

# CASARA Winnipeg Newsletter

October 2016

Publisher/Editor Prematee Ellis  
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A note from the Zone commander:

Hi everybody and welcome back from your summer. For those who remained in the Winnipeg area, the number of call-outs we had was very low, but we've picked up the pace in the early fall and we are quite active of late. On the administrative side, I'd like to bring you up-to-date on the ongoing changes to the CASARA Manitoba Zone 1 (Winnipeg) executive team. To start off, I'd like to thank the people who have recently left roles:

\* Grace Schedler helped-out as our communications officer. Grace has been incredibly patient with us as we worked to get information published on a regular basis keep our member informed. She collected information, edited photos, and worked long hours to assemble our newsletter. Often time she was dealing with people who would much rather be flying than writing narratives and she never lost her cool. (Has Grace ever lost her cool?) She's awesome, the newsletters were wonderful and we couldn't have done it without her. Thank you so much, Grace.

\* Dale Magee, was our Chief Spotter. Dale is one of those rare people that, once you work with him, you can't figure out how you got by without his help. He's been the Zone Commander, he's on the Provincial Board of Directors, he is the Provincial Treasurer and his work as the Chief Spotter was nothing short of amazing. For those dozens of phone calls that he and I had at 3am, he really was the go-to person for getting spotters in the air. He's always understated and just a delight to work with. Dale, thank you.

\* And John Carley was our Training Officer. John transformed the role and brought his discipline and

a terrific mind for details to the task of sorting out how we could best use our training money. John's portion of our executive meetings was always the most productive and I believe took our training syllabus to the next level. I learned much from John and we are a better organization through his efforts. Thank you.

And now for the people in new roles:

\* Dale Magee is back as Training Officer. He has big shoes to fill, but I'm sure he will continue the tradition of keeping us all not only current, but very capable in our roles.

\* Welcome aboard Prematee Ellis. Prem is taking on the role of Editor-Publisher for Newsletters, as well as Communications Officer and one of her early tasks is to get me going on these announcements. Thanks Prem, I know you'll be great.

\* Colin Bennett has agreed to become our new Chief Spotter. Most who have worked with our simulator know Colin's handiwork and I'm really looking forward to working with Colin (although the 3 am calls may not be his most-favoured part of the role).

So to tie it all up, your executive team is now:

- \* Bill Karras, Zone Commander
- \* Chuck Wilson, Treasurer and Deputy Zone Commander
- \* John Hall, Chief Pilot
- \* Jim Peeling, Chief Navigator
- \* Colin Bennett, Chief Spotter
- \* Ray Rittwage, Equipment and Facilities Officer
- \* Alf Northam, Safety/Weather Officer
- \* Daniel Perron, Secretary
- \* Prematee Ellis, Newsletter/Communications Officer

Many thanks to all these folks and many of our members who help on a regular basis to organize training, crews, equipment, facilities, bureaucracy, paperwork, budgets, safety, communications, weather, and aircraft...all so we can have the best hobby in the world and maybe, just maybe help people out when they need it most. It's an honour to work with each and every one of you. Cheers and be safe,

Bill Karras, Zone Commander, CASARA Winnipeg,  
That Others May Live

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### 17 Wing 435 Squadron-CASARA Joint Simulation Exercise on June 29, 2016.

Approximately 20 people were involved in this exercise to Moose Lake, Pelican Lake and then to Morden Airport for a rescue exercise. Cessna pilot Don radioed they smelled smoke and had to emergency land. Prem, Sarah and Brian W. were spotters on the CC130 Hercules assisting with the search.



Picture from the back opening of the Hercules, SAR Techs are throwing a radio to the rescue site to communicate with them. You can see the monkey tail tethered to the SAR Techs for safety. Morden countryside is in the background.

Two SAR Techs are preparing to jump from the Hercules to tend to the pilot and navigator who was injured during their landing. In the next picture you can see the SAR Tech with a parachute, equipment and supplies getting ready to jump from the rear of the plane.

Before jumping crew members double check each other's equipment to ensure all is in place. Safety first.



Here the SAR Techs are tending to Jim Peeling who is lying on the ground with injuries. The pilot is stuck in the plane and the jaws of life had to be thrown from the Hercules. Air crew must ensure the items thrown from the plane is close to the rescue site, but not too close as to land on the people below. Picture below of plane landing at Morden airport.







