

# NEWS AND VIEWS

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## Items to Note!

1. Next COPA 26 Meeting is Tuesday March 11, 2025.
2. Our March speaker will be David Wigley (see Poster on Page 3).
3. The next Pilot Decision Making (PDM) Zoom Workshop is April 2, 2025. To join, send an email to [cykf.pilotworkshop@gmail.com](mailto:cykf.pilotworkshop@gmail.com).

## In this Issue!

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## WELCOME!

### Owen Sound Airport Renamed to Honour Richard Rohmer

(Re-printed as a Story Posted by Adam Bell - Sept 2024)

The Owen Sound Billy Bishop Regional Airport in Meaford has undergone a transformation, unveiling a new name, renovated facilities, and a soon-to-open restaurant. **(Editor’s Note: The restaurant has now opened).**

The renaming ceremony took place on Thursday, September 12, with special guest Honourary Lieutenant General Richard Rohmer in attendance, who now lends his name to the airport.

Rohmer, one of Canada’s most decorated citizens, served as a WWII fighter-reconnaissance pilot and retired Major General. He holds numerous honours, including the Distinguished Flying Cross, Commander of the Order of Military Merit, and membership in both the Order of Canada and the Order of Ontario.

In recognition of his contributions, the airport has been renamed the Major-General Richard Rohmer Meaford International Airport.

Thursday’s ceremony featured speeches from notable figures, including Ontario’s Lieutenant Governor Edith Dumont, Meaford Mayor Ross Kentner, Lt.-Col. Joe Tobin, and Airport Owner Rick Horwath. Each speaker highlighted Rohmer's legacy of service, dedication, and leadership, noting the impact he has had both on the ground and in the skies.

**Coming Events!**

- Our March COPA meeting - David Wigley on flying Warbirds (see poster - page 3).
- Our April COPA Meeting - Staff from the Region of Waterloo International Airport will talk about airport operations relevant to pilots at CYKF
- Our May COPA meeting. Staff from Apex Aviation will be on hand to talk about buying and selling aircraft.
- Our June COPA meeting will be the annual BBQ, typically at the Flightline hangar (details to follow).

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- Remember that the requirement for a 406 ELT in your aircraft is due by November 2025, if you have not already equipped your aircraft!

The airport has undergone a series of upgrades, including a newly painted red roof, improved landscaping, and a large deck area adjacent to the renovated terminal building. A new restaurant will retain a connection to its previous namesake, honouring WWI flying ace and Victoria Cross recipient Billy Bishop, now named "William's on 26."

This renaming brings an end to the presence of two Billy Bishop-named airports in Canada. Since 2009, Toronto City Airport has been named after Billy Bishop, and with Meaford's airport now dedicated to Richard Rohmer, the two airports will no longer share the same title.

**(Editor's Note: I suspect many pilots will just shorten it to Meaford Airport, or will just use the familiar Owen Sound Airport - however that should not detract from recognizing Major General Rohmer's accomplishments).**

**Mapping Revisions....**



## Bio on Our March 2025 COPA Speaker!

### NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



### REFLECTIONS ON FLYING WARBIRDS AT THE AMERICAN AIRPOWER MUSEUM

**David Wigley**

Expat pilot David Wigley has been volunteering at the American Airpower Museum on Long Island, New York for the past ten years. David grew up in suburban Montreal and joined the Royal Canadian Air Cadets as a teenager. He served nine years in the Royal Canadian Air Force flying the CC-130 Hercules and CanForce One in the Canadair Challenger. He recently retired after 31 years as an airline pilot and lives on Long Island, New York.

