

NEWS AND VIEWS

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Items to Note!

1. Next COPA 26 Meeting is Tuesday May 13, 2025.
2. Our May speaker will be Martin Keenan, aviation historian, talking about the V Bombers.
3. The next Pilot Decision Making (PDM) Zoom Workshop is May 7, 2025. To join, send an email to cykf.pilotworkshop@gmail.com.

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WELCOME!

Spring Flying is Here!!!

Here are upcoming fly-outs and events:



May 3 (Sat) - Chatham pizza fly-in (CYCK) - Trillium Aviators

May 10 (Sat) - Gore Bay (CYZE) - Trillium Aviators

May 10 (Sat) - Girls Can Fly - KW (CYKF)

May 11 (Sun) - Sault Ste. Marie (CYAM) bush plane museum - Trillium Aviators

May 21 (Wed) - Kincardine (CYKM) - Trillium Aviators

May 24 (Sat) - Owen Sound (CYOS) - COPA 26 Fly-out

May 24 (Sat) - Stanhope (CND4) - Trillium Aviators

June 1 (Sun) - Stratford (CYSA) breakfast - Trillium Aviators

June 11 (Wed) - Arthur (CPC3) - Trillium Aviators

June 21 (Sat) - Chatham (CYCK) Military Heritage Day - Trillium Aviators

Hopefully you can make some of these to kick-start your spring and summer flying season !

COPA 26 Coming Events!

- At our May COPA meeting, aviation historian Martin Keenan will be giving a presentation on the V bombers (Victor, Vulcan, Valiant).
- COPA 26 Flyout to Owen Sound on May 24, 2025. Meet at Gord Millar's hangar at 0800.
- Our June 10, 2025 COPA meeting will be the annual BBQ at the Flightline hangar (details to follow).
- Our COPA 26 Discover Aviation event is planned for June 21, 2025 (rain date June 22). Volunteers needed as pilots and ground crew. Contact Derek Hammond (derek@fliteline.ca) for details and if interested.

75th Anniversary of CYKF on June 14, 2025!

- The terminal building will have an Open House and airside will have static displays. We hope to be involved by having some of our aircraft on static display. The event is 10 am until 3 pm. If you are interested in participating let Gord Millar know (gordon.millar@gmail.com)

Pilot Workshops - Use of Lights in Day VFR

Subscriber question:

"I'm a relatively new pilot and have seen several different approaches to using the aircraft lights during the day. What do you recommend?"



Pilot Workshops Answer:

“Use of external lights during day visual conditions is hardly addressed in the regulations. However, there are many possible ways that external lighting may be used. In addition to whatever is required per the POH and the regulations of the country I’m flying in, I follow what is the most common SOP for commercial operators.

- Nav lights: On when master switch turned on.
- Beacon light (or strobes if no beacon is installed): On prior to engine start.
- Taxi light (or landing light if there’s no separate taxi light): On when the aircraft is about to start taxing, left on while the airplane is moving, and turned off when it is stopped.
- Strobe lights: On whenever entering a runway.
- Landing light: On when cleared for takeoff at a towered airport or starting the takeoff roll at a non-towered airport.

The order is reversed when arriving at the destination airport and taxing into parking. I also follow the FAA recommendation to leave the landing light on when in the vicinity of any airport to increase the visibility of the airplane.”

Subscriber question:

"How can I be sure if my charging system is functioning correctly? All I have is the original ammeter in my instrument panel."



“The simple solution is adding a digital voltmeter. It’ll cost less than 30 dollars if you have a cigarette lighter receptacle.

A quick search online will reveal many options that plug into the lighter adaptor. Just make sure it’s rated for a 24-volt system if that’s what your airplane uses. As a bonus, many of them have USB charging ports built in. If you plan to charge an iPad, though, make sure the ports are rated to at least 2.1 amps. Three amps is ideal.

The digital voltmeter makes an excellent troubleshooting tool—and it shouldn’t read only 12 or 24 volts.

