



Winnipeg Area Chapter of RAA Canada

September 2014

Executive

President: Jim Oke: - 204 344-5396
Past President: Ben Toenders - 204 895-8779
Memberships: Steven Sadler - 204 736-3138
Secretary: Marissa Selman - 204-792-2107
Treasurer: Don Hutchison - 204 895-1005

Directors

Harry Hill - 204 888-3518
Bert Elam - 204 955-2448
Ken Podaima - 204 257-1275
Jill Oakes - 204 261-1007
Tom Stoyka - 204 444-3838
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CALENDAR OF EVENTS

September 18	What did you do over the summer?
October 16	Harvey McKinnon - "60 hours crop dusting"
November 21 to 23	Project tour to the US
December 6	Pot Luck Dinner

General Meeting, September 18,

Join us this Thursday for the first meeting of this season. Steven Sadler and John Wood flew with the Century of Flight to Nanaimo British Columbia and will do a presentation on this adventure. Highlights of the group trip to Airventure in Oshkosh Wisconsin this year as well as other interesting projects/trips of our members.

Project Tour to the US

We are planning a weekend trip to the US for November 21 to 23 to look at projects, aircraft and possibly a museum tour. More information will follow as details are finalized.

Election of Officers and Directors

We're always looking for Officers and Directors to bring energy and new ideas to the Executive. If you are interested in serving on the Executive or have someone you'd like to nominate, please contact Jim Oke at 344-5396. Elections will be held at our regular meeting on October 16th.

Workshops and Courses

The RAA is interested in planning courses and workshops over the winter. Some of the suggestions are fibreglassing, fabric covering, bending/riveting, and internet resources for pilots. If you are interested in any of these courses or have suggestions for other courses, please let a member of the executive know and if there is enough interest, we'll try and organize the course or workshop.

Hangar Safety

The RAA Workshop-Final Assembly Building is a **Non Smoking** facility for safety and insurance purposes. Collectively less than 5 gallons of flammable substances is allowed in the building. Smoking and/or holding more than a total of 5 gallons of flammable substances (e.g. fuel, dope, paint etc.) invalidates the RAA insurance and is therefore prohibited. Thank you to everyone who uses or visits this workspace for adhering these restrictions. Renters are required to obtain approval from Ben Toenders prior to spraying or doping aircraft.

You may be down but you are not out. (Coles Notes for Search and Rescue)



In Canada the mandate for the search and rescue of downed or missing aircraft is given to the Canadian Armed Forces. The responsibility for lost persons, boats, snowmobiles etc. rests with the various Police Departments. Three military Joint Rescue Coordination Centres (JRCC) Marine and Air are maintained in Halifax N.S., Trenton Ont. and Victoria B.C. Rescue Squadrons are located in Greenwood N.S. (Hercules Aircraft), Trenton (Hercules and Cormorant Aircraft), Winnipeg (Hercules Aircraft) and Comox (Buffalo and Cormorant Aircraft). Once given a mission tasking, these aircraft have to be airborne within 30 minutes during weekday day duty hours, and within 2 hours at other times. Besides the normal flying crew, two Search and Rescue Technicians (SARTEchs) will be on board on each mission. Two to four Spotters from the Civil Air and Rescue Association (CASARA) will often be asked to complement the crew. The Winnipeg based search

aircraft crews are responsible for search in an area which stretches from the American Border to the Alberta British Columbia border to the North Pole into parts of Ontario.

Since 1986, complementing the military and funded by the military, CASARA is trained to military standards and is organized in most parts of Canada. While trained to military standards, CASARA's activities are limited by the type of aircraft available to them and are usually effective in an area of about 200 miles around their home base, called Zones.

The Winnipeg Zone of CASARA Manitoba operates out of their CASARA Training Centre at St. Andrews Airport. The 100 members, not all of them flying crew certified, elect a Zone Commander annually and the activities are planned by an Executive organized around a Chief Pilot, Chief Navigator, Chief Spotter and the usual administrative Officers. CASARA Winnipeg had 28 taskings since April 2010. Winnipeg members fly C182, C172 and Maule aircraft with 4 crew consisting of a pilot, a navigator and 2 spotters. Spotters on military aircraft went as far as Ontario, Alberta, and all over Nunavut. Most of the time spotters come back the same day or the next day but nine of the spotters were gone for a whole week on a search in Norman Wells and two other spotters spend a week on a search out of Iqaluit.

