

A Return to Aviation Mismanagement ?

Editorial Reassessment;

This document goes back more than fifteen years, this is the third of 3 pieces. The original incentive and the objective that I still intend to achieve is a factual record of decisions and actions by regulators of Yukon aviation. It was never intended to be a personal record of perceived transgressions or a forum for whining. In those fifteen years I have been contacted many times in regards to the information I relate, but only once have I been contacted to amend the facts as I reported them.

I still believe that a record of government decisions and actions (as viewed from outside government), is the most effective tool for their own evaluation and improvement I still believe it is valuable and I am committed to continue it remaining factual, and where I make judgements or draw conclusions I intend to clearly label it. Should I make errors in fact or treat anyone unfairly, I urge the readers to contact me to allow clarification.

January 4, 2021

Happy new year! Will the recovery from COVID restrictions serve to help aviation, or reduce it?

That depends of course, do you believe it was over-regulated before? Will more attention by law-makers mean clarity and encouragement, or will we get even more ambiguous rules? Will the **Private** and **Recreational** component be dealt with differently than the **Commercial** sector? Will aviation be seen as a service to encourage, or a source of cash?

With the likelihood of a Territorial election this year (and possibly even a Federal one) a lot of the answers will depend on that. The current Liberal Government, at both levels, has seen this 'crisis' as an opportunity to advance their agenda without restraint or conscience. Any change at either level is not likely to change the attitude of the bureaucracy that actually controls us. Our original objective on 'Yukon Flying-Politics' was to pursue clear rules and uniform (plain-language and consistent) application, and I am realizing again that is most likely our only hope for a solution to this whole situation.

Enough of that.....hang on and hope! (Kind of sounds like the last part of a pre-crash briefing?)

March 1, 2021 - Territorial Election's Coming

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Minister Mostyn announced on CBC this morning that 8 lots are available at CYXY, he says this will “be a big benefit to business”. The guidelines on how to apply are available to download at the Yukon Website, yukon.ca, and I have also placed them (in .pdf) in the ‘Documents’ list on the Politics Page.

I have no insight yet into the requirements to build, fees, rates, costs, etc. YTG did turn this over to the **City of Whitehorse (COW)** a few years ago. It looks like first you must be approved to apply and to do that you will need to complete a COW Development Permit, then you will be approved to enter their lottery (isn't this backwards?). It appears that if you win the lottery, you are sent back to deal with the COW who will likely apply the *Federal Building Code for Commercial Hangers*. For insight into how you can expect that to go go back a few years in this very document to where we finally managed to build a tiny hanger.....Good Luck. (You're gonna need it).

I cannot tell you what to do if you're only looking for a place to park an airplane. That still might be against the law?

What I know for sure is both bureaucracies are so big and so dysfunctional this will be a “once-only-process” that will see you travelling back and forth between the two until you are frustrated, and they are finally embarrassed. Then they take your money and let you alone. I suspect that many of the successful lease applicants will not own airplanes, this will be a real-estate venture for them. (similar to previous lotteries at CYXY) Ce'st la Vie?

On a different topic(s), the automatic gate at 39 is still not working, the next one (38) was also down for a few days. 38B was unusable for snow. All this seemed to force people to trespass on the first lot in the row to get to leases. Gates are a long way down on the priority list at the moment I think.

Snow. Wow, there is lots. YTG have not been able to keep up on the taxi-ways which is not really a surprise. Most people have piled it as high as the laws of Newton allow. I loaded and hauled three loads away to the snow dump but the wind drifts more back every time. I'm still in better shape than many people.

I'm hoping to fly someday soon, if the snow stops, the wind drops, and my insurance is still valid.

March 1, 2021 Does the Absurdity begin again - did it ever end?

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No sooner did I post the above update, than I got an email from airport management about snow removal requirements. Coincidence? Not likely. As I type I am now getting a retroactive "LICENCE" to use the area they set aside for snow dumping (and where I dumped my snow). Fortunately I took photos of the process each time, and used the same skidoo trailer, so I can document and estimate the volume of my transgression. It is just a petty inconvenience at most, just like the lease fee change in December.

* **Update** ; while I was typing this...I was just told I need to buy \$ 5,000,000.00 liability insurance for the hand shovel, snow blower, and skidoo trailer I used to take snow to their snow dump. Since I was already forthcoming about doing what they asked it seems I am screwed?



*

Moving snow to comply with YTG directions is not something I can recommend anymore?

WOW! I contacted the office by phone and, by being honest, I am trapped! (I will attach the email discussion on the documents page.) To add to this pointless petty frustration, is the continued boondoggle with lease lots, water, and sewer;

I saw the press release from Richard Mostyn about 8 lots being made available at CYXY. I also recall seeing some communication about work on taxi-way Golf. I just found out that...are you ready for this...

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They are tearing up taxiway Golf this year, and moving it south in order to add 3 lots (see map below). **And**, in the process, they need to dig up and move the sewer and water they installed just a couple of years ago, again, for the second (or third) time? It seems the City of Whitehorse, who YTG gave control of the airport properties, is demanding more hydrants. Those very lines that cost several million dollars to install two years ago, and that were dug up and reburied at least once already, need to be dug up and moved again because the hydrants would block the taxi-way.

I could ponder the new team of bureaucrats there who are starting with the same petty and wasteful habits of their predecessors. As one relatively new YTG C&TS manager told me last fall in response to my question about the \$ 10 plus million dollars being spent on the highway at the airport,

“It’s not real money. Ten million is only another number”.

*** It is at this point that I reviewed the length and structure of this blog. It is apparent that this document is once again going to become lengthy and convoluted from outrageous YTG and City of Whitehorse behaviour. I will end “Search for Aviation Solutions” at this point and start chapter 3, now called “Return to Mismanagement”.

(The text above will therefore be repeated in the previous document. This was edited.)

March 2021 - Caution:

Cousins was not plowed last time I flew over it, and I was at Braeburn Sunday (March 7th) and it was not plowed. If you plan on using either airstrip check conditions before you need to rely on their availability.

March 9, 2021 More on CYXY Lease Applications

I finally found the on-line packages YTG had posted for Mayo and back-tracked online to find the packages for the lots at CYXY. I don’t know why they were so hard to find. All packages are at; yukon.ca/land-lottery-aviation-lease-parcels

There are in fact at least two documents in circulation guiding this lottery;

