

NEWS AND VIEWS

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Coming Events

1. Next COPA 26 Meeting is Tuesday Sept 13, 2022. Details to follow. Have a Great Summer!
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 Sept 7, 2022.

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Welcome!

HOW IS YOUR PASSENGER BRIEFING?

March 11, 2022/ in [Tips and technique](#) by [Eric Radtke](#) (Source: Sporty's Pilot Shop)

What should be included in a passenger briefing?

Conspicuously absent from most aircraft checklists, is how to conduct a passenger briefing. But to meet your legal obligation, and create the right expectations for your passenger to ensure a positive experience, the passenger briefing is a must. The legal obligation (in the US) for a passenger briefing is described in [14 CFR 91.107](#) which states that the PIC must brief the passengers on how to fasten and unfasten the seat belt and shoulder harness and notification of when the belts must be fastened.

But what about comfort items, emergencies or sterile cockpit expectations? A helpful acronym for your passenger briefing is SAFETY.

S – Seat Belts – seat belts and shoulder harnesses fastened for taxi, takeoff and landing and preferably at all times.

A – Air vents – how to operate air flow...especially important for those prone to motion sickness.

F – fire extinguisher or other emergency equipment...how to locate and operate if necessary.

E – emergency exits...how to use and when and also places to avoid if you have to exit (i.e. propeller area).

T – traffic...it always is beneficial and enjoyable to involve the passengers in spotting other air traffic

Y – your questions...give the passenger an opportunity to pose any questions.

Summer 2022 Fly-In Events!

July 10, 2022 (Sunday).
Bancroft Airport (CNW3) Fly-in/Drive-in Pancake Breakfast and BBQ Lunch. 8 am - 3 pm

August 12-14, 2022 (Friday - Sunday) - Fly-In at Sarnia Airport (CZYR - details to follow in future).

August 13, 2022 (Saturday).
Edenvale Gathering of the Classics at Edenvale Airport (CNV8).

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.

**Brainteaser****By Warren Cresswell****KNOW YOUR WEIGHT & BALANCE****QUESTION # 1:**

From where do you obtain your aircraft's basic empty weight, arm and moment?

ANSWER # 1:

From the most recent amendment to your aircraft's official weight & balance (W&B) document. In most cases, for older aircraft, this figure will be different from the original empty weight, arm and moment contained in the POH because each significant change to aircraft equipment or avionics will cause a change to the aircraft's basic empty weight. The AME or Avionics firm that made the modifications must sign off on the W&B amendment. The latest W&B amendment is required to be filed in the POH which, itself, is required to be on board the aircraft for each flight. A copy will also go into the aircraft's Technical Log.

Question # 2:

How does the pilot calculate the Moment?

ANSWER # 2:

WEIGHT X ARM = MOMENT.

QUESTION # 3:

How is the Centre-of-Gravity ("CG") calculated?

ANSWER # 3:

Moment divided by weight = CG in inches from the datum. Once the CG is calculated, reference is then made to the W & B envelope contained in the POH for the aircraft to determine if the CG for the weight is within the safe envelope.

QUESTION # 4:

What are the standard weights for summertime for passengers? What are the standard weights for winter?

ANSWER # 4:

As far as possible pilots should obtain actual weights for the co-pilots and passengers. When actual weights are used, the pilot should ensure that the total of the person's weight, their clothing and carry-on baggage be included. But in the event that this is not feasible or practical, Transport Canada specifies the following standard weights:

	<u>MALES</u>	<u>FEMALES</u>	<u>GENDER X</u>
	<u>Lbs</u>	<u>Lbs</u>	<u>Lbs</u>
-			
Age 12+ Summer	206	172	206
Winter	212	178	212
Children 2-11			
Summer	75	75	75
Winter	75	75	75
Children Less than 2 yr			
Summer	30	30	30
Winter	30	30	30

Note: The standard weights above include allowances for clothing and carry-on baggage.

QUESTION # 5:

How much does one U.S. Gallon weigh at ISA temperature (15C)? How much does a litre of oil weigh at ISA?

