



June 2010

## Recent Zone Activities

### Red River Centennial Air Fair 19 June

To mark the centennial of flight in Manitoba, Red River College's Stevenson Aviation College hosted an Air Fair on Saturday 19 June. This event, free and open to the public, featured a variety of aircraft, from small light airplanes, to a 435 Sqn CC-130 Hercules and Stevenson's Boeing 727 and DC-9. Jerry Roehr put his airplane on display, and Robert Dearden, Bill Evans, Al Fraser, and Tim Spiece also attended to represent CASARA.



*Tim Spiece, Al Fraser, and Bill Evans man the CASARA display. Photo by Robert Dearden*

### Missing Kayaker, Kuujuarapik (Great Whale River), QC 17 June

By Kris Buschau-Lapointe

On Thursday, 17 June 2010 at midnight, Trevor Mueller called out two spotters, Doug Brugger and Kris Buschau-Lapointe, for a Herc search approximately 700 miles north of Winnipeg in the Kativik region, which is located in the southeast corner of Hudson Bay. This is a former Mid-Canada Line radar station community. We left shortly after 1:00 am Winnipeg time and returned just after 11:00 am Winnipeg time.

A 16 year old male kayaker had been missing for approximately two days, with just a life jacket and the kayak being recovered. At least one local aircraft and local fishing vessels had already been searching



the bay and along the Great Whale River. He was last seen in the water near the airport or town site. He was wearing black jeans, a white top, and white hat.

Transit on Hercules 306 to the search area was approximately 2.5 hours each way, with an approximate search time of 4.5 hrs, which was completed by two SARTechs, the loadmaster and the CASARA spotters.

A CLA and Shoreline Crawl at 500 feet AGL and ¼ mile spacing was implemented from south to north with the legs being approximately 18 miles along the bay coast and then seven miles up river. JRCC Trenton assigned a second search area overlapping the northern part of the first search area, close to the town site and river.

Unfortunately, this was to be the final official search for the missing youth. Kris did one call

around along the coastal shore of a fishing camp near the water's edge.

Terrain in the area was dark brown rough rock, evergreen trees along some shore, golden sandy beaches, and dunes. The river was generally clear of ice but the bay area was approximately 40% broken up - thousands of pieces of ice with sunshine reflecting the clouds back into the water. This made searching quite difficult although there was good visibility. Below the left window was almost always a perfect outline of the Herc in the water below, indicating calm waters.

As always, we had a great Herc crew with several familiar faces from previous searches. The plane was also "toasty warm", which made it quite uncomfortable at times.

## ELT Training 7 June

The scheduled three airplane ELT search exercise was rained out just before engine start.

With targets already in the field, and full crews hoping for an improvement that didn't come, the plan changed to a ground ELT training exercise with the new style Little L'Pers. An ELT was placed near the north end of the airport, and the three crews drove around to find the ELT in a sudden downpour.

Once all crews had located it, the ELT was moved to the south end of the airport, and the exercise repeated with improved results. Although the crews did well, more ground ELT training is required, and

we will try to provide it before Western Canada SAREx.

*Albert Hochbaum and Alf Northam are about eight feet from the ELT. It stopped raining, too.*



## Training

There are no training notes this month.

# Don't cry "wolf":

## How to reduce the impact of false ELT alerts

By Carole Smith, NSS

*This article appeared in the on line SAR magazine SARSCENE, published by the National Search and Rescue Secretariat. You can find it here: [http://mail.nss.gc.ca/site/ss/magazine/vol18\\_3/406/falseelalerts\\_e.asp](http://mail.nss.gc.ca/site/ss/magazine/vol18_3/406/falseelalerts_e.asp)*

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All false emergency locator transmitter (ELT) alerts place a burden on Canada's search and rescue (SAR) system, and most importantly, may divert resources from responding promptly to an actual aircraft in distress. Pilots, air traffic controllers, and flight service specialists who overhear ELT signals on 121.5 MHz also take time away from other duties to forward these alerts to rescue authorities.

A few simple rules of thumb can help aircraft owners, operators, and maintainers minimize false ELT alerts. SAR is a shared responsibility, and we can all do our part.

### 406 MHz ELTs

An ELT operating on a primary frequency of 406 MHz sends a half-second digital burst transmission once every 50 seconds. This coded signal is captured by the COSPAS-SARSAT satellites, and relayed automatically to SAR authorities. The unique code is then cross-referenced with the Canadian Beacon Registry to obtain vital information about the aircraft in distress.

It is important to note that all 406 MHz ELTs also transmit a continuous analogue homing signal on 121.5 MHz. While the 121.5 MHz signal is no longer detected by satellite, it is used by SAR aircraft and ground crews to travel the final distance to the scene of an accident, particularly when visibility is reduced due to precipitation, terrain, vegetation, or darkness.

The following actions can help minimize false alerts from 406 MHz ELTs:

- Register your 406 MHz ELT with the Canadian Beacon Registry System. It's required by the Canadian Aviation Regulations (CARs). Registration is free, and can be completed on-line at [www.canadianbeaconregistry.forces.gc.ca](http://www.canadianbeaconregistry.forces.gc.ca); by calling 1-877-406-SOS1 (7671); or by faxing a completed registration form to 1-877-406-FAX8 (3298). It is recommended that registration be completed even before installation. If a 406 MHz ELT is activated by mistake while being installed, an alert can be more quickly resolved if a point of contact has been registered.
- Carry out routine operational checks of 406 MHz ELTs in strict accordance with the manufacturer's instructions, as each model has its own unique test procedure. Consider building this protocol into your operating checklists, as applicable. The manufacturer's documentation will also indicate how often these checks should be carried out to ensure that the maximum battery life of the unit is preserved.
- Routine 406 MHz ELT tests that involve transmission of the 121.5 MHz homing signal should only be carried out during the first five minutes of every UTC hour, and for a duration of five seconds or less.

