NEWS AND VIEWS

Geoff Gartshore (Editor) at
geoff.gartshore@gmail.com

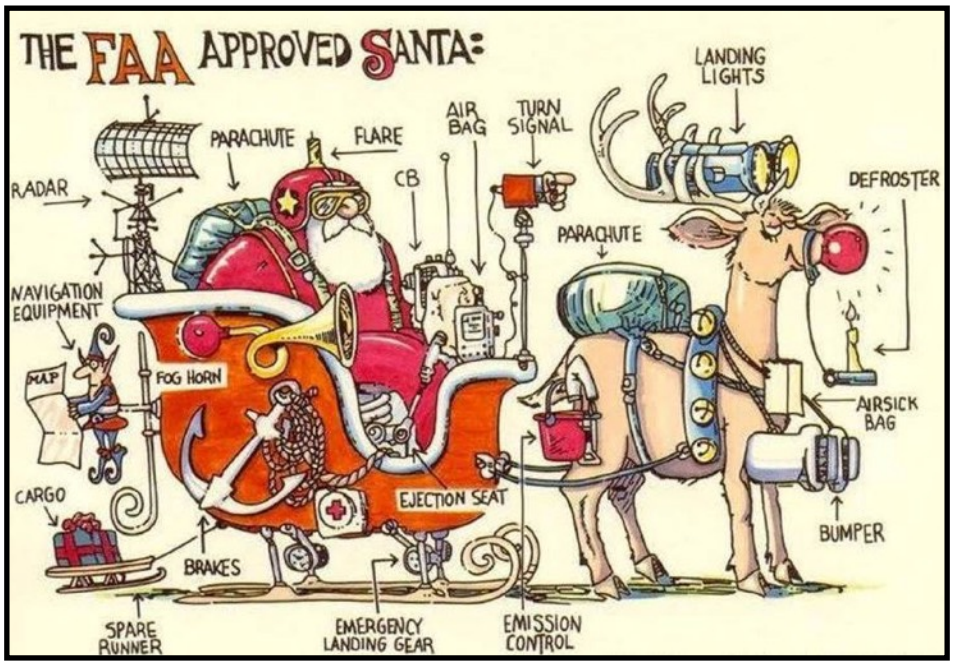
Items to Note!

1. Next COPA 26 Meeting is Tuesday January 13, 2026.
2. The next Pilot Decision Making (PDM) Zoom Workshop is Wednesday January 7, 2026. To join, send an email to cykf.pilotworkshop@gmail.com.

In this Issue!

WELCOME!

Merry Christmas - 2025!



REMINDER - GOOD TRANSPORT CANADA CONTACT!

A Reminder from a previous Newsletter Note:

If you are having trouble getting any responses from Transport Canada staff, especially on your medical file, here is a good Transport Canada contact to use:

Mr. Andy Cook

Deputy Director. - General Aviation, Transport Canada

Andrew.cook@tc.gc.ca

I have provided his name to several pilots (private and commercial) who have experienced delays hearing back from TC on various files (particularly medical). In all cases (including the Editor) they have found that not only is Andy responsive to an email, he is quick to reach out to TC medical and helpful in expediting review of the file, sometimes turning month-long delays into successful resolutions within a matter of days.

So if you find yourself in a similar situation, don't hesitate to contact Andy for help. So far his track record has been very good!

Just something to think about for 2026!

Landing in Light Crosswinds (Pilot Workshops)

Subscriber question:

"I just became a part-owner in a Cessna 182. When I was doing some tough-and-goes in light winds with one of the other owners, he kept saying I was landing crooked and the wheels shouldn't chirp so much on landing, I've flown a 182 before and I know I wasn't looking diagonally across the nose. What gives?" -

Pilot Workshops Answer:

"Pilots often touch down a little sideways when winds are light because they're not in 'crosswind landing mode.' Similarly, variable wind direction is going to be a problem for a pilot who thinks in terms of using 'left crosswind technique' or 'right crosswind technique'.

Often, pilots describe a landing like this:

I have a left crosswind, so I'll be using right rudder and left aileron, and touching down on the left main wheel first.

To me, that describes the result, not the technique. The proper technique on every landing is to use whatever rudder it takes to align the nose of the airplane with the centerline of the runway, and whatever bank it takes to control drift so the airplane itself stays over the centre of the runway. Point the nose with your toes (Editors emphasis) and use the ailerons to move laterally to stay over the centerline. Use that technique on every landing, and good crosswind landings will follow.

This works when there's no wind, when winds are strong or variable, and for everything in between. After touchdown, position the ailerons fully into the wind—they should already be deflected that way as a result of the technique—and keep pointing straight down the centerline with the pedals.

A home simulator can be a great tool for practicing this. The controls won't feel the same, but the concepts are. You can get as many reps as you want in different wind conditions until the relationships between aileron, rudder, drift, and alignment become intuitive."

Subscriber question:

"My pre-takeoff checklist has an item: 'Avionics ... SET.' That's not especially helpful for my G1000, which includes radios, a GPS, bearing pointers, and an autopilot. What should I actually be setting up before takeoff?"

Pilot Workshops Answer:

"You need an *avionics flow check*. This simple procedure ensures that all the avionics are properly set up before each phase of flight. An avionics flow check works with any configuration, from a stack of old-school radios to an integrated system such as a Garmin G1000.

You can develop a flow pattern that works for the cockpit you fly, but here's a general outline to get you going.

Start with the GPS. Ensure that you've loaded the correct flight plan or direct-to destination. Even if you're just staying in the pattern, putting a destination in the GPS establishes the habit and ensures that you always have useful information in the GPS, not just blank data fields. If you're flying IFR, verify that the correct departure procedure, including the takeoff runway and transition, matches the fixes in your clearance.

Next, point to and verbalize the frequency set in each active and standby radio—both communication and navigation. Confirm that the primary CDI on your PFD or HSI is set for the navigation source you'll use for the first leg of the flight—be that GPS, VOR, or localizer—and is using the correct navigation radio. Repeat this step for all CDIs or bearing pointers.

Now check and verbalize the autopilot and flight director modes to ensure they're configured for takeoff. If your panel includes a PFD and HSI, verify that the heading and altitude bugs are set for takeoff and initial climb. Confirm the transponder code and mode. This step is especially important now that the ADS-B mandate is in effect. It should be in ALT mode virtually all the time.

Finally, if you use a tablet to display charts and other information, make sure that the correct chart or page is displayed. Now is a good time to confirm that your tablet is plugged into a power source.

This systematic review of the avionics works like the cockpit flows we've used for decades to verify the position of the fuel tank selector, lights and pitot heat, flaps, and other equipment before takeoff, when beginning an approach, and before landing. You can repeat the flow in cruise after you get a new clearance or change destination, and before an approach to the airport, VFR or IFR.

Make a habit of tracing your way through the avionics maze in your cockpit. It's an easy way to reduce your workload, and you don't need to remember another memory aid."

MERRY CHRISTMAS

AND

HAPPY NEW YEAR!!

(Coming in 2026 -

ADS-b Theory and Some

Solutions)