

NEWS AND VIEWS

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Coming Events

1. Next COPA 26 Meeting is Tuesday Oct 11, 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 Oct 5, 2022.

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Welcome!



Brainteaser By Warren Cresswell

AVIATION RULES OF THUMB FOR LIGHT GENERAL AVIATION AIRCRAFT

Check out and test yourself on these “Rules of Thumb” which are applicable to most light, General Aviation aircraft.

QUESTIONS

Question 1: Barometric Pressure

Which is correct?

Barometric Pressure varies approximately _____ inch for each 1000’ change in altitude

- A.2 inches
- B.1 inch
- C.4 inches
- D.Barometric pressure does not vary with change in altitude.

Question 2: More on Barometric Pressure

Which is correct to determine Pressure Altitude?

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.

A. Add the difference between 29.92 and the current altimeter setting to the field elevation at a rate of 1" per 1,000'.

B. Subtract the difference between 29.92 and the current altimeter setting to the field elevation at a rate of 2" per 1000'.

C. Subtract the difference between 29.92 and the current altimeter setting to the field elevation at a rate of 1" per 1,000'.

D. Add the difference between 29.92 and the current altimeter setting to the field elevation at a rate of 2" per 2000'.

E. Both A and C are correct

Question # 3: Flying from High to Low or Hot to Cold

When your cross-country flight takes you from an area of High Pressure to an area of Low Pressure or from an Area of High Temperature to Low Temperature and you are now in the area of Low Pressure or Low Temperature and without changing the altimeter setting, which is correct concerning the true altitude of the aircraft in relation to the surface of the earth?

A. Aircraft will be higher than the altitude indicated on your altimeter

B. Aircraft will be lower than the altitude indicated on your altimeter

Question # 4: Density Altitude and Temperature

Which of these are correct?

A. Density Altitude increases or decreases 120' for each 1 degree Celsius the temperature varies from the standard temperature (ISA).

B. Standard temperature (ISA) decreases 2 degrees Celsius per 1,000' increase in altitude.

C. Both are incorrect

D. Both are correct

Question # 5: True Airspeed

True or False: True Airspeed increases 2% over Indicated Airspeed (IAS) for each 1,000' above sea level.

Question # 6: Best Angle of Climb (Vx) & Weight

Which is correct?

- A. Vx increases 2% for each 3% reduction in Gross Weight
- B. Vx increases 1% for each 1% reduction in Gross Weight
- C. Vx decreases 1% for each 2% reduction in Gross Weight
- D. Vx decreases 1% for each 2% increase in Gross Weight
- E. Vx decreases 1% for each 2% reduction in Gross Weight.

Question # 7: Best Rate of Climb and Weight

True or False: Best rate of climb KIAS (Vy) will increase by 0.5 Kt for each 1,000' density altitude?

Question # 8 Vy, Vx and Vg (best glide)

True or False: Vy (Best rate of climb), Vx (Best angle of climb) and Vg (Best glide speed) will decrease approximately 0.5 Kt for each 100 pounds under maximum gross weight?

Question # 9: Estimating Nautical Mile Per Minute

True or False: To quickly determine NM per minute, round your airspeed to the nearest 10 and divide by 60.

Question # 10: Estimating Fuel Consumption of an Aircraft Engine

Which is correct for many/most light GA engines: The fuel consumption of an aircraft engine in gallons per hour is:

- A. One half of the horsepower divided by 20
- B. One-half of the horsepower divided by 15
- C. One third of the horsepower divided by 10
- D. One-half of the horsepower divided by 10

CAUTION: You should refer to the Pilot's Operating Handbook for the aircraft you fly for the most accurate performance data. But the rules of thumb outlined below should provide a good approximation of performance for most light GA aircraft.

Question # 11: Takeoff and Climb

Which is correct?