The digital signal from a 406 MHz ELT that is turned on for approximately 50 seconds or more will be captured by the SAR satellites, and interpreted as a distress transmission. If you believe that this may have happened in error, contact the Canadian Mission Control Centre at 1-800-211-8107. The staff will welcome your call, and there is no fine or charge levied by the SAR system for inadvertent activations of this kind.

- Keep your Canadian Beacon Registry information up to date. If you or your emergency contacts move, or if you buy, sell, or substantially reconfigure your aircraft (e.g. new paint colours, change floats to wheels, etc.), be sure to update your record. If the aircraft is sold, and the 406 MHz ELT registration is not updated, the original owner will be called if the ELT is triggered. This confusion could delay a rescue effort. It is also a good idea to update your record when the ELT is removed from the aircraft for re-certification or for extended storage.

### 121.5 MHz ELTs

As of February 1, 2009, signals from ELTs operating on a primary frequency of 121.5 MHz (and/or 243 MHz) are no longer captured by SAR satellites. However, 121.5 MHz is still monitored by air traffic control towers and flight service stations during their hours of operation, and by some aircraft. ELT signals overheard on 121.5 MHz are reported to SAR authorities as possible distress transmissions.

The following actions can help minimize false alerts from 121.5 MHz ELTs:

- Test your 121.5 MHz ELT only during the first five minutes of every UTC hour, and for a duration of five seconds or less.
- Contact your closest joint rescue coordination centre if your 121.5 MHz ELT activates by mistake. Include the location, time, and duration of the inadvertent transmission, if known. There is no fine or charge levied by the SAR system, and the rescue controller will welcome the opportunity to focus on another case that might involve an actual aircraft in distress.

### An important note on ELT disposal

An increasing number of 121.5 MHz ELTs are being removed from service as aircraft are fitted with newer 406 MHz units. It is very important to ensure that these 121.5 MHz units are properly decommissioned, including removing the battery from the unit and disabling the electronics. Several unnecessary searches have concluded at local garbage dumps due to an emergency beacon that had been improperly discarded. Curious children have also activated ELTs and other types of emergency beacons after finding them around the house or workshop.

## Western Canada SAREx 2010: 20 – 22 August 2010

Check our website, [www.westerncanadasarex2010.ca](http://www.westerncanadasarex2010.ca), for the latest information about the exercise.

## 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
June					
ELT Search Exercise	21-Jun-10	1830	21-Jun-10	2200	Rescheduled. Co-ordinator - Jim Bell - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
Spotter Exercise	26-Jun-10	0900	26-Jun-10	1300	Co-ordinator - Al Fraser / Trevor Mueller - No of Aircraft - 3 - Total Flying Hours - 6 - Description -

					Spotting and call-around practice for spotters.
<b>July</b>					
Northern Navigation Exercise	03-Jun-10	0900	03-Jun-10	1700	Rescheduled. 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.
Spotter Exercise	06-Jul-10	1800	06-Jul-10	2200	Co-ordinator – Chuck Wilson - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	12-Jul-10	1800	12-Jul-10	2100	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.
<b>August</b>					
Western Canada SAREx	20-Aug-10	1700	22-Aug-10	1500	Co-ordinator - Jim Bell - No of Aircraft - TBA - Total Flying Hours - TBA - Description - Major joint search exercise with teams from across western Canada.
<b>September</b>					
LOWSAR	11-Sep-10	0700	11-Sep-10	1900	Rescheduled from 29 May - Co-ordinator - Jerry Roehr - No of Aircraft - 4 - Total Flying Hours - 20 - Description - Flights in support of spotter training for the Lake of the Woods Search and Rescue volunteer group at Kenora. Spotters aren't required, but we need volunteers for the search headquarters.
Spotter Exercise	TBA	0900	TBA	1300	Co-ordinator - TBA - No of Aircraft - 3 - Total Flying Hours - 6 - Description - Spotting and call-around practice for spotters.
ELT Search Exercise	18-Sep-10	0900	18-Sep-10	1200	Co-ordinator - TBA - No of Aircraft - 2 - Total Flying Hours - 3 - Description - ELT homing practice, using homers and / or aural null techniques.

## Contacts

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Deputy Zone Commander & Treasurer	Jerry Roehr	981-4239	<a href="mailto:roehr@mts.net">roehr@mts.net</a>
Secretary	Al Fraser	888-8274	<a href="mailto:jafraser@mts.net">jafraser@mts.net</a>
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Assistant Chief Pilot & Safety Officer	John Hall	228-0072	<a href="mailto:jhcasara@skyweb.ca">jhcasara@skyweb.ca</a>
Chief Navigator	Bill Hilash	782-5650	<a href="mailto:bill@hilash.com">bill@hilash.com</a>
Assistant Chief Navigator	vacant		
Chief Spotter	Trevor Mueller	582-4137	<a href="mailto:casaraman_cs_zone1@yahoo.ca">casaraman_cs_zone1@yahoo.ca</a>
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CASARA Winnipeg Office / Provincial Training Centre	601A Club Road, St Andrews MB R1A 3P6	338-2868	Fax 338-2868 – call before faxing
CASARA Training Message		338-7185	Don't leave messages on this line
CASARA Manitoba Website			<a href="http://www.casaraman.org">www.casaraman.org</a>
Western Canada SAREx Website			<a href="http://www.westerncanadasarex2010.ca">www.westerncanadasarex2010.ca</a>

