

CASARA Winnipeg



Recent Zone Activities

Weathered Out Again 16 January

The weather went bad for the trip to Brandon very early on Sunday, and the ex was changed to local flying. Ten participants arrived at the Training Centre at 10 am, crews were assigned, and targets were dispatched. The target crew set an ELT near Dugald, and then

were supposed to head to a point near Beausejour to simulate a lost vehicle. In the meantime, before either of the two aircraft could launch, the weather forecast for 3 pm arrived, and visibility dropped to less than two miles. The target crew redirected themselves to a

Garson café to wait for further instructions. When the poor vis proved itself to be generalised, the ex was called off, and a fairly enthusiastic clean up of the storage room took place.

Navigator Operational Training Session 11 January



Nineteen members attended a navigation refresher on 11 January. Bill Hilash reviewed the Canadian Search Area Definition, and then all participants got to try their hands at drawing one on a VNC.

Tom Park and Doug Brugger work on their chart. Photo by Randy Wall.

Name Tapes for Flying Suits

Jerry Roehr will place another order for name tapes. If you like to receive a name tape, please e-mail Jerry at roehr@mymts.net stating the preferred spelling of your name and the number of tapes you would like to order. The very first tape is free and subsequent tapes are \$4.50 each. Jerry can also be reached by phone after January 28, 2011 at 981-4239.

ELT Air and Ground Search 28 December

On December 28th, at about 2:30 pm, we received a call from Trenton Joint Rescue Coordination Centre (JRCC) that there was a ELT reported near Lac du Bonnet. By 3:40 Jim Bell had assembled a crew of pilot Bill Karras, navigator Mark Webster, and spotters Patrick Buat, and Moe Shpak.

The briefing indicated that an ELT was detected by St Andrews Tower in the early afternoon. The signal was audible for several minutes and several high flying aircraft had reported the signal since then. The location seemed to be near Lac du Bonnet. JRCC requested that we launch an aircraft to fly towards Lac du Bonnet to find the source. If no signal was detected, we were to proceed to Lac du Bonnet airport and carry out an expanding square search until the signal was found. The weather was good, the crew trained and current, the paperwork done, the aircraft was warm, and we were ready to go.

As luck would have it however, the battery was not up to the job of starting us. As I contacted JRCC to tell them of a slight delay, the controller let me know that the ELT was on the move and he thought it was one of 4 aircraft currently in the circuit at St Andrews. We were asked to turn our homer on and look up. (This was a first for me, the search aircraft on the ground, looking up to see if the target was flying overhead. I don't think we've ever had that training scenario!) No luck. Harv's Air had us jumped in a few moments and we launched with hardly a delay.

We exited the circuit and picked up the ELT signal immediately.

Unfortunately it was very weak, and we were unable to home on it. We then received an update that an aircraft had received a strong signal near Scantbury. We proceeded in that direction, but the weak signal had simply vanished. We headed back to Bird's Hill park and tried to home on the original signal. It seemed to bounce from everywhere and at Mark's suggestion I climbed the aircraft, eventually to 4,000'. We received an update that an airliner had a strong signal 5 miles south of Winnipeg airport. We certainly had divergent fixes.

By now, JRCC tasked a Hercules to assist. The Hercules departed Winnipeg to join the search and they headed to 10,000' to begin listening.

We headed south to a failing signal and now our receivers began to disagree. After discussion, we minimised the interference from the receivers. We had Patrick monitor aural intensity from the back seat using a handheld radio, and Mark would report direction and signal intensity from the front. The highest intensity location was still near Bird's Hill Park so we descended 1,000' to see if we could get a signal to home on. We were able isolate the signal near Garven Road and Highway 59 and dispatched Jerry and Jim to search from the ground.

We were able to isolate the signal further and attempted to update them with limited success. We reached bingo fuel and recovered to St Andrews, as the snow began to fall. We remained at St Andrews in case another flight was necessary.

The ground team continued the search. While travelling south on Highway 59, they picked up the ELT signal at Coronation Road. The signal got quite strong, and then rapidly faded, and was lost before the vehicle reached Garven Road. No signal was found at the location identified by the aircrew, so the ground team returned to Highway 59. The signal was regained, but indications on the ELT homer were inconclusive. The homer seemed to show that the signal was coming from west of the floodway.

The signal was strong, but there was still no obvious source. The ground team knocked on the door of a nearby house, and asked the occupant whether there were any airplanes or airfields in the area. He indicated that there were two: one to the north and one to the south.

The signal led the ground team northwards and was identified as originating from a hangar. Initially no one answered the door, and the hangar was locked. However, another attempt brought the owner to the door, and he opened the hangar. The ground team confirmed that the signal was coming from the airplane, and the owner turned off the ELT. During this time, the Hercules made several passes over the house, obviously having identified this location as well.

We determined the cause of the weak and attenuated signal: the hangar had steel walls and roof, and had several coils of electrical wire stored along the wall, shielding it from the outside world. The signal was difficult to track on

the ground from more than a couple of hundred metres.

I am consistently impressed with the level of training and professionalism from our CASARA crews. It was a team effort to

safely locate and extinguish this signal. Mark, Patrick, and Moe displayed excellent skills and cockpit resource management throughout the flight. I had no doubts that Jerry and Jim would find the source, once we could get

them in range. Many thanks to all those who assisted.

Also, thanks to John Hall for making his aircraft available for use to CASARA.

CASARA Participation Schedule

The Participation Schedule consists of three sheets: Scheduling, Currency, and Availability. All information on the Availability sheet is now repeated on the Scheduling sheet, surrounded by tildes.