- A. Takeoff distance increases 15% for each 1,000' Density Altitude.
- B. A 1-degree Celsius change in temperature from ISA will increase or decrease the takeoff ground roll by 10%
- C. Fixed pitch, non-turbo aircraft climb performance decreases 8% for each 1,000' Density Altitude.
- D. Variable pitch, non-turbo aircraft climb performance decreases 7% for each 1,000' Density Altitude.
- E. Best rate of climb IAS (Vy) will decrease approximately 1 Kt per thousand feet

Question # 12: Takeoff Roll

Which is correct? Takeoff Performance: A headwind of 10% takeoff speed will:

- A. Reduce ground roll by 10%
- B. Reduce ground roll by 20%
- C. Increase ground roll by 10%
- D. Reduce ground roll by 25%

Question # 13 Takeoff

Which is correct? A 10% change in aircraft weight will result in:

- A. a 20% change in takeoff distance
- B. a 25% change in takeoff distance
- C. a 10% change in takeoff distance
- D. a 15% change in takeoff distance

Question # 14: Soft field/Grass Takeoff

Which is correct? A soft field or deep grass can increase takeoff distance by ____%.

- A. 30%
- B. 40%
- C. 50%
- D. 60%
- E. 100%

Question # 15: When to Abort Takeoff

True or False? Abort the takeoff if 70% of the takeoff speed is not reached within 50% of the available runway?

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

+++++

ANSWERS

Answer 1: Barometric Pressure

Barometric Pressure varies approximately one (1) inch for each 1,000' change in altitude.

Example: Sea Level Pressure = 29.92" or 1013mb
 Pressure at 1,000' = 28.92" or 976mb

Answer 2: More on Barometric Pressure?

E) is the correct answer, both A and C are correct. Rule of Thumb: To determine pressure altitude add or subtract the difference between 29.92 and the current altimeter setting to the field elevation at the rate of 1" per 1,000'. Of course, the altimeter setting for the field might both higher or lower than 29.92.

Example: Field elevation: 890'
 Altimeter Setting 30.42"
 30.42- 29.92 = 0.5"
 0.5" x 1,000' = 500'
 890' - 500' = 490'
 Pressure Altitude = 490'

Note: If the altimeter setting for the field is higher than 29.92" subtract to obtain Pressure Altitude. If the altimeter setting for the field is lower than 29.92, add to calculate Pressure Altitude.

Answer # 7 Best Rate of Climb and Weight:

False. Best rate of climb (Vy) will DECREASE by approximately ½ Kt for each 1,000' of density altitude.

Example: Vy at Sea Level 67 Kt
Vy at 6,000' 64 Kt (6,000 x ½ Kt = 3 Kt adjustment)

Answer # 8 Vy, Vx and Vg at weights under Maximum Gross Weight

True.

Answer # 9: Estimating NM Per Minute

True.

Example: TAS = 178 Kt – round to nearest 10 = 180 Kt
Drop the zero and divide by 6:
18/6 = 3 NM per minute.

Answer # 10: Fuel Consumption of an Aircraft Engine

D) is correct. This works out for many/most light GA piston engines: The fuel consumption of an aircraft engine is equal to one half of the horsepower divided by 10.

Example:	Horsepower:	160	200	300
	160 divided by 2 =	80	100	150
	80 divided by 10 =	8 gph.	10 gph	15 gph

Answer # 11 Takeoff & Climb

All these rules of thumb are correct!

Answer # 12: Takeoff Ground Roll

Answer B is correct.

Example: Normal takeoff distance 1500'
Normal takeoff speed 60 Kt
Headwind 6 Kt

6 divided by 60 = 10% of takeoff speed
0.2 (20%) x 1500' = 300' adjustment
1500' – 300' = 1200' ground roll.

Answer # 13: Takeoff

A) is correct – a 10% change in aircraft weight will result in a 20% change in takeoff distance.

Answer # 14: Takeoff on Soft-field or Deep Grass

C) is the generally accepted answer. However, how soft the field is or how deep the grass is can make the takeoff run longer or shorter. Wet snow or slush can **double takeoff distance** or make it impossible.

Answer # 15: When to Abort Takeoff

True.

