NEWS AND VIEWS

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Items to Note!

1. Next COPA 26 Meeting is Tuesday October 7, 2025.
2. The next Pilot Decision Making (PDM) Zoom Workshop is (tentatively) October 1, 2025. To join, send an email to cykf.pilotworkshop@gmail.com.

In this Issue!

WELCOME!

Fall Flying is Here!!!

Upcoming Fly-In Events

Sept 14 Kilarney Mountain Lodge Fly In. Join COPA 13 at CPT2 for their fish and chips fly in ($28 per plate) from 12:30 pm - 3 pm. Floatplane dockage will be available at Kilarney Mountain Lodge and Sportsman's Inn. Shuttle will be available from the airport for a nominal fee.

Sept 20-21 Tiger Boys weekend at Guelph (CNC4) - static aircraft displays, BBQ lunch available, opportunity for biplane rides. Typically 9 am - 4 pm or so.

Sept 27 Stanhope Airport (CND4) Fall Colours fly-in. 10am - 3 pm (Rain Date: Sunday Sept 28). Classic/unique cars, Scenic flights, food trucks, live music, vintage aircraft, and much more. See the Flyer on Page 2.

October 4 Tillsonburg Regional Airport (CYTB) - Canadian Harvard Aircraft Association Open House and Fly Day

October 4 Sundridge/South River Airpark (CPE6) - Fall colours fly in. 9 am - 3 pm. Complimentary pancakes and coffee served from 9 -1130 am for all attendees!

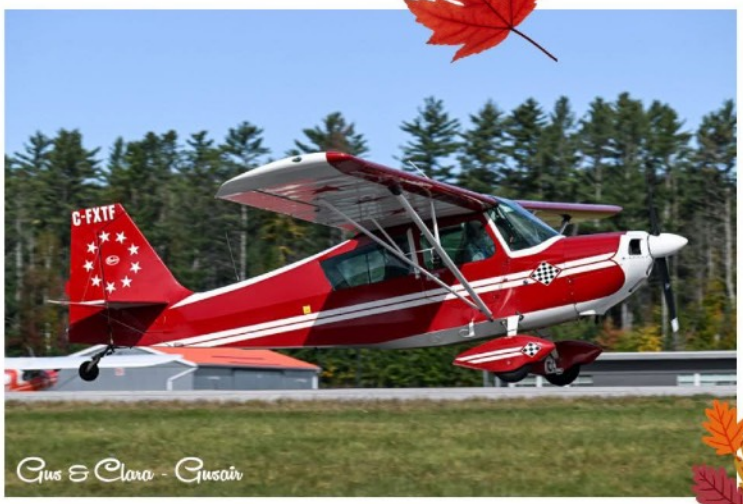
STANHOPE MUNICIPAL AIRPORT

FALL COLOURS FLY-IN

Saturday, Sept. 27

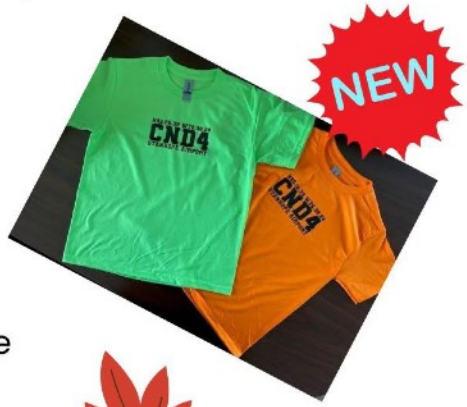
10 a.m. to 3 p.m.

Rain Date: Sunday, Sept. 28



1168 Stanhope Airport Rd.

- **Overnight camping available for pilots only on Friday, Sept. 26**
- Classic and unique car display
- Scenic flights (helicopter and airplane)
- Food trucks
- Live music
- Artists and artisans
- Vintage aircraft display
- Face-painting (by donation)
- Stanhope Municipal Airport T-shirts for sale
- Civil Air Search and Rescue Association
- Much More!



For more information, contact:

Airport Coordinator Kaylee Francis-Carroll at 705-457-0806 or kfrancis-carroll@algonquinhighlands.ca

Inadvertent Flight Into IMC

(Pilot Workshops)

Subscriber question:

"I've heard that an experiment determined that private pilots survive an average of three minutes after accidentally entering IMC. Is that right?"

