

CASARA Winnipeg

July 2008

Recent Zone Activities

Ten Minute Call-Out 30 June

By Jim Bell

While at the Training Centre, at 5:40 pm, I received a phone call from JRCC. They needed two spotters to go with the Herc to participate in a search for a capsized boat in Lake of the Woods. The spotters had to arrive at the air force base by 7:15 pm. After

phoning ten people, Ken Rigaux and Tim Spiece agreed to report. At 6 pm, before either Ken or Tim had left for the base, JRCC called back to advise that the missing boat had been found, and the boaters rescued.

Lac du Bonnet Fly-In 29 June

By John Hall



Chuck Wilson with the CASARA display at the Lac du Bonnet fly-in breakfast.

Sector Search Exercise 25 June



Jim Ellison works with the chart during the sector search exercise.

Hi ya'll, you missed a great fly in breakfast at Lac du Bonnet at the end of June. Weather was 10 out of 10. The day started at 6 am to meet at St Andrews to pick up the CASARA display board, which fits nicely into a Cessna 172, if you spread it out. This was a joint trip with the Winnipeg Flying Club, with their new Maule aircraft. We arrived at 7:15 am to set up the display and then wait for the planes to come in beginning shortly after 8 am. There were around 7 to 10 aircraft in all and approximately 40 people. Some folk showed an interest in our operation and others were just enjoying the good food and great company. Hope to see you all at the next one.

Spotter Exercise 17 June

By Trevor Mueller



Targets – photo via Trevor Mueller

This year's second Spotter Ex was again very successful, thanks to the many attendees, especially

with the 6 pm mid week scheduling. Given recent actuals that looked for missing people, we simulated a possible scenario of this nature. Our exercise focused on an overdue helicopter chartered to drop off individuals at a number of research stations along an intended route. From the LKP, the flight plan was searched by a return track crawl and spotters identified targets of brightly dressed people positioned in pairs along the route. Even with this vague description, members were still very successful in spotting, however the occasional citizen was called around on. Unfortunately some targets were missed when they were directly flown over, so in future navs should double check their plots with the co-ordinator and assigned pilot before leaving for a flight.



Training

Level 3 Review – Basic Navigation

By Jim Bell

The navigator has the following responsibilities:

Before flight:

- attend the briefing and determine the assignment for his aircraft;
- consult with the pilot to determine how they will fly the mission (ie, route to and from, nav aids, inside or outside turns, airspace restrictions, etc);
- obtain the correct, current charts and other documents (nav log, flight supp, etc) for the flight;
- plot the proposed route on the chart (note: the pilot may plot the transit legs);
- complete the nav log;
- calculate bingo;
- confirm with the pilot / search co-ordinator / safety person that the route and calculations are correct;
- load the route on a gps, if applicable;
- brief the spotters regarding the route and duration of the flight (with pilot);
- arrive at the aircraft in time to start the engine no later than one hour after the beginning of the briefing (for actuals - exercises may take longer).

At the aircraft:

- assist the crew with mounting ELT homing equipment, if necessary;
- participate in the safety briefing - the navigator must have sufficient knowledge regarding radio and ELT operation, escape methods, and emergency equipment;

During flight:

- upon engine start, provide the bingo time to the pilot, and mark it on the nav log;
- record all pertinent times (eg, start, bingo, take-off, start search, target located, off search, landing, shutdown, Hobbs elapsed time);
- continually check the aircraft's position, and mark all fixes with the time;

During flight cont'd:

- if a track deviation has occurred, mark the track on the chart, with times;

during transit, maintain the aircraft's position within 1 nautical mile of the intended track;
in the search area, maintain the aircraft's position within 0.1 nautical miles of the intended track;
mark the location of all possible target sightings, with times, and complete the NOCL form;
note the time of any assigned diversions, and provide an ETA to the pilot;
provide appropriate warning for the pilot of any upcoming airspace or airports, so that radio calls can be made (note: an aircraft must normally call five minutes before entering a control zone or mandatory frequency);
stay ahead of the aircraft - the navigator must know where the airplane is, but must also know what's ten minutes ahead. Direct the pilot to fly towards a landmark if one is available, rather than relying on a heading;
take note of any items that must be raised during the debriefing, or other critical events, with times;

After flight:

assist the crew in removing and returning equipment;
download the gps track for review;
attend the debriefing and assist the pilot in filling out any forms;

