EAST, you need to DEDUCT the variation from the true runway heading.

An easy way to remember this is:

“West is best (ie. larger figure) and East is least (smaller figure).” Another reminder is:

“Variation West, Magnetic Best; Variation East, Magnetic Least.”

The farther you get away from the centre of variation (0 degrees variation line runs through Red Lake, ON) the more you are required to add or deduct for magnetic variation. When this is the case, and especially when the winds are already some degrees off the runway heading and at a higher velocity, it is good planning to do the necessary calculations to make sure you know what the real crosswind component will be and whether your aircraft can handle it and you are comfortable attempting the landing.

Written METARs and TAFs winds are provided in True degrees, not magnetic. *(If it's in writing, it must be True).*

ATIS winds are magnetic *(because it is a voice-based report)*. AWOS winds which are also voice-based are given in magnetic degrees.

If there is a Tower and they state the winds for landing *(voice-based report)*, this is always given in Magnetic.

LWIS winds are true unless the LWIS system is accompanied by a Voice Generation Sub-station (VGSS) which provides a text to voice capability. With a VGSS present, the winds are given in magnetic. LWIS is fed by the Nemowx.com network – see below.

Winds from Nemowx.com are in magnetic degrees. (“M” is actually provided on one of the Nemo wind charts and there is a provision to “Play” the data so you can “hear” what the winds are). Nemowx is only available at a small, but growing number of aerodromes in Southern Ontario.

If you are sourcing winds from the new CIFIB system: The winds published *(written)* by this system are given in TRUE degrees.

A good way to remember the differences between the different source is:

“If you can hear the winds, they are given in magnetic degrees; if you only read the winds, they are given in true degrees. Said another way: If you read it, it's true; if you hear it, it's magnetic.

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

FLIGHTS OF FANCY
THAT FIRST SOLO FLIGHT!

By Pat Hanna



My aviation journey had its humble beginnings in my bedroom as early as 1954. My dad would make plastic models of fighters, bombers and airliners and hang them from the ceiling. According to my mom there were 20+ models hanging over my crib and by the age of three I could identify each one.

Fast forward to 1966...my Grandparents lived in Bancroft and during that summer, we made a trip up to see them. We saw signs for an open house at the airport and begged Dad to take us there. They were giving passenger rides for \$4.00 each and my dad paid for the whole family (4 kids plus Mom and Dad) to go for our first plane ride.

I graduated from High School in 1973 and decided I wanted to take flying lessons. In December of that year, I noticed a coupon from Cessna Aircraft in a flying magazine offering an introductory flying lesson for \$5.00. I took it to Skyline Airways at the Breslau Airport and had my first lesson in a Cessna 150 on December 22nd. Owner and CFI Bill Ohligschlager told me he could teach me how to fly and I would get my Private Pilot's Licence for \$1500.00.

Between Christmas and New Year's, I visited my local bank manager to try and get a loan (I was making \$2.10 an hour at Zehrs). I figured that it would be pretty easy because I had dated the bank manager's daughter a few times and he knew me. What a surprise! He looked at me like I had lost my mind! What was I going to do with a pilot's licence? What was my career going to be? What did I have for collateral (I had never heard that word) in case I defaulted on the loan? I was devastated when he said "No", but finally he said that he would give me the loan under two conditions...I needed to get a life insurance policy for \$5000 and name the bank as a beneficiary... and I had to promise not to date his daughter again! I got the policy and said good-bye to his daughter Joan (I traded Joan for a loan!).

My first lesson was on January 12, 1974 and by the end of March I had accumulated 14 hours in my logbook. This was starting to concern me because many of the pilot stories I had read told of pilots going solo after only 5 or 10 hours. On the morning of April 1st, my instructor Joe Varga and I were doing dual circuits on runway 14 at Breslau. It was a cloudy, blustery day with gusty winds out of the southeast. In a whole hour of circuits I did not do one "good" landing. Joe was just shaking his head as we looked forward to another lesson that afternoon. After lunch, it was the same thing...struggles with the gusty cross-winds. Following another "oopsy" landing on the third circuit, he asked me to pull off onto runway 25 and stop. He then opened the door, looked at me and said loudly "I am sick of you trying to kill me...just go by yourself and don't scratch the paint!". Then he got out and just walked away!

