

- October 2019 -



Hundreds of boats were lined up at Pottahawk Point in Long Point Bay as Lee and I flew out to check out the lighthouse and other points of interest on Sunday, August 11, 2019. On long weekends, this place can have three or four times as many people and boats out partying and enjoying the beach. The high water was quite evident to anyone who has been there before since the beach is gone and the parked boats are tight to the shoreline.

President's Message

In the September issue, I had intended to bring you the story of a flight Lee and I took down to Long Point in his Searey, but with so many events to cover and a great story Lee had written about weather briefings and ADS-B, I moved this to the October issue.

This time of year is generally easier to produce newsletters since there were so many great fly-ins and other events to cover, but this season may be a challenge after this issue. With my aircraft down for major repairs, I won't have the opportunity to do the last couple of events I normally attend and the fall colours tours that Lee and I often do are obviously curtailed. So, with that in mind, please feel free to send me anything you have from your own adventures this fall. You can write the text or simply send me some photos and I will fill in the blanks and get your approval before publishing the story and photos in the newsletter.

Having shared the September guest speaker, Ewan Tasker from the TSB with the COPA 26 chapter at their meeting, we didn't have a business meeting in September, which means there will likely be a lot to cover at the next meeting. The October meeting gets pushed back to the third Monday because of Thanksgiving, which also means a shorter time until the last meeting of 2019 in November and less time to discuss the Christmas Party, the planning for which I believe the committee has well in hand. I will send out more details soon, but the venue has been moved to the Mill in Elora. The décor should be quite festive for the event and prices reasonable.

In this issue, besides the Long Point photos and story, you will find a short synopsis of the incidents Lee and I had this summer in the hopes of preventing it from happening to others.

In spite of a few member aircraft incidents...
2019 is another great year for KWRAA. - Dan

The Leading Edge

Long Point Trip – August 2019

With my Highlander down for major work, Lee contacted me and asked if I was up for a flight in the Searey. I jumped at the chance to get airborne again. The big question in Lee's mind was where to go on this beautiful blue-sky day. Having not been down to Long Point since last fall, I suggested a trip down there and suggested he pick me up at The Old Marina Restaurant on Puslinch Lake. They have a Searey-friendly beach and the lake is large enough that wind direction is not a factor. Lee had not been to Puslinch Lake for quite a while and quickly agreed to my suggestion.



It was a rather late start to the day, so lunch quickly became a priority. Brantford airport was almost directly on our flightpath and the restaurant there is quick with reasonably priced meals for a couple of pilots on a mission.



With our bellies full, our thoughts could return to the trip ahead as we set a course to Port Dover.



Port Dover is a quaint little lakeside town that swells to several times its size every Friday the 13th as bikers from up to hundreds of miles away and even a few from abroad take over the 'main drag' to show off their customized motorbikes and check out the competition. From the air, Dover used to be pretty easy to find just a little to the west of the old Nanticoke coal-fired electricity-generating plant. Gone are the old smoke stacks that stood out on the skyline, replaced with the now all-too-familiar wind turbine electricity-generating windmills that proliferated under the past Liberal government clean energy initiative.



Wind turbines are everywhere along the great lakes shorelines now, making it safer to be over the water at low level in the Searey than over the shore where land-based planes play. As we headed over the town, we watched an ADS-B target cruise under us about 500 feet below. Once he passed, we descended to cruise just off the water, westbound along the Erie shore.

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As we cruised along the north shore of Lake Erie, we passed over Turkey Point and circled around to see if one of my cousins was at their family cottage, but seeing no one home, we continued westbound over the Turkey Point Marina. Again the high water was evident to me having spent a bit of time at Turkey Point when I was younger... the beach was well under water.



From there we headed out over open water toward Pottahawk Point, a popular summer playground for boaters, young and old. Normally, there is a long beach inaccessible to landlubbers attracting hundreds of boaters on weekends, especially the holiday ones. It's not uncommon to see the boats three or four deep along the shoreline. They lash their boats together to make floating platforms for swimmers and parties alike. In spite of the differences between boaters and flyers, any seaplane pilots landing near a group of boaters and taxiing over will find themselves treated like rock stars, drawing most of the attention.



As we cruised over the marshy areas on the east side of the point, we could see that only the highest mounds of grass or tree covered sand dunes were sticking up above the water, forming a sea of green islands against a blue palette.