Randy picked up the SAR techs and equipment to drive them back to the Hercules. Ground rescue team (Ray, Alf) also assisted in the exercise.



Another successful exercise with Squadron 435.

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May 2016



J. P. Cossette from 17 Wing 435 Squadron, (orange jumpsuit) provided first-on-scene on-hands training with CASARA members.

At the plane we practiced the lessons learned using various scenerios. Members also took turns in various different roles, including leadership duties to direct the situation. Each person on the team were assigned various duties including recorder, first-aiders, someone to photograph the scene for future reference and for the records, and communication to home base, RCMP and others.



Ron demonstrates technique used when exiting the plane during an emergency.

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June 2016



Air Show, Joint efforts with CASARA Zone 1, Zone 2, Zone 3 and SARMAN - Brandon. Here the various crews are demonstrating the connection with air and mobile search teams, and first-on-scene crew including effective communication methods used in rescue emergencies.

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May and June 2016,



Colin demonstrates the new simulator which includes pilot, navigator and spotter interaction. He put in many hours of work into this creation. We look forward to checking it out over the winter.

Norm and Al are practicing their spotter skills using the detailed terrain on the screen.

The simulator can be used to assist with training for pilot, navigators and spotters that can be used in actual searches..



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June 2016



CAN YOU SEE ME NOW !

How far away is the target?

Describe the target area for the pilot?

Describe what you are seeing?

Do you see any people?

What information would you include in a NOCL



June 30 - Air crew (Colin, Randy, Diane and P



## WESTERN CANADA SAREX SMITHERS, B.C. August 4 – 8, 2016

Write-up submitted by Colin Bennett (pilot).  
Navigator, Mark Webster, and Spotters Doug  
Preston and Harold Doran completed the crew.

I apply full throttle.....the airplane accelerates,  
manifold pressure - good; RPM - good; Engine  
Instruments - good; Airspeed Indicator is  
alive....but something is wrong...airspeed is still well  
below what I need for take-off, the runway edge  
lights are zipping by a lot faster than they should  
be for 45kts. Airspeed is increasing agonizingly  
slow, and I'm using up runway at an alarming rate,  
then...a deafening alarm rings out. I wake up....it's  
05:30am and this is the day!

Thursday, Aug 04/16 and I am leaving for BC. By  
07:10 I'm waiting in the drivethrough at Tim  
Hortons and I reflect. In less than an hour I will be  
on my way to Smithers, BC for the annual Western  
Canada SAREX.

07:45: Navigator Mark Webster and I load our  
personal gear and CASARA search and safety  
equipment. We depart St Andrews for Brandon  
where we will pick up spotters Doug Preston and  
Harold Doran, Zone 2 (Brandon) to complete our  
Crew. I push the throttle to the firewall, and this  
time airspeed and groundspeed are in sync, unlike  
the take-off that woke me up. All is good, but with  
each passing minute we are closer to the mountains  
and their excentricities, yet somehow there is still  
an awkward mix of fear, respect and excitement. A  
straw poll reveals that while all of us have  
experienced the Rockies, none of us have done so in  
a small aircraft.

Fear: 5; Excitement: 5.



For weeks I have been studying mountain flying.  
Mountain weather has all the basic ingredients with  
which flatlanders are familiar, but mountain  
weather is much more. I learned about mountain  
waves that could lift you thousands of feet up or  
drag you into terrain below; rotor clouds that can  
be turbulent enough to rip the wings off; Lenticular  
clouds, cloud caps, mountain icing, and much more.  
Then there are the dangers associated with density  
altitude and the ways it changes aircraft  
performance. Now I am a nervous mix of healthy  
fear and even healthier respect for the mountains.



09:45am: I call Flight Services to file IFR to  
Saskatoon. I put the phone on speaker so the whole

crew can participate in the weather briefing. What we hear doesn't sound great. We will be dealing with a warm, humid, unstable air mass with a certainty of Towering Cumulous and scattered Thunder Storms with the potential for severe weather.

We experience moderate turbulence and rain in cloud for a few minutes on the Saskatoon leg, but otherwise an enjoyable flight although a little long due to headwinds.