I called ground control and taxied back to runway 14, did my normal run-up and was cleared for take-off for a left-hand circuit. When I advanced the throttle, everything changed! The acceleration was incredible and I was in the air before I realized what had just happened! There was nobody sitting in the right seat and that Cessna 150 was now so much lighter. It then hit me...I was all ALONE in an airplane and it was up to me to get back down again. As I climbed away from the runway, my amazement was interrupted by a voice over the speaker... "WRO, we are switching runways, so make a right turn and join the right-hand downwind for runway 07". I made the turn, completed my downwind checks, turned base and final and then did my best landing of the day on runway 07!

After taxiing back to the Skyline ramp and shutting off the engine, Joe came over, again shaking his head and saying “I watched you do the take-off and then turn right and wondered what in the heck were you doing.” He had discreetly informed the tower by code on the last dual circuit that I was going to do my first solo but the controller had not remembered. Joe was all smiles as we went back into the office to make that important log book entry. Then the tower controller called down to congratulate me...and to apologize for asking me to do something “unusual” on my first solo and that it was not an April Fool’s joke! It was a joyful day that I will never forget, but there was still lots more flying to do. Finally, on July 3rd, 1974, I did my flight test and obtained my Private Pilot’s Licence... and just in time too, because I had used up all of that \$1500.00!

Over the next 48 years there would be many wonderful flying adventures, but none would have the same significance as that “First Solo Flight”!



MEMBERS' CORNER

Are You Ready for an Emergency?

(Geoff Gartshore - Editor)

In a recent Pilotworkshops blog, a reader asked about ways to prepare for an aircraft emergency.

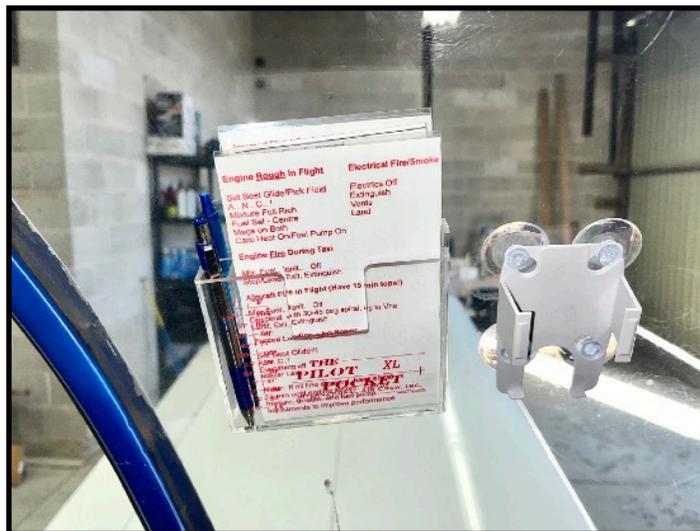
The brief answer provided by pilot Bob Martens is provided below:

"I'll share with you how we did it in the Air Force. Every day before we began our flying sorties, we'd have an oral emergency procedures quiz. An incorrect answer meant no flying that day. To avoid great embarrassment and most importantly be ready for any emergency, it takes constant preparation and review.

Because we so seldom see real emergencies, we need a way to keep current on them. Make note cards for yourself and pull them out when you have a few moments. Essentially they are like the flashcards we used in grammar school. We pilots inevitably have a lot of sitting around time. This is a great way to use it to your advantage.

For instance, write down procedures for engine fire in flight, engine fire on start, engine failure on takeoff, etc. Write down your critical action items and airspeeds and review them often. In an emergency, you'll be real glad you did!"

I have been practicing these procedures for several years now. I created laminated emergency checklists which I keep within easy reach in the aircraft - smaller cards in my Pilot Pocket holder on the canopy (see photo), and larger cards in my map and airport chart holder next to my left knee (see photo).





But remember, in an emergency you may not have the ability to retrieve and carefully go over each checklist item, especially if you are flying solo and already busy dealing with the situation.

It is important to know your emergency checklist procedures so that they are second nature. To do this, I periodically do emergency checklist drills in the cockpit on the ground. I state each emergency scenario, then rehearse the checklist steps, touching each appropriate lever, handle, or switch, until it is automatic. To add some challenge, I then repeat these steps with my eyes closed, simulating smoke in the cockpit obscuring switches and instruments. Basically, my "flash cards" are really only quick references for these drills, as they will not likely be available as cheat notes during an emergency.