ANSWER # 5:

One U.S. gallon weighs 6.01 lbs at ISA and one litre of oil weighs 1.94 lbs at ISA. Note that some aircraft W&B data include some, or all of the oil in the basic empty weight for the aircraft.

QUESTION # 6:

Why might it be useful to calculate "zero fuel" weight & balance as part of your calculations?

ANSWER # 6:

If you ever run out of fuel, you might still be able to keep the aircraft under control and successfully dead-stick a landing since the weight & balance will still be within the C.G. Range. Remember the Air Transat Flight 236 into the Azores in 2001? In dealing with a serious fuel leak, the crew mistakenly pumped all remaining fuel overboard but was able to make a successful forced landing into Lajes in the Azores, saving all 293 passengers and 13 crew. From the time the aircraft engines flamed out

due to fuel exhaustion, this Airbus A330-200 was able to continue to glide for a further 28 minutes and 65nm to reach a safe landing at Lajes. If the weight and balance of the Airbus with zero-fuel was not within the Centre-of-Gravity, the aircraft would not have been controllable, and the outcome would have been much worse.

A second reason for calculating zero-fuel W&B is that, in the unlikely event that you need to go missed approach at your destination and alternate, you will not run into any CG control problems. You don't need to make further W & B calculations in this event. Your aircraft will be controllable all the way to zero fuel.

QUESTION # 7:

What is the calculation for "zero-fuel" weight & balance CG?

ANSWER # 7:

Basic Empty Weight x Arm = Moment
PIC & CoPLT Weight x Arm = Moment
Passengers Weight x Arm = Moment
Baggage Weight x Arm = Moment
Cargo Weight x Arm = Moment

Sum of Moment divided by Total of Weight Above = CG inches from Datum. Next check to see if CG is within the W&B envelope for the weight.

The key is that no fuel is included in the calculation ie. "zero-fuel".

QUESTION # 8:

For a fixed wing aircraft flying under day VFR, how should the required amount of fuel be calculated, to be included in the weight & balance calculation? How does this differ at night?

ANSWER # 8:

For day VFR, sufficient fuel is included in the calculation to permit flight from the aerodrome of origin to the destination aerodrome, thence fly for a minimum of a further 30 minutes at normal cruising speed. For night VFR the additional 30 minutes is lengthened to require 45 minutes at normal cruising speed.

QUESTION # 9:

For an IFR flight in Canada, how should the required amount of fuel be calculated, to be included in the weight & balance calculation?

ANSWER # 9:

The regulation calls for: Fuel from airport of origin to destination aerodrome, including time to shoot approach and a missed approach at the destination, PLUS fuel to fly to and land at the designated alternate aerodrome PLUS 45 minutes at regular cruise.

While not part of the official regulation, a more conservative calculation would include the following additional items: the fuel needed to shoot the approach at the alternate aerodrome (say 10 minutes) and also to execute the missed approach at the alternate (say, another 5-10 minutes) before adding in the requirement to fly in cruise for a further 45 minutes.

Banner Towing Service at KW!

Shan Gnana 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....). Shan's contact information is:

Shan Gnana
519-514-0530 (Ext 510)
charters@fliteline.ca

Ditching Myths Torpedoed

Paul Bertorelli of AVWeb, an accomplished researcher and aviation writer, prepared an article in 1999 Entitled "Ditching Myths Torpedoed!" (From "Equipped to Survive" - [equipped.com](#)).

He looked at the NTSB database of 179 bonafide ditchings over an 8 year period between 1985 and 1996.

Based on his research and review, he dispelled 11 Myths about ditching survivability. This review included both fixed gear and retractable gear scenarios.

A key quote from his review is the following:

"The truth is, overall, ditching is one of the most survivable emergency procedures any pilot can perform. Although survival rates vary by time of year and water body type, the overall general aviation ditching survival rate is 90 percent, and if you ignore blue water ferry operations, fatalities are actually quite rare".

He goes on to compare survival rates between ditching and terrestrial forced landings - rates are similar, but the risk of greater injury appears higher with terrestrial landings (particularly in trees).

Disclaimer - Editor's Note:

But don't take my word for it - read his article and draw your own conclusions based on the data. It has certainly caused me to re-consider my aversion to ditching as an emergency strategy (given my fixed gear status).

