

# The Windicator

The Voice of the Windsor Flying Club



## Warrior of the Air

Imagine flying in formation, over some of the greatest cities in North America. You and 8 other pilots are executing loops and rolls with pinpoint accuracy. The roar of the crowd isn't even audible, but you know they're cheering you and the rest of the Snowbirds on. For most of us, its merely a dream. But for Windsor's own Captain Padruig MacIntosh, this is reality.

Read the whole story on Page 14...

### Kalamazoo or Bust!

Denis Hamelin talks about filing eAPIS and all that jazz to enter the United States on his way to Kalamazoo with Richard Bradwell.

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### Snowbird Of Our Own

This article first appeared in the November 25, 2010 issue of The Windsor Star and gives us an account of Captain MacIntosh.

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### Introducing the Fly-Buddy Program

For those of you with a new license be sure to read this article to get the most out of your license.

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# Inside This Issue...

**Board of Directors**

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Cindy Masse  
Andrew Meyer

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**Office Manager:**

Cindy Masse

## Coming Up At The Club

A list of all the Club activities including fly-outs, seminars and ground school courses are here. So get those calendars ready!

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## Harrowing Tales

After numerous submissions, we've included not one, but three stories from flying aces to get you ready for the spring flying season.

Pages 6, 8 & 11

## Snowbird Of Our Own

Featured in the Windsor Star on November 25, 2010, Dalson Chen tells of Windsor-born Cpt. Padruig Mac-Intosh who passed through the Windsor Flying Club and into the Snowbird Squadron.

Page 10

## Tech Corner

Denis Schryer once again provides a staple in the Windicator—Tech Corner. This time he's dealing with everyone's favourite topic: bombers and the flight computers used in WWII.

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## Warrior of the Sky

The Windicator had the privilege to sit down and interview Captain Padruig Mac-Intosh as he trains with the Snowbirds.

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## Recent Events

A permanent feature, this section will allow all our members to look back at the events that occurred in the last couple months.

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## A Note From The Editor

*Dotting your I's and crossing your T's...*

Hello and welcome to the 27<sup>th</sup> issue of the Windicator. Spring has finally (!?) sprung around the Club and better, warmer weather should be on its way once again.

In this edition we've got plenty of tales for everyone to enjoy as well as some staples. But for those of you that missed it some time ago, the Windsor Star ran an article regarding Captain Padruig MacIntosh and his career. After securing the rights to republish that article, you can find the article on page 10 and it is quite a fascinating read.

But it doesn't stop there. This edition is unique in that Windsor's own Captain MacIntosh has taken his time to answer a few questions from us. Captain MacIntosh flies in the third position with the Snowbirds, and as you'll soon find out, he's constantly busy. And I am eternally grateful that he has taken a few minutes out of his busy day to provide us with some information about what its like to be a Snowbird! Once again, my personal gratitude is extended to him for allowing us to use images of himself on the cover of the Windicator and on page 14.

Thank you also to our many, many contributors. Everything will make it into

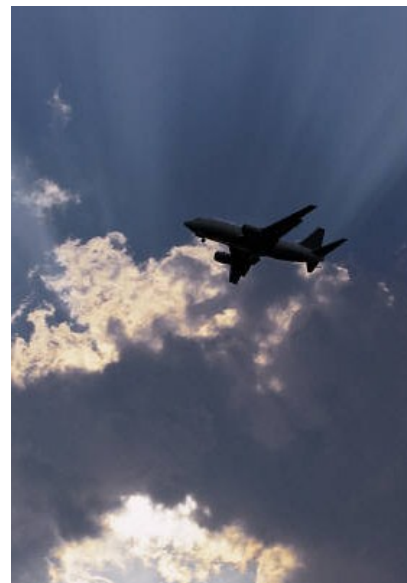
the Windicator. If your story or photos didn't make it in this edition, rest assured it will be in the next one. But don't let that deter you from taking some great photos or jotting down a quick tale. Every submission will be included. This time around we have some fantastic tales by Roger Deschamps, Perry Burford and Denis Hamelin. Be sure not to miss those.

Tracey Bradwell and the rest of the Ops Desk team have lined up some fantastic events for this coming spring. Don't miss the Spot the Bunny Contest in late June or one of two fly-outs that will be happening in both April and June!

And as always, this is your newsletter. If there is anything that you want changed or included, please let me know! Fire me an email or drop a letter off at the Ops Desk. I'd be happy to make this newsletter, your newsletter! With that, enjoy the Windicator.

See you around the club!

**- Andrew Meyer**



### Coming up at the Club...

#### Trivia Night

Do you know what plane Amelia Earhart was flying when she vanished? If so, join us for a night of laughs and trivia! Each team can consist of 2-4 people and costs \$10 per team. The winning team receives 80% of the pot, while 20% is donated to the CH2A. Pre-register at the Ops Desk to ensure your team gets a piece of the action.

*Fri. Apr. 1*

#### PPL Ground School

Our most popular ground school session is back! An introductory course into aviation, all our members are invited to attend Tuesday nights (19:00-22:00) and Saturday mornings (9:00-12:00) to keep current and on top of their fly-



## Coming up at the Club...

ing knowledge. Contact the Ops Desk for costs and materials needed.