You may have your own system that works for you. The bottom line is, given the startle factor of several seconds while we assimilate the emergency (remember the 35 seconds in the movie "Sully"?), we need to be able to then quickly initiate the checklist items that are ingrained after all those drills!

And above all - Aviate, Navigate, then Communicate!

I have attached various checklist training cards I have prepared for various emergency scenarios. The black letters on some of the cards are summary reminders of key switches to turn off or on, depending on the scenario (Mixture, Master, Fuel, ignition, Carb Heat). After frequent practice you will find there is a logical flow to the procedures (such as ensuring engine controls are on, or shutting everything off, keeping Master on until just before landing to enable flaps, etc.).

CHECKLISTS

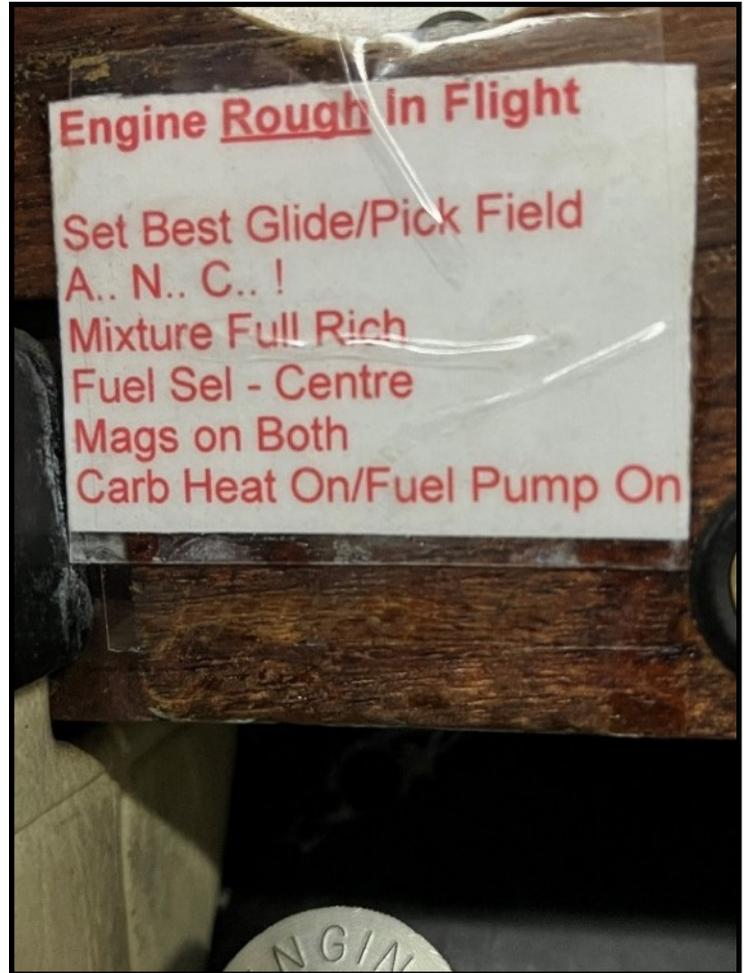
SPIN RECOVERY

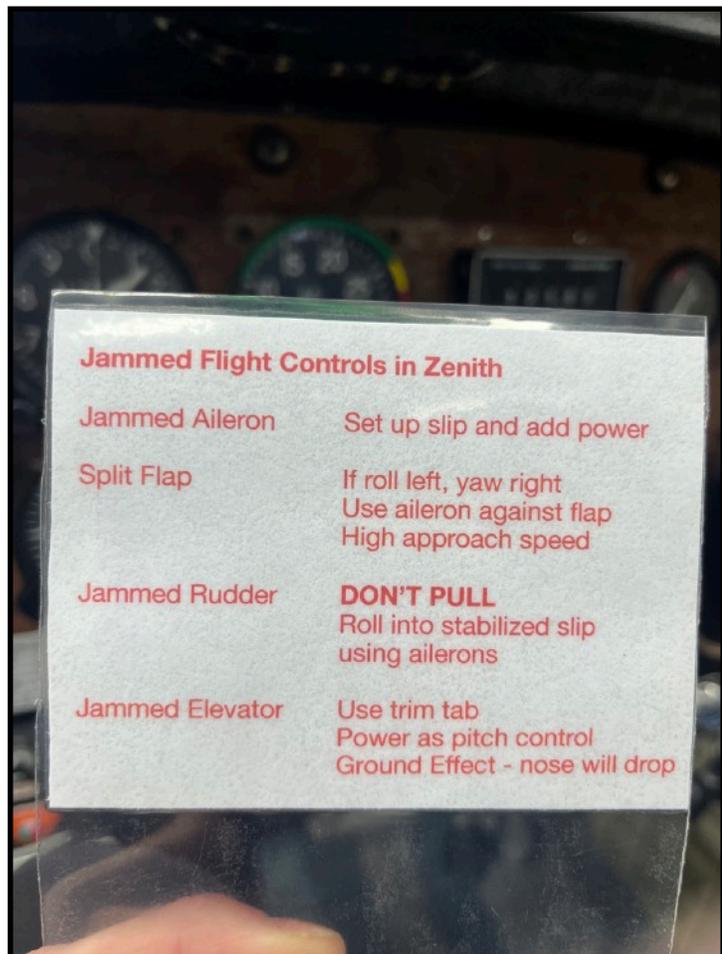
P	A	R	E
Power	Aileron	Rudder	Elevator
Idle	Neutral	Opposite	Stick Forward