C:W:COPA Newsl Rules of Thumb

FLIGHTS OF FANCY

FLORIDA - ON A WING AND (MANY) PRAYERS! - PART 2



The warm days of March in Florida were very relaxing, although the ocean was too cold for this skinny guy to swim in! I chose the hotel pool instead. My passengers were really indulging in the party scene, but I just enjoyed relaxing and taking in the local sights from the ground and the air. The one night we went to a huge disco in Fort Lauderdale with a glass floor. I was the designated driver and drank a lot of Canada Dry Ginger Ale before I dragged them home, exhausted!

By Wednesday, I was starting to think of Breslau some 1400 miles to the north. There was enough adventure for me on the way south and I just wanted a smooth flight home on the Sunday! However, there was a large weather front stretching from Oklahoma all the way to Massachusetts and it was very effectively blocking my flightpath home. It had not moved much by Friday and I mentioned to the guys that it might be Monday before we leave. It was moving slowly northeast but not fast enough to be out of my way by Sunday. On Saturday afternoon I made the judgement call... weather permitting we would depart early Monday morning. Two of the guys immediately said they needed to be home Sunday! Still a little rattled from the trip down, I was not willing to compromise by taking a chance on bad weather, so they started making airline arrangements. Jim (the big guy) and Peter (the little guy) bought tickets for an early Sunday morning flight from Fort Lauderdale to New York, then connecting to Toronto. Bill decided he would stick with me and fly home on Monday.

We dropped the two guys off at the Fort Lauderdale-Hollywood Airport early Sunday morning and went back to the hotel. Bill decided to spend his day sitting by the poolside bar, while I chose to go to church with a family from Windsor that was staying at the same hotel. We went to First Baptist Church in Fort Lauderdale and it was huge! So, within a few days I had been to the biggest disco and the biggest church in Fort Lauderdale!

It was a beautiful day in South Florida, so after lunch I took a glance at the weather forecast. That front was starting to move out of the way and it was looking pretty good all the way to Ontario! A call to the FSS confirmed my findings, so I talked to Bill and we decided to make a run for home, leaving at 3:00 PM and flying all night...again! I think Bill just wanted to show up at school on Monday morning and surprise the other guys!

We arrived at the airport and the Cherokee was parked on the red carpet at the front door of the FBO... the fuel tanks were topped up, the oil was checked and windshield was cleaned! What exemplary service we got! I flight planned to do fuel stops at Savannah, Georgia, Roanoke, Virginia and depending on the winds...maybe go all the way home. I had talked to a few local pilots at the FBO about the flight and several guys suggested I fly up the coast about a quarter mile offshore and below 1000' to enjoy the Atlantic coastline.

The two teachers that had flown home by airline had left us with all their luggage and golf clubs. Minus their 410 pounds combined weight, I think I was actually just under the airplane's gross weight of 2400 pounds! Not by much but at least I was under. Bidding farewell to the Pompano Air Centre staff who all came out to wave us off, we took off at 3:00 PM and headed east for the Atlantic coast then turned north at about 500'. Yeah, this was really cool flying!

We flew past many HUGE mansions and the world-famous Breakers Hotel near West Palm Beach and more grand estates near Jupiter Inlet. Continuing north, I rocked the wings as we passed by the Piper Aircraft Factory in Vero Beach where this Cherokee had been built 11 years earlier! Just south of Melbourne, ATC asked me to climb to 2000' to transition on the west side of the Cape Canaveral and Cape Kennedy Restricted Areas, past Patrick Air Force Base (another wing rock salute) and Titusville before descending back down to 500' by New Smyrna Beach. It was awesome to fly over Daytona Beach and see the Speedway and the Sunday afternoon Spring Break crowds on the beach! We saw several banner towing aircraft, but they were closer to the beach and flying a little higher to avoid kites. Famous place names like historic St. Augustine, Jacksonville Beach and the Ritz-Carlton Hotel at Amelia Island slipped by under our left wingtip. We passed by the Cumberland Island National Seashore, totally uninhabited by mankind for many miles in contrast to the next part of the seashore.