FLIGHTS OF FANCY

FLORIDA - ON A WING AND (MANY) PRAYERS! - PART 1

by Pat Hanna



The Piper Cherokee 180 used in Pat's Flight

Over 46 years ago I made a flight to Florida and I have always been embarrassed to share this story with other pilots because of the myriad of mistakes and misadventures I had made. But knowing the pilots of COPA 26 and hearing of others who have done crazy things too...well it is time to share and I hope that we can all learn from it.

The idea for this flight started around Christmas time 1975 when a few of us were talking at church about spring break and the idea was put forward that I could fly us all down to Florida. Further conversation developed the thought into action. I was 22, and the other three guys were in their late teens, so I had to make all the reservations for the hotel and rental car in Pompano Beach, Florida, just north of Fort Lauderdale.

Then it was time to set out getting all the sectional charts I would need plus the Flight Guide East with all the airport diagrams. Next was a visit to the Waterloo-Wellington Flying Club to talk about renting a Cessna 172 for ten days where I was given a total cost of approximately \$1000.00.

Enter a pilot named Art. I had met Art in October when he had started a small flying school in the main terminal with a 1964 Piper PA-28-140 (C-GNKZ) and a 1965 Piper Cherokee C, PA-28-180 (CF-UBD). Art had checked me out in both aircraft and when he found out about my planned trip, he suggested I could rent his Cherokee 180 and the total cost would be \$400.00, regardless of the number of hours flown. He also strongly advised that I get a night rating before I went and he could help me with that. Art was an ex-RCAF pilot and had his own ideas about rules. Five hours of instrument training was required for the night rating and most of that training was done in actual cloud rather than under the hood. I received my night rating on March 3, 1976. We decided that we would leave on Friday night, March the 19th and fly all night to Florida. For the next few days, I spent many hours poring over US sectional charts and LO charts. (I still have all those charts and stuff!)

Then came bad news... two of my passengers decided not to go. Then, with just over a week to go, my other friend backed out, so now I was stuck with a plane, hotel and rental car, and a stack of US sectional charts...but no passengers! Art was a Math teacher at a Kitchener high school and soon he found three teachers who would love to fly to Florida with me. He told them that I was a "very experienced pilot" ... in my logbook, I had logged a total of 103.7 hours as Pilot-in-Command (PIC), including 5.5 hours of night flying PIC!

On Friday morning, March 19th, Art and I flew to Toronto International in the Cherokee 140 for me to pick up the Cherokee 180, CF-UBD, (fresh out of a 50-hour inspection and the installation of a new "cruise propeller") and fly it back to Breslau. Then it was home for a couple of hours of restless sleep. By 4:30 in the afternoon, I was back to the airport and had a very long and serious weather briefing with meteorologist Dave MacDonald.

My passengers arrived about 5:00 PM and I met them for the first time. Passenger Bill was about 6'3" and 240 pounds; passenger Jim was 6'2" and 200 pounds; passenger Peter was about 5'10" and 180 pounds; the pilot was 6'0" and 130 pounds. Now for the luggage...each passenger had a large duffel bag AND a set of golf clubs! Art helped load the airplane and somehow got it all in. Then we boarded with the big guy and small guy in the back seat and me and medium guy in the front seat. Nobody wore headsets in those days (it would be at least 10 more years before I got my first headset) so I used the overhead speaker and the hand mic for the whole trip.

We were at least 200 pounds over the maximum take-off weight (MTOW) of 2400 pounds but Art reassured me that it would be OK, "just keep the fuel pump on until reaching cruising altitude". I was cleared for take-off on runway 25 (3700') at Breslau at 5:45 PM and the heavy Cherokee begrudgingly lifted off just before the runway intersection with a little persuasion on the flap handle. The stall warning chirped a few times as I climbed past Chicopee ski hill and turned to the southeast for Buffalo. It was soon dark and upon entering US airspace for the first time, I was informed that my transponder was not working! After landing in Buffalo to clear customs, I also discovered the rotating

beacon was not working either! A local mechanic came over, fixed a loose connection on the transponder and replaced the fuse for the rotating beacon. We were ready to continue...