A healthy 12-volt charging system reads about 14 volts in flight. That’s needed to replenish the battery. That value of about 14 volts should stay the same no matter how many electrical items you turn on. Seeing much less than 14 volts could mean your generator or alternator isn’t keeping up with demand, even though your ammeter reads about normal. Seeing less than 12 volts probably means you’re running on battery power. You should see a discharge on your ammeter at that point.

For a 24-volt system, you should see about 28 volts in flight.

With a voltage indicator plugged into the cigarette lighter, you can monitor your charging system at a glance. You’ll know the moment voltage dips so you have maximum time to find an airport with repair services.

Until you get that fancy instrument panel upgrade, this is an option that requires no logbook entry. And it just might save your life some dark stormy night when your alternator stops working.”

If you have a digital engine monitoring system, here’s some [information about customizing your alerts](#).

Owen Sound Visit and a Lesson from London FSS

(Geoff Gartshore - Editor)

I recently planned a Round-Robin flight from KW to Brantford (where else – Aircraft Spruce), then overflying Woodstock airstrip (CPR5) and on up to Owen Sound (CYOS) to check out the newly upgraded facilities and restaurant. This was followed by a nice orbit over Blue Mountain to check out the ski situation before returning back to KW.

My flight plan included a block time of 3 hours to allow for the Aircraft Spruce stop, lunch at Owen Sound, and the Blue Mountain orbit (more on that later).

After a successful stop at Brantford (CYFD), at which point I filed my flight plan, I enjoyed a nice flight over the Woodstock airstrip, which looked to be in good condition, and then on to Owen Sound where I joined a right downwind for Runway 36 (in use at that time by other aircraft). I was warned by Owen Sound ATF about a small pack of coyotes on or near the runway, prior to landing – no issues ensued!

The Owen Sound Billy Bishop Regional Airport in Meaford has a new name - Major-General Richard Rohmer Meaford International Airport. Major-General (2 star) Richard Rohmer, (now retired), is a decorated WWII fighter-reconnaissance pilot, lawyer, one of Canada’s most decorated citizens, and an Honorary Lieutenant General (3 star).

The photos below provide an overview of what I observed.



My Zenith (left) parked next to another visiting Zenith!

Owen Sound has done a nice job with the terminal building and restaurant upgrades. The first thing you notice is the stylish and thought-provoking structure over the main entrance to the upgraded terminal building!