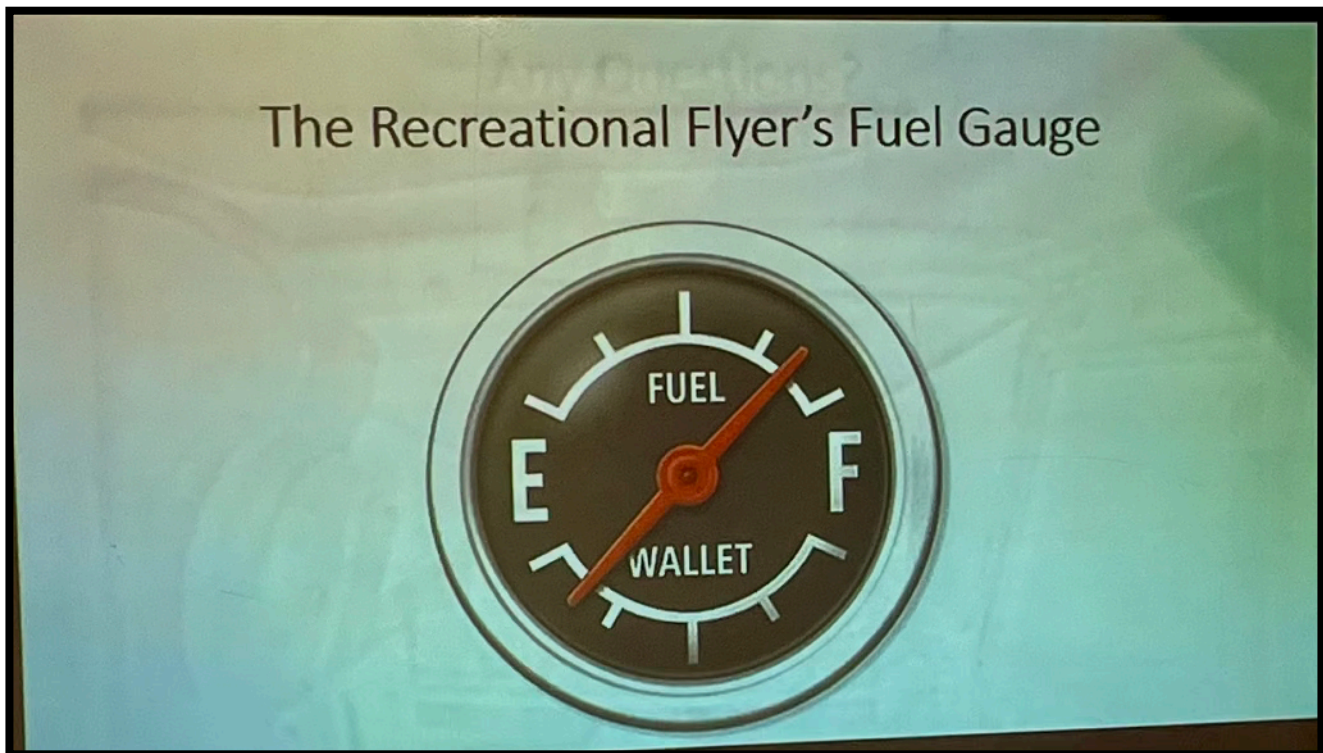
Join us as David shares his thoughts and experiences piloting the Museum's historic aircraft, as well as tells a brief history of the Museum, including a summary of the large collection of static and flying aircraft, some with a Canadian connection.

**LOCATION:** Zoom - meeting login information will be sent to CAHS Ottawa members 48 hours before the meeting. For non-members, please email [cahsottawa@gmail.com](mailto:cahsottawa@gmail.com) to RSVP and receive the login information. All are welcome!

**DATE:** Thursday, 27 February 2025 at 1900 hours, with the virtual doors opening at 1845.

## Fuel Gauge Woes?

A new, improved and certainly more accurate fuel gauge is apparently now on the market and available for installation. A photo is provided below for reference.



## Pilot Workshops - Intersection Takeoffs

Subscriber question:

*"If Tower assigns an intersection takeoff, must I accept? Conversely, is it okay to ask for one to save time?" — Tom R.*



**Paul (From Pilot Workshops)**

“There’s sometimes a good argument for accepting, or even asking for, an intersection takeoff, but this is a classic case of playing the probabilities. Nothing is more useless than runway behind you. But probably, you won’t need it, right?”

