



January 2007

Recent Zone Activities

ELT Search Exercises 9 and 16 December

By Trevor Mueller

As air searchers in rental or private aircraft we tend to forget the need for actually getting boots on the ground to complete any rescue. These exercises were designed to train our members in how we do this, by directing ground search teams to areas spotted from the air.

On Dec 9th Don Wither helped out tremendously by flying an ELT to Steinbach North airfield in his C150H, where he was off visiting. Roland Biber deployed a second ELT by vehicle outside of Warren, and proceeded to a local cafe with a handheld radio, to wait for search aircraft to arrive on scene, and direct him back to the target. Due to the amount of time required to complete any ELT search only one aircraft was deployed in both exercises, to approximate start search co-ordinates for each target. From there they began aural null or L-helper searches as assigned. Both ELTs were successfully located with the Steinbach search aircraft landing at the airfield, retrieving the ELT, and taking advantage of the local facilities.

On Dec 16th with sufficient members present, two ground teams deployed ELTs close to St Andrews, returning to drop off target position maps, and equip their vehicles with car L-helper antennae. The ground teams' task was now to find the ELTs set out by the other team with co-operation and communication with search aircraft performing aural nulls over the search areas. Although both air and ground teams were assigned independent start search positions within a few miles of the ELTs, the search was made more difficult with weather conditions deteriorating fast. One aircraft returned to base without hearing the ELT, or being able to

communicate with the ground team. The other aircraft was able to generalize a probable area, and relayed that to their ground team, but could not wait for them to arrive on scene before returning to base. Target 1 was however successfully found with this information.

The target 2 team eventually found its ELT after being directed by CASARA base to a position close enough to hear the signal for homing. Weak batteries in the ELT were later found to be at fault. Much appreciation to Moe Shpak and Ernie Gross for placing this particular target WAY down the hydro line, and much more appreciation to Bill Evans for taking his little Subaru to places only Moe's Super cab should go.

Christmas / New Year's Stand By

Thanks to all our members who made themselves available over the Christmas break. It was, however, a very quiet time, with no call outs for our zone.

Training

The Drift Sight

By David Latour

Happy New Year to all CASARA members.

Since writing December's column, I have read similar articles in several other aviation publications. Winter must be on a lot of minds. This month, I would like to reflect on winter navigating, and its special problems.

Before we get into the aircraft, we stumble on the first problem: all of our gear is buried under layers of warm clothing (you ARE dressed to walk out, aren't you?). Take time now, before the next exercise, to go through your necessary gear and your winter flying clothes and work out where you are going to stow what, so you can actually use it in

a crowded, frozen cockpit. Whatever works for you, works for me. You might even try it in the car, if your significant other doesn't laugh too much to drive safely.

We spend more time in winter flying in dark or dim lighting conditions. I have seen a wide variety of flashlights in use by the group, and nearly came to blows with one pilot over same. (I was overly cranky: I apologise, you know who you are.)

There have been a number of fashions in night lighting over the years. For decades, red light was king. It works because it is detectable by the colour cones in the eye, but the black & white rods don't sense it, so are fooled into believing there is no light. This allows your rod-based night vision to be fully adapted at all times. Red light suffers from being the least detectable by the human eye, so it always appears dim. Gross distortions of map colours occur, and some pen colours just vanish entirely from your charts.

Then the military came up with "non-red," a blue-green hue obtained by filtering all of the red out of white light. This also is undetectable by rod cells, so you remain dark-adapted while using it. With most of the colours of the spectrum available, there is less colour distortion of charts, and most inks are visible. It has the advantage of being easier to detect by the eye, so the cockpit can be "brighter" without interfering with night vision.

Recently there has been a trend towards using white light illumination at night, but controlling location and brightness. Natural colour of everything is an obvious advantage, but the flip-side is that the lighting must be quite dim and highly localised on the instruments, or a small chart table. It does have detrimental effects on night vision.

Retaining full night adaptation is, of course, key in any flight situation, but especially in search and rescue work where we must always be ready to see as much detail on the ground as possible. In young people, significant dark adaptation can occur in 5 minutes, with full accommodation in about 20 minutes. Older crewmembers may find that it takes 15-20 minutes to obtain useful accommodation, and up to 40 min to be fully dark adapted. It is important to exercise light discipline from the moment of engine start onwards.

My own preference is to put away all white-light sources at engine-start, and rely solely on blue-

green illumination for the entire flight. The newer, green LED flashlights are also great in this role, but they do tend to be awfully bright, and possibly a layer or two of cello tape might dim them to comfortable levels. Keep instrument lighting at the dimmest setting consistent with accurate reading. It might be wise to speak up before turning on a light source, just in case others are staring right at it, unknowing.

Winter also changes the landscape markedly, and a lot of our normal cues are buried out of sight until spring. Large bodies of water and rivers remain obvious, but the innumerable little streams and drains may be invisible. Many of the section roads are not ploughed, and in drifting conditions may be difficult to see in places. Some buildings become easier to see, while others vanish into the background. Particularly vexing is the reflection of the sun from patches of ice, which can be mistaken for the flashing of a mirror. Always investigate flashes until the source becomes obvious.