*Begins Sat. Apr. 9*

### **Dayton Fly-out**

Join your fellow pilots in our first Fly-out of the year to the Air Force Museum in Dayton, Ohio. We'll be flying to Greene County—Lewis A. Jackson Airport (i19) after clearing Customs in Detroit. Aircraft are filling up fast, so get your name on the list soon!

*Sat. Apr. 9*

### **Bi-Annual Currency Seminar**

CFI Todd Johnson and Richard Bradwell will be hosting a seminar for all those who still need to meet their bi-

## President's Message

*Hail to the Chief!*

As this is being written during the "February Thaw" and old man Winter's icy fingers are finally being pried off our airplanes and fly'in by Mssrs Celsius and Fahrenheit. Thanks to WFC member, Steve Wilson, our snow removal contractor this season for keeping us operational most days this winter despite 43" of snow to date. Nice job Steve.

We learned a couple of weeks ago that our Club has been awarded an Air Cadet Power Scholarship Program again this summer. This will be a three-peat for the WFC as we had programs in 2009 and 2010. There is a very competitive bid process which determines which flying schools are awarded the program. Many thanks to Directors, Dave Gillies and John Robinson and our CFI Todd Johnson, for their assistance in tendering a winning package. Great job guys!! Twelve cadets will arrive at the WFC on or about July 1and depart on Aug 15 with their PPL after an intensive six weeks of ground school, flight training and exams, all organized and executed by Todd Johnson and his instructors assisted by Cindy Masse and her Ops Desk Staff. Here we go again

guys.....let's have another good one!!

We are still in the hunt for a third Cessna for our fleet, a 1999 C172 R model or a 2000 C172S model. WFC Treasurer, Jeremy Schisler, our aircraft procurement ace, has been scouring the "Aircraft For Sale" ads for months and has come close to identifying potential acquisition targets a couple of times. We hope to have our third C172 on-line in time for the Air Cadet Program.

Don't forget, Andrew Meyer, the Windicator's publisher is always looking for pictures and articles from YOU. Don't forget to take your camera and a note pad with you on every cross country flight, so you can make a few pix and notes for an article in the Windicator, so we can all enjoy the trip too!!!

Blue Skies

**- Perry Burford**

## The Ops Desk Gazette

*News from the other side of the desk!*

Hi everyone. It's been great hearing from members with how pleased they are with not only that the Windicator has come back to life, but also it has come back in a bigger and more professional way. And much of the thanks goes to the publisher Andrew Meyer, a full time University student and our part-time Ops Desk person. We are proud to have him here. Great job Andrew. But I don't want to forget to thank Denis Schryer for his assistance as well as all those who submitted articles. This is what keeps the Windicator alive.

There's another Ops Desk person to thank for creating opportunities for some great Windicator articles. Tracey Bradwell is the person who has been diligently organizing an interesting calendar of social events and information sessions. Hats off to you Tracey, for working so hard to bring back a fun club atmosphere.

Every other Sunday you will see Denis Hamelin working at the Ops Desk who is also a dedicated flying member. Denis and I are both Authorized Examination Invigilators. In plain

English, we are the two written exam givers in our area.

Occasionally we have instructor Trevor Burns who fills in at the Ops Desk whenever required. For some reason, I think he'd rather be flying. Go figure. Thanks for your time Trevor.

Well, I hope that spring brings lots of blue skies and fair weather days so that all you late hibernating members can crawl out of your caves and go flying. See you soon.

**- Cindy Masse**

### Coming up at the Club...



annual currency. Approved by Transport Canada It begins at 9:30 and ends at 15:00. A BBQ lunch will be available for purchase during the one hour for lunch. The cost is free to all members, but space is limited to sign up soon!

**Sat. Apr. 16**

#### **Cedar Point Fly-out**

Bring the family along for a fun day out at Cedar Point. The plan is to land in Sandusky and then get to Cedar Point for a day of family fun! Several people have signed up, so make sure you're one of them.

**Sat. June 4**

#### **Spot The Bunny**

After last year's success, we'll be holding another scavenger hunt over Essex County. This time, there will be a bunny moving in Essex County and it's your job to find it! The one who does it the fastest gets the bragging rights. Call the Ops desk to book a plane and to get any other details.

**Sat. June 25**

## Kalamazoo or Bust!

Does the acronym eAPIS send a shiver up your spine? Does flying into the post 9/11 United States give you nightmares? Do TFRs make you nervous even thinking about them? Well, I may be exaggerating just a little with all of these questions but personally speaking, I was a little nervous about all of these and more when it came to flying into and around the US. Post 9/11 in the US introduced many changes for general aviation pilots and seemed to make things a little stricter.