The weather briefer at Buffalo was “cautiously optimistic” about the weather between Buffalo and my planned stop in Roanoke, Virginia. Strong winds from the southwest were forecast at all altitudes. There was broken cloud at 3500’ and 5500’ along the route, but there were also some 2800’ peaks in the Allegheny Mountains that I needed to get over.

Roanoke was clear, so I decided to go on top of the broken clouds and filed my flight plan for 9500’. As I taxied for take-off, I followed several airliners, and finally got lined up on runway 23. I was expecting a left turn to 180 degrees to head south after take-off. After another long take-off roll, we were climbing to the southwest, when I was told to do a right turn. It was not what I was expecting and things did not look the same to me...and I got disoriented over Buffalo. Now I was frightened and in panic mode! I kept in a climbing turn right over the airport (which I figured was the safest place to be), and ignored several attempts by the tower to contact me. Finally, I started to think straight...fly south! I turned to 180 degrees and got out of there. Too embarrassed, I never talked to the tower again, but I heard the comment that I was leaving in the right direction and they hoped I would make it to Florida!

Sure enough, there was the broken cloud layer at about 3500’, so I found a gap and continued climbing. It was a slow climb all the way to 9500’ and I picked up my first waypoint...the Bradford VOR. I knew that I was fighting a strong headwind from the right. A couple of hours into the flight everything was going smoothly. I watched a beautiful full moon rising in the east but then the light of the moon illuminated a new problem. The broken cloud was now solid overcast below and it was coming up to meet me. I also noticed that my fuel consumption was greater than planned and I wasn’t likely to make it to Roanoke. I called the Morgantown FSS and they confirmed that my headwinds were about 40 knots and suggested Clarksburg, West Virginia for a fuel stop.

By now I was running through cloud tops and while it was pretty neat in the moonlight, I knew I had to go down. We could see an orange glow in the clouds to the west which was the city lights of Pittsburgh. I called Pittsburgh Centre and told them I was VFR on top and needed to make a fuel stop. He asked if I wanted to file IFR and I told him, no, I wasn’t IFR rated, but that I had just completed 5 hours of instrument training in cloud and I was confident I could descend safely.

There was quite a long pause before he turned me to a compass heading and cleared me for the descent. I recalled what Art had said about getting caught in cloud at night...turn off the rotating beacon to avoid vertigo. Wings level, then set up the descent at 500 feet per minute and 100 miles per hour... and so we started down. It was a very turbulent ride and it took both hands on the controls to try and keep the wings level and on the heading. The altimeter was all over the place! My passengers thought it was pretty cool, but I just didn’t want to lose control and crash. There was also the worry about icing, so I had the guy in the right seat shine a light on the wings, but they remained clean.

Finally, after about 35 minutes, I started to see breaks in the clouds and lights on the ground and we broke into the clear at about 3500'. I don't know who was more relieved...me or the Pittsburgh controller! He switched me over to the Morgantown FSS and the FSS person was also happy to hear my voice. He was aware of my situation and had turned the runway lights up full so I could see the Morgantown airport as I overflowed it. Then I continued west for about 28 miles to Clarksburg. I turned on the landing light as I prepared to land and...nothing! We landed safely with less than quarter tanks of remaining fuel. I pulled up to the FBO and shut down and all four of us headed for the bathrooms...it was 11:30 PM and we had been flying for 3.5 hours since leaving Buffalo. I had to make a call back to the FSS guy and make a report for the FAA regarding my descent in cloud. I then realized that Art's unorthodox method of "in-cloud training" had likely just saved my life!

There was a hangar door open and guys working on several Beech 1900's, so I sauntered over to ask for help with the landing light. It was an Allegheny Commuter maintenance base and the mechanics were all incredulous that we were heading for Florida. "You Canajins are all crazy! Single-engine VFR at night over them mountains? Man, you go down in them mountains, they will never find you! Crazy Canajins!" I can't remember, but I probably made some smart remark about the airplane not knowing the difference. Nevertheless, two guys pulled the Cherokee up to the hangar doors and removed the cowling. They repaired the broken ground wire and the landing light came back on. "No charge, we sure hope you make it!"