Pilot Workshops Answer:

"There's no question that non-instrument rated pilots should stay out of the clouds. Year after year, accidental flight into IMC is the leading weather-related killer of general aviation pilots. But the often-cited *178 seconds to live* (a.k.a., three minutes) is misleading.

The 178 seconds number comes from a University of Illinois study done in 1954. It's worth a read. However, the study wasn't designed to test how long a typical pilot would survive an accidental IMC encounter. Instead, it was to test how successfully a particular escape method could be taught under very difficult conditions.

Twenty low-time pilots were selected, all with zero instrument time. They were put in a Bonanza with the attitude, heading, and vertical speed indicators covered. None of them had flown a Bonanza before, the plane was loaded to maximum gross weight and maximum aft centre of gravity, and a number of other things were done to make the scenario especially difficult. The pilots had to maintain control and execute a 180-degree turn to escape the simulated IMC conditions. None were successful, and the average time to loss of control was 178 seconds.

It should be no surprise the pilots failed under those conditions. They did much better after a short period of instruction: All but one maintained control and made a successful 180.

The takeaway from this study shouldn't be the hopelessness of accidental IMC encounters. Instead, it's that even minimal instruction on escape techniques can make a massive difference in the odds of survival. A private pilot can and should develop solid instrument skills so this scenario doesn't end in disaster."

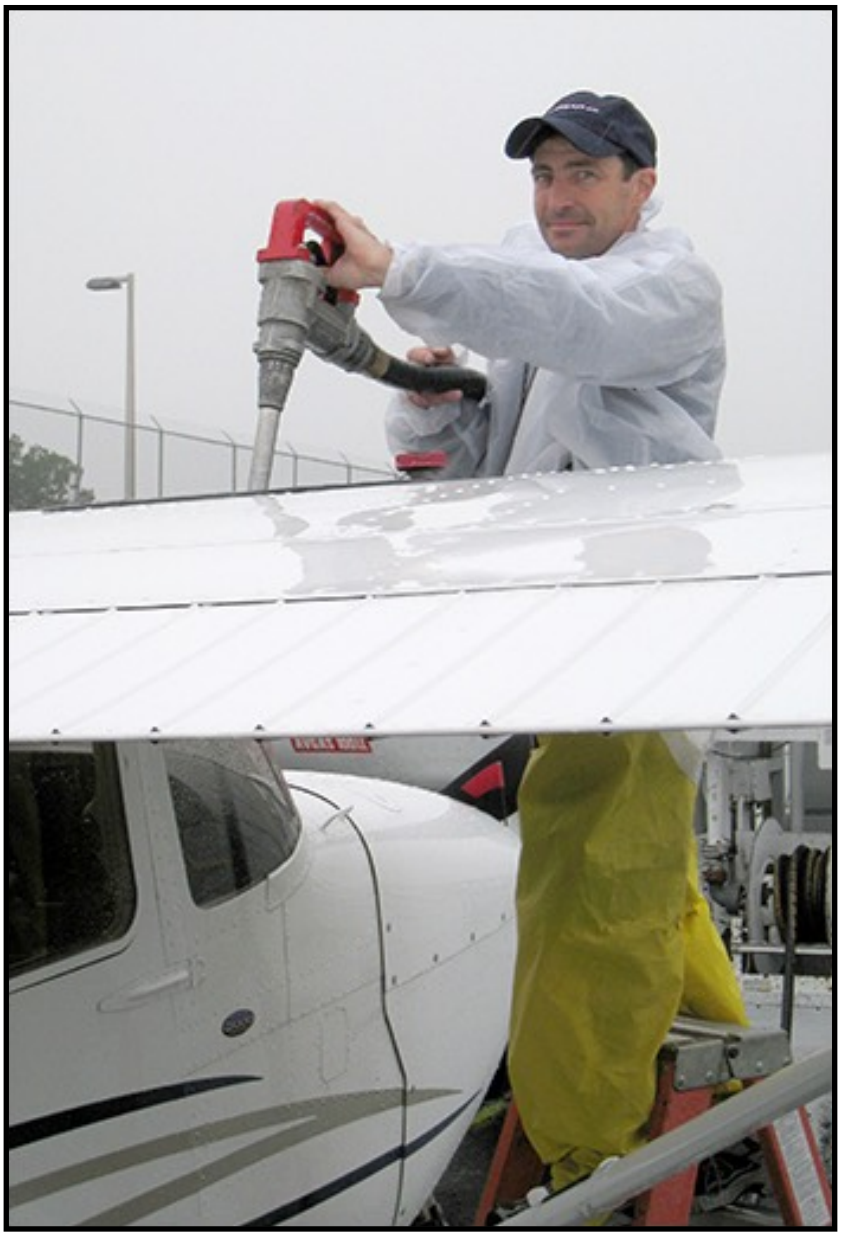
Video: Flight Instrument Survival Secrets