Spring forward now to the weekend of 18 – 19 Feb 2011. Todd Johnson and the WFC decided to eliminate the mysteries of US-Canada cross-border flying by conducting a course which outlined how to cross the border in an aircraft and what some of the differences are between the US and Canadian airspace regulations. Part one was a classroom session which explained all of the customs rules and regulations, the differences in airspace configurations, and how to register with eAPIS. Part two was the practical exercise on the Saturday, which involved actually crossing the border and making sure that all of the timings and telephone calls to US Customs were made. There's nothing like learning by doing. Detroit City Airport was our port of entry for customs clearance. As all of you probably know, this airport is a five minute hop from Windsor so it was very convenient.

I was lucky enough to be flying with Richard Bradwell, the proud owner of C-GQQK. Rich and I had flown together on previous trips and so this was going to be another flying adventure together. We decided that since we were crossing over to clear customs anyway, we may as well fly to somewhere in Michigan afterwards while we were there. So, after a little bit of discussion, we decided on Kalamazoo, Michigan, where

there is an air museum at the airport. Besides the bonus of being an air museum, the extra bonus was that it had free admission, so it wasn't a tough decision!

So, here we were, 0730 hrs at the WFC, checking weather. As you may or may not remember, that particular day was sunny with clear skies but the winds were very strong and had been for most of the previous night. These strong winds were supposed to lessen as the day went on but we still had to figure out if we could go to any of our destinations and still be able to land in acceptable crosswinds. So, after pulling up the Nav Canada wind charts, Rich pulled out his trusty iPhone with its nifty crosswind app. This app took all of the wind information for a particular location and figured out the crosswind and headwind for you. It even showed you a runway with the correct numbers on each end and an arrow showing the wind direction. Technology sure comes in handy sometimes! We determined that the winds were acceptable and were predicted to get better. So, we submitted our eAPIS about 2 hours prior to our scheduled arrival in Detroit and called customs to arrange for an inspection time. Ours was going to be 1000 hrs.

It's now 0945 hrs and we are cleared for take off from Windsor. As Todd had explained to us the night before, the Windsor Tower controller gave us a specific transponder code prior to crossing the border at Belle Isle and told us to contact City Airport. We contacted City Airport and the controller there cleared us for a left base on runway 33. Upon arrival on the apron at City Airport, we parked our aircraft and waited for Customs to meet with us. Along with us were at least 3 other aircraft from Windsor who were there for the same reason. Two customs officers approached our aircraft about 5 minutes later and asked for our passports and pilot licences. Overall,

the customs clearance process was very easy and didn't present a problem at all. We had expected a few questions, such as are you bringing anything into the US, our purpose for travelling to the US, etc, but that didn't happen. We didn't even have our aircraft scanned for radiological readings. The officers came back 5 minutes later and told us to have a nice day. Wow, that was easy! So, off we went to Kalamazoo.

Another aspect of this trip which often makes general aviation pilots nervous is flying around a Terminal Control Area (TCA). A TCA is usually very big with many control layers and many big aircraft, which I suppose is what makes a TCA scary to some pilots. On top of that, some of us really don't like to talk on the radio so speaking with a fast-talking controller makes the TCA even more intimidating. In our case though, Rich and I had no problem dealing with a TCA. In fact, we were looking forward to it. Once airborne and below the floor of the TCA, we contacted Detroit approach to let them know that we were flying below their airspace. The controller told us that this was not a problem and asked if we wanted flight following. We of course took him up on his offer so he asked us what altitude we wanted and gave us a specific transponder code. That was it! That easy!

The rest of the trip there was very simple. Detroit approach at one point handed us over to Lansing approach who then later handed us over to Kalamazoo. It was very reassuring to have someone watching our flight all the way there. On a couple of occasions during our flight, we were advised that traffic was coming toward us from a certain direction at a certain altitude. In all cases, we ended up spotting the aircraft. Once the traffic was no longer an issue, the controller would call us again to let us know that the traffic was no longer a conflict for us. What more could you ask for!

We arrived in Kalamazoo about 1.5 hours later but only because we had a bit of a

headwind going there. I'm not going to describe our afternoon there but I will say that we would recommend going there for the museum and a quick lunch. The museum is called Air Zoo and it has some neat displays, one among them being an SR71 Blackbird.

In order to keep our story relatively short, the trip coming back to Windsor was uneventful in any negative way. It was all positive though, once again using flight following all the way. There was however one very interesting moment along the way. As we were approaching the Detroit TCA airspace, the Lansing Approach controller handed us over to the Detroit Controller, who in turn asked us to increase our altitude to 4500 ft if we were able to. We quickly realized that she was taking us directly over Detroit Metropolitan Airport!! What a view! Rich and I never dreamed that we'd be flying over this huge airport. As we flew over the airport, we saw a huge transatlantic aircraft flying a few thousand feet above us!

Once we were beyond the airport limits, the controller instructed us to descend to 2400 ft at our discretion and to contact Windsor Airport. That's when another neat thing happened. Just as we were crossing over the Detroit River, a beautiful large Bald Eagle crossed in front of us at 2400 ft ASL! There was no mistaking that white head and huge wingspan!

We finally landed at Windsor Airport after about a 1.2 hour trip. We cleared Canadian Customs (which was also an easy process) in front of the airport terminal building and taxied back to the WFC.

