In this issue:

- Meet our crew: UTAC 2017-2018 Executives
- Upcoming Events:
  - Air Traffic Control Facilities Tours
  - Guest Talk by Captain Michael Kurchina
- Event Report: Toronto Pearson Runway Run
- People in the Aviation Industry: Interview with Cindy Wood
Ladies and gentlemen,

As you have probably noticed, we have taken off and are now climbing towards our cruising altitude of a thousand feet. Our fantastic crew of 12, now fully assembled, is putting a lot of time and energy into ensuring that you have a great flight and all events run smoothly.

Thank you to all those who joined us at the Toronto Pearson Runway Run – it was a great takeoff! The next waypoint is ATCTR, the air traffic control facilities tour on October 22 for the first group and November 19 for the second group. Make sure to submit your application in a timely manner if you wish to get a spot on the tour, but do take the questions seriously, as spaces will be allocated based on your answers.

In between these we will have AGTLK, autumn guest talk, on October 26. It will be presented by Air Canada captain Michael Kurchina who also makes beautiful B787 window plaques. Some of us have met him personally before and are confident that it’s going to be a very interesting presentation! As usual, there will be a Q&A session after the presentation, so bring your questions. It’s a great opportunity to meet an aviation professional while taking a break from studying after all the midterms! Guest talks are free to attend both for members and non-members, and no pre-registration is necessary, so come yourself and bring your friends. Hope to see you all there!

We will continue to keep you informed as the flight progresses. Our website has been fully updated, and regular updates are being posted on our social media. Feel free to send us a message any time!

See you soon,

UTAC executives

Website: www.utorontoac.org

E-mail: info.utorontoac@gmail.com

Facebook: University of Toronto Aviation Club

Twitter: @utorontoac

Instagram: @utorontoac
Meet our Crew

In the September issue of our newsletter you met our core executives. Now we present to you the executives who have joined UTAC in September.

We would like to thank all the applicants for their interest. It was a pleasure to meet all of you at interviews. To those who were not selected, we hope to see you at our events throughout the year and encourage you to apply again next year.
External Department

Anna Iankovitch
Anna is a third-year student majoring in neuroscience, public policy and minoring in physiology. She is passionate about both the history and the development of aviation in the past decades. Catch her between her commercial pilot training and her labs and she'll be happy to discuss any topic ranging from neurodegenerative diseases to Canadian politics!

Danny Zhang
Danny is a third year student at UofT studying physics and economics. His interests in aviation focus on aircraft manufacturing and airline operations. Besides aviation, he is also interested in business, and plays the cello from time to time.

Internal Department

Madlene Abramian
Madlene studies neuroscience at UofT and is currently completing her private pilot license training. Aviation is one of her main passions but she also enjoys hiking, reading, and learning new languages.

Edith Lee
Edith is studying mechanical engineering at UofT. She became interested in aviation several years ago and joined the Hong Kong Youth Aviation Academy last year. She is excited to join UTAC executive and explore aviation together.

Kenny Ng (photographer/graphic designer)
Ever since the age of 5, Kenny recalls looking into the air whenever he hears an aircraft, and imagining himself in control of the convoluted structures afloat in the air someday. His passion for aviation has only grown throughout the years. As a first year engineering student at UofT, Kenny is looking forward to capturing every little moment at UTAC through photography. He has no doubt that this will be a great learning experience, in terms of both his photography and learning more about aviation.

Finance Department

Valerie Limasi
Valerie Limasi is a fourth year student in Animal Physiology. She has been interested in aviation since secondary school, sparked by aviation documentaries. Her other interests include numismatics and piano.

Mieka Saunders
Mieka is in her third year studying French major and geography and environmental studies minors. She was part of the Royal Canadian Air Cadets for 7 years and one of her favourite things to do was go flying. She also really loves the outdoors and going on long walks on the beach with her dog.
UPCOMING EVENTS

Guest talk by Captain Michael Kurchina

When: Thursday, October 26, 2017, at 6pm
Where: Bahen Centre for Information Technology (to be confirmed, check our website or social media closer to the date)

We are pleased to announce this semester’s guest talk. Our speaker, Captain Michael Kurchina, not only flies the A320 family of aircraft for Air Canada, but also makes artwork out of B787 window cut-outs! That’s some creativity, isn’t it?

Come hear about Captain Kurchina’s experiences, ask questions and learn more about the aviation industry! All are welcome, members and non-members, UofT students or not. No registration required, and light refreshments will be provided.

