

NEWS AND VIEWS

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Items to Note!

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

In this Issue!

- Welcome!
- Fly-Outs and Aviation Events!
- Gadget Corner
- Flying to Gatineau/Ottawa for
Golf and Museums!

WELCOME!

Well we're at the back end of summer and closing in on hopefully a beautiful fall. Hopefully you can get out on some flights to enjoy some new places, fall colours, crisp cool air, and nice visibility.

We'd love to hear about your flight (s) - just send in your story and some crisp photos and we can craft an article from it for your review before it goes to print.

Fly-Outs and Aviation Events!

Here are more coming events on the horizon - hope to see some of you there!

We will post any additional fly-ins as we are made aware of them - these typically come via our Captain Gord Millar who stays on top of these things!

Tiger Boys Open House (September 18-20, 2026). Come on out to see vintage aircraft (static and flying), check out the hangar museum and enjoy refreshments!

Fall Colours Fly-In (Saturday Sept 26, 2026). Hosted at the Stanhope Municipal Airport (CND4) in Algonquin Highlands. Pilots fly in to enjoy the autumn foliage, antique cars, and model aircraft displays.

GADGET CORNER

(Editor): Recently saw this in my copy of Canadian Aviator. Hopefully you'll find it illuminating....



Panel Lighting

Do you struggle to clearly see all your cockpit instruments when darkness falls? Do you want a simple, low-cost solution? Have a look at LED Light Strips from Idaho's Superior Panel Technology. Available in 14v or 28v systems and in either green, red or white lighting. The 39-inch strip contains 60 wide angle LEDs. The strip can be cut to required length at any third LED. SPT states that the lighting is bright enough to read charts.

From about U\$49 for the light strip alone to U\$164 with the optional dimmer switch.

Learn more at, and available from, **sptpanel.com**.



Our Flight to Gatineau/Ottawa for Golf and Museums!

My oldest son David, who is a high school Physics and Math Teacher at Elmira, loves to golf - and he had never been up for a flight in the Zenith.

So on August 9-11, 2023, we set out on a 3 day flight adventure to Gatineau and Ottawa for some great aerial scenery, golf, museums, and father-son bonding.....



Father and Son on the day of departure.

Of course, our Zenith looked like a toy plane behind my 6' 4" son - somehow he managed to stuff himself in. But no room for his golf clubs!

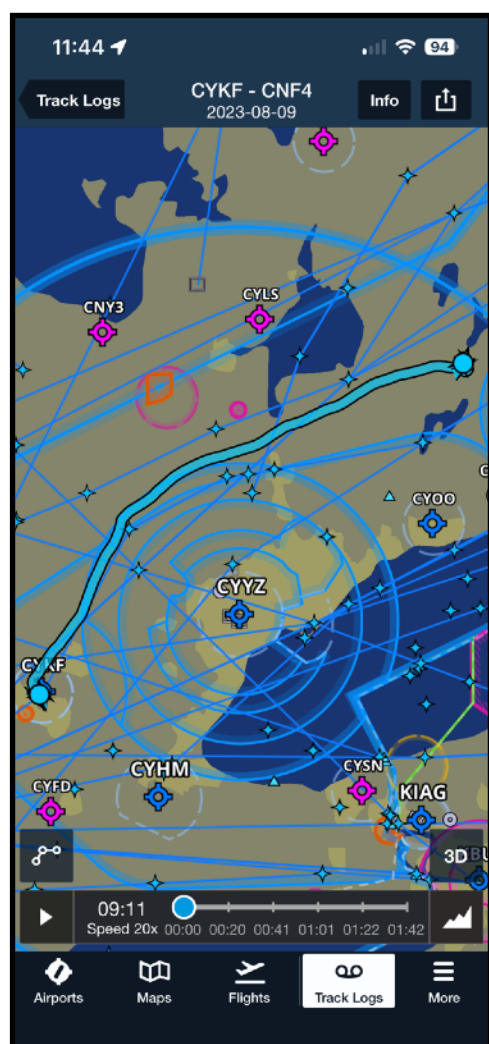
This type of trip had been on my radar for years - and the weather forecast for the trip appeared promising....(but more on that later...).

Here are the highlights from the trip, including some preparation advice, as well as some suggestions on the approach and departure.