Charts

We use four types of maps for searches - road maps, topos in 1:250,000 and 1:50,000 scales, and VNCs.
- A provincial road map is useful for directing ground parties to an object. Aviation charts don't normally have the level of detail required. The zone has several copies for your use.
- Topographical charts are available in 1:250,000 and 1:50,000 scales. Search patterns are normally drawn on a 1:250,000 scale topo. On this scale, one inch equals 3.4 nautical miles, or three inches equals about ten nautical miles. 1:50,000 scale topos are usually too large for our purposes, but may be used if a search area is small (eg, missing children usually don't go far). One inch equals .7 nautical miles, and a ten mile line will extend for fourteen inches.
- VNCs are VFR Navigation Charts. The scale is 1:500,000, small enough to cover all of Manitoba

with only four - Winnipeg, Flin Flon, Big Trout Lake, and Hudson Bay. VNCs are normally used for transit only, due to a lack of detail. If you receive a diversion to a point off your topo, you will have to use the VNC. VNCs are designed to show features that are visible from 7,000' above ground. VNCs show airspace, GEOREF, and airports, which topos generally don't.

VNCs are used for transit legs, and topos are used for the search area.

- VTAs are VFR Terminal Area Charts. They are issued for the area around major cities (Toronto, Montreal, Vancouver, Calgary / Edmonton, and Winnipeg). Good level of detail, with airspace, but only show out to a distance of about 30 nm from Winnipeg.

- JOGs are Joint Operations Graphic charts. Similar to a VTA, with better topographical information, they will eventually cover all of Canada. Too few and too hard to get to be useful at this time.

The navigator should be familiar with the symbols commonly used on these charts.

Plotting

The navigator plots the assigned tasking on the chart. During exercises, pencil may be used, but during actual searches, lines, times, and other marks must be in pen. The chart and nav log can be made up in pencil and overwritten with pen once the airplane has returned. Be certain of the route before marking the map. On major searches, there will probably be a master chart to which you can compare your own.

The use of the SARMate for drawing search patterns (available from Mark Webster) is highly recommended.

Experience has shown that it's generally not worth the time to calculate winds on the nav log, unless they're quite strong. Instead, calculate the winds in the air and update the nav log then. The winds are likely to be different from what's provided during the briefing.

The spotters have the hardest job in the airplane, but the navigator has the busiest.

Notices

New Assistant Chief Spotter



We're pleased to welcome Bill Evans as our new Assistant Chief Spotter.

Missing GPS Data Cables

We are missing the USB data cables from our Garmin gps units. They are black, about three feet long, and have a large bulge in the cable at one end. They may have a white plastic tag on one end. It's

the sort of thing that could easily wind up in a flight bag at the end of the exercise – I know this because that's where I found one. If you find one, please return it as soon as possible.

Your Currency

CASARA requires certain minimum experience in order to participate in actual searches. Within the last year, you must have completed the following:

SPOTTERS:

- 3 hours spotter academic training (Spotter Refresher, Level 1)
- 2 flights of not less than 1 hour each.

NAVIGATORS:

- 4 hours navigation academic training (Navigator Refresher, Basic or Advanced Nav Course)
- 4 flights of not less than 1 hour each
- 3 ELT homings; at least one must be an aural null
- 4 search patterns appropriate to your area of operation.

PILOTS:

- 3 hours of pilot academic training (Pilot Refresher, PDM course, Rust Remover)
- a minimum of 24 hours flying as PIC, made up of –
 - 6 flights of not less than 1 hour each that must be CASARA SAR flying (training or actual), and
 - the remainder can be actual SAR operations, CASARA SAR training, or “other” (non-CASARA) flying
- 3 ELT homings; at least one must be an aural null
- 4 search patterns appropriate to your area of operation.

Your Currency ...continued...

We maintain an electronic record of your training and experience. We have recently updated the software, to introduce a greater level of automation.

Starting with this month, we will include a currency list for all our flying members. We hope you will use this information to take charge of your currency. You will now be able to see quickly what you require to be current, and what's about to expire. Note that it's possible to be current in more than one position, but to do so, you must meet the requirements for each position.

The currency sheet is attached at the end of the newsletter. The list is ordered by the role for which you are qualified (note: members who haven't flown with us for more than a year are not on the list), in alphabetical order. The columns are Pilot / Nav / Spotter Currency; Pilot / Nav / Spotter Certification Training, P1 to P6, N1 to N4, S1 to S2, ELT1, ELT2, Aural Null, Track Crawl, CLA, Expanding Square, Sector.

The currency columns are automatically calculated based on the columns to the right. "U" means you

do not meet the currency requirements for that position. "P", "N", and "S" mean you are current on the date the sheet is printed (the print date is displayed at the upper left corner).

The certification training columns record the latest date on which you participated in eligible classroom training for that role.