So, we've given you a small description of a small trip from Windsor to Kalamazoo, Michigan. But in many ways, it was a big trip because we learned and experienced many things. We learned how to set up eAPIS and to deal with US and Ca-

nadian Customs and as a result, we didn't get busted by the feds (hence the title of this article). This cross border process was not really difficult at all. If you follow the rules and stick to the timing requirements, you should have no problem at all. We also once again experienced flying within and communicating with a TCA. It's not very difficult at all and in fact, I would reluctantly say (being a proud Canadian) that the US controllers go out of their way to help you through the process. They hold your hand all the way. We also experienced nature at its best by witnessing the flight of a Bald Eagle right in the vicinity of our aircraft. In fact, Rich and I figured that the Bald Eagle probably told his buddies the same thing about us! "It had a huge wingspan and there was no mistaking the bald head in the left seat!"

The lesson here: go out and experience as much as you can in your aircraft. Use your license to the fullest and learn while you fly. It will give you a great sense of enjoyment, confidence and accomplishment.

- Denis Hamelin

## Winter Flying - Saskatoon '11

Saskatoon has more days of sunshine than any city in Canada. It also has some of the coldest winter days in the country. However, the cold did not stop a couple of Ontario boys from the Essex County Banana Belt from test flying a newly purchased RV6 off the snow covered grass runway at Corman Air Park CNJ5 over the Christmas Holidays this winter.

RV6 C-FVJS was built by Jurgen (Gerry) Peters out in the Okanagan Valley of BC. In 1995, Gerry moved to Windsor to work for Hiram Walker and brought VJS with him. He and his wife flew it from Windsor to home and back 13 times, before he moved

back to the the Okanagan. Gerry has been flying it since his return home, but sold it to my son Robert Burford in November 2010. My wife Jo-Ann and I flew commercial out to Saskatoon during the Christmas holidays to visit Robert and to install a Reiff Engine Pre-Heat system and a trickle battery charger on the airplane. Both these items are necessary for winter operations if your airplane is tied down outside, which Rob's RV6 is.

After a couple of days in a heated (thank goodness) hangar at Corman Air Park, with some assistance from the friendly hangar manager, the Reiff and the charger were installed and it was time to do some winter prairie fly'n.