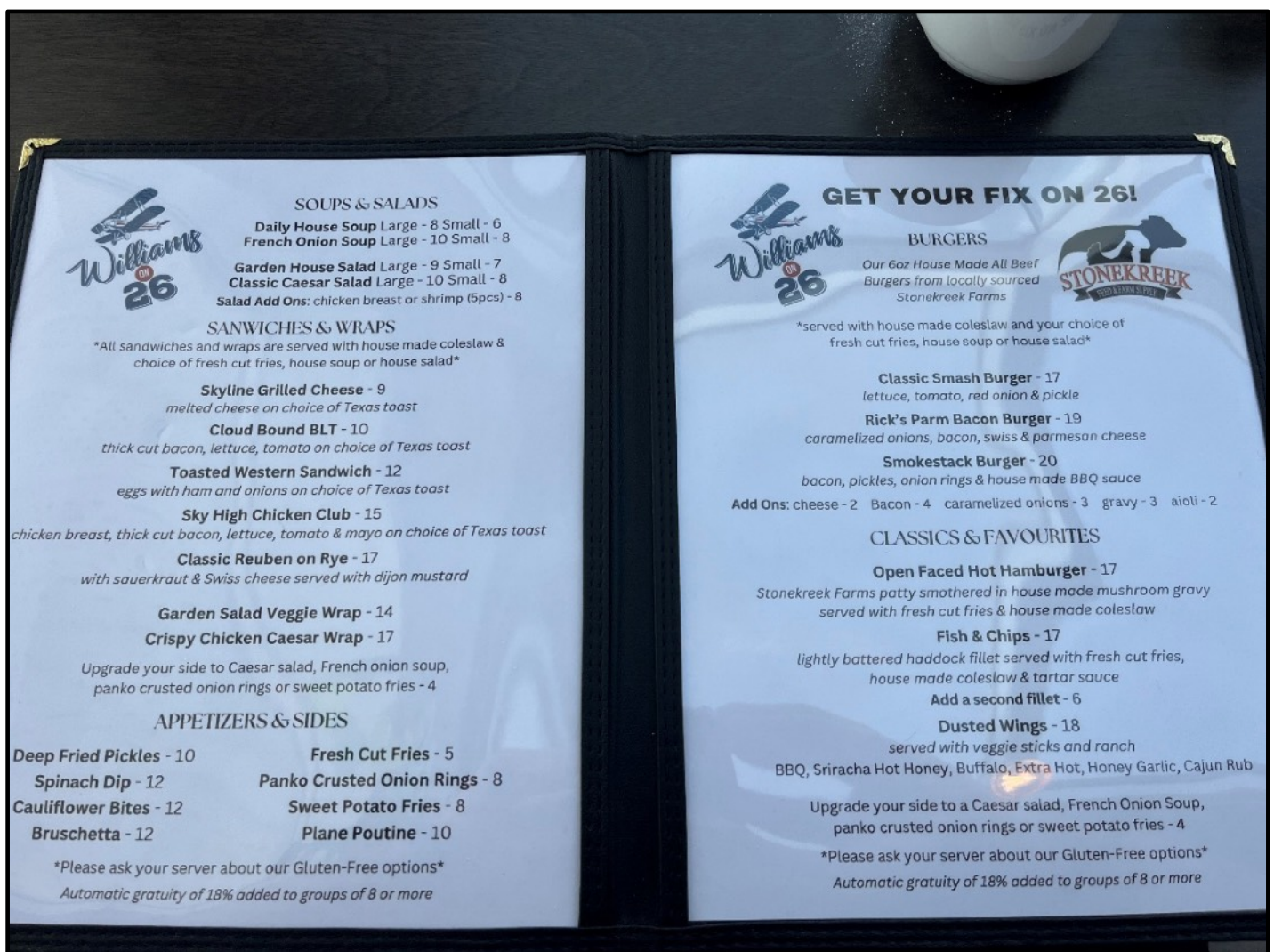
Nice entrance to the upgraded Terminal building!

Great view of the runway from the restaurant! Note the new outdoor patio deck for warm weather watching!