When to Stop for Fuel

(Pilot Workshops)

Subscriber question:

"I always told myself I'd never land with less than an hour of fuel onboard. However, twice last fall I knowingly landed with just a bit less than an hour because it was good VFR and there were nearby airports I could divert to if there was a problem. Both times it made me really uncomfortable, but it was a non-event. Is this a problem?" — Daryl G.



Pilot Workshops Answer:

“Here is my primary rule of thumb: If you are in the air and getting concerned about your fuel quantity, land and get some fuel. I think very few people have run out of fuel by surprise, so if it starts to become a concern of yours while flying, fix it.

One very typical setup for a fuel problem is to plan a long flight with the idea of stopping about one hour's flying time short of the destination. While enroute, we find the winds are a little better than forecast and the fuel gauges look a little better than you planned, and no one has to use the bathroom. So why not press on? The urge to keep pushing is very strong in this situation and tends to influence a pilot's judgment. It sure would be fun to tell my friends we made it nonstop to … almost the destination airport.

Instead, why not plan a stop at the midpoint? This eliminates the temptation to try that unplanned new record attempt, and it's better for your body anyway.

Another fuel accident scenario is created when a pilot arrives at a rural airport very low on fuel because he heard this place has bargain prices. Only problem: They're closed or out of fuel. Now what? Those that takeoff usually wind up about five miles short of the next airport that actually has fuel.

Never let the lure of cheaper fuel just ahead trick you into becoming one of those 100 pilots who will run out of fuel this year.

Here are a few things you might consider when establishing a minimum fuel. First of all, how accurate is your beginning fuel number? Is the plane topped clear to the filler neck or is it down an inch or two? If you don't know how much fuel you have to start with you won't know when you will be out.

Second, how well do you know your airplane? Does it burn more or less than book? Next, how reliable is fuel availability at your next stop. Then, of course, there are the wind and weather factors.

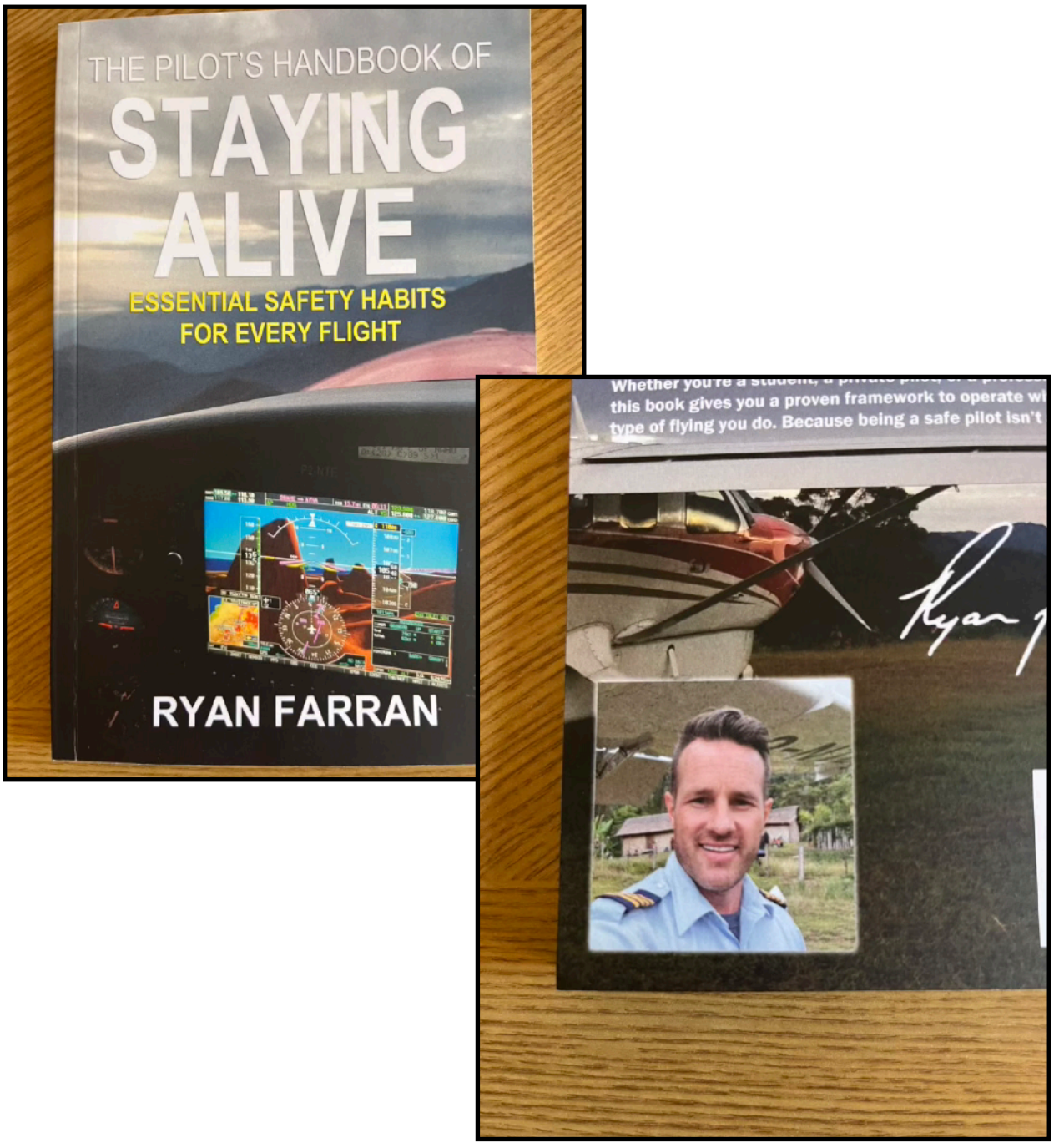
My personal minimums for day VFR in the airplane I own (Mooney) is 1.5 hours. IFR or night? Two hours. But, back to my first comment, if I am becoming in any way concerned with my fuel situation, I am going to land and eliminate that concern."