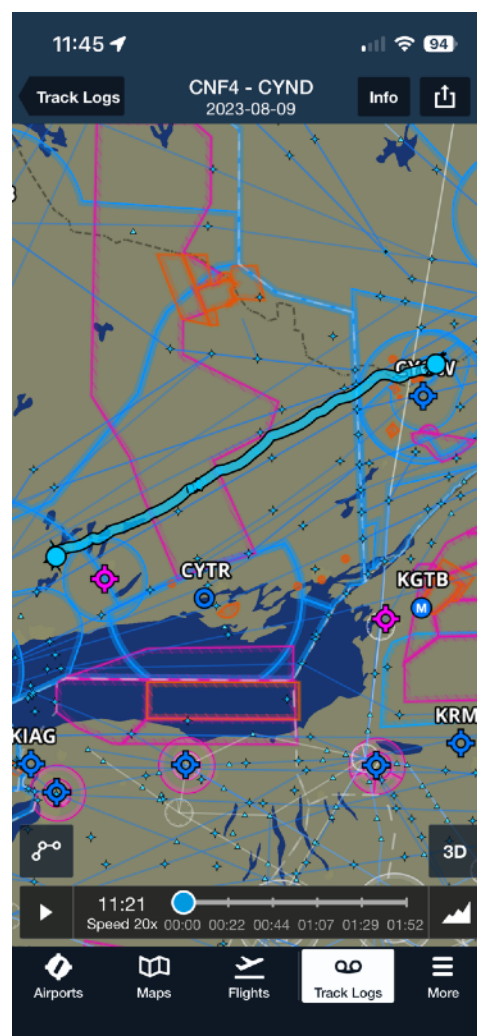
Preparation

The flight into and out of the Ottawa/Gatineau area is not at all difficult, but does require some advance thought, planning and execution.

We chose to fly in two legs, as shown below. Leg 1 was from KW (CYKF) to Lindsay (CNF4), for a quick fuel top up and rest break. Leg 2 completed the journey from Lindsay to Gatineau.



Our Track Log - KW to Lindsay



Track Log - Lindsay to Gatineau



Checking out a cool helicopter at Lindsay

Flight/Air times for each leg were as follows:

KW to Lindsay (CNF4) - Flight Time 1.3 hr. Air Time 1.0 hr

Lindsay to Gatineau (CYND) - Flight Time 1.7 hr. Air Time 1.3 hr.

The stretch between Lindsay and Ottawa is largely wilderness - very scenic, but totally lacking in emergency landing sites if things go south. You can plan your route to be closer to smaller airstrips but these are limited and scattered at best in that section.