Nearing famous Jekyll Island and St. Simon's Island, I climbed back up to 2000' as we passed over the airport and more huge estates of the wealthy that lined the seashore, then it was back down to 500' again for more miles of uninhabited seashore. The only residents were the many species of seabirds, but I wasn't anxious to see them up too close. We landed at Savannah, Georgia just as night was settling in, 3.6 hours after leaving Pompano Beach. It was time to refuel the airplane and our bodies.

An hour or so later we taxied into position on the runway and took off, heading north towards Roanoke, Virginia. It was a beautiful night with a light tailwind and clear skies as we climbed up to our cruising altitude of 9500'. Several times in the climb, I felt a little roughness in the engine but it always seemed to go away. It went on for over an hour like this until we were well north of Columbia, South Carolina. Suddenly the engine started running really rough and the RPM dropped off. My first thought was "did I get bad gas back in Savannah?". I turned the fuel pump on and switched tanks (which I had just done a few miles back), but there was no improvement. Carb icing? No. Next, I checked the magnetos and on one of the mags the engine almost quit! I tried leaning differently, but nothing in my "bag of inexperience" was working. Ruling out fuel, I figured the problem was ignition or magneto related.

Douglas International Airport in Charlotte was about 40 miles ahead and I also had two alternate airports circled on my charts. All this time I had been in a slow descent with the throttle to the stops but only getting about 1500 RPM. I figured Charlotte was my best choice because they had full emergency services available, while the unattended alternates were still within reach. Rock Hill Airport was just a few miles south of Charlotte and close to my flight path, if I needed it. I called Charlotte Tower and explained my situation to him. The controller asked me twice if I wished to declare an emergency. I was now down to about 7000 feet and 30 miles to go and it was very dark below me. Finally, I called "MAYDAY, MAYDAY, MAYDAY"! I switched radio frequencies over to 121.5 and listened as the controller cleared the airspace all around. He had to put several airliners in a holding pattern because of me!

An Eastern Airlines pilot flying high overhead came on the radio, asking for the year and type of my Piper. I told him and he replied that he owned a 1966 C model! He asked about the elevation at my home base and where I had just come from. He had me switch to the best mag and I can't remember exactly what he had me do, but I was able to get the RPM back up to a rough running 1800 RPM and we limped along towards Charlotte. After what seemed to be an eternity, the airport lights came into view. As I turned final for runway 05, the runway was lined on both sides with emergency vehicles and what seemed like a thousand flashing lights! (It was quite distracting!) As I touched down, the fire trucks followed me up the runway until I turned off. A Jeep with a "Follow Me" sign pulled in front of me and led me to the ramp area in front of a hangar where I shut down. I was trembling and said "Thank you, Lord!" more than once. It had been 2.2 hours flying time since leaving Savannah, including about 45 minutes of "fright time"!

A short time later a gentleman from the FAA arrived and I had to fill out a report of my actions. He also took the airplane keys and the Journey logbook and said they would have a look at the airplane in the morning. There was a Holiday Inn nearby, so Bill and I spent the night there. I still have the receipt...\$23.90 with a free breakfast!

After a restless night, I got up at 7:00 AM and looked out the window...into very dense fog! We arrived at the hangar shortly after 8:00 AM and the maintenance guy already had the cowlings off and what was left of eight spark plugs was laying on the workbench. He said those plugs had not been removed in many hours and he had difficulty getting them out. The electrodes were almost burned off completely. My low flying along the coastline at full rich mixture had also caused the plugs to foul which certainly did not help my situation! The FAA inspector put the plugs in a sealed bag with instructions to surrender them to the Department of Transport when I returned home (I think somebody was in trouble!). With the new spark plugs installed, the mechanic and I did an engine run-up, thankfully with excellent results. I paid the bill (I think it was about \$200) and the airplane was turned over to me shortly after 10:00 AM. But we still had the fog issue to deal with.

