

NEWS AND VIEWS

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Items to Note!

1. Next COPA 26 Meeting is
Tuesday January 13, 2026.
2. The next Pilot Decision Making
(PDM) Zoom Workshop is
Wednesday February 4, 2026.
To join, send an email to
cykf.pilotworkshop@gmail.com.

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Wheel Fly-In (Feb 10, 2026)
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- MEMBERS CORNER - My Flight to
Windsor to See a Mosquito....
(Geoff Gartshore)

WELCOME!

Well we're now in the thick of winter - 2026!

It sure has been difficult to find a suitable VFR flight day over the past several weeks, what with the overcast, rain/snow/sleet/ice events, large snow dumps, fluctuating temperatures, freezing and snow melts, need I say more...!

After these events I typically find my sliding hangar doors at Apron 1 to be pretty much frozen and immovable.

Fortunately, the most recent thaw in early January has helped melt most of that snow and ice, and as of January 10 I was able to fully access my hangar with all doors sliding flawlessly! If the weather continues to cooperate I'll definitely be looking for a destination to fly to soon...

Speaking of which, this is a good time to remind pilots of the upcoming Huronia airport annual ski/wheel fly-in on Saturday Feb 7, 2026, from 1000 to 2 pm. Ski planes land on the west side of the runway. This is always a popular COPA Flight 73 fly-in event with chili as well as peameal bacon served on a bun. Let's just hope the winter weather cooperates for that one!

Either way, winter can be a great season to fly in, with the improved engine performance, generally stable air, denser air providing good lift, and nice snow-covered views especially further north. Just make sure you and your aircraft are always well prepared for winter flight, you dress with and bring appropriate clothing, have a good survival pack easily reachable, and have a good handle on the weather and expected conditions! I have attached the Huronia Feb 10, 2026 fly-in poster for your information.



A poster for the Annual Ski/Wheel Fly-In. At the top, there is a logo of a winged figure with a shield, followed by the number 73. The main title "ANNUAL SKI/WHEEL FLY-IN" is in large, bold, white letters with a drop shadow, set against a blue sky with clouds. Below the title, the date and location are listed: "SATURDAY FEB 7, 2026", "HURONIA AIRPORT - CYEE", and "10am - 2pm". A line of text below that says "Chili and peameal on a bun served!". At the bottom, a red and white ski plane is shown landing on a snowy field, kicking up a cloud of snow. The background of the entire poster is a blue sky with white clouds.

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ANNUAL SKI/WHEEL FLY-IN

SATURDAY FEB 7, 2026
HURONIA AIRPORT - CYEE
10am - 2pm

Chili and peameal on a bun served!



Pilot Workshops - Flight Following And Emergencies...

Subscriber question:

"How much help can flight following really be in an emergency under VFR? You have everything you need yourself to get down on the ground ASAP." — Chad R.



Pilot Workshops Answer:

“It’s true that VFR Flight Following is optional, and some pilots prefer to avoid the radio altogether so they can enjoy the view in peace and quiet. We savour those moments, cruising along enjoying the freedom of flight, but it’s exactly in those moments—when everything seems perfect—that something can go sideways.

It did for me. Had I not already been on frequency with SoCal Approach getting VFR flight following, the day the propeller departed from my experimental Pitts biplane, I might not be here to tell the story.

I had just departed Santa Paula Airport. My standard procedure was to pick up flight following climbing above the 3000-foot ridgelines surrounding the area, and that day was no exception. I called SoCal Approach and requested VFR flight following en route to Yuma, AZ. Ten minutes later, while cruising eastbound over the San Fernando Valley at 7500 feet, I felt a sudden vibration—and the prop was gone—leaving a smell of burning oil behind it.

Whiteman Airport was just 2.5 miles off my left wing. I shoved the nose down, keyed the mic, and declared the emergency. Two minutes later, I was rolling out on the runway.

But there was no time in those brief moments to fumble with finding a frequency or figuring out who to call. I was already talking to someone who could help, and that may be why no one was injured and the plane only suffered minor damage. Approach cleared the airspace, alerted the tower, and made sure I had a runway waiting. I could focus on managing airspeed, altitude, and energy state to get that plane on the runway and not into the densely populated area around it.

That’s why I always recommend using Flight Following. When things go wrong, seconds count and having someone already on the line could make all the difference.”

See this article from AOPA to hear more about [Spencer’s emergency in the Pitts](#) and its successful outcome.

MEMBER'S CORNER

I Flew to Windsor to See a Mosquito! (Geoff Gartshore)

This has been on my bucket list for some time.....a flight to the Canadian Aviation Museum at Windsor International Airport (CYQG) to see the progress on their De Havilland Mosquito restoration.

The Chatham COPA 203 Chapter hosts an annual fall BBQ at the Canadian Aviation Museum in support of the museum and its historic ongoing Mosquito fighter-bomber restoration. I have had this flight on the books many times, only to be weathered out each time!

Fortunately, Oct 18, 2025 turned out to be a flyable VFR day, albeit a bit cloudy at times with a strong (28 mph) westerly headwind. So I saddled up the Zenith at CYKF and headed west for the event.

Despite the strong headwind (giving me a groundspeed of only 95 mph - my normal speeds are typically 125 mph) the flight was great - smoother than expected with good visibility and no ominous weather signs either present or forecast.

As usual the views en route did not disappoint - the Lake Erie shoreline cliffs, varying lake water colour hues, Rondeau Bay, and finally Lake St. Clair as I angled northwest for the approach into Windsor International Airport.