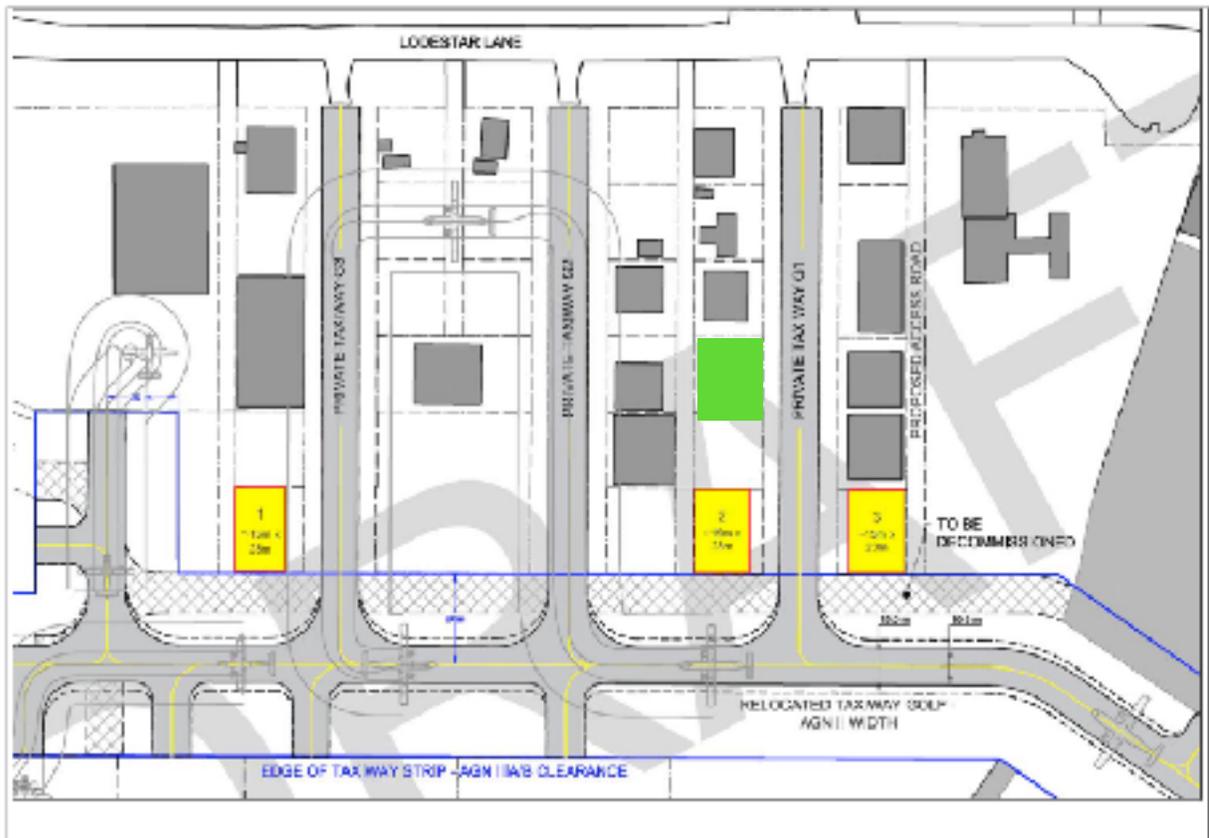
-Airport land lease lottery processes and procedures (Guidelines for applicants), and

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-AVIATION LEASE PARCEL PRE-QUALIFIED LOTTERY REVIEW, Release Package for Taxiway G (Commercial Fixed Wing)...

I will post of these on the Politics Page. (The Mayo package I can find again if anyone wants it.) The second package includes the following map;

Release Package for Taxiway G - Commercial, Erik Nielsen Whitehorse International Airport Lease Lottery



Why there are only three lots being made available (shown in yellow) when it would appear that six or seven are feasible, is not explained. There are also four lots on “Chipmunk Place” (beside old runway 19) and one private fixed-wing lot on “Private Taxiway G1” (it appears as the green lot on the map above). Warning, the neighbour to the north of that lot is a nuisance!

March 12, 2021

I have ignored the YTG demand for \$5 Million liability on my shovel and snow-blower, (mutually I hope) but now that I realize their apparent value I have locked them up securely.

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March 15, 2021 - The Airport Maintenance Shop to be moved

This isn't really news, Mostyn mentioned this in the media at one point. It is necessary they say to allow re-alignment of the Alaska Highway.

It is likely the cause of all the geotechnical work done last year over by the old tower site on the far side of the airport ? If YTG builds on the clay cliffs overlooking downtown they join the City of Whitehorse in taking the high ground for their own benefit? At one point someone said the reason development of new lots in the empty area south of Air North wasn't being allowed was because the value of lots was not high enough to justify they release of that space. It's hard to guess at the logic that might be used.

March 18, 2021 - City of Whitehorse - Schwatka Lake Float Plane Base activity this summer.

The City of Whitehorse (COW), announced it is planning on doing road and parking "improvements" at the lake this summer. It is all for "SAFETY", they claim. Then they plan to arbitrarily identify and release dock spaces.

They fail to accept that if they keep pushing the docks closer together and placing them arbitrarily (without regard for "fetch" and/or maneuvering room) there will inevitably be an accident.

I will point out again, ***TO DATE THERE HAS NEVER BEEN AN ACCIDENT INVOLVING AN AIRCRAFT AT SCHWATKA LAKE.***

There has likewise ***NEVER BEEN AN ENVIRONMENTAL IMPACT ON SCHWATKA LAKE FROM AIRCRAFT.*** (I know this because for years I was the Federal Head of Environmental Enforcement in Yukon). We measured and tested and tracked any event. Cars went into the lake. Fecal coliforms were found. But no contaminants, and that's despite boat use that is orders-of-magnitude greater than aircraft in numbers and engine hours.

Can we not park someones perceptions? That would be cheaper, safer, and logical too.

Just an additional point, it would also be in accordance with actual "Law". ***The City actually has no legal jurisdiction on the lake.*** If it assumes control, it also assumes some liability, which should concern taxpayers ?

March 19, 2021 More on CYXY Lease Lottery

I notice that all lots being made available in the upcoming lottery are restricted to "...no permanent structures...". So it's "tents-only". (The way they

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move the sewer system around every two years this is may be a good idea, in some bizarre bureaucratic logic.) You also need BOTH a City Development Plan AND a City Business Plan **before** you can enter the lottery, and you need to open your financial records to the Government before entering. My comment, above, about this being a once-only process comes again to mind.

Regarding the **removal or reduction of Tower Services at CYXY**, nothing more has been made public by NavCanada (the Government-“non-Government” agency who are responsible for the service). It could be a dead issue after achieving whatever their objective was by the public press release, or it might have been the first step in promoting their plan, in which case we will hear more soon. We will watch with interest.

April 14, 2021 Regular Airport Maintenance has ended

I went out to Braeburn, but couldn't land! That runway has **NOT been plowed all winter!** Cousins has also **NOT been plowed all winter!** In talking with those at Braeburn they tell me YTG in Carmacks has refused to do it, I'm not sure what the story is inside Yukon Government but it isn't accidental.

Around Whitehorse the focus was on snow. But **Gate 39 has been broken since last fall** forcing all the lease holders on Lodestar to enter through Gate 38 (when it's working) and then either trespass across Molnar's lease, or go out and drive down taxi-way GOLF. This is not acceptable. This failure too reflects someone's active decision at YTG.

They have been moving snow to facilitate a mighty thaw and water release. No sign of the airport lease lottery. I know some have given up, Jan Verberg has moved to Atlin and opened an aircraft maintenance business there instead. **Muskox Air** is set up in Chris Moser's old hanger if you're looking to get work done call Jan at **1-867-333-2532**. He hopes to have a fully operational AMO by later this summer. Good luck to him!

The new highway has become a six-lane freeway now that it is finally drying up. I am not sure how Minister Mostyn can maintain this is a safer condition? Makes as much sense as digging up the water and sewer system no one uses for the third time to move an entire taxi-way a few meters?

Editorial; I just re-read this entry and was about to delete it because it seems so negative, but, it's all true. Our “new” Government looks like it will be the old Government, it may be unrealistic to hope anything is going to change.

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16 April 2021 Nav Canada announces NO CUTS at airports ?

In Ontario today NavCanada announced they are not planning cuts at several airports they list, and including Whitehorse. I have not seen this in any local or official release.