Check out this AOPA Air Safety Foundation page dedicated to fuel management, with videos, a quiz, and links to publications.

MEMBERS CORNER

Book Review - The Pilot's Handbook of Staying Alive

(Geoff Gartshore - Editor)



I have been a long time subscriber to Ryan Farran's You Tube Channel - Missionary Bush Pilot.

Ryan's flying as a workhorse missionary bush pilot in New Guinea initially drew me to subscribe because of the incredible scenery in New Guinea, the challenging airstrips encountered in that work, and Ryan's down-home style of narration.

But what really hooked me to his channel was his demonstration of excellent airmanship and pilot decision-making in all aspects of his flight planning and operations. His safety mindset has even been cited as an example to follow by seasoned aviators like Trevor Smith who hosts the very successful Pilot Debrief You Tube Channel. Trevor is a former F15 and F18 fighter pilot who now works for a major US airline.

But Ryan Farran is not just a commercial bush pilot with years of experience in mountainous New Guinea. When on furlough he is an active GA pilot in the US, last flying a Kitfox on numerous adventures. Ryan carries that same professional approach to his stick and rudder VFR flying, and always exemplifies the idea that pilots should always be learning.

Ryan is a natural teacher and story-teller with an easy to follow straight-talking style. So when I heard about his recently published Handbook of Staying Alive (Copyright 2025 Ryan Farran), I immediately purchased a copy.

The handbook is only 120 pages in length, and because of its easily readable style, can be easily read in an afternoon.

The book provides his answer to the question - What makes a good pilot? As he says in the Preface, the handbook reflects a decade of flying in high risk environments, training new pilots, and learning from his own close calls.

Ryan goes on to say that the book is "a blueprint for becoming a safer pilot. Not a checklist of rules, but a framework for how to think in the cockpit." The focus is on developing your own standard operating procedures that fit the kind of flying you do, the risks you face and the kind of pilot you want to be.

One of my favourite quotes in the Preface is: "Because a good pilot isn't just someone who knows how to fly. It's someone who knows how to think before they fly".

The handbook is partitioned into the following topics, that taken in total, provide the blueprint for good pilot decision-making and flying. And this topic is timely given our COPA 26 Pilot Decision Making initiative that helps to reinforce this objective.