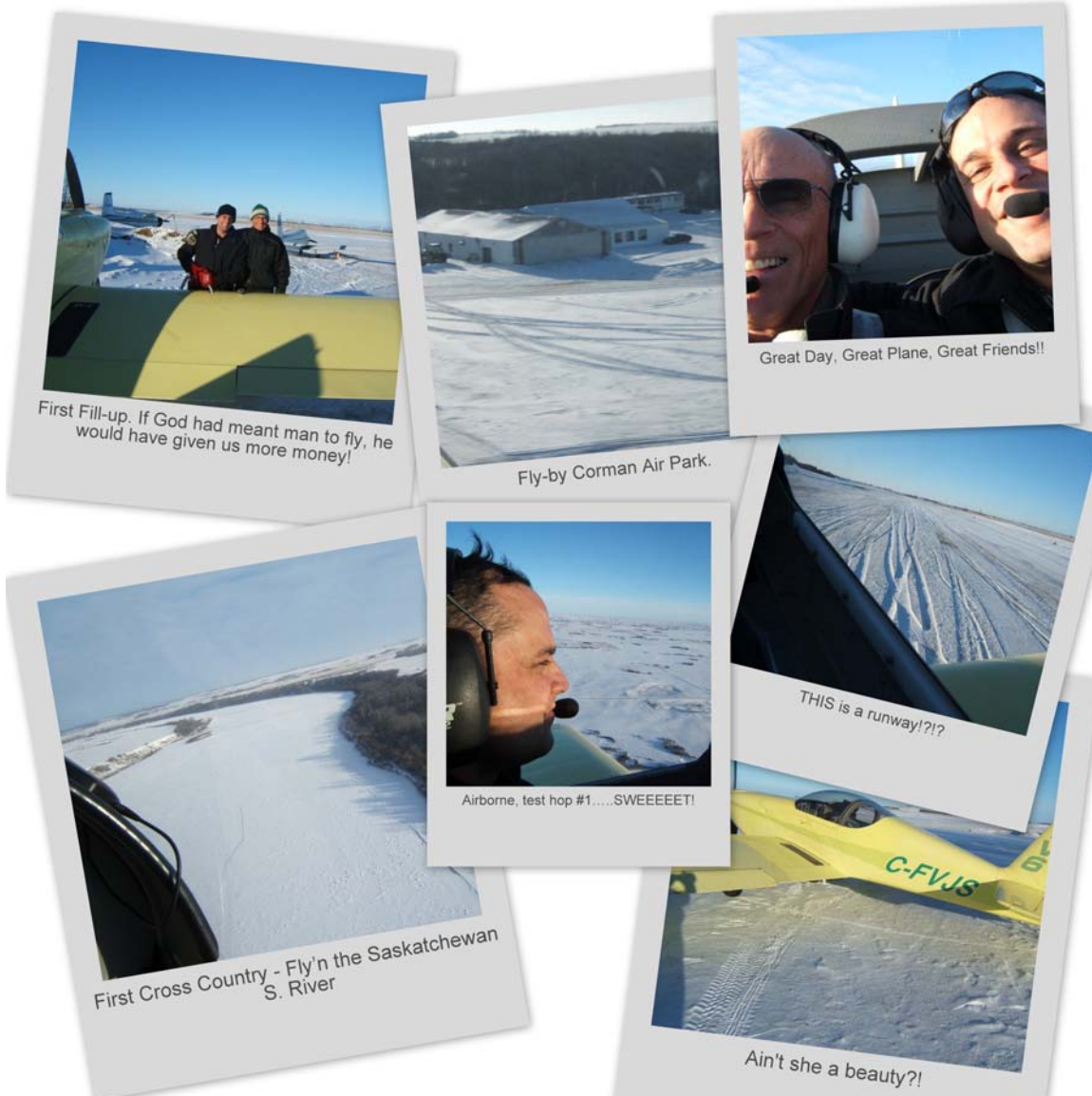
### Hangar Manager

The Rwy Data for Rwy 09/27 at Corman Air Park indicates "2600 x 70 earth, Thld 27 displaced 200' . That is official. Here's the actual:"1500' x 30', compacted snow, with fresh snow daily". No problem for all the ultralights based on the field!!!

Undaunted by the runway conditions (Phil Roberts would be appalled) and despite -25C OAT we did 3 x 20 minute test

hops and a 2.5 hour cross country with the air inlet to the oil cooler 100% blocked and the engine cooling inlets 33% blocked.

- Perry Burford



### Coming Soon - Cessna 172 Avionics Course

There are a number of members interested in improving their knowledge of the more complex avionics stack in the Cessna 172 R fleet. The Windsor Flying Club is responding to the need and is developing a training course.

If you are interested on learning the avionics of the 172 R's or are looking to get a refresher, sign up at the Ops Desk and be sure to keep an eye out as we will post the dates for the short course as soon as possible.



## Windsor-born Pilot Tapped For Snowbird Squadron

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A Windsor-born pilot is among the newest members of Canada's pride of the skies - the Snowbird squadron. Cpt. Padruig MacIntosh was one of five new Snowbird pilots unveiled by the Canadian Forces earlier this week. The achievement represents the fulfillment of a childhood dream for MacIntosh, a University of Windsor alumnus. The Canadian Forces said MacIntosh has been assigned Snowbird 3 of the iconic nine-plane formation of 431 Squadron. The team has 60 shows scheduled for 2011, taking place across North America. Snowbirds spokesman Cpt. Marc Velasco said the new pilots were selected in the spring and have already completed more than 100 hours of training as a team. The planes travel all over the continent, but their home is the airbase with the designation 15 Wing Moose Jaw, where MacIntosh has been a qualified flight instructor since 2006. His resume includes more than 1,700 hours of military flying experience. MacIntosh's passion for planes began when he was six and attended his first air show. He recalls the sight of a F-15 fighter jet as one of his life-defining moments. At the age of 8, his parents arranged a

flight aboard a Cessna 172 prop plane as a birthday present. Flying was also a family affair: MacIntosh's mother had trained as a pilot. MacIntosh graduated in 2001 with a degree in mechanical and materials engineering, but his ultimate goal was to fly fighter jets. After a rigorous screening process, he was selected by the Canadian Air Force for airfield engineering – an assignment he found disappointing. But MacIntosh didn't let his dream die. Over the course of 16 months, he continued to apply for pilot training until he was finally approved. In 2004, he was sent to the NATO Flying Training course in Moose Jaw. He began advanced training in jet-powered aircraft in 2005. Later that year, he was promoted to 1st Lieutenant and awarded his Canadian Forces wings. Snowbird pilots can expect to stay with 431 Squadron for about two or three years, Velasco said. MacIntosh's dreams don't stop at the Snowbirds - he hopes to eventually pilot Canada's main fighter jet, the CF-18 Hornet.

**- Dalson Chen**

## Engine Failure in CF-SGK

This story began at the Spence Airshow in Muirkirk, Ontario not too far from Ridgetown (50 miles East of Windsor – give or take). It was two full days of Harvards, DC3s, Swordfish, Anson Bombers, Chipmunks, J-3s, Tiger Moths and many other homebuilt aircrafts doing aerobatics, formation flying and other flybys. Camping under the wing of my Cessna 150 for two days, the airshow was over and it was time to head back to the Windsor area. This was Labour Weekend in '99, and was by far the best airshow I had ever been to. Just imagine sitting there in a lawn chair and approximately 50 – 55 Harvards come flying by in formation. The roar of the engines and the ground vibrating is a thrill I will never forget!