The electric gates at Lodestar Lane are “almost” working. Yesterday they operated sporadically (opened then didn’t close).

18 April 2021 AIRPORT GATE CAUTION !

Yesterday I got in through gate 38 (39 was broken, again). I worked at the hanger a few hours. When I went to leave I tried 39 but it refused to open. I went over to 38 which was sitting in 6 inches of water, and it didn’t sense my presence and open. So I went to the gate by ALPINE (37) and it didn’t sense me either (perhaps because that sensor cable was also under water). It was too muddy to get to 38-B so I drove over to ALCAN and Lief let me out through their private gate.

I watched some poor guy on foot trying to get out a while back. (I think he had tried to leave his car on his lease.) I have no idea where he got out, if he did. (Watch for his body along the fence as the snow-drifts melt away.)

Yesterday I heard **MP Larry Bagnel on CBC** trying to claim the responsibility for NavCanada deciding to not cut air-traffic services at CYXY. That’s normal enough for a politician. What was **not acceptable was that he couldn’t confine himself to the facts**; he went on and on to the interviewer about ***how dangerous it is to fly in and out of Whitehorse because of the terrain***, and he said, “***Whitehorse is in the junction of three valleys and the wind can be very dangerous...***”

Voicing inaccurate thoughts for the sake of drama is thoughtless and seeds perceptions that come back to haunt us later. That radio interviewer seemed to believe him. They are now convinced of Larry’s whimsical opinion that this whole area is dangerous to fly into or out of, and at the next opportunity they are in a position to reinforce that error, and they will. Frustrating!

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20 April 2021 HOTEL CALIFORNIA, it's real, and it's here in Yukon !

Yesterday I was feeling adventurous. I rode the motorcycle in to my hanger. I tried gate 39 to get in. It refused to open. 38 worked so I got in through it. When I tried to leave I found "The Eagles" had it right. None of the 3 automatic gates would sense the motorcycle and there is no over-ride on any of them. 38B was too muddy to negotiate. Eventually another person appeared driving a pickup and I caught up and followed on their bumper as they left.

YOU MUST BE DRIVING A FULL-SIZE VEHICLE TO ENTER ONTO YOUR LEASE, (IF YOU PLAN TO LEAVE !)

May 9, 2021

The water problem is decreasing, YTG was pumping all along Golf. The gate at 39 is still broken.

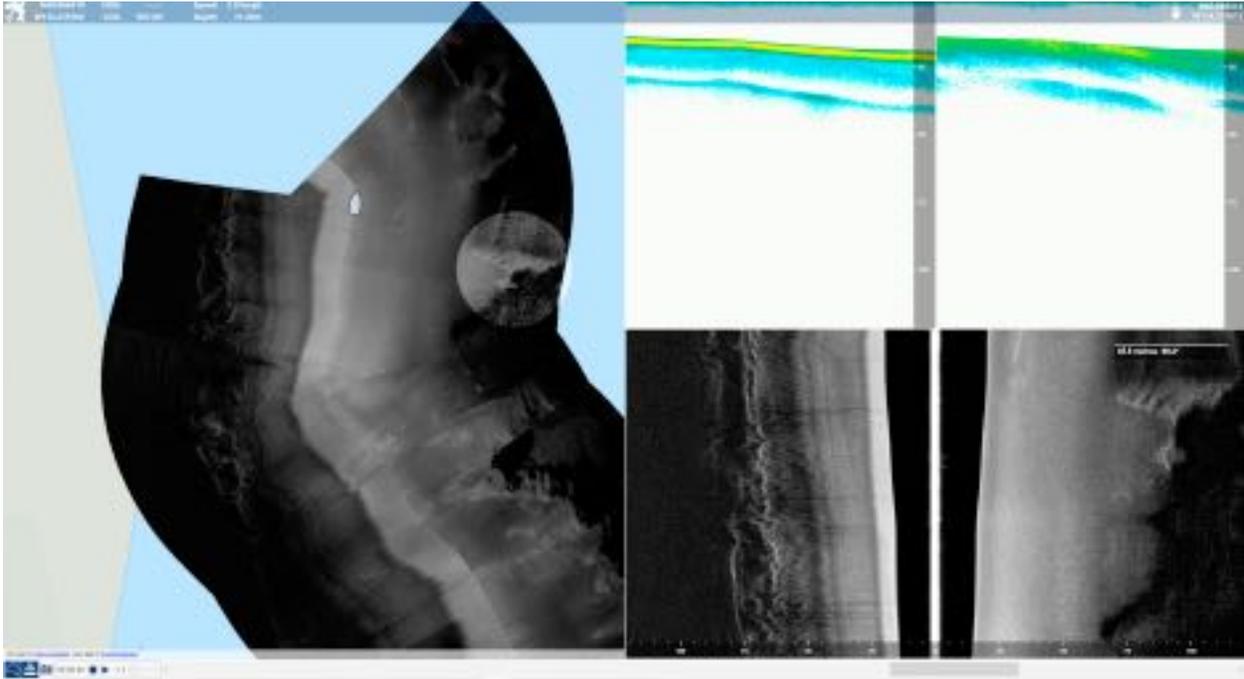
YTG has re-opened Runway 02 (with a displaced threshold).

Not a lot of activity is apparent, yet. COVID shut-downs continue so thats a factor. COPA Flight 106 AGM is coming up soon at the Transportation Museum, look to their website for the date.

May 10,2021 - Interesting sonar-scan

Someone forwarded me this image taken from a high-end (?) fish-finder/ sonar unit. They believe it is likely nothing but a ghost image, but it is labeled Tagish Lake and I pass it around just for interest.

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May 12, 2021 - Just a reflection on what we know for a fact.

Who owns history, especially aviation history? Some people chase it, collect it, and act like they actually own it. But we need to be careful, the truth isn't always what we were once told. Here is a fact I encountered when I had the chance to fly in South Africa with Francois Davel in his YAK 18T a few years back. (The following is fairly common knowledge in other countries and off the North American continent);

"...Howick (and nearby Karkloof) was the location of the first manned flight in the world. Evidence exists that a John Goodman Household flew a self made glider in 1871 and again in 1875 on the outskirts of Howick, close to Karkloof. The actual distance flown and altitude achieved differs from source to source (some sources say the distance was 80 metres (260 feet)) but what can be verified is that the distance flown was further, and the duration also longer, than either of the flights made by Lilienthal or the Wright brothers. Today there exists a memorial to Household's achievement at Curry's Post, also a small distance outside Howick. ..."

Once again to quote one respected Yukon aviator, "nothing is stranger than the truth, when you can find it."

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(This was as much fun as it looks! That's a fact.)

May 19, 2021

Braeburn is in reasonable shape, lots of gophers as usual, maybe we need to contract the sport shooters groups? I checked Ross River and Faro airstrips and both are good but the rumour in Ross is the airport there is being closed? Magundy is grown over I see.

* It is a good time to remember our legal right to land on roads when it is safe to do so must be guarded. Anyone looking to land in bad weather and expecting this airstrip to be available would need the road (fortunately it is long and straight there.)

I see in an email recently sent on behalf of the Director of Aviation the need to relocate the Airport Maintenance shop was buried in the list of projects. (Thats a good way to introduce the need, slip it in quietly to a related communication.) I didn't see anything costed but plainly costs do not matter to the new breed of bureaucrats or politicians.