At the FBO, there was a Canadian-registered Beechcraft Sierra (from Brantford) and the pilot was trying to get his family home too. Together we talked to the FSS weather man and he suggested it may be well past noon before VFR conditions could be expected (apparently typical in Charlotte in the springtime). About 11:30 AM, the weather guy said visibility was just over two miles with ceilings just under 1000 feet. If we could get a Special VFR clearance out, it was VFR about ten miles north of Charlotte. Interstate 85, which was very close to the end of the take-off runway could lead us out to the northeast. Great! I knew I had to make a fuel stop so I made a flight plan to Latrobe, Pennsylvania at 9500'.

We both started up and called ground control for a Special VFR clearance for departure and it was granted. He took off first since he was flying the faster airplane and I didn't want him overtaking me in poor visibility. It was about noon when I took off, noting with thankfulness that there was a substantial improvement in the performance of the Cherokee. The Interstate was right where it should be and I followed it for several miles in the very low visibility. But as promised, it gradually cleared up and soon we had a thin overcast at about 20,000' and visibility of 10+ miles! I thanked

Charlotte Tower and was cleared to 9500' heading northeast bound toward Greensboro, North Carolina.

The Great Smokey Mountains were visible far to the left and eventually we were following the Appalachian Mountain Range as we left North Carolina and crossed over into Virginia. Several of those hills were well over 4000' and I started to understand why those "mountain boys" in Clarksburg, West Virginia had called us "Crazy Canajins"! I was glad I didn't know what I was flying over at night, heading southbound!

We flew mile after mile seeing only a few mountain roads, an occasional hamlet or an abandoned coal mine. It was a lonesome place. My thoughts drifted to the American Civil War and this area where thousands of brave men fought huge battles over 100 years earlier. Place names like Lynchburg, the Shenandoah Valley and Staunton brought the history books alive. The radio was pretty quiet and the Lycoming up front was purring along contentedly. I got to wondering what the altimeter would look like with all the hands in motion so I asked ATC if I could climb to 11,500' for a few miles and it was approved. My camera was in the back with no film so I couldn't take a picture! Shortly afterwards, we crossed the Kessel VOR in West Virginia and turned northwest bound across the mountain ridges into Maryland and I descended down to 8500'.

Far ahead, we noticed something glittering in the sky and we could not figure out what it was. After several minutes of curiously watching, we had overtaken them enough to make out a large flock of trumpeter swans flying in the same direction and only a few hundred feet below us! They could be heading for the wildlife areas at Aylmer or Point Pelee in Ontario! Those beautiful swans were probably taking advantage of a good tailwind like I was and I would guess they had a groundspeed in excess of 50 miles per hour! It was definitely a memorable experience and we had a few minutes just to watch them as they disappeared behind us. Again...no camera!

Passing into Pennsylvania, it was time to start down to our planned fuel stop in Latrobe, the home airport of golfing legend, Arnold Palmer. We had covered over 400 miles in 3 hours of smooth flying and breathtaking scenery. I took on a full load of fuel and made a quick call to the FSS confirming that the weather looked good right to Kitchener. I also made a new flight plan for the last leg back into Canada. We took off again about 3:30 and headed north towards the Clarion VOR and then turned northwest towards Erie, Pennsylvania at 8500'. I planned to fly across Lake Erie from Erie, Pennsylvania to Long Point, in Ontario, a distance of about 25 miles. Over Erie, I said a little prayer and then headed across the lake which was still mostly frozen over. There was a wide channel up the middle but no ships were in sight in either direction. The Lycoming purred along never missing a beat as we crossed over the Long Point lighthouse, then past Port Dover and into Canada. It was a wonderful feeling!

I started our letdown between Port Dover and Brantford and called Waterloo Tower on the very familiar 124.2 frequency. An old friend was in the control tower and she cleared me to a wide right base for runway 07, following a Cessna 150 on the opposite downwind. When I turned final, the Cessna had missed the intersection turn-off and was slowly rolling to the end (which is now "Echo" taxiway!), so I was asked to do a 360 degree turn instead of a "go-around", for traffic separation!