A lot of time can be devoted to explain the various training activities necessary to pass an evaluation conducted by an Air Force CASARA Liaison Officer and SARTech every 18 months. However pilots are most likely interested to know what they can do when they find themselves in need of rescue. Here are the Coles Notes:

Before any flight it is of utmost importance to file a Flight Plan with ATC or a Flight Itinerary with a "Responsible Person". That person must know what to do if the pilot does not "close" the flight plan. It is also extremely important to notify ATC or the Responsible Person if the flight is not carried out as intended. The first step in looking for an overdue aircraft is to carry out a communication search. Every known airdrome and every ATC facility along the intended route will be contacted in the hope that the aircraft landed somewhere safely. If a search becomes necessary the search will start at the "Last Known Position" (LKP). If the aircraft did not follow the intended route it will be impossible to ascertain where to start looking. It is also important to know that, as per the Canadian Search Area Definition (CSAD), the initial search area will only be 10 nautical miles on either side of the intended route of the flight. Depending on the search and other available information, a number of search patterns can be carried out. If the search continues to be unsuccessful, the search area may be expanded to 15 nautical miles along the route.

The first pattern may be "Track Crawl". The aircraft will fly 1,500 AGL and the spotters will look out 3 miles. It will be impossible to see a "target" at that distance unless, and this is extremely important, **unless the lost party "make themselves visible"**. It is certainly recommended that pilots carry certain survival equipment on every flight. That should include clothing which allows everyone to stay in the bush overnight. Survival equipment could be discussed in a different article but the **availability to be seen needs** to be stressed now. Available items for survival must include a first aid kit, items to make a fire to generate a lot of smoke (knives, a small axe, collapsible saw, water proof matches etc) a signal mirror, orange panels (cowl covers) and flashing beacons. CASARA Winnipeg organizes a four day survival course, where after classroom instructions participants spend a night in the cold winter snow.

During any search operations the search aircraft will always listen for the 121.5 ELT signal, carried by the 406 ELT as well, and all search aircraft carry electronic homing equipment. When an ELT signal is located from the air it is often necessary to send a homing equipped vehicle to the location to further investigate. If the target is a crash site it will need to be secured and the RCMP, ground rescue teams or ambulances are dispatched. In case of a fatality, the coroner is notified.

If a flight crew is in need of rescue the first order of business is to look after any injuries. Search and rescue operations will start at the earliest one hour after the close of a flight plan. Search aircraft will take another two hours to be airborne and travel to the LKP. During that time the lost crews should have ample time to **"make themselves visible"**. Survivors must be vigilant in looking for search aircraft on its first pattern which may be 3 miles away. Eventually these search patterns will be lower at 1,000 AGL 1 nautical mile visibility or even 500 AGL and ½ nautical mile visibility. The patterns may be Creeping Line Ahead and the aircraft should come back on the other side. Another pattern is an Expanding Square; the aircraft will travel further and further away from a Commence Search Point (CSP) or a Sector Search where the aircraft will come back over the same CSP.

Pilots on their next flight should make it a point to look down into heavy or even light bush and appreciate how difficult it is to spot a person on the ground. For that reason it is always suggested that lost persons do not walk away from a crash site. Of course an open area is preferred but is also cold if there is any wind. The ability to build a shelter and the ability to build a fire cannot be overstressed, but **"make sure that you are visible"**. In the snow, large "help" will help airborne searchers. If surviving crews are where they are supposed to be and are prepared for survival they will be rescued as it is CASARA's mission: "That others may live".

Jerry Roehr is Deputy Zone Commander CASARA Winnipeg and a CASARA member for 25 years.

2014 Membership Form

Winnipeg Area Chapter RAA

Full \$25

Required Information

Name		OFFICE USE ONLY	
Mailing Address		Renewal Date	
Phone(s)		Chq.	Cash
E-mail		Other	
		Initials	
Are you an RAA national member? ⁽¹⁾		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Do you give permission for your information to be made available to other Winnipeg RAA members?		<input type="checkbox"/> Yes	<input type="checkbox"/> No

Optional Information

Do you own an aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No Make/model: Registration:	Are you a member of other aviation groups?	EAA: <input type="checkbox"/> COPA: <input type="checkbox"/> Others:
Are you building or restoring an aircraft?	<input type="checkbox"/> Yes <input type="checkbox"/> No Make and model of project(s):	What Pilots licences and ratings do you hold?	

RAA Winnipeg contributes \$15 per member towards the insurance program maintained by RAA national. This program provides liability insurance to cover local chapter events.

**Please make cheques payable to: RAA - Winnipeg Chapter
Mailing Address: RAA c/o Steven Sadler PO Box 703 LaSalle Mb. R0G 1B0**

- 1) Notes: The \$15 does not provide membership in RAAC.**