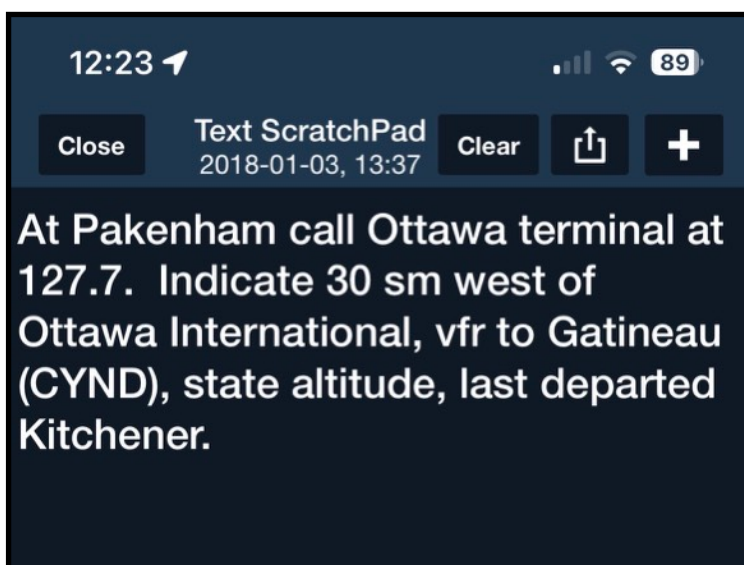
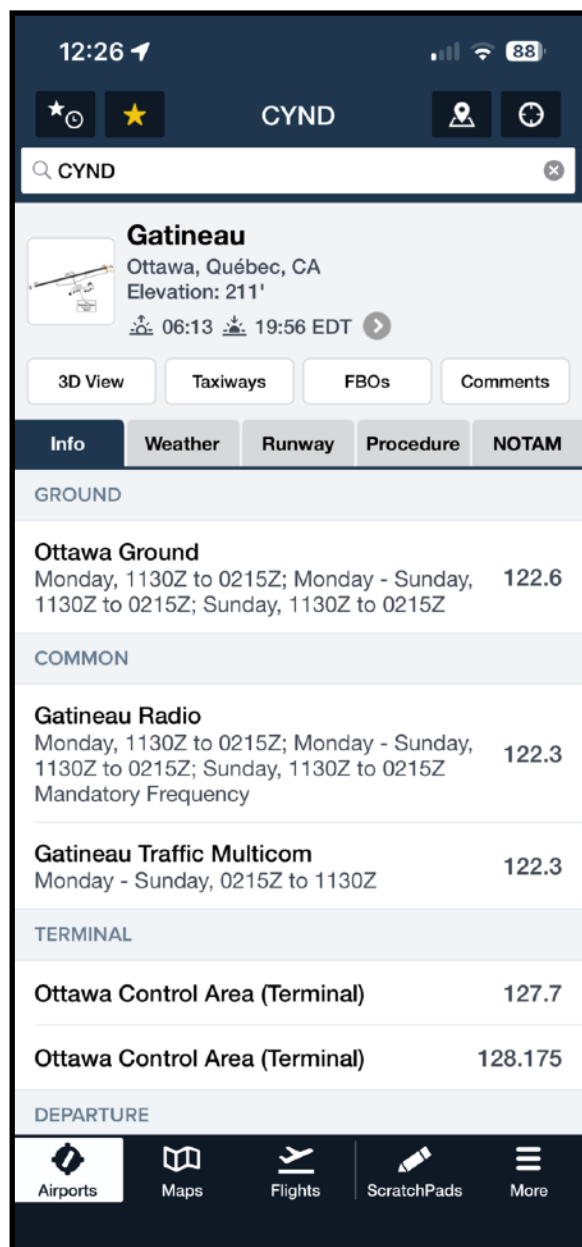
Gatineau (CYND) is an MF airport, so of course those procedures apply for arrival and departure.

Ottawa International Airport (CYOW) can be a busy airspace area, so it is important to review the airspace information, CFS, and other sources to get a good picture of the procedures for the area. In addition, there are a number of restricted areas (No Fly) associated with the Parliament Buildings and Prime Minister's residence that are clearly marked on the VFR chart. These must be avoided (more on THAT later...).

So it is important to review all available information, including the CFS, in preparation for this trip.

Approach

Careful planning made our approach stress-free and uncomplicated. Having the airport information page handy on your EFB as well as any preparation notes (see scratchpad below) is helpful. Talking with Ottawa Terminal is advised, so that they have a heads up of your approach and can give you helpful traffic information if their workload permits. This occurred in our case, and we were thankful for the help. Your approach will bring you along the Ottawa River, past the restricted areas and Rockcliffe Airport, before turning northeast to Gatineau Airport.



Our foreflight scratchpad for the planned approach to Gatineau - this worked well!



CANADA FLIGHT SUPPLEMENT / GPH 205

Effective 0901Z 9 July 2026 to 0901Z 3 September 2026

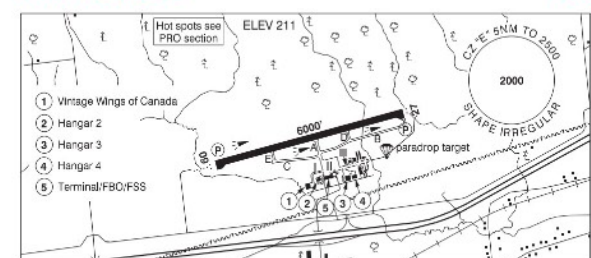
B804 AERODROME/FACILITY DIRECTORY

OTTAWA / GATINEAU VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
CHAMPLAIN BRIDGE	VCCHB	N45° 24' 30" W075° 45' 30"
CHELSEA DAM	VCHL	N45° 30' 48" W075° 46' 32"
CUMBERLAND	VCMBL	N45° 31' 00" W075° 24' 36"
DESCHENES QUARRY	VCQRY	N45° 25' 48" W075° 49' 12"
LAC MCGREGOR	VCPOU	N45° 38' 37" W075° 38' 52"
INNES	VCINS	N45° 25' 25" W075° 34' 47"
ORLEANS	VCORL	N45° 28' 34" W075° 31' 27"
THURSO	VCGuy	N45° 35' 55" W075° 14' 43"