After all the adventures I had had in the last eleven days, of course this would happen at the end! We touched down at about 5:30 PM on Monday, March 29th to a “Welcome Home, Pat” from the tower! The friendly Customs guy took one glance in the back of the airplane and just shook his head! After the arrival formalities were completed and the airplane was unloaded, it was time to say good-bye to Jim and head home to see my relieved Mom and Dad!

Appendix One

Checking my logbook, I did two more flights in CF-UBD. The last flight was a night flight to Toronto Island with my parents on April 14, 1976. A few days later while on a flight to the US, the Lycoming crankshaft broke and the propellor came off. The pilot managed to land safely at Dulles Airport in Washington, DC (if my memory serves me correctly). I heard later that the airplane had run into a snowbank earlier in the winter at Breslau but it was never reported! That explained the new prop before I left. Wow! If I had known all that, I would never have attempted a flight to Florida, especially at night over mountains! I did see CF-UBD a few years later at CYKF, but by the Canadian Civil Aircraft Register records, the certificate of registration was cancelled in 1985.

Appendix Two

About a week after I arrived back home from Florida, my mother answered a knock at the front door of our home in Preston. Standing there were two investigators from the Royal Canadian Mounted Police! Apparently, someone at the Waterloo Wellington Airport had reported that a Pat Hanna had conducted a revenue generating commercial flight to Florida with a Private Licence! (I always suspected the WWFC). The officers made several visits over the next few months, carefully looking at every receipt that I had. They also visited each passenger on several occasions, cross checking all of their stories and questioning our relationship before the flight. Fortunately, I had prepaid for the hotel and rental car in advance using a credit card. I had paid for the airplane tie-down and ramp fees, also using my credit card. Fuel and repairs were done using the aircraft owner’s credit card. After the trip was done, the passengers and I took all the expenses and split them evenly four ways and they paid me in cash. It wasn’t until mid-summer that the investigators finally told me there was insufficient evidence to proceed with any further action. What a relief!

Interesting Notes

In the 46 years since that flight, I have never flown above 8500’, even though I flew between 8500’ and 10,500’ for most legs of that trip!

I met Jim in the parking lot at Fairview Mall many years later and he commented that it was one of the most amazing trips he had ever been on! He said that they were told before we left that I was a

“very experienced” pilot! When I told Jim that I had just over 100 hours of “Pilot in Command” hours in my logbook when we left, he said they never suspected my inexperience. It was the best compliment that I have ever been given as a pilot!

Oh, and those three sets of golf clubs that we took all the way to Florida...they were used only once...!

I am thankful for the encouragement of some of my fellow pilots to finally share this story after so many years of being embarrassed about my many bad decisions and flying mistakes! Fortunately, I had saved almost everything about that trip including all my charts, receipts and notes that I had made shortly after returning home. Ruth had always wanted me to write the story out for our kids and now it is done. Many memories were buried deep in the memory bank, but they all came flooding back as I relived that adventure from many years ago.

I learned so much about flying on that trip! When you are way over your head in trouble, don't forget to pray...and keep flying the airplane!

Thanks,

Pat Hanna YZP-31205 (My “real” pilot's licence number!)

FLIGHT IN THE ROBINSON R66 TURBINE!

BY: GEOFF GARTSHORE

While currently grounded during a medical renewal (that's another story), I was enjoying a coffee at Runways Cafe at the airport in May when a gentleman approached my table. He had noticed my COPA hat and my scanner listening to ATC and asked: “Are you a COPA guy, and do you know Gord Millar?”

I replied yes to both. He then went on: “I'm flying the helicopter up to Tobermory to look at a cottage property - would you like to come along?”

After a few seconds I realized I was talking to Claude Larue. Claude is a Contractor whose company does a lot of work for Metrolinx, and which also owns a Robinson R66 turbine helicopter. Claude is an exceptional helicopter pilot - I had heard his name mentioned by Gord on many occasions, and Claude has done several aviation events at the airport providing young people and adults with helicopter rides.