Anyways, after leaving Spence's airstrip, after about ten minutes I was headed for Ralph Howlings airstrip near Harrow in CF-SGK. CF-SGK is my 1965 Cessna 150E and I noticed the temperature gauge climbing and within a minute the needle was sitting right in the red. I wasn't sure if the gauge actually worked because it never really moved more than the thickness of the needle. I immediately began looking for a field to land in and brought my RPM down to 1700 from the 2250 it was at and headed directly for the Chatham Airport. The altimeter was reading 2500ft and I was about 1900 ft. I arrived near Chatham and oddly the engine was running well while the temperature was back to normal. So I decided to continue to Harrow – one field at a time. I landed at Howlings airstrip with no further incident. I shut down, checked the oil, looked at the cowling for any oil spray but didn't see anything wrong. Everything

looked normal. It was getting dark and the mosquitoes were biting, so I hopped into the plane and went home.

All this happened on Sunday, and naturally I had to work on the Monday. After work that day I went directly to go check on CF-SGK (a.k.a.: Marilyn Six). I checked everything I could and still found nothing wrong. I decided to fire her up and see what would happen. The engine was running well and was running for about 15 minutes with no problems. The temperature was good so I started revving the engine, full throttle, then idled back and forth a dozen times but still the temperature gauge was normal. Suddenly, at full RPM, there was a HUGE bang and the prop stopped dead at a 20-50 minute angle.

Overall, the best part of this whole failure was that I was still tied down with ropes and the chocks were still on the wheels. The worst part of it all was having to tell my wife that I needed a new engine. The repair bill came to \$12,000 US. As if it couldn't get any worse, the exchange was a hefty 22% which converted the \$12,000 US to a staggering \$19,000 CDN.

Looking back, my biggest mistake was that I never called for help or gave a MAYDAY. What happened to the engine was that the gear on the generator came off and fell into the gear box. It smashed everything and I even had to get the block re-machined, while having to replace all four cylinders! It's a good thing I got an engine with 0 time and 200 ft off my take off distance!

**- Roger Deschamps**

## Tech Corner

*Standard Operating Procedures of the 303<sup>rd</sup> Bombardment Group (October 15, 1944):*

*Section II; Bombardier;*

1. *The Bombardier is to figure the indicated altitude to fly for the true altitude given in the field order.*
2. *The Bombardier is to figure the indicated airspeed to fly for the true airspeed given in the field order.*

Before sending young American bombardiers on operational missions aboard their heavy bombers during WWII, the USAAF provided them with zippered cloth cases containing all of the tools of their trade, with the exception of the Norden or Sperry bombsights, of course. As well as bombing tables and “dropping angle” charts, dividers, parallel rules and a host of other items, the well-equipped bombardier was usually issued four flight computers. The hand-held computers most often used by bomb aimers aboard “the heavies” were the C-2 True Altitude Computer, the G-1 True Airspeed Computer, the J-1 Sighting Angle Computer and the E-6B Dead Reckoning Navigation Computer.

The J-1 was used to calculate the sighting angle, which located the starting point of either 30-second or 45-second bombing runs.

### G-1 True Airspeed Computer

**Often mistakenly referred to as a “navigator’s computer”, the G-1, just like the C-2 altitude comp, was a tool used by WWII era bombardiers aboard American bombers.**

The solution was read directly on the computer, in degrees. The E-6B was used, by the bombardier, primarily for time/distance calculations when necessary.

The remaining two computers, the C-2 and the G-1, are the featured devices in this instalment of “Tech Corner”.

Both of these computers were manufactured by several companies under government license for the US military. For instance, I’ve seen G-1 computers that were manufactured by Felsenthal & Sons and Cruver Manufacturing, both of Chicago Illinois, while the G-1 True Airspeed Computer featured here is a product of the Crowe Name Plate & Manufacturing Company, also of Chicago Illinois.

The G-1 computer was used for computing true airspeed at high altitudes. Entered into the computer were indicated airspeed,



flight level pressure altitude and flight level air temperature. One could argue that the E-6B could have easily provided a bombardier with true airspeed values, but keep in mind that the G-1 is a single purpose flight computer, a full eight inches in diameter, with well-marked and well-spaced lines and numbers. As well, all markings were applied with good old-fashioned radium-based “radioactive” luminescent paint on a black background, so the computer could pretty much be used in the dark!

The C-2 computer was used for calculating exact “true” bombing altitudes given the bomb target’s pressure altitude,



**C-2 True Altitude Computer**

**At 8 inches in diameter, the C-2 offers large, clear markings for quick and accurate calculations.**

the aircraft’s pressure altitude above the target, and the mean temperature of the target plateau and flight level. These were given, observed or calculated as required. The C-2 True Altitude Computer, this example manufactured by J.B. Carroll Company and again of Chicago Illinois, is also a single purpose flight computer, eight inches in diameter with the same radium paint used on the G-1.

Knowing the true altitude and the true airspeed of his bomber was of paramount importance to the bombardier, and it was equally essential that the pilot maintained the selected altitude and airspeed within the closest possible limits. When dropping bombs from above 20,000 feet, for every one hundred feet of altitude error, the bombing error is approximately thirty feet, and for every nine knots of airspeed deviation, bombs will impact one hundred and seventy feet off target.

Since altitude and airspeed were so critical to the length of time that a bomb fell, from the instant of release to the moment of impact, the C-2 and G-1 computers were invaluable to the WWII era heavy bomber bombardier.

Happy bombing, er... navigating !!!!