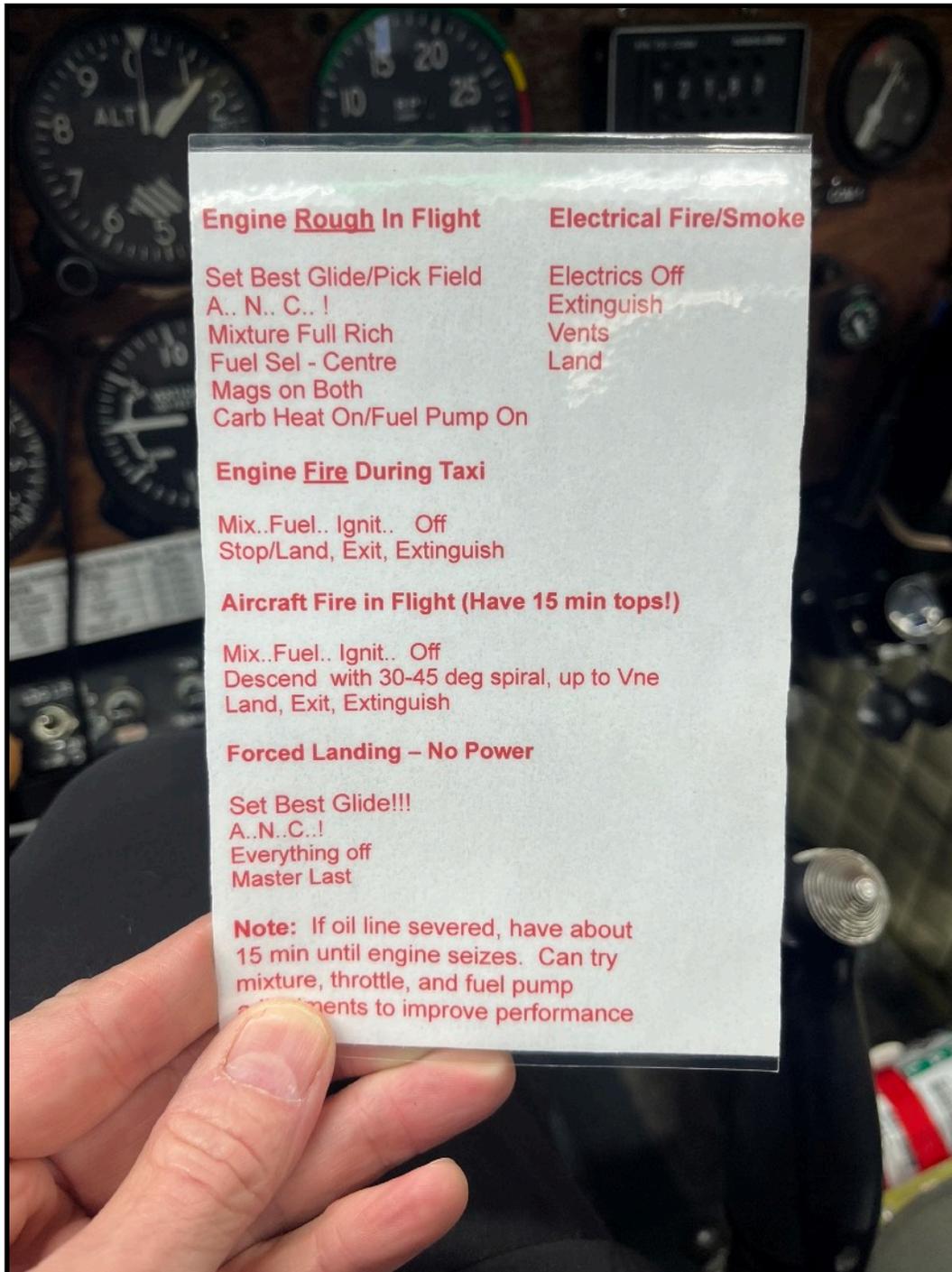
Neutralize Rudder, pull slowly, flaps up