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June 1, 2021

It has been a cold wet summer so far, with very little good flying weather for light aircraft recreationally.

In anticipation of a flood of water coming down the system the Yukon Energy has let all the water they contain in the lakes go. While it is flooding up above Tagish the water hasn't travelled this far yet and the float-plane docks on Schwatka Lake are laying in the mud. A good time for dock maintenance. (Hopefully DFO is practical about the opportunity and minimal impact but that has never been their approach in past.)

Just had a discussion a few minutes ago with a pilot trying to return to Dawson City Yukon from Alaska, it seems Canada Customs insists he fly to Whitehorse to clear. When he pointed out that the forecast headwinds will make a fuel stop absolutely necessary, the Customs Officer said ***NO, if he lands anywhere he will be charged!*** ... (And they complain no one gives them any respect?)

June 19, 2021

C-GLASAIR Arrives!

I took this picture at the Whitehorse airport Saturday, Joe Bachofen's remarkable GlasAir I arrived to start the final stages of it's certification process. This airplane is as near to perfect as I have seen, (over 10,000 hour build time and many years of careful attention to details), congratulations Joe! **WELL DONE !**



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June 30, 2021

A half-dozen assorted aircraft flew to Braeburn weekend before last for a BBQ and bit of fun. COPA #106 organized it and it sounds like it went well. Nice weather has arrived with a strong wind limiting recreational flying a bit but commercial guys appear busy.

The new leases were awarded at CYXY, but digging up and relocation of Taxiway GOLF has not started. Joe was told by YTG that if he intends to park his new airplane here he has to pay itinerant rates, or sub-lease from an existing lease-holder. He says he was surprised by their indifference (my word....he said they just didn't care).

I have just asked YTG again why it has taken more than 9 months to fix one gate (39) and I was once again promised it would be fixed right away. Of course they defended their inaction with the new Government mantra ; ***“...these are unprecedented times...”***.

July 2, 2021 Gate 39 Works !!!

That's all the news today, guess that's enough in these unprecedented times.

July 3, 2021 Gate 38 is Broken !!!

So, not sure if this is Karma, Murphy's law, or maybe they just swapped parts with 39? Anyway, that gate is now open 24 Hrs/day to whoever wants to come or go, if you have a lease pay extra attention to your "security" until this is fixed?

July 21, 2021 All the gates are working!

(I know this is not really important, but it needed to be said.)

There have been a couple of aircraft incidents the last month. I believe both were caused by fuel not getting to the engine. This might be a good time to remind yourself of fuel control procedures and check your system for operation and condition.

A pilot recently informed me the City had allocated him a space for a dock on Schwatka Lake. They took a security deposit because, he was told by the staff there,

“..the docks break loose and drift down to the Dam and the City of Whitehorse is tired of being called by Yukon Electric to go down and recover them.”

I have been keeping pretty close track and to my memory that has never happened! If City of Whitehorse officials are making this up to justify their presence on the Lake and

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their tax (*fee) that is pretty serious. It is time to check with Yukon Electric, I will report back here.

August 6, 2021 I had a new ELT installed, it was easy, until I asked a question !

I had a new 406 MHz ELT installed in the Super Cub. It was an easy swap, I ordered the same brand that was in it before. Afterwards I went online last night to ensure it was registered to me. The site was NOT intuitive. I kept having to change pages to fill in the blanks of the 4 or 5 forms required, and then manually link the pages so that the aircraft, the ELT, and the emergency contacts all showed them to be related. So, I sent an email asking if I did it right, just to make sure, I wanted a proper and professional job done after all.

This morning some bureaucrat called from Bellview Ontario. I didn't want to be obtuse, I tried to be cooperative. She insisted on telling me I had completed the forms wrong, there were three versions saved to my tail number. OK, I can see I screwed that up. Then she started asking questions that I could hear her key punching in...

-How many people are in your PA-18?

Me and one passenger was OK.

-How many ration packs do I have on board?

None, is the wrong answer. (I tried to explain I change equipment with season.)

-How long could I survive on what I carry?

It depends on how much I eat, wasn't acceptable either.

-What color is my tent and tarp?

I change them with the season, was also NOT acceptable.

You know me, the more demanding of irrelevant specifics she became, the more I tried to second guess the unintended consequences that were going to develop, and the more specific I became. She informed me I am required to carry water on board, or water purification, and food sufficient for the time it takes to find me. She pulled her authority out at the end of our conversation and demanded; "You MUST update this information yearly!" and added, "...Yes, if you change the color of tent or tarp then that information must be updated immediately too." She tells me she has 8 years of experience in this business and this has not changed in all her time there. I didn't hang up on her, but told her I had to go.

Anybody else encounter this. This used to be so easy. I installed and registered several ELTs over the years, I never encountered this. These are indeed unprecedented times?

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August 7, 2021 A Review of DNDs Requirements for ELTs

My encounter yesterday with the bureaucrat at DND led me to review our requirements as private airplane operators. I began by going directly to the **Canadian Air Regulations** where I find;

- **602.61** (1) Subject to subsection (2), no person shall operate an aircraft over land unless there is carried on board survival equipment, sufficient for the survival on the ground of each person on board, given the geographical area, the season of the year and anticipated seasonal climatic variations, that provides the means for
 - (a) starting a fire;
 - (b) providing shelter;
 - (c) providing or purifying water; and
 - (d) visually signalling distress.

Nothing is here in law about ration packets, let alone a legal requirement to keep Ottawa informed of the colour of my tent? That woman was clearly making much of this up based on her personal perceptions and trying to apply it like it was law! This is exactly the behaviour of the public service that caused me to start this very document more than fifteen years ago. So to begin, what are the issues here:

- Foremost is Government people making up rules, calling them policy, and trying to apply them like they are actually the law.

-Secondly this list is inadequate, and deficient in many technical ways.

-And third, and perhaps finally, what has changed? Something has changed in the in the past 25 years, but I doubt it was in the wilderness, more likely it was in Ottawa. And leads me to what is the actual intent here?

The first issue is illustrated by fifteen years of examples contained in the three documents that comprise this project. This is not new. I believe the Government usually hires well meaning people, but then it creates (even encourages) them to exceed their legal authority and make-it-up-as-they-go, (so long as it satisfies their need of the day.) Almost no employee at Transport Canada or DND understands the limits to their authority. Their motives are seldom justified logically, or legally. And this leads us to the

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last issue, which I'll explore in a minute.

The second issue is the technical one. The list of required equipment in previous versions of CARs used to include things like an axe, food to a recommended caloric level, types of signalling devices, a compass, and, YES, even the requirement to carry a firearm and ammunition. Now food is not included, the need to carry water or purification is mandatory. (North of 60 at least six, and usually more, months of the year any crash will be onto snow. Snow is made of... water..! Pure water at that. Any water I carried in January would be frozen solid anyway.) I suspect whoever wrote this spent more time in Mountain Equipment Coop than on the trapline.

Another technical issue is that when databases are full of details those details may, or may not, be misinterpreted. A SARTEC sent to find a blue tent is smart enough to discount that level of detail in practice. Making updates of tent colour mandatory (which was her stated intent) is only adding to administrative errors.