Fully fueled again, we took off at 1:30 AM and turned to the south towards our next stop, Charlotte, North Carolina. I was starting to get used to the chirping of the stall warning during the climb. The moon was shining brightly and there wasn't a cloud to be seen. My passengers were soon sound asleep and I slowly climbed in the night sky to 10,500', the highest I had ever flown. Navigation was easy as I flew from VOR to VOR because I could see airport and city lights 50 miles away. The wind was still howling from the southwest and my groundspeed was painfully slow. I was indicating 140 mph, but my groundspeed was about 100 mph or less. The radio was mostly silent except for a few cargo DC-3s and DC-4s that were also up in the night sky.

As I passed Winston-Salem, visible several miles to the east of my route, I started slowly descending towards Charlotte. Finally, I saw the city lights and the rotating beacon at the airport. They could not see me on radar, but since I had the runway in sight, they cleared me to land. On short final I realized that there were hangars very close to the runway and this was NOT Charlotte, so I commenced to do an overshoot. Climbing back up to 5500', I called Charlotte again and by now they had me on radar. I had attempted to land at Statesville where the runway layout and location of the airport to the city was similar, but Statesville was 30 miles north of Charlotte. The controller assured me that I wasn't the first one to make that mistake and the rest of the flight was uneventful. We landed at Charlotte shortly after 5:00 AM (a 3.6 hour leg) and after a quick fuel stop, we were airborne again at 5:30 heading south to Jacksonville, Florida. My passengers slept on. It was still clear and the nearly full moon shone brightly. Thankfully the winds had abated somewhat and the flight was smooth. Passing Columbia, South Carolina at 9500', the eastern sky was getting that pre-dawn glow...my eyes were getting heavy and the engine droned on and on and on...

When I woke up, the airplane was just starting into a shallow dive to the left! I had lost 500' and so I quickly recovered back to 9500'. I don't think I blinked once for the next hour! As the daylight was returning, I realized I was VFR on top again. The whole landscape was covered in a layer of fog. Occasionally I saw a TV tower sticking up through the fog layer but nothing else. I knew I was OK as I was tracking a VOR and was still inland a few miles from the ocean. As I neared Savannah, Georgia there was a large hole in the fog and I spotted a Lockheed L-1011 doing circuits at the airport. We passed over the famous St. Simons Island and Jekyll Island and I never saw a thing except white. Finally, as we neared the Florida state line, the fog started to break up and the shoreline was a welcome sight. We eventually landed at our next fuel stop... Craig Field in Jacksonville, Florida, just over 3 hours since leaving Charlotte.

After a fuel stop and breakfast, we were back in the air again (my take-off was a bit unnerving as we were now in warmer temperatures and using a shorter runway...still 200+ pounds overweight!). Our next stop was Sebring, just one and a half hours away. My passengers had purchased tickets for the Sebring 12 Hour endurance car race. It was a delightfully clear day as we flew southwest at 4500'.

Our route took us directly over Disney World (restricted air space now) which really impressed the teachers. Not long after, I made my initial call to Sebring on the Unicom 122.8. I was surprised to get a response and a frequency change to a temporary control tower because of the races. I was cleared to land on runway 18... "caution...watch for the Goodyear Blimp just west of the threshold at 1000' (how could I miss it!) and land to the left of the orange cones on the runway centerline".

The runway was 5000' long by 100', but with the cones, I had 50' width to land on with a good crosswind...no problem! I touched down and as we were rolling towards a groundcrew guy waving large orange batons, we heard a huge roar! I thought another aircraft was landing on top of me and we all ducked! Then all these race cars came screaming past us on the other side of the cones! I sure wasn't expecting the race cars to be sharing the active runway with airplanes. It was 11:00 AM and the 12-hour race had just started, so all the cars were all bunched together. I pulled off the runway and was parked on a closed runway along with hundreds of other aircraft. The fuel truck arrived as soon as the engine stopped and for the first time this trip, I only filled the tanks to the tabs!