Lunch at Saskatoon Terminal....sandwiches and coffee. Didn't really need the caffeine as the adrenalin was still pumping. The score still tied. Fear: 5; Excitement: 5.

Weather briefing for our leg into Edmonton only confirmed what we had heard earlier. We elected to fly this leg VFR; We will stay under the clouds and have the flexibility to play dodge ball with the bad stuff.

Fear 4: Excitement 6.

We were met by my friend and fellow pilot Eldon Wilson at Parkland Airport which is just outside of Edmonton. He took us to our Motel, then out to his property in the country where he and wife Pat treated us to a fantastic Alberta BBQ. We had a chance to expound on every little detail of the trip so far, with exaggeration and embellishment of course...aviators' licence. But the unmentioned fear and respect for the mountains was still lingering in the background, and growing inversely to our distance from them.

Friday, Aug 05/16: 06:00am. No scary dream. No abusive alarm. Great night's sleep. Even before coffee we are studying the weather, and analyzing it down to the last drop of forecast precipitation and the tiniest gust of wind.

Eldon picks us up at 07:00am The weather briefing this morning is generally optimistic for most of the day, but not until mid morning as the sun gets warmer. Now we are faced with a bit of a dilemma. We plan to be wheels up by 08:00am. It will be about 1.5hrs to Hinton Airport, gateway to the VFR Route westbound via Jasper through the Rockies.

Ceilings between Hinton and jasper are low in rising terrain. If we delay at Hinton, our trip will be later in the day. The delay will increase the chances of mountain storms and general instability as the day heats up.

Visibility is approx 3 miles so we press on with eight eyeballs attempting x-ray vision as we keep a wary lookout for traffic and towers. After a brief radio chat with a helicopter pilot, same direction, but ahead of us, we have confirmation of blue skies and unlimited visibility once we past the Jasper.Hinton Airport. As the ceiling disappears, our excitement soars. We're here...in the mountains, no wind to speak of...no mountain waves. No lenticular clouds....just awesome scenery and the rush of conquering the unknown. The respect for danger is still there, but is totally upstaged by the majesty unfolding off the nose and now upwards on either side of the aircraft.

At 6,500 ASL we are at the tree line. Everything above the wing is granite and snow, with nothing but trees below....nothing except for an exceptionally long runway, now occupied by tourists snaking through the pass in their cars and campers. In my imagination they are all looking up, seeing us, and wishing they were here with us in the first class seats....and I gloat. The anxiety, like the ceiling, has dissolved; though the respect remains; healthy and alive and ever present in the background. We decide to make a stop in McBride, just a few miles north of our exit from the Pass at Mount Robson. We have reached close enough to our Bingo time for fuel and are in danger of exceeding our biological endurance limit for the leg.

We are met at the McBride airport by a local CASARA member who saw us arriving and drove from the Town to meet us and lend a hand with the self-serve fuel system. Soon a second 'McBridian' arrived...very friendly folks. The books say that mountain weather can be very localized. Our weather briefing focused on some lightning activity a few miles to the west of our northerly route and atop the 10,000 ft peaks. We departed McBride with no delay and outran the approaching storm. Weather at Prince George Zone was VFR

although scattered cloud and/or broken ceilings in the surrounding area were low.

Tower advised we were number three for the field and number two for our runway. We were put on a 2 mile wide left base for Runway 15 and directed to orbit for sequencing. Runway 15 is 11,450 feet; a subtle reminder of the ubiquitous afternoon density altitude of the mountains. We parked the aircraft right under the tower and enjoyed lunch in the newly renovated terminal building, confident that our final destination of Smithers was now attainable with only a 1.5 hour to go. The weather briefing was all good and the leg to Smithers was uneventful. At times, the valley was broad enough that it could be mistaken for the lush countryside of southwestern Manitoba. We landed at Smithers in the late afternoon.

Approximate air time: 12 hours spread over two days. Approximate distance flown: 1,350 statute miles.



Pilot Colin Bennett in Smithers.



CASARA planes for Smithers BC SAREX 2016.

Let the Exercise begin!

The SAREX adventure will continue in the next newsletter, so stay tuned.