OTTAWA / GATINEAU QC

CYND



REF	N45 31 18 W75 33 49 Adj E 14°W UTC-5(4) Elev 211' A1905 A5000 A5002 LO6 LO7 HI5 T2 CAP
OPR	La Corp de l'Aéroport Exécutif Gatineau-Ottawa 819-665-7024, 819-743-8883 Cert
PF	A-1,2,7 12-01Z± B-3,6 C-4,5
CUST	AOE/15 888-226-7277 13-21Z± Mon-Fri
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montreal 514-633-3211 or 800-633-1353, all Flt Pins, IFR tng PPR
WX	METAR 12-02Z± O/T LWIS
DUAT	TAF 14-02Z±, issue times: 00, 14, 18Z (DT 00, 13, 18Z) ATB access during ATB hrs of ops
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), SP, HPR FBO 819-598-8407 12-01Z± O/T 2 hr PN 819-665-7024 call out chg
OIL	All
S	1,2,4,5,6
SUP FL	D & A-ice
PVT ADV	FBO 123.4 819-598-8407 12-01Z± O/T 2 hr PN 819-665-7024 call out chg
MIL CON	Aéroport Exécutif Gatineau-Ottawa 123.4 819-665-7024

Review the CFS Information carefully

CANADA FLIGHT SUPPLEMENT / GPH 205

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AERODROME/FACILITY DIRECTORY B805

OTTAWA / GATINEAU QC (Cont'd)

CYND

RWY DATA	Rwy 09(089°)/27(269°) 6000x150 ASPH
RWY CERT	Rwy 09/27 AGN IIIB
TWY	Apron I and III rstd to less than 26,000 kg
RCR	Aprt 819-598-8407 CRFI avbl 11-02Z± Mon-Fri, 13-00Z± Sat-Sun Opr Snow removal 11-02Z± O/T 3 hr PN. PCN
LIGHTING	09-AO(TE ME) P2, 27-AS(TE ME) P2 ARCAL-122.3 type K 0215-1130Z±
COMM	(bil)
RADIO	Gatineau 122.3 PTC avbl (V) 1130-0215Z± (emerg only 819-643-2961)
RCO	Québec rdo 123.375 (FISE)
GND ADV	122.6 1130-0215Z± (emerg only 819-643-2961)
MF/ATF	Gatineau rdo 122.3 5NM shape irregular 2500 ASL (CAR 602.98) 1130-0215Z± O/T ATF 122.3
TML	Ottawa 127.7 128.175
VFR ADV	Ottawa Tml 127.7
PRO	Rgt hand circuits Rwy 27 (CAR 602.96). Possible turbulence on apch Rwy 27 with N wind. Pilots departing from CYRO inbound for the CYND MF zone: contact GATINEAU RADIO on 122.3 on the ground at CYRO to advise of your intentions 5 minutes prior to entering the CYND MF zone. VFR FLIGHTS IN OTTAWA CLASS C AND TERMINAL CLASS C AIRSPACE SEE OTTAWA / MACDONALD-CARTIER INTL FOR PROCEDURES. GROUND ADVISORY: The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97(2), 602.98(1) and 602.99. Departure procedure: Prior to taxi for departure; contact GND ADV on 122.6 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 122.3 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b). Arrival procedure: After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GND ADV on 122.6 for ground traffic and taxiing information before entering the taxiway. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. Due to obstructed vis from the FSS, all acft taxiing to Thld 27 via Twy B must advs Gatineau rdo upon arr at hold short line and again when entering Rwy 27 (see CAUTION).
CAUTION	FSS Visibility: First 670' Twy B fr Thld 27 not visible fr FSS. Maintenance: Possible NORDO win maint eqpt on rwy outside FSS ops hrs. Parajumps: Over aprt max alt ocsl 15,000 ASL, 11-05Z±. Airspace: Inbd tlc ctc Gatineau rdo 5 min prior to entering MF zone. Firing range: Aprx 0.5NM NW of Thld 09, active May 15-Nov 1 daylight. Wildlife: Possibility of animals on rwy, bird activity May-Oct. Aerobatics: Possible aerobatic activity over A/D btwn gnd and 8500 ASL.

