

- February 2019 -



Some of us choose our aircraft registration letters very carefully and others settle for whatever is next in line at the registry office since it saves a bit of money or doesn't really matter to us. Whether this fellow chose this specific registration on purpose or had it assigned, you have to admit it is certainly one of a kind! I suspect the pilot is a lot more meticulous and careful than the registration implies, but it gives one pause to whether you would fly in it. ☺

President's Message

In January, we had an opportunity to learn more about aviation insurance from Sandy Odebunmi, an experienced broker from Sound Aviation Insurance in Toronto. If you missed this presentation, you can see it on the website at the following URL:

https://kwraa.weebly.com/uploads/4/3/1/8/43188173/sound_new_private_waterloo.pdf

If you want to get a quote from Sound Aviation Insurance, use the application at this URL:

https://kwraa.weebly.com/uploads/4/3/1/8/43188173/private_app_fillable_sound.pdf

As a broker, Sandy shops all of the underwriters to find you the best rate available.

In February, Fred Grootarz of Toronto RAA will be conducting the annual recurrent training for our chapter and handing out stickers for participants' log books as proof of currency. Since the changes at Transport Canada a

while ago, recurrent training has been difficult to obtain so it's good to have people like Fred who are willing to help our local RAA chapters keep their mandatory training up to date.

In this issue you will find an article written by Lee Coulman, who had the good fortune to be able to attend a tour of the London FIC with the London/St. Thomas chapter of RAA. If you find this of interest, maybe we can arrange a tour of the FIC for the KW chapter later this year. Since flight plans or flight itineraries are mandatory for flights over 25 miles from your departure point, knowing how to simplify and speed up this process is helpful and Lee addresses some of the key points in the article.

Some of the fly-in dates and locations for the 2019 season are now confirmed so be sure to get them into your personal calendars!

2019 is going to be another great year for KWRAA.

- Dan

Tour of the London FIC, 2019-02-05

The London-St Thomas RAA organized a tour of the London FIC which was led by Loren Soyka, Nav Canada Team Supervisor. The FIC is located at the London Airport (CYXU) in the same building as the Diamond Flight Centre Katana Café. The RAA team consisted of 11 of us led by chapter President Roy Rader.



The London FIC consists of 14 operator positions to service the Toronto Flight Information Region (FIR) with weather briefings, NOTAMS and flight plan services. Each position has radio controls and telephone services along with various displays to provide weather and ATC radar from Toronto Centre.

Pointers for Getting Weather Briefings:

1. Review weather on line, if you can, for your intended route. Look for significant NOTAMS. Get your questions and concerns ready. They have more weather products available than we have for use.
2. Identify yourself, your airplane type and your intended flying area and times. Make sure you identify that you are VFR or IFR.
3. You may get a recommendation not to go.

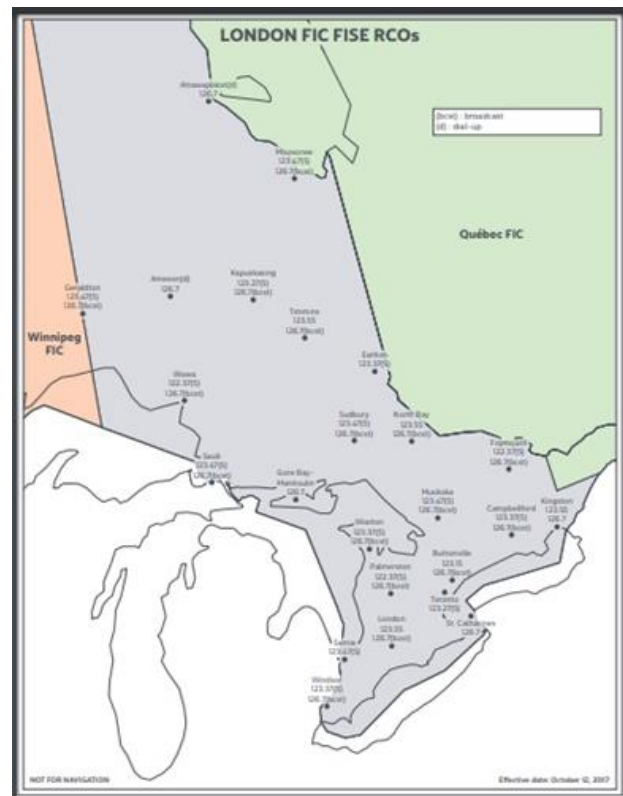
Position Reports:

1. Frequency - Pick the right frequency to contact the FIC. Unfortunately, this can be complicated as 126.7MHz has been decommissioned and is now being used for air-to-air position reports. You need a CFS

and to look in the Planning section for the London FIC. Twenty-four (24) Remote Communications Outlets (RCO's) are located around the FIC region.