As we neared the lighthouse at the very tip of Long Point, the high water became so obvious that we were shocked by the total lack of beaches around this iconic spot. During most summers, the sand spit reaches out above the waterline from the last cluster of trees several hundred feet and the water is normally so shallow, one can wander out several hundred more before it get too deep to continue. The view at the tip of Long Point, looks more like a cluster of islands on Georgian Bay than it does Lake Erie.

The higher than normal water levels are creating accelerated erosion along the Erie coast as waves and wind beat against shoreline and vegetation that is normally protected well above the historic waterline beaches.

The Leading Edge



As we travelled up the western shore of the point, we encountered sandy areas that would have been larger dunes now turned into protected beaches. Much of the wildlife on the point use these shorelines for habitat and feeding areas, and the long term impact of these higher water levels is unknown.



One of my favourite childhood memories is climbing and swimming at the Sandhills Park near Clear Creek, Ontario. Over the years, erosion has eaten away at the hills and the wind has tried to build them back up. Tourists have been coming to these hills since the 1800's and at a height of about 350 feet, you can understand the attraction, especially for children and the young at heart. The swimmers along the shoreline in this photo appear as small specs. I have taken my own kids there and even tried snowboarding the sand there many years ago. Obviously, you have to stay low when flying past there or the altitude will shrink these imposing mounds to an unrecognizable bump along the shoreline.



The wildlife along the Erie shoreline is diverse and sometimes majestic. It is not uncommon to see American bald eagles, golden eagles, or osprey cruising for prey or perched in a tall tree.



The north shore is comprised of sandy cliffs and vegetation clinging perilously to them. Above you can see wrecked sailboats on the shoreline, no doubt casualties of storms and the higher than normal water levels in the Great Lakes.



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Erosion is a fact of life along the Erie shoreline, and daring hang gliders make use of the updraft created by the shoreline breezes rising up over the cliffs. We had to keep our distance from these unpowered aircraft, but watched them dance in the wind as we flew past below them. I'm sure they were likely thinking how cool it would be to be flying in a seaplane today as we marvelled at their intrepid flying adventures.



As we neared Port Burwell, we decided that it was a good time to turn back toward Waterloo Region, but not before getting a few nice photos of the wharf at the mouth of the Big Otter Creek and the beach where I swam as a youngster. This was the closest freshwater beach to Tillsonburg, where I grew up. Lake Erie looks a lot cleaner now than what I remember as a young lad, with the muddier creek water looking more like I remember Erie being. The clean-up is likely a combination of anti-pollution controls and the infestation of zebra mussels, which filter a large amount of water as they feed.



- Lee Coulman Photo -



- Lee Coulman Photo -

One of the newer tourist attractions in Port Burwell is the submarine HMCS Ojibwa. HMCS Ojibwa was a Cold War Oberon-class submarine that served in the Royal Canadian Navy and later the Canadian Forces Maritime Command. To learn more about the submarine and the museum that had the foresight to bring it to Port Burwell from Halifax, check out this link... <http://www.hmcsojibwa.ca/about.html>.



On our return trip, we flew over the town of Tillsonburg and then over CYTB before returning to Puslinch Lake. As always, we drew a crowd as small planes landing at the lake often do. After a short chat with the locals to tell them all about the Searey and our flying adventure(s), Lee headed back to his home field at Roger Deming's place and the rest as they say... is now history!

If you are given the opportunity to fly low along the Long Point and the Erie shoreline, you now know what to expect... it's a great flight with incredible scenery!

The Leading Edge



Background:

On July 24, 2019 at 4pm I was taking off from a field in the Tillsonburg area to fly to a small lake near Woodstock with my brother-in-law to visit some friends. With $\frac{1}{2}$ fuel and a passenger, the plane was about 100lb. below gross weight. The weather was clear and dry, temperature was warm with mostly sunny skies; winds were calm... very, very light west wind.

Incident Details:

I had landed in a very smooth field near my mom's place, something that I have done dozens of times before. I visited for a while then offered to take my brother-in-law for a flight to Pine Pond, a small lake near Woodstock. Upon departing the field, we started to climb out to the west over a corn field. As we flew from cleared field over the corn field, the lift disappeared and the plane began descending. About 300' into the field the floats began to touch the corn plants. Once the float wheels touched the soft ground, they dug in and the plane instantly flipped over.