We hopped on a shuttle vehicle that took us over to the main entrance and dropped us off. For the next 5 hours we were in the hot sun watching the racing of the different classes of cars. It was pretty exciting because you read about the Sebring endurance races, see them on TV's Wide World of Sports and know all the great drivers who have raced here over the years... now you are watching it for real.

By 4:30, I was itching to get back in the air so we could still land in Pompano Beach in daylight. I had to back-taxi for take-off and the cars were racing towards us just on the other side of the cones on the mile long straightaway. As I prepared to take-off, I glanced to the right and there were cars approaching at high speed to the 90 degrees turn onto the runway, so I just rammed the throttle to the stops to get out of there. The take-off roll was long, and race cars were passing us on the right side just a few feet away, so I kept checking my airspeed indicator to see if I was going fast enough to take-off! (The race course was altered in the 1980's and they no longer race on the active runway.)

Airborne, the Cherokee climbed slowly as we headed southeast over Lake Istokpoga. Looking down into the shallow waters of the lake I saw many alligators which made me very anxious to get to the far shore. If the engine had quit at that low altitude, we would be an easy dinner for the alligators.

The next big lake was Lake Okeechobee and it too was infested with alligators. I climbed to 5500' to give myself some extra room. As we crossed the eastern shoreline of the lake, I looked to the east and thought I saw Pompano Beach Airport. My navigation had been bang-on up to this point so after checking my maps and airport diagrams, I was sure it was Pompano Beach Airport even though it appeared to be on the wrong compass heading. I made my initial call to Pompano Beach tower as I started the descent. There was no traffic on the frequency and I was cleared for the straight in approach to runway 10. When I called on short final, they said they could not see me because they were looking into the setting sun, but cleared me to land. At that point I saw water off the far end of the runway and I knew there was no water near the Pompano Beach Airport, so I added full power and did an overshoot, calling Pompano Tower at the same time. They told me that I was likely at West Palm Beach County Airport, an uncontrolled airport with an almost identical runway layout about 25 miles north of Pompano Beach. Shucks...I had tried to land at a wrong airport twice in less than 12 hours!

Following the Atlantic shoreline south, I quickly found the real Pompano Beach Airport, joined the left base for runway 10 and was cleared to land just as the sun dipped below the horizon, 24 hours after leaving Kitchener! We had made it! What a feeling of accomplishment and relief to reach our destination. Total flying time in the past 24 hours was 13.9 hours including 9.2 hours of night flying.

The Pompano Beach FBO staff were incredible! They rolled out a red carpet for us; one guy started cleaning the windshield as soon as the propellor stopped, and another guy came with a luggage trolley and started unloading the plane before I even got out. The rental car was ready and they told me not to worry about a thing. They would look after the plane for me. If I was going flying, I should just call half an hour ahead. We made our way to the Trader's Resort Hotel on the beach where I was in bed sound asleep by 8:00 PM!

The next day, I drove out to the airport to check on the plane. It was tied down on the ramp beside a Beech 18. One night I woke up to a howling wind and the sound of the waves crashing on the beach. I got dressed and drove to the airport about 3:00 AM, worried about the plane. When I arrived there, the plane was gone! There were no fences and gates, so I drove around the ramp areas looking for it. A pick-up truck approached and the guy asked what I was doing. "I am looking for my Piper Cherokee...it was parked here, but I can't find it anywhere". He asked if I was Canadian and when I said "yes", he said "follow me". My Piper Cherokee was tucked away safely in a hangar with several other Canadian registered aircraft. What a relief! I went flying a few times and each time I arrived at the FBO, the Cherokee was at the front door with a red carpet rolled out to the plane step! Such great service...my receipt is all faded now but I think I paid \$2.50 a night for the tie-down!

Stay tuned for part two...the adventures of flying back home to Kitchener!

MEMBERS' CORNER

Wingham Airport - Revitalized! By Geoff Gartshore

As you may or may not know, Wingham Airport (CPR7) is now under new management (Papple Aviation). The new owners (Tyler and Summer Papple) are local area farmers and pilots with a love for aviation and a mission to breathe new life into Wingham Airport.