Captain Kurchina uses window cut-outs from Air Canada’s B787s, such as this one being assembled, to make artwork with pictures of the B787. (Photo provided by M. Kurchina)
Thanks to Elevate Aviation and NAV Canada, we have secured two Air Traffic Control tours for UTAC members this semester. These will include the opportunity to visit both the Toronto Area Control Centre and YYZ NAV Canada Control Tower!

The number of spaces is extremely limited due to the nature of ATC environments. Therefore, we ask interested members to fill out an application form here: https://goo.gl/forms/0h63qj2iqFNxGWI3

If you are selected for the tour, you will be contacted by e-mail and asked to provide further personal information required by NAV Canada.

We are very grateful to Elevate Aviation and NAV Canada for making these tours possible!
If you were to check NOTAMs for CYYZ on the morning of Saturday, September 23, you would have seen that runway 06R/24L was closed. NAV Canada’s Operational Information System was showing the reason as ‘maintenance’, but the truth was a lot more fun – the Toronto Pearson Runway Run was happening that day. With CAVOK conditions, the weather could not have been better. Despite the “extreme heat warning”, in the morning it was perfect.

UTAC participated in the runway run as a 5K run team. The ‘route’ took us along runway 24L to the end and back along runway 06R. We had a lot of fun running parallel to aircraft landing and taking off on runway 24R as well further away on runway 23. We could take a look at the runway lights and markings up close as well as see the PAPI lights (which were obviously off) and the approach lights from a short distance. After the run, we had a chance to spend some time under a FedEx B757 where our engineers, aspiring pilots and avgeeks alike enjoyed getting up close to the engines, landing gear, lights and small components that we typically can’t explore. Our most favourite part, however, was talking to aviation professionals. A Cessna Caravan pilot told us about the capabilities of this aircraft, showed us the functioning of the oxygen mask and recalled some stories from the times when the weather was nowhere near the same as that day. He also had some good advice for the aspiring pilots on our team. A runway inspector told us a bit about his job which we know so little about, but couldn’t go into much detail due to the secret nature of the role. After all these conversations, we were some of the last participants to leave the runway.

In summary, it was a fantastic day. Thank you to everyone who joined us for this event! Special congratulations to Juan Pablo who showed the best result on our team! Congratulations also to everyone else who showed their best both in terms of running and photography skills. Together we were successfully able to achieve our takeoff speed despite the high density altitude. UTAC1718 is airborne! We hope to put out two teams next year, so come and join us then! In the meantime, come to our other events this year!
Interview with Cindy Wood

In our inaugural “people in the aviation industry” interview we speak with former air traffic controller Cindy Wood. She had the opportunity over the course of her career to serve in the RCAF and, later, to return to air traffic control as a civilian. She worked in Goose Bay for Serco Inc. in 1998. In the first Canadian contract of its kind, they provided services on base to the Allied Forces.

UTAC: What sparked your interest in aviation?

Cindy Wood: I wanted to join the regular force military when I was about 19, after joining the reserves when I was 17. It seemed like the natural next step. At my interview with the recruiter, I was given information on the trades available. The job description I was given for Air Traffic Control Assistant sounded exciting, and completely different from what I had experienced. So I applied.

UTAC: Can you talk to us about your training?

CW: Training was very intense, as you can imagine. Our initial course at the training institute in Cornwall, Ontario, was 11 weeks long. We trained to become what’s called a B Stand, and Ground Controllers at the initial stage. Several years later we returned to complete the second stage of training, to become Radar/Arrival Controllers.

At that time there were no computers, so most of our training involved mock ups of an airport and classmates who would act out scenarios, holding up mini aircraft models, or pushing fire trucks down a tiny runway or taxiway. Each scenario would have serious training implications. As you can imagine some of these scenarios were hilarious, so it kept the stress levels down. You would always really hope though, that the classmates chosen for yours were friends not foes.

UTAC: What was a typical day like for you in the military? How did that compare to a day working in Goose Bay Labrador?

CW: My last posting prior to Goose Bay was CFB Namao. I worked as a BStand/Ground Controller, Advisory Controller, Radar Controller, and Clearance Delivery.

Daily routines were dependent on which role you were scheduled to fill. If you were the Ground Controller, you would conduct an aerodrome inspection prior to each shift, which meant making sure the taxiways and runways were clear of any debris that could cause damage to an aircraft. As a Radar Controller you would inspect your radar unit, ensuring it was working properly (which was rare), and then it became a waiting game. Sometimes we’d have scheduled arrivals or departures, and depending on the type of training the pilot was in need of, you might get him to conduct a couple of radar approaches.