**- Denis Schryer**



## Warrior of the Sky

*One-on-One with Captain MacIntosh*

In March, the Windicator (**W**) had the privilege and honour of interviewing Captain MacIntosh (**CM**) of the Snowbirds. While elaborating on the article, Captain MacIntosh provides us with an in-depth view of the Snowbirds and his aviation career.

**W:** To begin, the main question that our members want to know is what is it like to fly with the Snowbirds?

**CM:** What is it like to fly with the Snowbirds? Believe it or not, this is actually one of the most difficult questions to answer. The first thing that comes to mind is AWESOME!!! Being surrounded by eight other airplanes inverted at the top of a loop or roll, and knowing that every single movement of your aircraft is seen and felt by everyone around you is an incredible feeling, and an enormous responsibility. Moreover, the level of experience and expertise that you are surround-

ed with day in and day out can be quite overwhelming at times. However, even the word awesome doesn't do it justice because of how hard it is to put it all into perspective. Flying with the Snowbirds is extremely humbling because of how small your part is in the grand scheme of things. You see, flying with the Snowbirds is more than just flying. It's a way of life, an ideal, a LIFESTYLE that must always put the TEAM, the Canadian Forces, and Canada before oneself. The pursuit of selfish endeavours is never tolerated. Every Snowbird must be honest and extremely critical of errors in their performance in order to improve their skill and professionalism to make the TEAM better. When I first joined the Snowbirds the one thing that stood out above everything else was how conscientious each Snowbird was about every single facet of their performance in and out of the cockpit. Their example makes it impossible to not strive to emulate them with everything I do. It is this endless pursuit of perfection

in skill and professionalism to make the TEAM better that makes flying with the Snowbirds AWESOME. This is what it is like flying with the Snowbirds.

**W:** What is your training like? Is it as rigid as we can imagine? Perhaps you wouldn't mind discussing a typical day for yourself.

**CM:** The training involved in being a Snowbird is very intensive. The old saying that practice makes perfect is only partially true. You see, in the eyes of a Snowbird, although perfection is the ultimate goal, it is a state that can never be attained no matter how hard we try. However, it is through practice that we get closer to it. Remember, being a Snowbird is the ENDLESS pursuit of perfection. What this translates into is practice, practice, practice, and practice some more, until you're living and breathing the LIFESTYLE of endlessly striving for the ideal through practice. From the end of the air show season in mid October through the end of March, we practice twice a day and sometimes three times a day Monday to Friday. From the end of March to mid April the team practices two to three times a day 7 days a week to put the final touches on our aerial display. Each day lasts 8 to 10 hours starting at 8am every morning. The following is a typical day for a Snowbird during the training season from mid October through mid April.

0800hrs - 0900hrs : Flight Briefing  
 0915hrs - 1030hrs : Practice  
 1045hrs - 1145hrs : Flight De-Brief  
 1200hrs - 1230hrs : Lunch  
 1245hrs - 1330hrs : Flight Briefing  
 1345hrs - 1500hrs : Practice  
 1515hrs - 1615hrs : Flight De-Brief  
 1630hrs - 1730hrs : Administration

**W:** How is the camaraderie with your fellow pilots? I can imagine there's a sense of family among everyone.

**CM:** The camaraderie amongst the Snowbirds is outstanding. It's a privilege working with some of Canada's finest every single day. I have never worked with a finer group of individuals in my life. It's important to realize that this camaraderie extends beyond the show team pilots to the technicians, officers, and administration clerks that make up 431 Air Demonstration Squadron. All

431 Squadron members are professional in everything they do. Everyone knows their job intimately, and they know how important their job is. All 431 Squadron members are proud to be Snowbirds, and I am privileged to have the opportunity in working with them. I trust each and every squadron member with my life. It's an incredible feeling knowing that everyone else feels the same way about you. But, it's an enormous responsibility, and one that weighs heavily on your shoulders day in and day out. Like you can imagine, the Snowbirds are one giant family made up of all past, present, and future members.

**W:** As you are gearing up for this year's air show season, where are you and your fellow pilots going to be performing?

**CM:** The upcoming air show season is going to be a busy one. We will be travelling coast to coast throughout North America and everything in between. It will be an exciting year as we perform some manoeuvres that the Snowbirds have never performed before to the North American public; Kaleidoscope, and Hero Split. Refer to the Snowbirds website, [www.snowbirds.gc.ca](http://www.snowbirds.gc.ca) for the 2011 Air Show Schedule.

**W:** The article doesn't go too far in-depth about your career before the Snowbirds. Would you mind elaborating on it a little?

**CM:** Prior to joining the Snowbirds, I was posted to 2 Canadian Forces Flying Training School (2CFFTS) at 15 Wing Moose Jaw in Moose Jaw, Saskatchewan in August 2005. While stationed at 15 Wing, I was a Qualified Flight Instructor (QFI) on the CT-156 Harvard II instructing students for NATO Flying Training in Canada (NFTC). NFTC is essentially the second phase of flying for students on the road to becoming winged pilots. Many NATO countries are involved, including some neutral ones. As a QFI from April 2006 to July 2010, I accumulated over 1700 military flying hours, and 900 instructional hours instructing students from Canada, United States, Britain, Australia, Italy, Denmark, and Hungary. It was an incredible experience, and one in which I learned as much from my students as they learned from me.