And the third issue, what has changed, is the one that is hardest to nail-down. . In my research yesterday I was told by one commercial air-operator that they subscribe annually to a very expensive synopsis of CARs that indexes and uses plain language to explain the rules. (I will go out on a limb and guess this was a post-retirement career move by some senior ex-TC-bureaucrats who actually wrote the original). It was also suggested that 602 was written this way deliberately to avoid liability. Do I believe this! Of course I do. This is where the change has been, not in the bush, at the base of some tree, trying to stay warm while self-treating a fracture.

There would be tens of millions of tax-dollars saved if the rules were written in PLAIN LANGUAGE, and applied by people TRAINED TO UNDERSTAND THEIR LEGAL LIMITS! (A sample letter to your MP is at the bottom of our /Politics page that asks the Government for simply this.)

August 26, 2021

I have had no update here for a couple of weeks, but there has been some interesting activity;

I see Kelly Collins flying Great Rivers Stearman Biplane on nice days (there were a few). He is doing rides-for-hire from the Transportation Museum. You can probably find him there for a while longer.

The Yukon Government has announced runway-surface work on Pelly Crossing and Watson Lake airports. (Looking back in this document this work was scheduled to take place back in the summer of 2017, and it was claimed by Minister Mostyn as one of his successes back then.)

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I see Robert Manlig (the airport manager at CYXY for the past few years), has quit YTG and gone on to become the Manager of Rural Airports in Ontario. The rumour is he had the competence and credentials to be offered a good job somewhere else, something not likely available to his coworkers here. Nigel Crips will take over, he is a good guy who will have a tough job ahead of him.

No action on tearing down the CYXY mechanical shop and moving it, but the highway re-alignment appears to be complete?

It looks like the paved hanger lot next to ours was allocated during the lease lottery, but no activity is apparent on any of the other available lots. I have not heard if they were awarded. I also note a few small private aircraft have moved off airport at least in part to a lack of parking in most cases.

COPA Yukon is having a BBQ and fly-in at Carcross on Saturday Sept 11. That should be a good time, weather permitting.

August 30, 2021 New Cameras at Braeburn ?

I flew out to Braeburn today. I was shown this camera pointed to cover the runway;



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It could be YTG, or it could be NavCan. I checked when I got home but there is no **Braeburn** camera referenced on the NavCan Wx Camera web sites. (For that matter while doing this research I also see they have removed **Rancheria** which was a very important camera for transient aircraft. It had been broken for years, but despite their promises that it would be fixed, it seems to have now just vanished.)



YTG did have “trail cameras” set up at Braeburn a few years back. These are newer and seem to be “uplinked”?

The Braeburn airstrip appears to have been mowed sometime this summer, but the gophers are taking over the South end again, especially near the cones. The cones have been moved close together and are placed only at the runway thresholds. I don't know why that makes sense? This runway was not plowed all last year, hopefully that will not be the case this winter.

October 4, 2021 - Return to the old days and ways?

Snow is here, and more coming of course. With that I have been contacted by three people looking for help finding parking for their private airplanes at Whitehorse. One had a list of apparently vacant parking stalls (including one with bush grown up covering it). All of them said they contacted the airport but were told there was none. One person was told to sublease from someone else, another was told subleasing was not allowed. NOTHING CHANGES ?

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I flew down and ferried a Super Cub back from down South this weekend. The fuel pump in Watson Lake was not working and the CAR's station attendant put a lot of effort into helping me get fuel. During the process he said it has been like this all summer but the company in Whitehorse (Eagle Fuels) refused to come down and fix it properly.

When I got home I found I was charged twice by them for fuel, once for \$226 and once for \$1,501. Eagle fuels is not listed in the phone book so I can't even find them. I am still trying to sort that out with my Credit Card.

Recall a few years back when I complained about this ongoing exact situation the YTG Aviation and Marine staff told me, ".....it's not our pump so it's not our problem!" I got in trouble for using a swear-word back then but I'll keep my mouth shut this time. This has obviously become an acceptable situation for the Yukon Government (it was the same Government then as now). NOTHING CHANGES ?

Float planes are coming off Schwatka Lake this week. It will be done as a major operation under Yukon Government licence and employing their own officials to supervise and participate (at a distance). SOME THINGS CHANGE ?

The Carcross Aerodrome Society met last week here in Whitehorse. Their purpose is to make sure the Yukon Government does not close the airstrip there. Their concerns seem warranted when YTG is closing all public services in small communities like Keno and Destruction Bay. I have heard no more from Ross River about the move to close that runway. Braeburn Lodge asked me to tell the Yukon Government he would maintain Braeburn airstrip if they leave him an old grader. I doubt that will ever happen, it would involve cooperation and be perceived only as a liability by YTG.

October 18, 2021 - Winter Returns and Float-Planes Disappear.

All the float planes are being moved up from Schwatka Lake at one (or two) times (at Government insistence according to most). They are currently nearly complete (just in time, it was - 10 C last night).

While talking about Schwatka Lake none of the people I contacted at Yukon Energy or Yukon Electric had any knowledge of any float-plane docks breaking loose drifting down to force them to either act or call for help. Perception and reality are growing apart at someones deliberate effort, again!

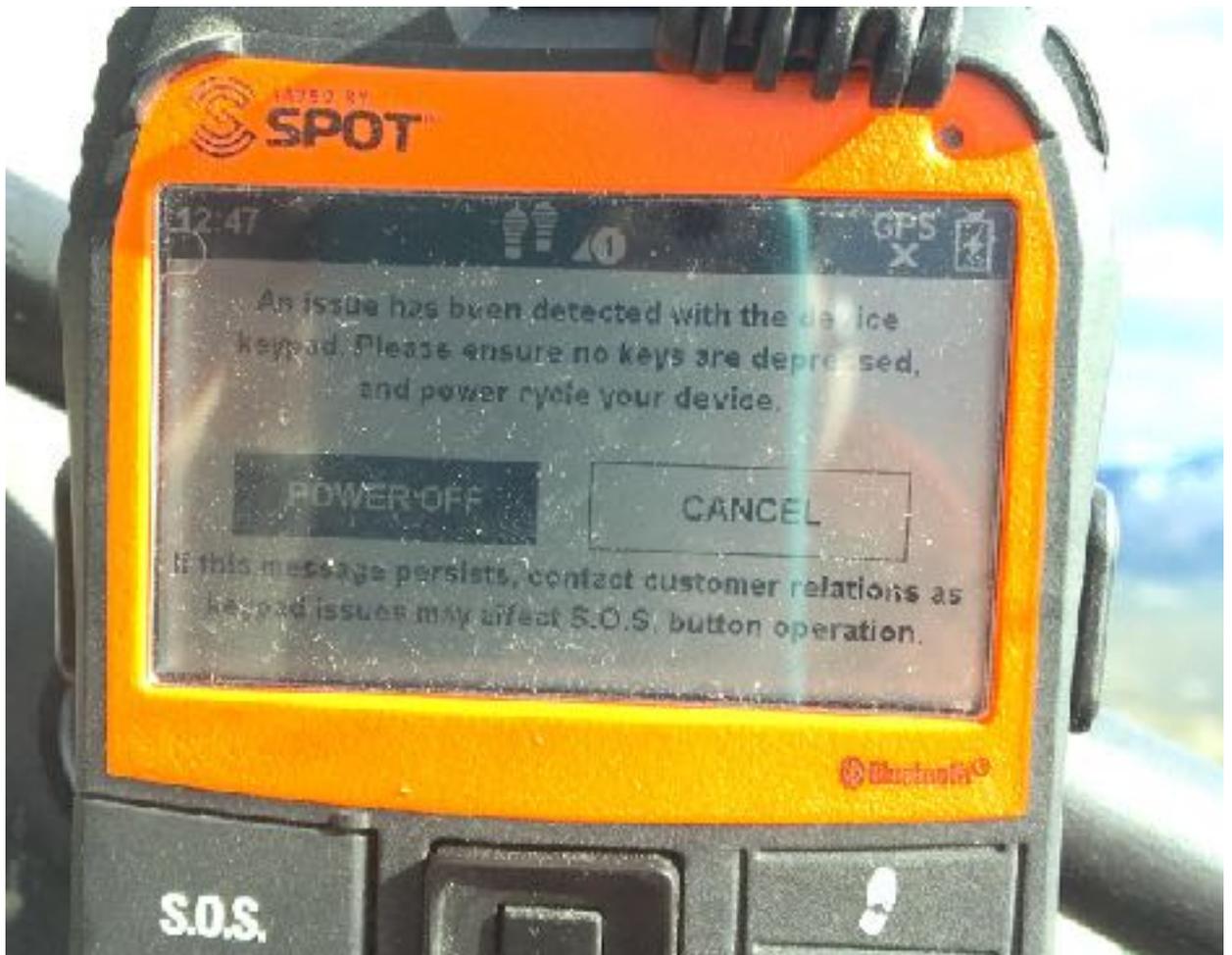
Some big military stuff is at CYXY the last few days (well, big for Canada anyway, a C-7 with the windows painted over and a new C-130 have been here for a few days now.) A top member of the US Government / Military was here a week ago, maybe these guys are connected to that? No sign on the airport or in the media yet.