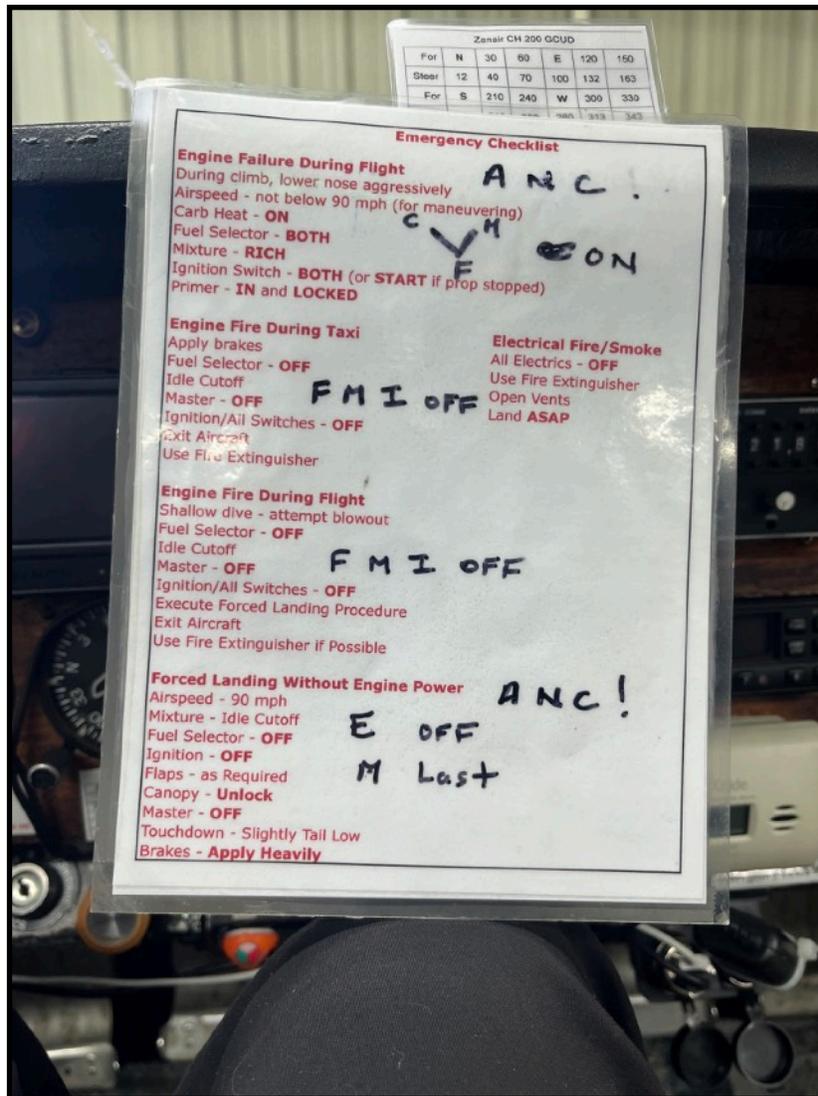
Jammed Flight Controls in Zenith

Jammed Aileron	Set up slip and add power
Split Flap	If roll left, yaw right Use aileron against flap Use high approach speed
Jammed Rudder	DON'T PULL! Roll into stabilized slip using ailerons
Jammed Elevator	Use trim tab Power as pitch control Ground effect – nose will drop!









May this motivate you to dust off those emergency procedures, which hopefully you will never have to use!

SAFE FLYING!!