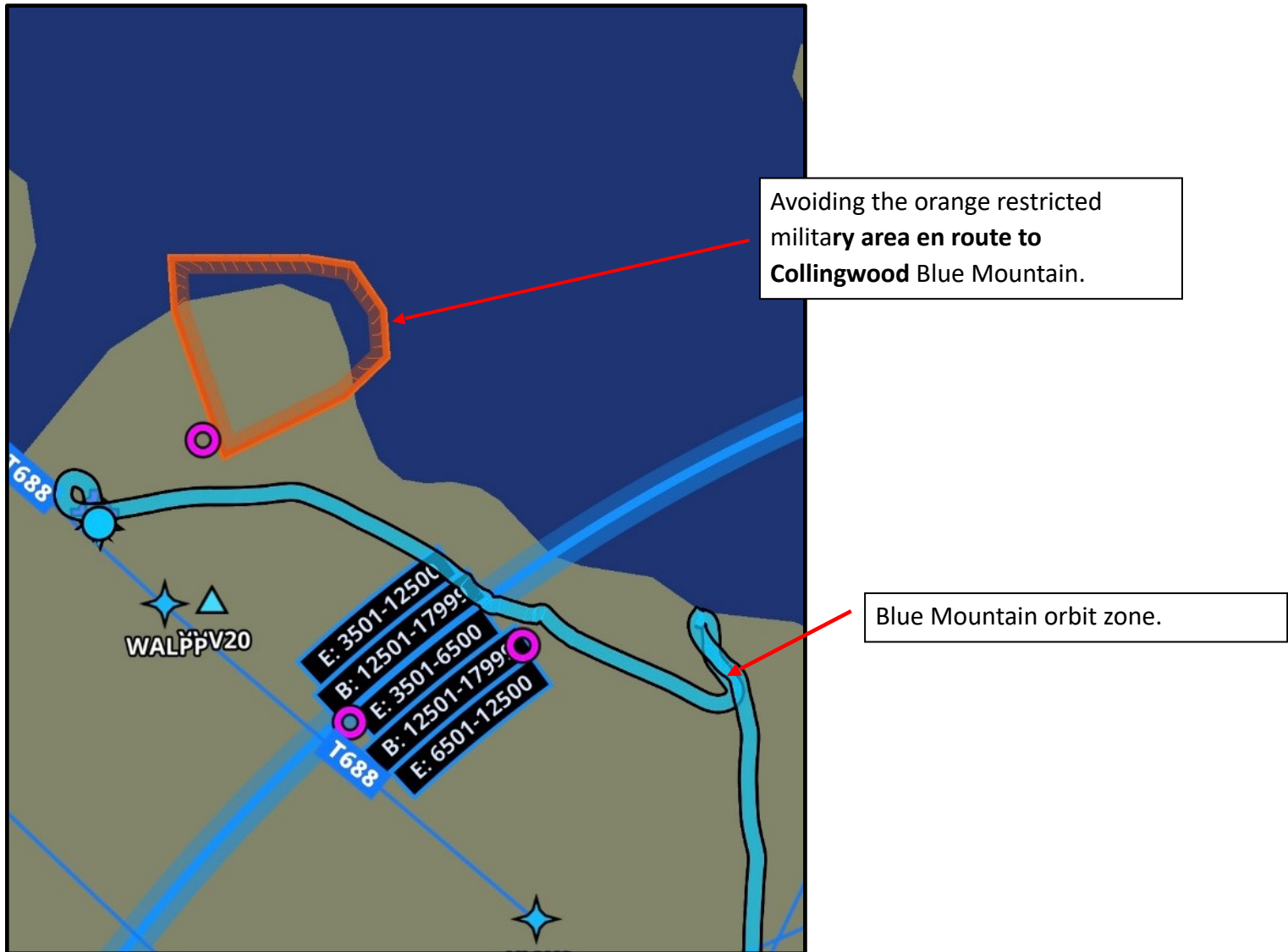


As you enter the renovated terminal building, the next thing that strikes you is the great view of the runway from the restaurant! There is also a new outdoor patio deck for warm weather plane watching. I can see how enjoyable this location will be on busy summer days when numerous flights and coming and going from the airport.