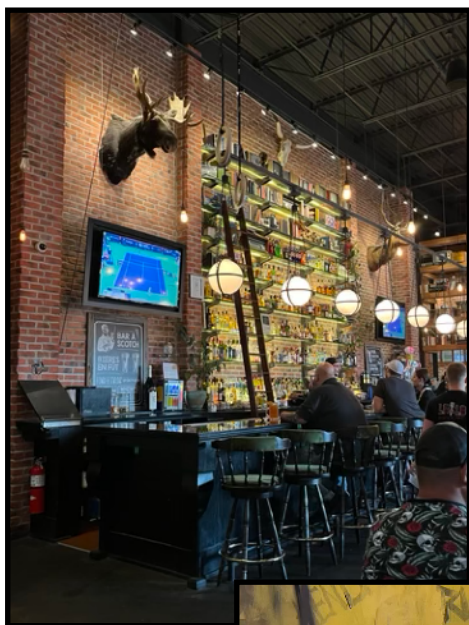
Note that Gatineau is an MF Airport, with specific procedures for arrival.

The airport staff at Gatineau were friendly and accommodating. Tie down/parking fees in 2023 were about \$20.00 per day, fuel prices were competitive, and there is a nice dining area at the terminal.

Uber is available in Gatineau and Ottawa, and we had no trouble getting our ride to the rental agency where we picked up our rental car for the 3 day visit, and then on to our hotel in Gatineau. The hotel was conveniently located next to a large mall and restaurant area, and was also within a reasonable driving distance for our golf and museum adventures (no more than 25 min).

Enjoying Dining, Golf and Museums!

Quebec has some fine dining. After settling in at our hotel, we sampled the food court across the street for lunch, and then a “Brasserie” that night for dinner.



On Thursday, August 10, we played a round of golf at a public club (tee off was about 0710 I recall). This is when the weather took a nasty turn. Dark billowing clouds were developing during the 17th hole, , we could hear thunder escalating, and just had time to complete the 18th and run to the rental car when the heavens let loose.

This turned out to be a 1:100 year storm that hit Ottawa with torrential rain, hail, and flooding (August 10, 2023). The visibility was so poor we had to pull over in our car. All I could think of was: *Is this also happening at Gatineau Airport? We had tied down each wing but is the aircraft still secure? Will we find the aircraft pummelled by hail?* Keep reading to find out.....



Note the Ominous sky in background...



Rain and hail so intense - had to pull our car over!



This horrific storm battered Ottawa for over 1 hour on Thursday August 10, starting just after 11 am (when we just got off the golf course), until 1200 pm, dumping huge amounts of rain and large hail, with high winds. Many streets and buildings were flooded. We were very thankful to have been under cover during this event, and that we weren't flying at the time!

After a bit of a rest back at our hotel, we booked our museum tickets online (Canadian Aviation and Space Museum, and the Natural History Museum).

That Thursday afternoon, after the storm, we drove to the Aviation and Space Museum at Ottawa Rockcliffe Airport and spent an enjoyable 4 hours. It is a massive complex with an amazing array of exhibits, and should be on every aviation enthusiast's bucket list.

The photo collection below provides just a small sampling of what you can see there!



Inside the massive museum complex



Fox Moth on floats



Salvaged remnant from an original Avro Arrow



The venerable Beaver!



Two Famous WW2 Aircraft - the Lancaster bomber and Spitfire!





We finished off our sightseeing with a tour of the Natural History museum on Friday August 11, followed by a driving tour of the Parliament buildings area, and topped off with authentic Quebec Cuisine - St. Hubert BBQ chicken.....