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Good luck to all those people scrambling to find aircraft parking for the winter at CYXY!

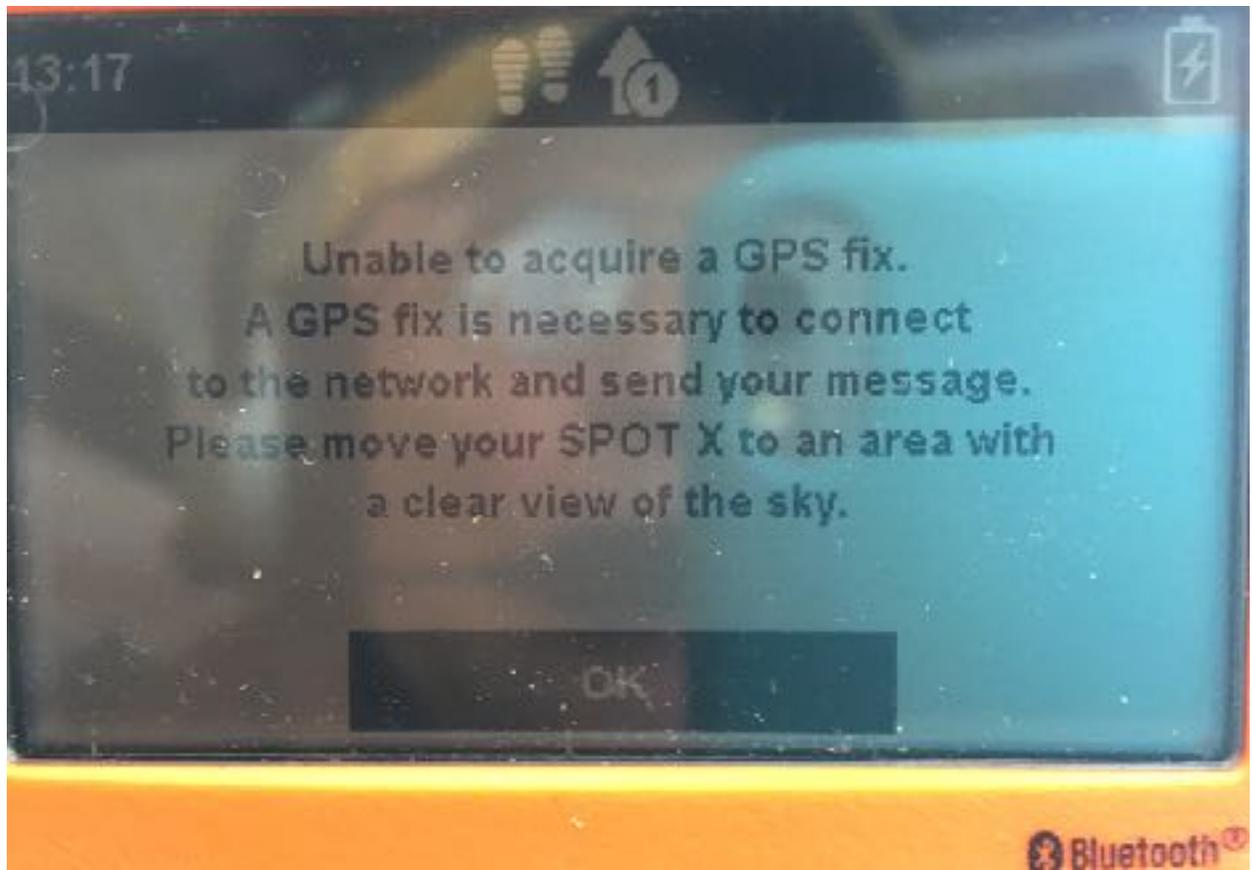
Oct. 23, 20021 - SPOT Beacons prove NOT suitable to track aircraft movements!

About 30 minutes into a flight North and East of Whitehorse in the mountains today, I glanced up at the SPOT beacon in the window and found it was not happy;



I had started it tracking while still on the runway and I had sent a message to my contacts before take off. It gave every indication it was working correctly for about 30 minutes. Then, this! It shows it is in TRACK Mode, but also that it has no GPS fix. It claims an issue with the keypad? I selected power off, then restarted. It seemed to come up normally and I sent a message to all flight contacts again. A few minutes later I looked again and saw the following;

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The device had what I would call an open view of the sky to the entire southern quadrant and I was above mountain peaks.

Last July I returned from a flight into the Kluane Mountain range and found the device had skipped several data points during the flight. As a result the track log showed me about 60 miles south of my actual location. This would have been a significant issue in an emergency.

My opinion on this device is pretty well fixed now....AVOID IT !

I have had no reply to my questions of the fuel supplier in Watson Lake two weeks back. **Eagle Fuels** is not in the phone book nor on the internet. The phone number I have from the machine doesn't connect. The \$1501 charge disappeared from my credit card after I called VISA and I have heard nothing from them either. Not a very good situation from any perspective.

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December 13, 2021

Slow Times in Yukon, or not?

Nothing exciting in the Yukon these days. Air North will fly to Toronto this summer (good news for all the new YTG employees?). Other commercial operators are struggling with the new Covid rules, It seems even administrative and off-site employees must meet with the new Federal Vaccination requirement.

The Yukon Government circulated a public '*input request / PR communication*' about extending 14L/32R. There is not too much to say, the runway infrastructure is failing despite millions recently spent on resurfacing the other (main) runway. They need to close the main for repairs again so will need this one because that project will go on for months. They will possibly add their move of taxi-way Golf 10 meters to the South to the project. It's logical to expect some major inconveniences.