With a reduced number of reliable landmarks available, ded-reckoning is more important than ever. Time to practise your skills with watch and wiz-wheel. Dig out the homework from Nav101 and start doing problems. If you've lost it, or haven't taken the course yet, email me at djlatour@mts.net for a copy of the problems.

Notices

Attention All Pilots

By Jerry Roehr

We believe it is the seventh year that we will be hosting the **Annual Rust Remover Safety Seminar** or Pilot Refresher (Recurrency) Seminar. This Safety Session is sponsored by CASARA Winnipeg, the RAA Manitoba Chapter, and COPA Flight 35. COPA will sponsor coffee and doughnuts.

These seminars are extremely informative and were well attended in the past. Last year we did not have enough chairs for everyone. This year the presenters are Aaron Doherty from Harv's Air, Steinbach, and Pete Firlotte, General Aviation Inspector with Transport Canada. The topics for discussion are: What's new for safety in 2007; A review of recent GA accidents; En Route frequencies and what

changes we can expect; and Questions and answers on related subjects. All pilots should make it a point to attend and bring along all their pilot friends as well.

Thursday, January 25, 2007 at 7 pm at CASARA Training Centre, St. Andrews Airport

Exercise Co-ordinators Wanted

We are looking for volunteers who would like to learn how to run exercises. It brings a whole new element into the CASARA experience. If you are interested, please contact Jerry Roehr.

Volunteers Needed for Inventory

We need a couple of volunteers to assist with the annual inventory. This will take place around Sat 31 March, but the exact date can be adjusted to suit your schedule. It will take 2 to 3 hours to complete. If you can help out, please contact Alf Northam.

Name Tapes

By Jerry Roehr

In order to place an order for the personal name tapes we use on our flight suits, we always need a minimum number. We have some names now and should be able to place an order at the end of this month. If you have a flight suit and would like to have your name tape, please e-mail Jerry Roehr at roehr@mts.net to add your name to the order. There is no cost for the first name tape.

Radio Licences

By Jerry Roehr

As most of us you know, everyone who operates one of our aeronautical hand-held radios or who operates the CASARA Base radio station must have a valid Radio Operators Licence (Aviation). If there is enough interest from our members, who do not have such a licence, or would like to have a refresher course, Jerry Roehr will schedule a seminar to prepare interested members to fulfill the requirements of Industry Canada to issue such a licence. Depending on the participants the seminar will be held in late February or early March. Please e-mail Jerry Roehr at roehr@mts.net if you are interested.

Coming Events

All activities are at the Training Centre unless noted. **Exercise end times are estimates.**

January

12 (Fri) 6 pm to 11 pm – Night Nav exercise. Contact Jim Bell

13 (Sat), 20 (Sat), 12 pm to 3 pm – Fly-overs for the University of Manitoba's Winter Survival Course at Delta. In case of cancellation due to weather, we will try again on Sunday morning at 9:30 am. Contact Jim Bell

25 (Thu) 7 pm to 10 pm – CASARA – COPA – RAA "Rust Remover" Pilot Refresher Seminar. Open to all CASARA members and the aviation community. Contact Jerry Roehr

27 (Sat) 11 am to 3 pm - Flights in support of the RAA / Springfield Flying Club's winter survival day. Contact Jerry Roehr

February

3 (Sat) 8:30 am to noon – ELT Search exercise. Contact Trevor Mueller

21 (Wed) 7 pm to 10 pm (moved from January) – Handheld Radio and ELT Homer classroom session. Learn how to use these common tools. Contact Alf Northam

March

3 (Sat) 8:30 am to noon – ELT Search exercise. Contact Darlene Searcy

21 (Wed) 7 pm to 9 pm – Water Egress Classroom Session – We'll review the material covered on the Aviation Egress Systems course, in preparation for summer operations. Contact Jim Bell

April

25 (Wed) 7 pm to 9 pm – Zone Annual General Meeting. Here's your chance to have your say in the operation of the zone, and to hear about our activities over the past year.

May

11 (Fri) 6:30 pm to 10 pm – Zone Annual Wings Presentation evening. Our 7th annual Wings Presentation will take place at Larters Country Club. Doors open at 6:30, with seating at 7 pm. There will be a silent auction and door prizes. We will present wings to our newly qualified members, and service pins to those who have served 5, 10, 15,

or 20 years with CASARA. We strongly encourage all our members to attend. Spouses, family, and guests are welcome. The cost has not been set, but is typically \$25 - \$30 per person. Tickets will be available starting in April. Contact Jim Bell

Remember to check the recorded message at 338-7185 before coming out for an exercise.



Canadian Forces de Havilland CC-115 Buffalo of 442 (Transport and Rescue) Squadron, Comox, BC, passed through Winnipeg on 10 Oct 2006.

Contacts

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