The airport has an excellent 4000 ft x 75 ft runway (13/31) in good condition, with nice clear approaches at each end.



Turn to Final, Runway 13 Wingham



Short Final Runway 13 Wingham

To that end, they have done an amazing job renovating and upgrading airport facilities, and hosted a grand BBQ on May 7, 2022 for interested pilots and members of the public. A local Harley Davidson Motorcycle Club provided the BBQ venue, with donations going to school breakfast programs in the area. A delicious assortment of hot dogs, hamburgers, and pea meal bacon on a bun was provided, along with home made sweet pickles, baked goods, chips, coffee, and cold bottled water.

Between 20-30 aircraft flew in to Wingham on a beautiful clear sunny day, and each was expertly marshalled to a tie-down spot on the large apron. Self-serve MoGas and 100LL AV gas were available, with payment conveniently offered through either a cheque or e-transfer. The fuelling process and payment was straightforward, with an excellent fuel price of \$2.55 /litre (including tax) - hard to beat these days compared with other airports. Members of the public also attended, and the BBQ picnic area was almost at capacity, using numerous picnic tables crafted by the airport.

The Papples kindly offered me a tour of the terminal facilities, and were delighted to hear we would be doing an article about their airport in the next COPA 26 Newsletter.

The airport now offers some exciting options for visiting pilots, including the following:

- Self-service fuel available 24/7
- E-Scooter available for free (reserve online via the website) for a trip into Wingham (just a few short km away)
- Bicycles available for free (reserve online)
- Courtesy car available (reserve online) for use to and from Wingham and to see the sights. Users are asked to replace the fuel used
- No charge for overnight tie-down of aircraft!
- Camping is available on the field for a fee of \$16.95 per tent load of people, payable by cheque or e-transfer
- Attractive counter greeting terminal visitors
- Complete list of amenities in the terminal building
- Comfortable pilot lounge with easy chairs and a TV with videos
- Snack bar room with a fridge and freezer providing ice cream - with a donation jar
- Two bedrooms (one Queen, one Double), available for pilots who have to stay overnight
- Bathroom and shower facilities in the Terminal building

The photos below provide an overview of the event, as well as the terminal amenities available to visiting pilots.

Now that you are informed about this re-vitalized airport, come on out and support the Papples' efforts, enjoy the amenities the airport and Wingham have to offer, and spread the word to others. GA is alive and well at Wingham Airport, and it shows!



The author with his Zenith CH200 parked
(taken by safety pilot Hojae)



Apron Starting to Fill Up with Arriving Pilots



Still Arriving.....



Terminal Building



Terminal Building Counter



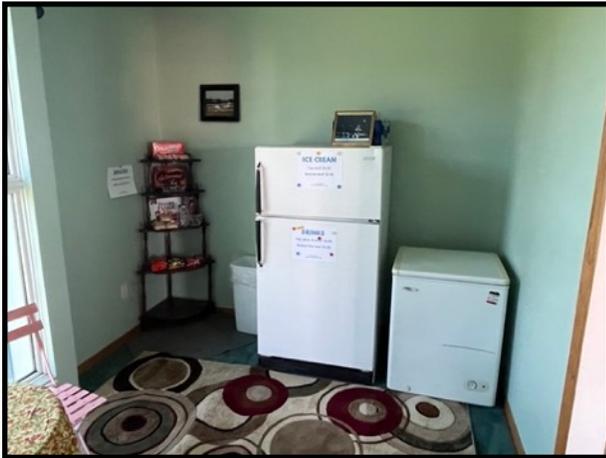
Amenities Counter



Available E-Scooter and Bikes



Lounge with TV and Movies



Snack Room with Donation Jar



Overnight Accommodation if Needed



Courtesy Car (supported by COPA 26)



COPA 26 Logo



BBQ Scene on May 7, 2022



737 Jet Engine Used for Fireplace, plus bench made from Aircraft Parts!

Included in the Next Issue!

- Pat Hanna's Florida Flight - Part 2
- Flying in the Robinson R66 Turbine out of KW!
- Flying the Toronto City Tour - Tips if it's your first time!

**HAVE A GREAT AND SAFE
SUMMER!**