Members use the form as follows:

- enter your availability information on the on line form. Insert your CMS number, if known. You don't have to fill in availability for every exercise. The information you enter will appear on the Scheduling sheet, surrounded by tildes;
- no later than seven days before the exercise, your chief will designate those who will fly as spotters, navs, or pilots. Check the Scheduling sheet to see if you've been selected. Those selected will have the role identified on a coloured background;
- no later than four days before the exercise, the co-ordinator will select targets and headquarters staff, and put that information on the Scheduling sheet. You should also be advised by email or phone.

The Currency sheet is now part of the participation schedule spreadsheet. It contains the same information as the currency page in the newsletter, but will be kept up to date. You can see your last ground training, flights, and search patterns, as well as the date your currency elapses.

Currency For Searches and the Currency Table

In order to fly on searches, you must be certified and current for the position in which you will fly. You are certified by the zone commander upon completion of the process required to achieve wings standard for each position. If you have been awarded spotter wings, for example, you are certified as a spotter.

Once you are certified, you must maintain currency by meeting the minimum requirements listed below, within the last 365 days:

Role	Academic Training	Number of Flights	Search Patterns	ELTs
Spotter	3 hours of Spotter specific classroom training	2 flights of not less than 1 hour each	No requirement	No requirement
Navigator	4 hours of Navigator specific classroom training	4 flights of not less than 1 hour each	4 search patterns appropriate to the area of operation (track crawl, CLA, sector, expanding square)	3 ELT homings of which 1 must be an aural null
Pilot	3 hours of Pilot specific classroom training	6 flights of not less than 1 hour each, with a minimum of 24 flying hours PIC	4 search patterns appropriate to the area of operation (track crawl, CLA, sector, expanding square)	3 ELT homings of which 1 must be an aural null

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.

January					
Delta Marsh Overflight	22-Jan-11	1100	22-Jan-11	1500	Co-ordinator - Al Fraser - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Support to the University of Manitoba's survival exercise at Delta Marsh.
Delta Marsh Overflight	29-Jan-11	1100	29-Jan-11	1500	Co-ordinator - Trevor Mueller - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Support to the University of Manitoba's survival exercise at Delta Marsh.
February					
Rust Remover	03-Feb-11	1900	03-Feb-11	2230	Co-ordinator - Jerry Roehr - Description - Annual refresher session for the general aviation community. Open to everyone. Acceptable as a pilot refresher.
RAA Springfield Demo	05-Feb-11	1200	05-Feb-11	1500	Co-ordinator - Jerry Roehr - No of Aircraft - 1 - Total Flying Hours - TBA - Description - Support to the annual Lyncrest winter festival.
Winter Survival Training - Classroom	05-Feb-11	0900	05-Feb-11	1600	Classroom training in winter survival. Day 1 of 4.
Winter Survival Training - Practical	06-Feb-11	0900	06-Feb-11	1700	Practical winter survival training at St Andrews. Day 2 of 4.
Navigator Operational Training	08-Feb-11	1900	08-Feb-11	2200	Co-ordinator - Bill Hilash - Description - Practical navigation training for CASARA operations. Open to navs, pilots, and those interested in becoming navigators.
Expanding Square Search Exercise	12-Feb-11	1200	12-Feb-11	1700	Co-ordinator - Jerry Roehr - No of Aircraft - 2 - Total Flying Hours - 5 - Description - Practice in carrying out one of our more difficult search patterns. This ex will be run in conjunction with the overnight survival exercise. Start and finish times may change.
Zone Evaluation	26-Feb-11	0900	26-Feb-11	1500	Co-ordinator - Jerry Roehr - No of Aircraft - 1 - Total Flying Hours - 2 - Description - Sesqui-annual evaluation of our zone by the Canadian Forces. We must pass this evaluation to be an active zone. We encourage maximum participation. Flying participants must be current.
March					
Overnight Survival Exercise	05-Mar-11	0900	06-Mar-11	1200	Co-ordinator - John Hall / Jim Bell - No of airplanes - NA - Flying Hours - NA - Description - Overnight survival exercise near the town of Starbuck. Groups of four or five participants will be dropped in isolated areas with a survival kit. Participants will build fires, shelters, and signals, and survive for approximately one day, without assistance. You must attend the January two-day training session, or have attended a previous winter survival training exercise, to attend this exercise.
Sector Search Exercise	05-Mar-11	1200	05-Mar-11	1700	Co-ordinator - Jim Bell - No of Aircraft - 3 - Total Flying Hours - 7 - Description - This sector search exercise will include passes over the CASARA Winter Survival Exercise sites.
Navigator Operational Training	08-Mar-11	1900	08-Mar-11	2200	Co-ordinator - Bill Hilash - Description - E6B (flight computer) training and refresher by Alf Northam. Bring your E6B if you have one, and a softer pencil (we do NOT want to damage the wind table on the back). Open to navs, pilots, and those interested in becoming navigators.

Joint Exercise (Tentative)	11-Mar-11	1900	13-Mar-11	1600	Co-ordinator – Jim Bell - No of Aircraft - 4 - Total Flying Hours - 25 - Description - Joint exercise in a remote location, with participation from other zones. Exercise is dependent upon funding availability. Watch for further updates.
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Contacts

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Equipment Officer & Safety Officer	Alf Northam	257-6162	anortham@mts.net
Training Officer & Newsletter Editor	Jim Bell	786-4809	jbell320@gmail.com
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			www.casaraman.org
Participation Schedule			
Notification Form			
Training Schedule			www.bit.ly/wpgsched
Photo Album			www.bit.ly/wpgpics



Mark Webster uses the new Little L'Per ELT homer during the currency exercise on 19 December. The gps above the Little L'Per is attached to the windscreen, not floating. Photo by Randy Wall