They need to upgrade the runway lighting system because 14L/32R has none right now (they were removed when it was shortened by half a few years back). It's also a good chance to fix the other (main) lights too since they currently require up to 600 Volts to operate due to current loss in the wiring. (I wonder how the gophers deal with this? It must influence their hibernation.)

Here is an idea, re-route the highway traffic onto the runway, and move aircraft to the \$20 million dollar seven-lane freeway Mostyn and his cohorts insisted be built parallel to the airport. Since both projects are run by the same people the coordination of all this might have occurred to someone?

I have had the Cub out once or twice in the last two months but as winter buries us in snow and cold air besieges us it is more work to get into the air. A poor excuse I guess. No changes in private parking, and the millions that will be spent moving taxi-way Golf 10 meters and digging up and moving the water and sewer there will make ***two more*** lots to the commercial operators, except I don't think commercial operators are interested? Something is missing here to make this logical.

Judging by the shortage of private aircraft for sale here and elsewhere it seems it is a sellers market still. The arrival of Justin's tax on any sale over \$100,000 might change that. Maybe people are just getting ahead of that? Listening to one rotary-wing operator there is an abundance of hardware available there, and money is free, just shop carefully.

Listening to the tower @ 118.3/121.9 as I type this it is reassuring to hear Gary Doering still on the job. That guy is remarkable! He is so good at his job and it is obvious just listening to the radio exchanges on air. Pilots may subconsciously assess an air-controllers competence by the interactions they initiate and the calm order that follows Gary's presence is remarkable. What is also encouraging is you can hear the newer (notice I didn't say younger) guys copying his style and methods. Good show!

Merry Christmas!

A Return to Aviation Mismanagement ?

Jan 25, 2022 Snow Management (...can it be done from home?)

It has been a big year for snow, likely even greater snowfall than last year which was impressive!

With possibly two more months of snowfall coming I have begun “smuggling” my snow off sight one load at a time (I think this is allowed without a permit...don't want a repeat of last year, I still use the blower to load it), I have moved some into the corner in front of my fuel trailer. Much more than I can move leaves or arrives with the wind.

One neighbour pushed all his snow into the alley behind which has caused some minor difficulty. A small bit of that ended up on our lot which sort of restricts our access to the man-door and our SeaCan and parking area behind the hanger. (Since the alley is also drifted in we need side-access area more now than last year even).

As we progress towards spring melt piles get higher and pathways narrower. YTG is doing a fair job of clearing and trucking elsewhere but these back taxi-ways have to be a lower priority I know.

On the Federal scene COVID has become the reason nothing in public service is getting done. I helped a friend file for a renewed CofR for an aircraft and has received two notices that say he should not expect it and there is no estimate of when it might even be processed. I have to wonder, if they are allowed to work from home, do they not have the facilities to review and issue their paperwork there? That is the fundamental part of their jobs after all. If they don't then they are not really 'working' are they? And surely they are not all sick at the same time? I think this ***“work from home”*** is an immense failure as far as productivity is concerned. If it is the trend in the future it will be justified by other measures.

Another thing I notice is the shortage of good used aircraft for sale. I think those with available money have searched most of them out? If it wasn't for the big administrative hassles of starting a new project I would surely be tempted, maybe in some home-built Cub-clone.

Better weather coming, avoid those local weather cells!

April 3, 2022 Inflation coming - Gas is \$2.02 / litre today

The snow is going slowly, the drifts are getting smaller as the sun and YTG both do their job. I have to say YTG snow removal at CYXY was pretty good this year (and it was needed!) I know they didn't do Cousins airstrip until recently and Carcross is bare but soft right now.

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COPA local (106) has their annual General Meeting on the 13th of April at the Transportation Museum at 7 pm. It should be nice to socialize as the COVID restrictions are reduced and most of us are looking for social 'reintegration' (?). One of the main focuses for the next few years is going to be how to maintain private flying activity in the anticipated increase in fuel, insurance and Government controlled costs. Trudeau's carbon/gas tax just increased again at the start of this month and it's probably only going to get worse as the economy is moved to reduce "unnecessary travel" (private aviators could become the focus of an anti-carbon movement?) Consider activities that will increase our positive profile?

More than ever the apparent value of airport real estate is going to press to eliminate private aviation. The Government of NWT is considering building a shopping mall on the Yellowknife airport (no, that's not an April-fools joke.) If any private aviation facilities in Whitehorse are going to survive in the upcoming economy it will require a fight. Politicians will cater to individual economic arguments at the expense of existing aviation facilities, we are no different than anywhere else.

May10, 2022 The earth moves, the Government shakes

A bit of a planning glitch for airport, although we have heard very little from them. Over last several years YTG has planned and prepared to move much of their infrastructure over to the east side of the airport property along the clay cliffs. They have also started the process of expanding 14L/32R so they can use it while they go back and repair the main runway. (The southern ½ of this runway is within a few hundred feet of the edge of the escarpment.) This spring a series of slides have been triggered by runoff and the South access to town has been blocked for several weeks now.

The existing managers suddenly realize what the old managers knew 30 years ago.....the ground is unstable. (That's part of the reason the old hangers and towers that were over there in the 40's and 50's were removed.) Loading it up with infrastructure will be foolish, and possibly unsafe. I feel smug because I knew this was going to happen, (yeah well...) last year I climbed onto the cliffs to photograph and examine the (then) new slides that occurred in 2021. It is an interest of mine because I ended up specializing in Geomorphology while at University, it's a long pointless story (like most of mine.)

Commercial flying activity seems to be increasing with the decline of COVID.

Personal Comment:

Im going to fly my little Cub until I'm broke. Yesterday the grass airfields around Kusawa/Rose were usable (watch for caribou though.....they like the bare spots too I found).

June 5 2021

CYXY is busy? (Mostly repairs and replacement)

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The taxiways are restricted as is the front of the terminal and tower as construction season begins. On the far side along the escarpment the decommissioning is on hold as they change direction and begin rebuilding what they have dismantled so that 14L/32R can be used again while they rebuild the main (14R/32L). The reconstruction of taxiway GOLF will start soon as it is most inconvenient.

The bottom line is be alert as you're moving ground-side as the guys in the tower have a lot to keep track of these days. I need to stay alert myself as I taxied to the wrong runway exit a few days ago (I clearly wasn't paying enough attention!)

COPA Yukon had a flight up to Braeburn a week back, and they are going to Squanga to do some brushing and light maintenance there this coming weekend. They also have a STOL contest booked for Cousins coming in August. Good work them.

June 12, 2022 A few negative (unfortunately) updates

ALERT - SPOT Beacons - I believe there has been a change at **SPOT**. It appears now that if the device detects **motion that exceeds about 60 MPH the GPS quits tracking**. It did not do this in the past but it definitely does now. **BEWARE** if you are counting on this device! If I learn more I will follow up here.

CYXY FUEL CAUTION - Lots of problems these days. First the fuel system at North 60 has been having problems. Fuel is not available yesterday and today because it rejects credit cards. Transients were forced to taxi through the maze up to refuel at Alpine at the far end of GOLF. This adds to the problems there;

CYXY Taxi-way CAUTION - Second, the taxiway at Golf or the stubs at Boeing Place (Gate 39) or the next one West (Gate 38) are frequently blocked by aircraft parked waiting for maintenance. The situation is aggravated because Gate 39 has been broken for over a week so vehicle traffic has to transient the area too. The vehicle alleyway in between 38 and 39 has been blocked off by the same commercial operator. This forces people attempting to access leases to navigate the maze of aircraft or trespass on other properties.