P1, N1, S1, etc, record the dates on which you flew with CASARA as a pilot, nav, or spotter. Older dates are to the right. The numbers indicate the number of flights required to meet the currency requirements. ELT, Aural Null, Track Crawl, etc, record the dates on which you conducted one of these search types. Spotters do not have to meet this requirement, so that data is not recorded.

Dates in red will expire within 45 days.

As with any computer data, it's possible for errors to creep in, especially at the beginning. Please check your data and let Jim Bell know if you find any mistakes.

Coming Events

Meet at the Training Centre unless noted.
Exercise end times are *estimates*.
Changes are highlighted in yellow.

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

Subject	Start Date	Start Time	End Date	End Time	Description
July					
ELT Search Exercise	Tuesday 22 Jul 08	18:00	22 Jul 08	22:00	Co-ordinator – Jerry Roehr - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques. Date moved from 7 July.
August					
WC SAREx	Friday 08 Aug 08	12:00	10 Aug 08	15:00	Co-ordinator – Jim Bell - No of Aircraft - 1 - Total Flying Hours - 20 - Description - Annual simulation of a major search exercise, using CASARA crews from across Western Canada. A great opportunity to meet other CASARA members, and see what goes on in a major search. Held at Red Deer AB.
Sector Search Exercise	Monday 18 Aug 08	18:00	18 Aug 08	22:00	Co-ordinator – Jim Bell - No of Aircraft - 2 - Total Flying Hours - 6 - Description - Practice in carrying out one of our more difficult search patterns.

Equipment Training Session	Saturday 23 Aug 08	09:00	23 Aug 08	11:30	Co-ordinator – Trevor Mueller – Description – Learn how to use some of our other equipment, like handheld radios, life jackets, etc.
Spotter Refresher	Saturday 23 Aug 08	12:00	23 Aug 08	15:00	Co-ordinator – Darlene Searcy – Description – Annual refresher training for those who wish to fly with us as spotters. This session will be repeated on Wed 17 Sep.
September					
Northern Navigation Exercise	Saturday 06 Sep 08	9:00	06 Sep 08	16:00	Co-ordinator – Jerry Roehr - No of Aircraft - 4 - Total Flying Hours - 24 - Description - Navigation proficiency trip around the north end of our zone. Spotters may participate on a space available basis. Date may change to 13 Sep.
ELT Search Exercise	Monday 15 Sep 08	18:00	15 Sep 08	22:00	Co-ordinator – Bill Karras - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Spotter Refresher	Wednesday 17 Sep 08	19:00	17 Sep 08	22:00	Co-ordinator – Darlene Searcy – Description – Annual refresher training for those who wish to fly with us as spotters. This session is also scheduled for 23 Aug.
Dead Reckoning Navigation Exercise	Saturday 20 Sep 08	9:00	20 Sep 08	13:00	Co-ordinator – Jim Bell - No of Aircraft - 4 - Total Flying Hours - 10 - Description - Pilot proficiency exercise. Pilots will fly under the hood to practise flying on instruments. Safety pilots will swap seats at the halfway point.
October					
Night Navigation Exercise	Friday 03 Oct 08	18:00	03 Oct 08	23:00	Co-ordinator – Bill Karras - No of Aircraft - 4 - Total Flying Hours - 12 - Description - Night flying and night navigation proficiency exercise. Spotters may participate on a space available basis.
Ground ELT Training Session	Wednesday 15 Oct 08	19:00	15 Oct 08	22:00	Co-ordinator – TBA – Description – Learn to use our ELT ground homing equipment, including the car kit and the walk-around kit.
Joint Prov SAREx	Friday 17 Oct 08	18:00	19 Oct 08	15:00	Co-ordinator - Jim Bell - No of Aircraft - TBA - Total Flying Hours - TBA - Description - Major search exercise with crews from zones across Manitoba.
Level 1	Saturday 25 Oct 08	8:30	25 Oct 08	16:00	Co-ordinator - Jim Bell - No of Aircraft - 2 - Total Flying Hours - 6 - Description - All new members must attend Level 1 before flying with us. The morning is a classroom session, and the afternoon is the first spotting practice flight. Confirm your attendance with the co-ordinator. Previously trained members may attend the classroom session as a refresher.
November					
Spotter Exercise	Monday 03 Nov 08	18:00	03 Nov 08	22:00	Co-ordinator – Trevor Mueller - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	Saturday 08 Nov 08	9:00	08 Nov 08	13:00	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Navigator Refresher	Saturday 15 Nov 08	09:00	15 Nov 08	13:00	Co-ordinator – Jim Bell – Description – Annual refresher training for those who wish to fly with us as navigators.

Contacts

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