Natural History Museum



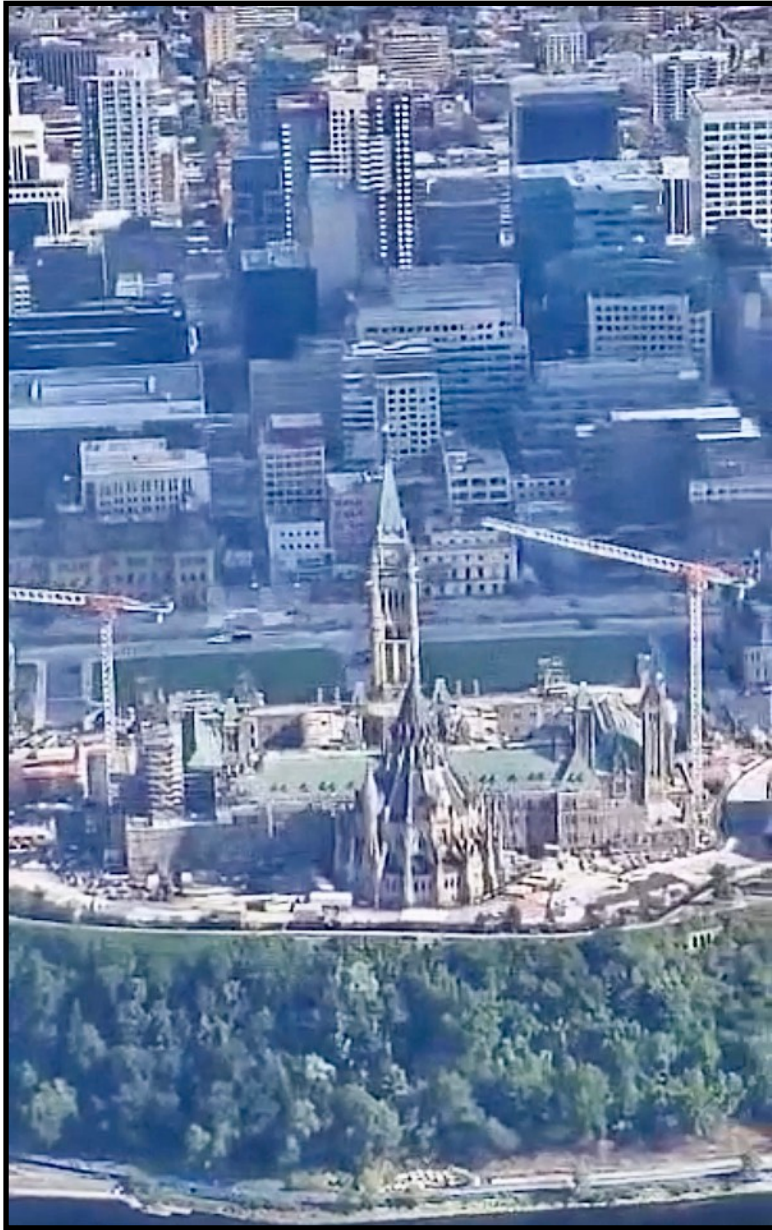


Parliament Buildings

Alas it was finally time to head home. In the afternoon of Friday August 11 we dropped off our rental car and enjoyed a nice Uber drive back to Gatineau Airport (about 30 minute drive). During the drive my son and I had a good opportunity to dust off our French (I was bilingual growing up in Quebec but have gotten a bit rusty over the years) with our Uber driver, who spoke no English.

Of course I was somewhat apprehensive about the condition of our aircraft when we arrived back at the airport.

When I checked in with the FBO they told me that prior to the storm they had run out, secured all my tie-downs, and added additional chocks and tie-downs to keep our Zenith secure. Miraculously the storm appeared to only skirt Gatineau, with no hail at the airport. We were very relieved and thankful for this! The FBO was most helpful providing guidance about checking in with Ottawa ATC and requesting the "Ottawa River sightseeing route" to see the Parliament Buildings and Ottawa shoreline during our departure. We were told to remain at about 2000 ft asl during that portion, and to avoid the restricted no fly zones associated with the Parliament buildings. After a certain point Ottawa ATC released us on our way back to KW.



Got a bit distracted checking out Parliament (just outside edge of the restricted zone) - be aware of this as you fly along the river...



Our departure route from Gatineau along the Ottawa River (while in touch with Ottawa ATC)

Overall, it was a great bonding time with my son, and a memorable flight adventure that we both cherish. We are hoping to do another similar type of trip in the future, if we can make it happen...

Coming Next:
Checking out the Fall Colours
At Stanhope (CND4) !