- The Safety Mindset
- Risk isn't Random
- The Danger of Complacency
- Flying Under Pressure
- Margins
- Situational Awareness
- Automation Management
- Single-Pilot Crew Resource Management
- Hazardous Attitudes
- The I'M SAFE Checklist
- Threat and Error Management
- Building Your Own Safety Box
- Staying Alive (*Editor's Note: No disco involved…)*

After reading the book, which I enjoyed thoroughly and from which I took numerous notes, it occurred to me that the principles discussed here apply whether you're a student, private pilot or a professional IFR pilot - because they emphasize good pilot decision making in both planning and all phases of flight, no matter what kind of flying you do. I've assembled below a small subset of the excellent content that Ryan provides in his book.

The Safety Mindset

- Your biggest safety tool isn't on the panel - it's between your ears
- Have the humility to say "No" to a flight if it looks problematic
- Have margins of safety and apply them - a mark of maturity

Risk Isn't Random

- Don't ignore that nagging feeling…
- Develop a mission planning focus. Plan A = Assigned Flight. Plan B = Backup. Plan C = Contingency if A and B fall through
- "Getting away with It" leads to the danger of success
- Build your own Risk box and assess risks before every flight

The Danger of Complacency

- Don't rush - take a moment to relax, and re-do that checklist if distracted
- Stay sharp and keep questioning
- Talk though your procedures (power settings, airspeed, what you're anticipating next)
- Eliminate distractions - stay fully engaged throughout each flight
- Be curious - does that instrument make sense? What's different today? Am I ready to Go Around?

Flying Under Pressure

- Try to avoid the pressure that no one puts on you…
- “Live to Fly Another Day”
- When you find yourself rushing, compromising , second-guessing, or justifying things you’d normally say no to, then you are putting yourself under pressure….
- Use your Risk Box as your guide - don’t let the pressure cause you to compromise your risk standard
- Be willing to say “No”
- Pressure will always be present, in some form - learn how to recognize it and deal with it

Margins

- Develop your own margins for fuel, abort point, route planning
- Don’t let your developing flight experience soften the margins that you already developed
- A margin is the thought process behind preparing for the unexpected

Situational Awareness

- Tools to improve your situational awareness
- Visualize and talk through your flight
- Develop a good aircraft scan
- Instrument scan - what are they telling you and what do you need to do?
- Use communications to build a situational map
- How to stay ahead of your airplane

Automation Management

- Maintain good stick and rudder skills
- Automation reliance and management
- Trust but verify
- Balance between hand flying and automation

Single-Pilot CRM

- Tools for good single pilot IFR
- Mental rehearsal and preparation
- Post-flight debrief
- You are your own copilot!

Hazardous Attitudes

- Identify and avoid the 5 hazardous attitudes
- No one is immune - awareness is everything
- Recognize them when they are occurring and deal with them immediately!
- Recognize the attitude you might be most prone to falling into - develop a strategy to deal with it
- Reinforce that safety mindset!

The I'M Safe Checklist

- We all know the checklist - but do we apply it before each flight?
- Be honest with yourself
- Be aware if not at 100% and what you're going to do about it
- Safety starts with YOU

Threat and Error Management

- Brings everything together
- Spot threats before you even touch the airplane
- Prior to Takeoff - the last chance to get it right..
- Avoid complacency during mid-cruise
- Laying the groundwork for a stable finish (approach and landing)
- Simple ways to stay one step ahead of your airplane

Building Your Own Safety Box

- Develop your own SOP - Safety Box
- What should be in your Safety Box
- Plan for A, B, and C
- Stable Approach and Abort Criteria
- Go/No-Go decisions

Staying Alive

- By following all of the above…
- Fly as if every flight is your first flight - with the same alertness, caution and preparation - and fly as if every flight is your last - because one day it could be…

Ryans's writing style is so easy to follow - short clipped sentences, no long drawn out soliloquies, just common sense observations and recommendations as if he is talking to you directly.

This is why I found his handbook so easy and engaging to read. Immediately after finishing it I prepared my own safety box (SOP) for application on future flights.

By the way, I am receiving no commission for this enthusiastic review - I just found it one of the most enjoyable and helpful aviation primers that I have ever seen in years.

If you decide to get it, maybe you will to!

Editors Note: Ryan's You Tube Channel is Missionary Bush Pilot. I have provided a link below. You can find the Handbook for purchase on amazon.ca ($24.97)

http://www.youtube.com/@MissionaryBushPilot

NEXT ISSUE

What I Learned From that Flight!