Lessons Learned:

- Always wear your seatbelts... we walked away with only a few minor scratches
- Always have a defined abort point and use it, especially when close to gross weight. Allow extra distance on warm days, when not operating off of a paved runway and when operating close to gross weight

- Always do a passenger briefing so they know what to expect and where things are (first aid)
- Keep your ELT in working condition... test it regularly (406 MHz ELTs can generate an email SAR verification.)
- Be aware of local air currents around crops and tree lines
- Corn can be a real problem... as I have found out recently from other pilots. In spite of being dark in colour, rows between the plants allow the air to stay fairly cool, creating downdrafts
- Slight headwinds in the open field can disappear over a corn field (lowering airspeed)
- Ground effect disappears over a cornfield (described to me by another pilot as spongy air)
- Don't take off over a corn field unless you can be well above stall speed and quite high
- After a crash, check your passenger for injuries and assist them in getting clear of the plane. Mike was relatively unscathed, but required some assistance with the seatbelt and exiting the inverted aircraft
- If there are no injuries and someone has called 911, call again yourself to update the first responders. I had 6 cruisers, 3 land ambulances, and one fire station respond as well as air ambulance initially dispatched... they assume the worst for aircraft accidents. If I had called too, I could have reduced the size of the 'circus' and freed up resources for other emergencies
- Full in-motion insurance coverage is advisable on newer or custom aircraft; thankfully mine was fully insured, minus a deductible of course.
- If police respond, they will contact Transport Canada to report the incident. TC will notify the TSB, but it's a good idea for the pilot to call also to notify them about any details that need clarification and update them on the ELT status. They will likely tell you to turn it off if the plane is not in a remote location to prevent further signals to SAR.

The Leading Edge



Police say the plane was amphibious and house-built. (Source: Wellington OPP)
Image 1 of 2

CLOSE X

Background:

On August 20, 2019 I was flying my Searey with one passenger to conduct a sightseeing flight and take a few photos of the church bible school. I planned on doing a 'splash and go' on Conestoga Lake before returning to my home airport near Damascas, Ontario.

Incident Details:

The GPS indicates a power up at 13:39 UTC (9:39 local) in front of the hangar and a take-off at 13:52. (The landing gear would normally have been retracted at this point and the brakes applied after takeoff.) The flight proceeded toward Drayton and then direct to Gale Church in north-west Elmira. The flight encircled Gale three times and then proceeded to Conestoga Lake via Wallenstein. (Prior to entering the landing area I would normally put the gear in the UP or water position.) On the downwind leg I would normally execute a full check using "GIFFTSS" (Gear, Instruments, Fuel, Flaps, Trim, Switches, Safety) Turning final should have resulted in a call for 2 notches of flap and checking for gear in WATER position. The track stops abruptly at 14:25:53 (10:25 local) with a ground speed of 41.7kts. The Searey entered the water and immediately nosed-under with the tail going vertical and the canopy collapsing inward flooding the cockpit. We both managed to escape the aircraft wearing our floatation devices.

Lessons Learned:

DISTRACTION: Don't let your attention be taken away from your checklist. Have a written checklist. If you get interrupted, then repeat from the start of the list. My "other" episode with distraction involved landing at an

unfamiliar airport, following another aircraft to the runway. There was minor damage but it was a major disruption to my day. Why didn't I complete my checklist? Also, why didn't I complete my landing gear warning system? The wiring and sensors are in place but not completed. It may have triggered me to "wake up" from any distractions. There are always layers and repetitions to safety systems.

SAFETY BRIEFINGS: These work in preparing us to be ready and focussed for flight. My passenger was briefed on the exits, the ELT operation and how to operate the manual inflation pull on the life jacket. I actually describe the jacket as a parachute to my passenger. The rules are the same, but... don't inflate it until you are free of the aircraft, preferably no more than a foot above the water!

ELTs: This week I was reminded by my trusted AME that a lot of airplanes have 121.5 only ELTs. The current ELT standard is a satellite based 406 with a 121.5 homer. These are much smaller, more rugged and have better 5 year batteries. 121.5 is not monitored officially any more. My 406 ELT operated and is one the few electronics items that were not affected by moisture. It identifies my aircraft and triggers an immediate investigation. Why would anyone continue using potentially "unsafe" equipment?