The compelling reason you might need it is a sudden runway obstruction like a vehicle or animal, a contaminated surface or—worst case—an engine failure.

Engines do quit on takeoff. A research project on engine failure I've just completed revealed that many happen on takeoff, some just off the end of the runway or in the pattern. In that case, the more altitude you have, the more options you have. In any case, there's no good argument for being lower rather than higher once all the pavement is behind you.

But the larger question is what does the intersection takeoff get you? Back home 30 seconds earlier? Or launching ahead of that annoying guy in the old Cherokee? Okay, three minutes maybe. Trade that against giving up altitude you might badly need when what's never gonna happen to you finally does happen to you.

I'd never say never to an intersection takeoff. But aeronautical decision-making is all about habitually reducing even small risk factors. And an intersection departure can be one of those."

## **FULL ELECTRICAL FAILURE OVER LONDON, ONTARIO**

### **(GOOD COCKPIT RESOURCE MANAGEMENT SAVES THE DAY)**

This fable involves a Beechcraft Bonanza, originating out of CYKF, that experienced a full electrical failure in VMC over London, Ontario. There were two persons on board: the PIC was sitting right-seat, and he was accompanied by a non-pilot in the left seat who was the owner of the aircraft and was fully knowledgeable concerning the aircraft systems.

The planned round-robin flight, which originated from CYKF and first headed for Wiarton was approximately 2 hours with CYKF as the eventual destination. Some procedures at London would precede the return to Waterloo.

Upon departure there was a very slight discharge indicated on the ammeter gage, but this was discounted by the crew as not out of the ordinary. Unfortunately, no reference was made to the VDC (direct current voltage) which was displayed on the G3 engine monitor. The gauge would have shown a VDC below the usual 27-28 volts and confirmed that the battery had begun to discharge. Furthermore, the aircraft was equipped with a standby alternator, but it did not activate and was later found to have a faulty on/off toggle switch which prevented its operation.

**Lesson: Know where to find your volt-meter indication on your panel and refer to it if there is any indication of a failure with the primary alternator.**

Continuing the fable, it took the battery about 1-1/2 hours to completely discharge at which point all electrical items failed, immediately going dark. There was no NAV, no COM, No RADIOS, No FLAPS and no LANDING GEAR. There were two working iPADS on board and a third backup if needed.

The decision was taken to head back to home base at CYKF, based on the following factors:

- The engine was performing normally
- The weather was good VMC
- There was good knowledge on board about an approximate heading from London to CYKF; and
- There were working iPADS that could provide navigation. The initial target was around Conestoga Lake where some essential tasks had to be completed before entering CYKF airspace and attempting a landing.

The top priority was to deploy the emergency manual landing gear for the aircraft. The left-seater had full knowledge of the system and would execute this while the PIC would manage the aircraft attitude, altitude, speed (required slowing down to 100kt) and heading (to keep position outside of CYKF airspace but remain in the vicinity of Conestoga Lake and within easy transit to CYKF when ready to do so).

In this way cockpit duties were nicely split. The left-seater first referred to the printed emergency gear deployment procedure, then pulled the gear circuit breaker and began the procedure of cranking down the landing gear. This involved turning a handle behind the front seats about 50 times counterclockwise until a full stop was reached. During this time the right-seat PIC managed the aircraft parameters well while the left-seater concentrated on continuously turning the handle until the job was done.

If this situation had occurred with only one aboard, the task would have been much harder and longer as the pilot would have to alternate between flying the aircraft, monitoring all parameters, maintaining heading, and continuing to crank the manual gear handle.

**Lesson: The top priority is always to fly the aircraft. Where possible, agree on and use good cockpit resource management to complete all necessary tasks. In this instance it was a great help to have two persons on board and the individuals did a good job of splitting tasks. Both occupants of the aircraft were aware of the importance of good cockpit resource management concepts but had never trained together for them. They just naturally fell into and accepted their necessary roles in managing this event together.**

In this Beechcraft, the flaps were all-electric so a flap-less landing would be necessary – not a problem with the long runways at CYKF.