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## CASARA 30<sup>TH</sup> ANNIVERSARY

On November 19, 2016 - Brandon, Manitoba  
Commonwealth Air Training Plan Museum Canteen.

- Museum tours from 4:00 pm until 5:30pm
- The canteen open from 4:30 pm
- Dinner at 6:30pm
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- If you're staying overnight rooms held at the Victoria Inn (Sold out) under (CASARA) 1-800-852-2710-and Comfort Inn under (2714700) 1-800-314-0484. Book soon
- 
- Meals for members and guests complimentary
- Accommodation 50% paid up to \$60
- 
- Mileage paid for vehicle with 4 event attendees
- Limited places available
- **RSVP to John Carley from Zone 1**
- (204) 745-3122, (204) 745-0426, email: [jcarley@mymts.net](mailto:jcarley@mymts.net)



## Memoriam: Captain Zachary Cloutier-Gill



On July 1, 2016 the Canadian Search and Rescue family lost one of our own. Captain Zachary Cloutier-Gill, Navigator (now called Air Combat Systems Officer) and member of 435 Transport and Rescue Squadron, was killed along with Captain Bradley Ashcroft. They were aboard a Piper PA-28 when it crashed just outside Winnipeg on a private flight.

Captain Cloutier-Gill was well known to many CASARA members, having flown with 435 Sqn out of Winnipeg from 2010 to 2015. He participated in numerous Search and Rescue exercises and many operational taskings, often including CASARA personnel. He was recently attached to 1 Canadian Air Division Headquarters to work in the Air Mobility Division. Captain Cloutier-Gill will be missed.

On the 9th of July, a memorial service was held at 17 Wing in Winnipeg remembering Captain Zachary Cloutier-Gill and paying respects to his family. The ceremony was hosted by Captain (Padre) Emmanuelle Dompierre and Major Adam Pentney. Major-General Christian Drouin, Commander 1 Canadian Air Division/Canadian NORAD Region Director said a few words along with a number of other dignitaries and family. Representing CASARA at the service was CASARA Manitoba President Bev Williams as well as myself. Many thanks to our host and guide for the event; Sargent JP Cossette (SARTech).

Bill Karras, Zone Commander, CASARA Winnipeg -  
That Others May Live

## August 2016

Coordinator Brian Wadsworth (first time) conducted the exercise on August 13 involving 2 planes, ground search crew, safety officers, and home base crew.



Colin and Al as navigator prepare to fly on this exercise.



Can you see the target along the shoreline.





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August 2016



Exercise was conducted with the Canadian Coast Guard Auxillary (CCGA) and 2 planes, ground search crew, near Gimli. Members at home base provided communication during the exercise. Many lessons learned included:

- Due to currents, water flow etc targets drifted 2 miles after coordinated were reported.
- Signals can not always be heard over water due to waves, construction of the vessel, currents etc.
- Signals did not go far in spite of no obstacles.
- CCGA uses VHF.
- Boats do not travel as fast as planes.
- All communication lines were not established.
- There is a better chance of picking up the signal at a higher altitude.
- We need to do some impromptu situations during exercises to learn to adapt to new information.
- CCGA indicated they would like to have more water search exercises with us.
- They said we are fun.

#### Proposed Casaraman Zone 1 Training Schedule

##### October - December

Oct 19 - InReach Training - Colin B.  
Oct 22 - Flying Exercise - Bill K.  
Nov 5 - Radio ELT Operations - Alf N. & Ray R.  
Nov 7 - Foreflight Classes - Jim P.  
TBD - 17 Wing/CASARA Procedural Training  
Dec - First Aid Training

NOTES to remember on exercise day:

- Always check with the message board at (204) 338-7185 to be sure the exercise is still on for that day. The message will be updated by 7:00am on day of event.
- Check the online schedule for updates at: <http://casaraman.org/1sched.htm>
- A friendly reminder for all events to please let your Chief know your availability a week prior of an upcoming exercise.

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#### **NewsLetter Write-ups, Submission and Feedback**

Please submit your contributions and any feedback by email to Prematee at [thelittleaunt@hotmail.com](mailto:thelittleaunt@hotmail.com)

When submitting items/write-up/pictures for the newsletter please type "NEWSLETTER" as the first word in subject field. Thanks.