FISE- Flight Information Service ENROUTE

LONDON FIC FISE RCOs
(emerg only 519-452-4049)
Ameson 126.7 (FISE) DRCO (N49 47 W84 35)
Attawapiskat 126.7 (FISE) DRCO (N52 55 W82 25)
Buttonville 123.15 (FISE) 126.7 (bcst) (N43 52 W79 22)
Campbellford 123.375 (FISE) 126.7 (bcst) (N44 20 W77 42)
Earlton 123.375 (FISE) (N47 42 W79 51)
Foymount 123.375 (FISE) 126.7 (bcst) (N45 26 W77 18)
Geraldton 123.475 (FISE) 126.7 (bcst) (N49 46 W86 59)
Gore Bay-Manitoulin 126.7 (FISE) (N45 53 W82 34)
Kapuskaing 123.275 (FISE) 126.7 (bcst) (N49 25 W82 28)
Kingston 123.55 (FISE) 126.7 (bcst) (N44 14 W76 36)
London 123.55 (FISE) 126.7 (bcst) (N43 02 W81 09)
Moosonee 123.475 (FISE) 126.7 (bcst) (N51 17 W80 36)
Muskoka 123.475 (FISE) 126.7 (bcst) (N44 58 W79 18)
North Bay 123.55 (FISE) 126.7 (bcst) (N46 22 W79 25)
Palmerston 123.375 (FISE) 126.7 (bcst) (N43 55 W80 52)
St. Catharines 126.7 (FISE) (N43 11 W79 10)
Sarnia 123.475 (FISE) (N43 00 W82 18)
Sault 123.475 (FISE) 126.7 (bcst) (N46 29 W84 31)
Sudbury 123.475 (FISE) 126.7 (bcst) (N46 38 W80 48)
Timmins 123.55 (FISE) 126.7 (bcst) (N48 34 W81 23)
Toronto 123.275 (FISE) (N43 42 W79 37)
Wawa 123.375 (FISE) 126.7 (bcst) (N47 53 W84 47)
Wharfedale 123.375 (FISE) 126.7 (bcst) (N44 45 W81 06)
Windsor 123.375 (FISE) 126.7 (bcst) (N42 17 W82 57)



There may be dial-up, "DRCO", but luckily there aren't any around here. Check the CFS to learn more about DRCOs activation. DRCO stands for Dial-In Remote Communications Outlet

In Canada and the US, call the applicable FIC at the numbers listed below.



Halifax FIC	1-866-541-4106
Québec FIC	1-866-541-4105
London FIC	1-866-541-4104
Winnipeg FIC	1-866-541-4103
Edmonton FIC	1-866-541-4102
Whitehorse FIC	1-866-541-4107
Kamloops FIC	1-866-541-4101

2. Initial contact - Identify your aircraft and what station you are calling into. For example: *“London Radio, at Palmerston (122.375) this is Charley Golf Juliet India Bravo”*.

Please note that the operator may be busy and might respond right away. It is important you say what location you called as this shows up on a common display that isn't that easy to spot right away. You may have to make another call.

3. Position report - *“London Radio Charley Golf Juliet India Bravo VFR flight plan, over Hanover at 17:10 Zulu estimating Final Destination CYSA (Stratford) at 17:40. Please update my ETA and requesting Stratford area weather.”*
4. Radar - The operator may be able to see you their radar display if you have a transponder. You can also ask if there is weather, like thunderstorms around you. This has helped us on our travels.

Weather Radar:

1. Is there a difference between radar shown on the Environment Canada (EC) site and

on the NavCanada site? The answer is yes, even though the radar source is the same. Both routes detect the precipitation but it is the way it is presented that makes them different. The “CAPPI 1.5km” mode is used for the AWWWS site that we use. This presents the responses for a constant altitude (CA) slice which should be more applicable to flying through the area at a constant altitude. The altitude above the radar site is 1.5km or 5000 AGL. The PPI part stands for Plan Position Indicator which is the old world description of a radar display. The strait PPI mode implies that the radar beam is looking up at a fixed elevation angle, usually at the lowest angle to get the greatest coverage range.

2. Reading Radar Data - We were advised to be careful when interpreting the radar display. Some of the radars are tilted so low that they pick up a lot clutter from buildings near the radar site, like King City near Toronto. It was recommended to “loop” the display to see if the display changes with time. If it doesn't change, then it is clutter and should be ignored. Temperature inversions can cause some weird anomalous results at extreme range.
3. Changes to Come - New radars are on the way as Environment Canada updates the Doppler weather systems. Expect new features from these new sites, with probably better clutter and noise rejection. The Exeter radar is in the process of being updated and should be available this year.

Filing Flight Plans

1. Flight plans or flight itineraries are required for flights over 25 nm.
2. If you file a flight itinerary, you need to make sure the responsible person knows who to call and what to say about your aircraft, equipment on board, persons on board and flight intentions.
3. It is easy to file and flight plan and the FIC can help. It is best to follow the form in sequence to allow the operator to fill it in efficiently. My personal flight planning form has these entries already set up for use.