The next issue, however, was how to communicate with CYKF Tower to obtain clearance to enter their Class C airspace and to obtain a landing clearance. Fortunately, the aircraft had a quite new, and fully charged-up iCOM handheld radio that could be used for this purpose.

The problem was it was stored in a box on the rear seat and the “rubber ducky” antenna was stored in a separate box. In other words, the handheld, (which had never been used airborne before) was not easily accessible or fully assembled. In due course, the radio was secured and the antenna affixed but it would have been MUCH easier if the whole, assembled unit was within easy reach on the back seat. As it turned out, ATC was reached with the handheld radio about 10nm out from the Tower and permission to enter the zone and land was granted. ATC did a good job accommodating what was needed to successfully aid the inbound aircraft and facilitate a landing.

**Lesson: Have a good working handheld radio aboard. Test it. Charge it up. Try it airborne. Have it fully assembled and sitting within easy reach on your backseat. If you have some ancillary equipment such as a headset plug in or push-to-talk switch or a plug-in to your aircraft antennae, consider having those elements as well.**

#### **Other Notes:**

Two cell phone calls were placed to CYKF Tower but neither went through. Without the handheld radio the aircraft would have had to divert to a non-towered airport like Stratford which also would have likely had shorter runways and less emergency services available.

Cabin noise without intercom is quite high making communication a challenge. Holding that handheld radio close to your ear or, even better, having a way to plug the handheld into your headset is desirable.

The next order of business was to use all available information to determine if the gear really was down and locked so that it would not collapse on landing. The left-seater, who knew the procedure and had trained for it, was convinced that the emergency gear deployment procedure had been fully and properly executed. But of course, due to the full electrical failure there was no light confirmation on the panel to confirm that the gear was down and locked – no “three green” indication.

It was decided to perform a low/slow flyby of the CYKF Tower and have them have a look at the gear as the aircraft flew by. Their report was “gear looks down as normal, but we can’t say if it is locked.”

The aircraft then rejoined the circuit for Rwy 26, occupants tightened up their seat-belts and proceeded to make a shallow approach and flap-less landing.

ATC arranged for one fire truck to position on Foxtrot taxiway and be prepared to chase the Bonanza down the runway if the gear had collapsed and a possible fire ensued. In the event this pursuit turned out not to be necessary.



The good news was that the gear was locked and did not collapse upon touchdown.

**Lesson: Use all the resources at your disposal to provide as much information as possible for the decisions you need to make. In this case, enlisting the eyes of the Tower helped build confidence that the landing could most likely be accomplished successfully.**

Aided by the good VMC weather and the other factors considered over London, as mentioned earlier, this event was not an emergency (although it could have turned into one if the gear could not be locked down and a crash ensued). No emergency was declared. However, the event did have some important challenges, and it was very important to the success of the final outcome for the occupants of the aircraft to remain calm, focused on the tasks necessary and to keep their cool all the while.

**Lesson: The usual “Aviate, Navigate, and Communicate” applies here, even if these parameters had to be done in an unconventional manner. Most importantly, do not panic, keep your cool.**

#### **SO, WHAT CAUSED THE ALTERNATOR FAILURE AND THE SUBSEQUENT BATTERY DRAIN?**

An internal rubber component of the alternator failed causing an interruption of the continuous electrical current between the rotating rotar and the stationary external circuits. This interruption caused the battery to slowly discharge until such time as that discharge was complete. Prior to putting the aircraft back into service, the alternator gear drive assembly was replaced. While it might not have been completely necessary, a new battery was also installed to raise overall confidence for future “trouble-free” operations.

An old COPA mantra:

“LEARN FROM OTHERS’ EXPERIENCES AND MISTAKES. YOU WON’T LIVE LONG ENOUGH TO MAKE THEM ALL YOURSELF.”

**Coming in the May - June 2025 Issue**

**(Looking for a story from YOU!!)**