Advisory Controllers basically controlled any traffic flying through the control zone, and coordinating with the tower Controller. BStand was essentially responsible for ensuring aircraft were accounted for. Sort of the administrators
People in the Aviation Industry

of the operation. We reported to the aircraft squadron when flights were airborne and when they returned, and we recorded weather information on an automated system for pilots to listen to prior to departing or on arrival to our airspace. We opened and closed flight plans, and reported overdue aircraft.

Goose Bay was very similar in many ways. It was much more exciting as a Radar Controller. We had three Allied air forces in house each year, the German and British harriers and tornadoes, and the Dutch F16’s always made your day that much more exciting. They were the real Cowboys.

We would have combined allied exercises, which involved all the allied aircraft, sometimes launching up to 70 aircraft at one time, and of course they would all come back at the same time. These mass recoveries were by far the most exciting days of my career. We would ‘strap in’ and conduct approach after approach for hours. German F4’s, tornadoes, British Harriers and Tornados, Dutch F16’s, Italian AMX’s, of course the Canadian F18’s out of Baggotville, and one year we had the French air force join us.

UTAC: Did you prefer working for the military or the civilian agency?

CW: They both had their good points. The military was more of a regimented way of working, and being a small trade there was always someone you worked with at another base, so, somehow, it always felt like you belonged.

The civilian side was a bit rougher, and they tended to be more cut throat than with the military counterparts. I know that sounds very negative, but as much as I loved my experience in Goose Bay, there were some very angry people that came to us. If you ever saw the movie ‘Pushing Tin’, it personified the Air Traffic Controllers perfectly!

UTAC: What did you enjoy most? Least?

CW: My least favourite part of any job really is the office politics. There was so much of it in this trade back then, due, in my opinion, to the lack of career progression. It turned people into back stabbers, who otherwise may not have resorted to such behaviour. It’s basically why I left.

The best part was the job itself. I really felt I was contributing to something special. Who isn’t happy leaving work knowing you made a difference that day?

UTAC: Can you recount an anecdote from your time working as an air traffic controller?

CW: Oh, of course, I probably have a thousand of them!

I remember in Goose Bay, the Dutch had an F16 which just had an engine replaced, and the Test Pilot was taking it up for a test flight. His nickname was Yellow, owing to the fact that he drove a yellow sports car very fast. He was a real maverick, if you will. Yellow put that aircraft through its paces, and was coming back to base. He requested a PFL, Practice Forced Landing approach, and he took it up to 20,000 feet over the airport, and commenced the approach and descent.
His engine flamed out. He tried a restart, no go, tried it again, got it started and headed back outside the control zone to see what was happening. As he headed back to the airport several minutes later, the engine flamed out again at approximately twenty-five miles and twenty thousand feet. He managed to restart it. It flamed out again. He was falling like a rock, and some of my coworkers ran outside to watch him crash. Nice guys.

My shift supervisor and I watched him on radar, called out his distance and altitude every few seconds, while he tried over and over again to relight the engine, but nothing. He was coming in way too high, and way, way too fast to land… if he even made it to the runway. He started to slow his airspeed, descended faster, and it really looked like he was going to crash just short of the runway. At about 5 nautical miles from the end, the engine restarted, and he landed right on the button of the runway. He took the cable to stop himself, as he was still going way too fast.

With a huge sigh of relief we all stood looking at each other. I don’t think I’ve ever been that close to watching someone die. It made for great conversation for the next few weeks.

**UTAC:** What do you think the future of aviation looks like for air traffic controllers?

**CW:** I have been away from it for many years now, I know that many changes have taken place since I left! They have made the job much more attractive to people who in the past wouldn’t have given it a thought. That’s a good thing!

**UTAC:** Did you face challenges as a woman in a predominantly male industry? Do you have any advice for girls interested in a similar career path?

**CW:** Of course, every predominantly male trade presents challenges for women. Unfortunately, I did experience such challenges. Air Traffic Control can be a very rewarding career, with very serious consequences, but that doesn’t mean you can’t have fun while you do it. Remember this is what you do, not who you are!

**UTAC:** What advice would you give to someone who wants to become an air traffic controller?

**CW:** It’s not an easy road. The training is intense, but if you have what it takes, go for it!