Nav Canada AWWWS Weather Site

1. You can register to create a folder which has your user preferences to help with weather and flight plans.

https://flightplanning.navcanada.ca/cgi-bin/my_briefing.cgi?Langue=anglais&NoSession=NS_Inconnu&Page=&TypeDoc=html

2. A significant overhaul is coming with new maps of reporting sites that have METARs and TAFs. NOTAMs will be more focused to avoid the crane and tower clutter. Stay tuned.

USE IT, OR LOSE IT

Remember that NavCanada is running a business. If products are not being used, then they are phased out (with consultation?). Telecom costs are enormous for the analog telephone lines to these RCO sites (\$1000/mth). Oddly enough, the VHF radios have been updated but the lines haven't kept up with future digital communications. Fortunately there is often a Centre radio at these sites to give ATC clearances and take position reports, at least for now.

While we were at the FIC there were only 3 positions being used of the 14 available, and

this was a perfectly good VFR night. The FIC model has changed over the years and it seems that only General Aviation and small commercial operators are their customers. They also fill in for services in the Maritimes. You if thought you should be talking to Halifax FIC but you may more likely talking to London instead. What is going to happen to the local knowledge that these experienced operators have gained in these regions? Use it, or lose it? Remember we're losing NAVAIDS and services at a regular rate and concentrating on Internet and space based sources. This "all your eggs in one basket" convergence is frightening me. Avoid scrambled eggs and...

Keep Our Services ALIVE:

1. Get a weather briefing
2. Use the RCOs whenever you can. Ask for weather updates.
3. File a flight plan

FLY SAFELY,

Lee Coulman,

Vice President KW-RAA

Director of Airmanship and Flight Safety

Aviation Insurance

Here are some important takeaways from the January 14 presentation by Sandy Odebumi, VP Aviation, Sound Insurance Services.

- There are very few actual underwriters of aviation insurance, so shopping numerous brokers or agents can be counterproductive. The underwriter will generally only quote each pilot/aircraft once, so you will likely get the same price regardless of agent. A broker will get the best prices from all available underwriters for you.
- If you are constructing an aircraft at your home, it may not be covered by your homeowner's insurance. Consider purchasing 'work in progress' coverage.
- A knowledgeable broker can assist you by working with insurance companies

on practical and safe training and check ride plans for the sometimes unique aircraft we fly.

- Coverage limits should be specified for each configuration that you will be flying your aircraft in during the coverage period... ie: fixed wheels, retractable gear, floats, amphibious floats, skis, etc.
- Your automobile policy does not cover your car while you are air-side at the airport.
- You should report all claims to your broker or insurance company, even if they might be covered by another party's insurance.
- When in doubt about something ask and get it in writing so you know you will be covered.

The Leading Edge

Upcoming Events in 2019: (Highlighted lines are KWRAA Events*)

February 11	-	February Meeting at 7:30 in the Cadet building at CYKF
March 11	-	March Meeting at 7:30 in the Cadet building at CYKF
April 2-7	-	Sun-n-Fun in Lakeland Florida, USA
April 8	-	April Meeting at 7:30 in the Cadet building at CYKF
May 13	-	May Meeting at 7:30 in the Cadet building at CYKF
June 6-8	-	COPA National (Western) Convention in Innisfail, Alberta (CEM4)
June 15	-	KWRAA Largo Woods Fly-in near Winterbourne
July 6	-	KWRAA Fly-In – Jergenson Field – Arthur
July 13	-	Zenair Open House – Midland at CYEE - Huronia Airport
July 22-28	-	Air Venture Oshkosh in Wisconsin, USA
July 27	-	KWRAA Fly-In at Tom Shupe's in Mount Forest (Tentative Date)
August 10-11	-	Gathering of the Classics in Edenvale
August 16-18	-	UPAC Convention – Lubitz Field, Plattsville
August 17	-	Aviation Fun Day at CYKF – Waterloo Region International Airport
August 22-24	-	COPA National (Eastern) Convention Cornwall Regional Airport (CYCC)
August 31	-	KWRAA Fly-In at Roger Deming's – Kenilworth
September 9	-	September Meeting at 7:30 in the Cadet building at CYKF
October 21	-	October Meeting at 7:30 in the Cadet building at CYKF
November 11	-	November Meeting at 7:30 in the Cadet building at CYKF
November 29	-	KWRAA Christmas Party – Details to follow later in 2019

* KWRAA events are fly-in and/or drive-in.

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Important Notes:

* **2019 Membership Dues** should be paid to Mike Thorp at the February meeting if you have not already paid. Be sure to bring your RAA Canada membership card with you. (You must be an RAA national member too!)

February is our Annual Recurrent Training session with **Fred Grootarz**. Stay current and get a sticker for your logbook to prove it.

March is tentatively a “**Show and Tell**” meeting. Bring something interesting from your hangar or shop to show the other members of KWRAA! Also, **Harish Jadeja** has volunteered to do a presentation on **Drone Operation and Training** available. With the new TC legislation on drones and UAV's this could be a valuable session for all pilots and especially anyone considering buying a drone.