So it was easy to say “Yes” to this request.

The following photo montage provides a brief “story” of what was a memorable flight for me on that beautiful spring day! And a special thanks to Claude for making a grounded pilot's day!!



Claude getting the R66 ready



R66 Instrument Panel



Lifting off and heading north!



Rare opportunity for low-level flying



Landing at Owen Sound to pick up Real Estate agent



What a way to see the landscape!



West Bruce Peninsula en route to Tobermory - Looks tropical doesn't it?



Landing where????



What an amazing ATV!!



What a way to scope out a property!

MEMBERS' CORNER - FLYING THE TORONTO CITY TOUR

BY: GEOFF GARTSHORE

On June 24, 2022, I added a flight to my bucket list - the Toronto City tour!

With a flight instructor friend (now flying cargo), we flew over to Guelph for some fuel and a briefing on the procedure. My friend has done this flight numerous times with students, and was a great companion for the flight!

The following photos highlight the flight, with captions and notes added should you wish to do this flight yourself!

All in all, it was a beautiful flying day with great visibility. The only issue we had was that due to a Nav Canada staff shortage at the Toronto Island (Billy Bishop) airport we were unable to do the traditional CN Tower orbit, but instead were directed straight through the zone to the east and back. Nevertheless ATC at both the airport and Toronto Centre were helpful throughout!



Head for Burlington at around 2500 ft asl, and request the Toronto City tour shoreline route when calling Toronto Terminal



Watch for these obvious landmarks as you commence your route to Toronto

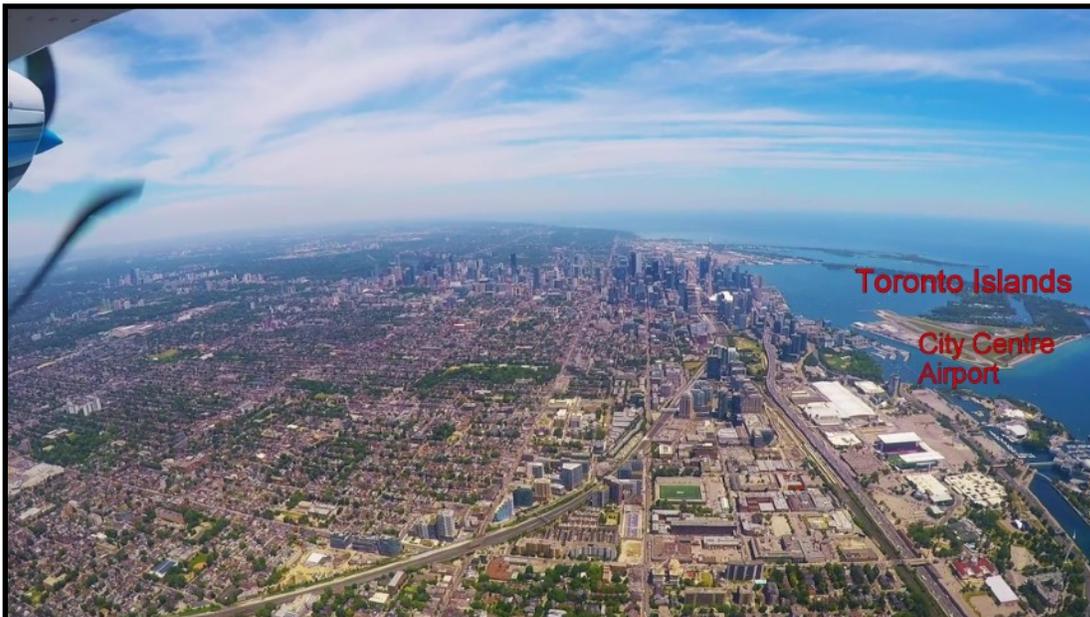


ATC assigned route south of Shoreline (heading east) at 2500 ft asl.