Prior to being a QFI, I was a student at 2 CFFTS. I started basic flying training on the CT-156 Harvard II in May 2004. After completion of basic flying training, I was selected to fly jets and proceeded to advanced flying training on the CT-155 Hawk. After earning my wings on the Hawk I was selected to become an instructor on the CT-156 Harvard II. After completing the Flight Instructor Course (FIC) I officially became a QFI. Although the door to fly fast jet on the Hornet was still open after my tour as a QFI, I felt the time was right to put my name in for a tryout with the Canadian Forces Snowbirds. In February 2010, I was awarded with the privileged opportunity in trying out with the Snowbirds. The tryout lasted a month and was the hardest thing I have ever done. I knew instantly that everything I had learned on my path through life had prepared me for the tryouts. I realized that all the lessons I learned from past successes and failures were essential tools in achieving success. It all suddenly made sense. It was the first time in my life that I felt I was living in the moment rather than watching it pass me by. After the most intense, stressful, and rigorous selection process I have ever been through was over, I found myself as one of the four newest Snowbirds on Friday March 26<sup>th</sup>, 2010. What I felt at the very moment I was told that I had made the team is almost indescribable. It was similar to feeling like you wanted to

cry, laugh, and scream all at once. Every single emotion you could think of was suddenly upon me. I still feel like this every day, every time I go to work, and every time I strap myself into the aircraft and knowing that I am flying with the Snowbirds.

**W:** One final question would be; what was it about the air show you saw when you were six years old that made you want to fly?

**CM:** What was it when I was only six years old that made me want to fly? It was many things really. It was the sights, the sounds, the grace, and the beauty. It was majestic. Flying just seemed to make sense, a way to free yourself and take in a whole new perspective of the world. For me, I knew exactly what I wanted to be and what I wanted to do.

**W:** Any last remarks Captain MacIntosh?

**CM:** It's an honour and a privilege to be a Snowbird. To wear the red and white, and wave the flag is an incredible feeling, and an enormous responsibility. It's one that I don't take for granted. I am grateful for all the opportunities Canada has given me. I will forever be challenged with giving back all that has been given to me. Whether it's making Canadians proud to be Canadians, or inspiring people to challenge themselves to be the best they can be, it's an endless pursuit, but one that I am proud to make.

## Announcing the Annual General Meeting!

- To take advantage of the fine spring weather, on Monday May 9th, the Windsor Flying Club will be holding their Annual General Meeting (AGM) for all members. Not only is it a great place to mingle with fellow pilots but it's an excellent venue to ask any questions or raise any concerns. President Perry Burford will chair the meeting once it begins promptly at 1930 hrs.

**Remember, as always, this is your Club. Have your say!**



## In Other News...

- Are you moving? Changing your email? Let us know. The easiest way to inform you of club events is through email or by phone. If any of your information changes, call the Ops Desk as soon as possible and we'll update our records.
- Have an idea for a club event? Feel free to stop by the club and fill out our new Social Event form. We'll take anything from bowling to tennis to flying to Ottawa. If you've got an idea, we want to hear from you!!



## First Aid and CPR Seminar

*Savings Lives, One Member At A Time*

On Saturday, January 29, sixteen members of the Windsor Flying Club family participated in First Aid and CPR training here at the Club. After several hours of safety, laughs and training these sixteen members are ready to answer the call of those in need. Keven Sax did an excellent job teaching the course and injected enough humour to keep the information light and lively. There were several demonstrations and partner exercises to keep our members on their toes.

Thank you to those who came out and participated. Thank you also goes to Keven Sax who taught us the techniques needed in a First Aid situation to keep ourselves and others safe. Additional thanks goes to Tracey

Bradwell for setting up the course for us and to Tom Sobocan for getting some great life-saving techniques in action. For those of you interested but unable to make it to Saturday's training session, please consider getting CPR and First Aid training since the more people who have it, the better. If there are enough interested parties another session can be held here at the Club to ensure our members are at the forefront of safety and able to help those in need.

**NEW!**

April 2011



## Introducing the Fly-Buddy Program

*A New Gathering of Pilots at the Windsor Flying Club*

Are you getting the most from your pilot's license? Are you looking for new places to go? Are you looking to expand your cross country experience? Maybe share a trip with a fellow member! Recently got your license and looking for a flying buddy to do some trips with? Just want to get more involved in your club?

We want to get our members together and provide an opportunity for some cross-country trips and to pair a few folks up, perhaps mix the experience levels a little. We are keen to get new pilots and seasoned flyers together.

From pre-flight planning to a good day out, we want to get you out there and get flying.

If any of this sounds good to you, then drop an email to Richard Bradwell who will be organizing an informal gathering at the club to discuss the programs aims and seek member input and get the group started for the summer season.

Send Richard an email at: **[Richard@richardbradwell.com](mailto:Richard@richardbradwell.com)** for further information.