Lake Erie Shoreline



As you can see the Rondeau Bay views were great and visibility was superb! And the flight was amazingly smooth and turbulence-free despite the strong headwind...

Rondeau Bay and Rondeau Provincial Park

The friendly and helpful controller cleared me for a long approach to Runway 25, indicated that I didn't need to report over the Tecumseh Water Tower VFR checkpoint (which I had missed in my pre-landing briefing - my bad) and gave me helpful taxi instructions for the museum BBQ event.

All-in-all a very positive experience!

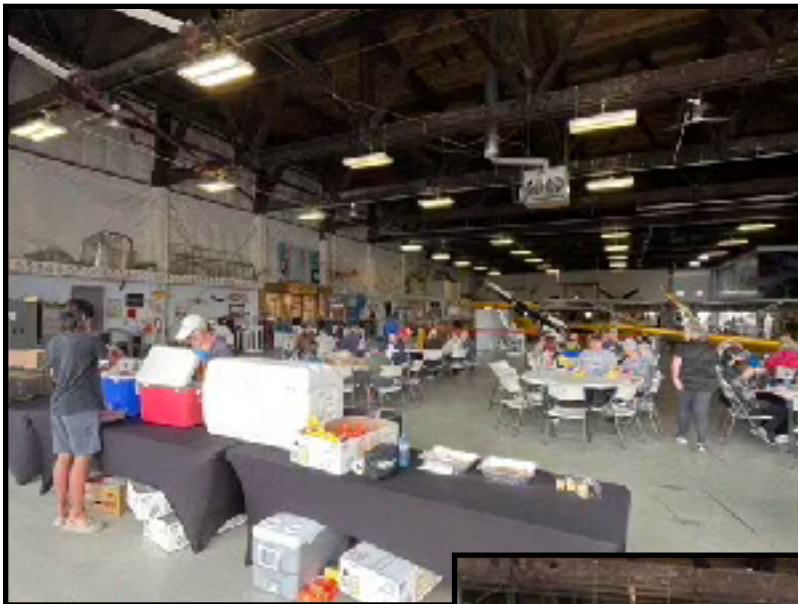


My Zenith parked at CYQG



I was surprised that so few aircraft flew in on that day - I assume the strong headwinds were partly a factor, but given the very smooth flight the headwinds were the only issue - pretty much straight down Runway 25.

Nevertheless, a welcoming crowd of museum volunteers, a few fly-ins, and members of Chatham COPA Flight 203 were on hand, serving up a tasty self-serve BBQ (hotdogs, hamburgers, salads, and all the fixins....). I recall the lunch price was only \$10 for COPA fly-in pilots, and I also added some cash to their donation jar to help with their restoration costs.



BBQ Lunch with a Great Backdrop!

Besides the Mosquito Fighter restoration main attraction there were several other display aircraft and activities, as shown in the photos below.....



Wright Flyer Replica - Reduced Size



Fairchild PT-268 Cornell



De Havilland DHC-1 Chipmunk



Lancaster Bomber display



View Towards Cockpit



Navigator/Radio Station



Cockpit



There is also a 1950s/1960s era Vickers Viscount airline flight simulator - where you can sit, examine the cockpit setup, and watch a brief approach video on the screen.

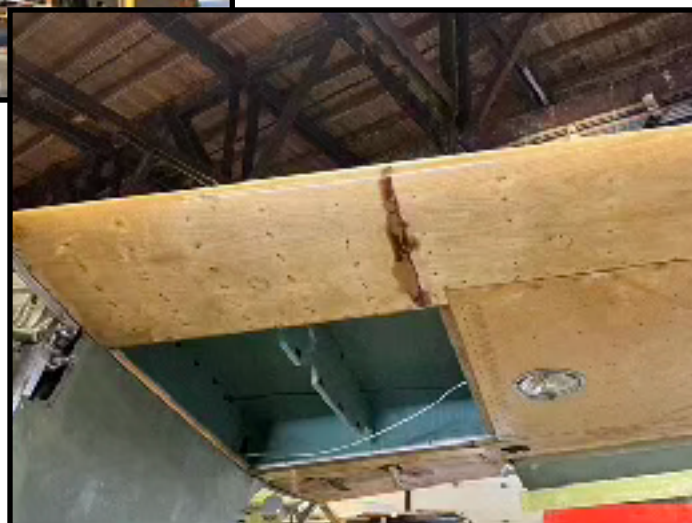


But the highlight has to be the Mosquito bomber restoration project that has been ongoing by dedicated and skilled volunteers for a few years, and is now really taking shape, as you can see in the accompanying photos....



Mosquito Restoration in Progress







Look at the Quality of that Wood Work!



Empennage now Installed!

Finally, another surprise! Air Creebec was running a cargo operation with their Hawker -Siddeley HS 748 turboprop, when a major overhaul milestone became looming. The projected overhaul costs were so substantial, the owners elected to offer the aircraft to the museum (and likely getting a good tax break in the process). With only 6 hours remaining until the aircraft overhaul was due, the aircraft was flown to Windsor, and then the remaining time was spent in local flying around the area for photos, etc., until the aircraft was finally landed for the last time and taxied to the current location just outside the museum.

It will be interesting to see how this latest aircraft addition will be incorporated into the museum's future plans and programming!

All in all, I highly recommend visiting the Canadian Aviation Museum, either by plane or car, enjoy the exhibits, and consider any small donation you can to help in their historic restoration work!



Hawker-Siddeley HS 748 Turboprop - latest addition!

(Coming later this year -
ADS-b Theory and Some
Solutions)