ATC will assign you a route and an altitude, heading east (typically south of shoreline and 2500 ft asl). You might also be assigned 2000' - depending on runways in use at Pearson - make sure to follow instructions closely!



Toronto will hand you over to Billy Bishop Toronto City Airport on 118.2 as you approach the field. You may be directed to stay north or south of the CN Tower at all times, depending on activities at the Island airport. In some instances orbiting the CN Tower may not be authorized if the Island Airport is overly busy - Follow all instructions carefully. If only assigned 2000' in this area you can always ask for 2500' over the City.



Beautiful views of the Toronto skyline!



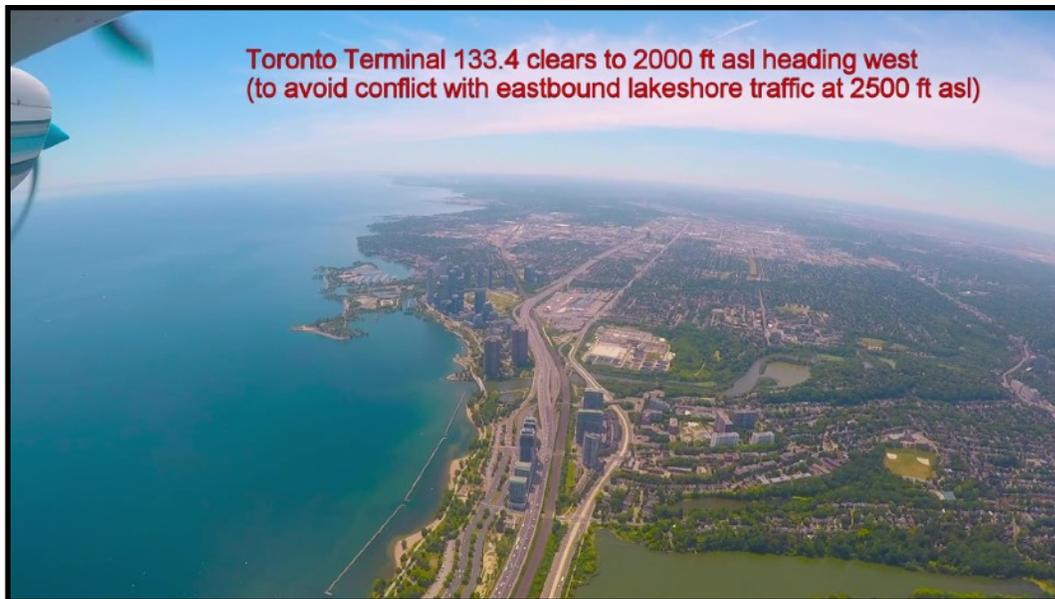
CN Tower and the Rogers Centre - 2500 ft asl.



As you approach the Don Valley Parkway you will be switched over to Toronto Terminal (133.4)



After flying east to Bluffers Park, Scarborough, we turned back west for the return trip. Approaching the Island Airport again we were switched to Toronto City Tower on 118.2 to transit their zone.



We were then switched to Toronto Terminal (133.4), directed along the shoreline west, and assigned an altitude of 2000 ft asl. If you aren't automatically switched to Toronto Terminal but instead are cleared en route by the Island Tower, you can ask for 133.4 to stay in contact with Toronto Terminal.



Eventually Toronto Terminal switches you back to 119.3, and they will clear you back to KW and remove the altitude restriction.

It's easier than you think. Just listen carefully, follow the assigned procedures, **ASK** if you're uncertain, and enjoy the ride. It is a busy time, and trying to get photos with your smartphone during the flight is not recommended. Instead, have a passenger take the pictures, or let your handy Go Pro do all the work while you fly the aircraft. In this case, I had my Go Pro mounted under the right wing and rolling video throughout the flight - from which I extracted still frames for this article.

[Stay Tuned for the November-December Issue!](#)

[HAVE A GREAT AND SAFE FALL!](#)