Please refer to :

<https://www.cbc.ca/news/canada/nova-scotia/emergency-locator-transmitters-search-and-rescue-aircraft-planes-1.4895600> for a further explanation of the current ELT mess.

SAFETY EQUIPMENT: Have your safety equipment in fixed positions in the airplane so you can find them. My fire extinguisher and first aid kit survived in their positions and the ELT operated. I also have safety packs, including ropes and a DOT water safety kit. The 3 point safety belts worked to restrain us without any bruises but my passenger had difficulty releasing the shoulder inertial reel. Did I do an adequate safety briefing? Emergency exit briefings are especially important in an airplane that could be in an unusual attitude in the water. There are training courses on egress training. There is a good reason!

Seat Belts: I was surprised at the comments from the TSB about injury and fatalities caused by people not using their shoulder belts. This sounded bizarre but a number of older airplanes have awkward belts which are clipped over the door and not on flexible inertial reels. My Piper Warrior was like that. Some pilots temporarily unclip to reach a fuel valve or water rudder hook, but don't re-buckle. This has a number of fatalities associated with in water flip-overs.

Life Jackets: This piece of safety equipment should be worn at all times when there is a chance of a flip-over on water. It all happens so quickly that it is not possible to put on a jacket. I can't even put on my jacket while I'm in the air in a non-emergency situation. There just isn't enough room and mobility to get it done. Every time I see an ICON A5 amphibian demo, I just get mad. It is sending the wrong message about safety by showing life jacketless pilots hot-dogging in their videos.

Stow Loose Equipment: The last item on the checklist was "Switches" & "Safety". That last item should have triggered checking the seat belts and stowing loose items. Maybe that would have saved our cameras and cell phones. There was also the chance of those items flying around the cockpit possibly causing more damage.

Emergency Response Team: The police, paramedics and fire services respond very quickly to local accidents and provide immediate medical care. The police will often know enough to report your accident but you

should check in with the TSB with an immediate call before they get upset. I am reminded by my airplane rescuers that the police and fire are best intentioned but fail to understand the fragility of airplanes. They also don't understand ELTs and how to turn them off. They also don't know much about fuel systems and how to prevent a spill. They also don't know enough to disconnect the battery to prevent a fire or further water corrosion. A flooded airplane has a lot of weight that it was not designed to accept. All movements must be taken with extreme care. Luckily, Tom Mills advocated on my behalf and I don't have too much damage and they didn't carry away my C or R. The OPP seemed to be satisfied after they called me, all they needed was the registration letters and not the C of R. The TSB provide an incident number. Then there is insurance, which I had liability and contents. Next time I will really consider some hull insurance. I didn't have too much visible damage but all my avionics are basically useless. This could cost \$15K?

Water Cleanup: Our local bush plane wise AME, Vito, says to get the instruments & avionics out of the airplane immediately. Put them into water, doesn't matter what kind of water just as long as it keeps air away. Carry back to a safe place and flush with distilled water and use isopropyl alcohol to rinse when ready to disassemble & clean. Some experience required. The rice idea doesn't always work on complex electronics.

Fall Colour Report

Don't forget to check out the Fall Colour Report on the Ontario Provincial Parks website if you plan on flying anywhere outside your local area. As of October 5th, the colour change north of Barrie along the Hwy 11 corridor is between 50 and 80%. Check it out at <https://www.ontarioparks.com/fallcolour>



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

| | | |
|-------------|---|---|
| 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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For Sale:

I have a number of parts for sale from my RV-9 including an O-320, instruments and some avionics including a mode-C transponder. Contact Bob at schauber@rogers.com or (519) 504-5951.

For Sale:

Pegazair-100 STOL project

All metal with fabric covered fuselage is ready for instruments and 100hp engine. Built to plans with exceptional build quality.

Replacement parts cost (unassembled) over \$30,000 USD

MDRA Pre-cover inspection was done in June 2011.

Asking \$15,000 USD or \$18,000 CAD

Please contact Clarence for more information ... cemartens@rogers.com or (519)742-3159.

For Sale:

Corvair Engine set up for aircraft use, but easily converted back.

Contact Clare Snyder for more details and price. clare@snyder.on.ca

For Sale:

Zenair CH701 Partial Kit - Save thousands of dollars and get the professionally completed wings, tail section, slats, and flaperons. Contact Jerry Degen (416)578-8878