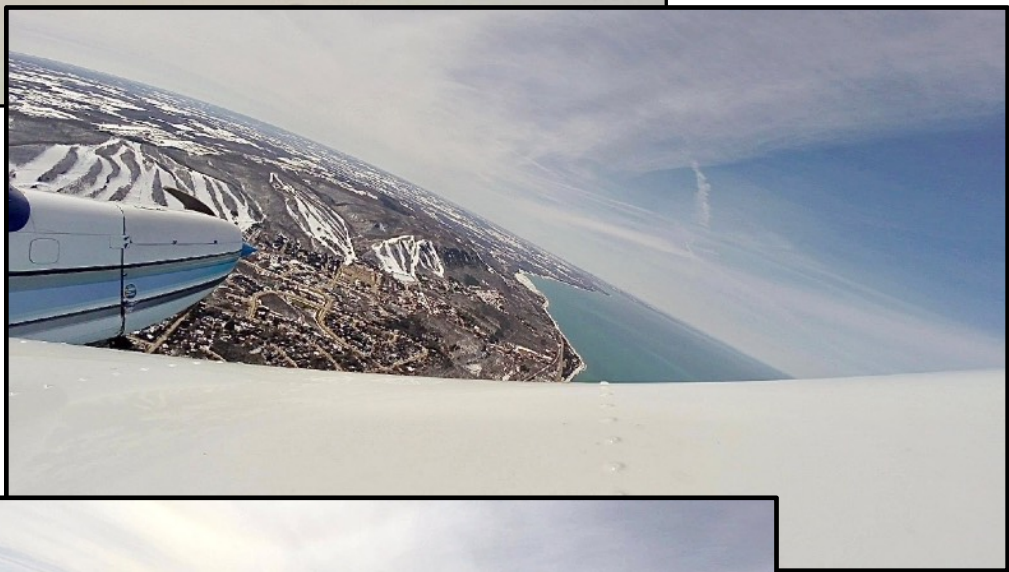
The restaurant also has a new name and a new menu. "Williams on 26" is still named after Billy Bishop, as well as the highway (26) that the airport is located on just 5 km east of Owen Sound. The new menu can be found on their website at <https://williamson26.com/>. As you can see the food selection is good and the prices appear reasonable.



After a nice garden salad and a hot bowl of bean and bacon soup (with bread), I departed Owen Sound, taking care to avoid the restricted military range (orange zone in Track Log), while heading towards the Blue Mountain ski resort near Collingwood.



There was still skiing activity in mid March when I completed the flight, and Blue Mountain looked to be in good condition overall, as shown in the photos below:



The flight back to KW was uneventful, and is shown in the screenshot from my Foreflight tracking.

I always fly with my Spot 3 turned on, providing breadcrumbs along my route every 5 minutes, and with the URL tracking information provided to London FSS on every flight plan (see photos below).

plan.navcanada.ca

Dinghies: Undercarriage:

Aircraft Colour and Markings:

Tracking URL:

Survival Equipment Remarks:

Arrival Report:

Emergency, Overdue, and SAR Contact Name and Phone Number (include cell number if available):



My Lesson from the London FSS....

Although the flight was without incident, there was a lesson to be learned from this flight.

My completed flight track is shown below. Upon landing and taxiing to my hangar, I completed my checklist items and patted myself on the back for remembering that I needed to close my flight plan.



My Foreflight flight track (green)

However, when I connected with London FSS to close my plan, they informed me that they were just minutes away from declaring me overdue and beginning their phone call search. They did indicate that their concern was somewhat lessened when they called up my Spot 3 tracking breadcrumbs and could see my arrival back at Waterloo.

Needless to say, I was shocked and surprised. I had just reached the 1 hour overdue mark on my flight plan! How could that be? I had blocked what I thought was the required time on the plan. Then it occurred to me that I had taken extra time for lunch, a brief tour, and re-fuelling at Owen Sound, as well as during the orbit survey of Blue Mountain.

I could have easily amended my flight plan at that point through a simple phone call, or while en route in the air – but it never occurred to me. This was a first for me in 20 years of flying, and despite the fact that I have amended several flight plans in the past for this exact reason!

I was most apologetic to London FSS, and they were very understanding.

Needless to say, I will be increasingly diligent about the times entered on future flight plans and about tracking my progress during each flight!

As a final takeaway, this experience also underscored the incredible value of having a tracking URL provided to London FSS on the flight plan, whether from a Spot device, Garmin InReach, or any other PLB you might use. This tool alone enabled London FSS to track my route once they became concerned, and shows that they are prepared to use all tools available in assessing an overdue flight.

While they put me on the spot with this experience, my Spot tracking device sure did come through when it counted!

I look forward to more trips to CYOS, and other Ontario locations, maybe even as part of a fly-out group of my fellow members at COPA 26 in their planes once the weather warms up a bit.....who's with me?

**NEXT ISSUE - USING AN IFR PLATE TO HELP
WITH VFR FLYING!**