YTG has their hands full with construction going on everywhere so this situation is probably not high on their priority. Use Caution!

July 9, 2022 "Work From Home" an excuse for not doing your job?

In the top A** H*** move of all time (?) **Transport Canada** refused to approve the local fly-in the local COPA group worked so hard put together just one day before the event was to take place. Their contact took obvious delight in saying there was no possible way this was going to happen. They need 90 days to approve anything?

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Clearly, the bureaucrats in Canada have taken advantage of COVID to seize control of this country, and they are not intending to ever give it back to us.

**July 10, 2022 My review of the Yukon Situation Summer 2022.
(an 'editorial' ?)**

On Friday **Transport Canada** pulled the plug on the STOL contest and Fly-in the local COPA group worked so hard to prepare. First an analysis of that;

The bureaucrats at TC will maintain it is COPA's fault not theirs. But government "APPROVAL" of an application is actually a boolean variable, it requires a YES or NO. If, as TC so often do, they pretend they don't have to consider the question because it didn't comply with rules they make up as they go along, that is very definitely a "NO". They knew they were not going to allow this (it seems they let slip their personal view to illustrate this in last minute discussions with the organizers). And, they very deliberately delayed having that discussion until it was too late to be appealed, even though they knew the event was coming. That is an arbitrary "NO" by anyone's logic.

Another point that should be mentioned in review is that the local authority (YTG) was cooperative, dare I suggest even helpful in the preparation for this event. And, when it was reduced to a simple airplane get-together with public invited, **YTG** even supplied a fire truck and team to sit there at Cousins airstrip through the day. That is old-school cooperation. It was a very positive and pleasant day.

The second situation to evaluate is **CYXY**. There is so much construction it is bizarre. There is a project to replace the ramp in front of the main terminal. It is currently reduced to one walkway and the Federally sponsored and tax-supported airline is demanding equal access to it despite having only one of the six daily flights transiting through here. Strange? Oh well.

They are extending 14L / 32 R (after they decommissioned it a few years back) in order to use it for heavy traffic while they redo the expensive repairs that were either poorly conceived or improperly completed two years ago to 14 R / 32 L. Somehow this scandal escaped the media attention or was stick-handled away.

They have been working two weeks now putting 100 meters of sewer line in along the road between ALKAN and "Apron Two" (Runway 20). In my limited experience when so much equipment spends so much time doing such little work someone is benefiting from the public purse. The really scary thing is that, once they are done there, we have been warned they are coming to tear up "Boing Place" and taxiway GOLF again (third time this sewer has seen daylight, and no one uses it.) Access for those of us with leases or hangers will be denied until completion. My estimate (based on

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witnessing the work I mention above), is it will be for months. We are expected to forgo access or move our aircraft, but they don't say where, and it certainly won't be covered.

Transient aircraft at CYXY are pretty much being left on their own or ignored. They are tied down in corners, behind buildings, on private leases or just sent on their way. I listen to the folks in the tower apologize repeatedly to them, but there is little they can offer either. (Those guys up there in the tower must be having nightmares where 737's mix with belly-dumps dodging small aircraft avoiding YTG Security trucks and baggage carts? Kevin Spacey (Pushing Tin?) never came close to even imagining this mess.)

There are a few forest fires burning and lots of heavy helicopter and tanker traffic. Although this is the most fires in the last ten or so years, it is certainly not as bad as it has been historically. One good thing is it increases the experience of those dealing with them and raises the public profile of the issue. We the public are fickle and grow to oppose things like firebreaks and controlled burns based on aesthetics, right until it's too late. So, no judgement on these guys.

Schwatka Lake has been low profile this summer, but for the expansion of the Sea-Can subdivision on the NE side across from Alpine Aviation's meagre operation. (sorry for the irony Gerd.) The **City of Whitehorse** is, apparently, also the root cause of much of the needless work on the sewers up on the Airport. The bureaucrats there have also had an enthusiastic Covid-justified expansion of their self importance and authority (enough to set Federal and Provincial bureaucracies to shame). As with their two senior levels, if they work it right they seem to answer to no one.

It may be time to close this (Chapter 4 of the War on Aviation), and begin a new and once again more optimistic (?) continuation.

August 11, 2022 Transport Canada wants 400% increase in fees and blames us, (and COVID)

A local pilot alerted me to the move by Transport Canada to increase their oversight, and our costs arbitrarily by 400 %. This will be by Order in Council (a document signed by the Prime Minister, NOT by debate in the parliament).

Go to their website where this project (and more) are hidden.

<https://tc.canada.ca/en/corporate-services/consultations>

I am convinced the bureaucrats have assumed total control away from politicians and now away from oversight. Here, below, is what I submitted at their website but of course we need more people to point out the reality and call them on their creative fiction and exaggerations;

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Dear Brendan Hanley

Re; Transport Canada Aircraft Fee Modernizing

“These proposed changes would have those who benefit directly from services, which are the aircraft owners and operators, pay a greater share of the costs”

This is not logical, explain how they benefit. The regulator benefits, the public does not. The aircraft owner/operator does not.

This is once-only data entered into a data base. The nature of the manipulation and interactions described is exaggerated. It does not warrant an increase of fees of more than 400 %.

This initiative as it is presented and justified by TC removes any incentive for Government to be efficient, in fact it encourages and rewards Government inefficiencies. If in fact it costs the taxpayer \$965 for one TC civil servant to; boot up a computer, look on a data base, find a registration (in use or pending), amend that record, punch ‘print’, retrieve the copy from a printer and place it in an envelope along with a pre-written form letter, and place that into an envelope, and finally place that in an ongoing mail basket, then Transport Canada has much more serious issues.

I see too COVID taking its usual place by TC as a justification for Government not functioning. This has become a convenient cliché and I discourage its use! If by management allowing people to work from home, they allowed the employees mandated function to cease then they were incompetent.

I also discourage the blaming of the inefficiencies of other Nations as a valid justification for your own. That is not allowed in the private sector and it is a flimsy argument that is repeated and exaggerated here simply as an appeal to emotion.

I also don’t see mention of the fact that the number of aircraft is decreasing from historic levels?

This is a poor show all around, and it just perpetuates status quo. My revulsion at this pattern of behaviour notwithstanding, very soon, if you allow it, this system will move from unfeasible to irrelevant.

Sincerely

J George Balmer

Please forward this objection to the Minister.

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Well, that said, I move to look at other Government activity around the aviation world here in Yukon. They have been over 3 months now building only 100 meters of sewer along 20/02 (Apron Two) at CYXY. I think they are ½ done? Management have said they are coming to shut down "Golf" and attaching taxi-ways to reposition that sewer once this is finished? This couldn't get more absurd.

They are pouring cement in front of the terminal this week. I see they are re-surfacing the new (old) parallel runway 14L / 32 R. They appear to have replaced the lighting there. They have also put in new (temporary?) PAPI's along 14 R.

There is no sense in complaining or expecting them to become efficient with any of this. It is exactly in pace with the standards set by all the other YT Government managed construction going on in Yukon.

Good news! I landed at **Fort Selkirk** this week. The airstrip is in exceptionally good condition. Anyone thinking of going there should, soon. It is a great place to visit.

Anyone else notice 100 LL is cheaper than heating oil these days? Might as well fly.