

THE URBAN FLYER



MAY 2023 | SPRING UPDATE

BRIEFING NOTES



Knowledge is Power!

It has been a busy few months of change and introspection. I began the rewarding transition from First Officer to Captain in January of this year. As a child with ambitions of being an airline pilot, becoming a Captain is a lifelong dream come true. This process made me reflect on my journey and the factors that contributed to this opportunity. Throughout this introspection, one common thread emerged: knowledge.

It goes without saying that my qualifications played a crucial role in attaining my current position. However, it's not just my qualifications that brought me here.

As a young student pilot learning to fly my first aircraft, the Diamond DA20, I was taught the principle: "Attitude Plus Power Equals Performance." This principle applies to small 2-seat aircraft like the Diamond DA20 and any aircraft I would ever fly, including the 200-seat A321 I now have the pleasure of operating. In an aircraft, the right attitude (pitch and roll) and power (thrust) always result in the desired performance, and every maneuver is executed by managing these two elements. Similarly, this same adage applies to real life: the right attitude (positive emotion) and power (education/knowledge) always lead to desired outcomes. Therefore, it's not only important to excel in our chosen field but to also approach it with a positive attitude, acquire knowledge, and treat others with respect.

THE FLIGHT PLAN

KNOWLEDGE IS POWER

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hear from two of our members and how their power (education/knowledge) has propelled their careers to new heights. Additionally, we have exciting updates on new partnerships, a recap of our highly successful year (2022), and a glimpse of our upcoming banquet in partnership with The Dream Never Dies Foundation. Speaking of partnerships, we have the privilege of hearing from one of our recent partners as they share moments from a serendipitous historic flight. We also continue our safety section, "Flying Taught Me This," and delve into a comparison of the flap systems of Airbus and Boeing, continuing the ongoing battle between the two manufacturers. To wrap things up, we conclude with a message from our President, Captain Warren Holt.

Cost remains one of the major barriers between most and their power (education). That's why scholarships offered by foundations like The Dream Never Dies are crucial! Along with the opportunities they provide, we have included links at the end of the newsletter to various other aviation scholarships and awards available to deserving student pilots in Canada. This is the least we can do to allow you to harness your power!

HAPPY READING!

Damar Walker
Airbus A320 Captain
Urban Flyer Editor
Secretary & Aviation Camp Director

MEMBERSHIP UPDATES - SPRING 2023



**MEMBER
ACCOMPLISHMENTS**

NEW MEMBERS

UPN is growing, and we are so proud of it. Please join me in extending an extra warm welcome to our new members!

Lester Thorpe
Meilin Ma
Giany Huyghues-Despointes
Oryn Compton
Anthony (Tony) Walcott
Warsame Yussuf
Manbub Abade

Our members are doing amazing things in aviation! Congratulations on all of your accomplishments!

Matthew Henry
FO Q400 @ Jazz

Chevaughn Christopher
Captain B1900C @ Skylink

Asa Archibald
FO Metroliner @ Bearskin Airlines

Ryan McKenzie
FO 737 @ Sunwing Airlines

Coneil Campbell
FO B1900C @ Skylink

Andrew Persaud
Captain 737 @ Sunwing Airlines

Damar Walker
Captain A320 @ Air Canada

Keron Grimes
Training Captain CJ2 @ Air Sprint

Stefan Peart
ATPL Exams Written

Warren Holt
Captain 767 @ Air Canada

Kwaku Brefo-Wireko
FO Metroliner @ Perimeter Airlines

David Yankee
FO Q400 @ Jazz

Zoey Williams
FO 777 @ Air Canada

We ask that you keep us up to date on your accomplishments. Please reach out to us via WhatsApp, or if you prefer, email us at membership@urbanpilots.net, we love hearing from you!

Arianna Woodley
Ifeoluwa Olaitan
Nsisong Umoh
Romel Hall
Dennis K Njenga
Babatunde Oriolowo
Zakariya Farah
Anaija Senior
Josmi Poba
Malik Shwehdi
Allan London
Michelle Clarke
Thulani Majola
Toka Abu Jaib
Alassane Bikienga
Aden Downes
Michael Ikpekhai
Kimba Dodo Abdoul Kader
Tom Kumaran



These articles are summaries. To see the full story, please tap/click on any of the titles below.



[Grounded Russian Antonov AN-124 Will Be Flown to Ukraine](#)

In February 2022, a Russian Antonov AN-124 aircraft landed in Toronto, Canada, carrying COVID-19 testing kits from China. However, shortly after its arrival, the Canadian government grounded the aircraft due to the Russia-Ukraine war and the imposition of sanctions on Russian entities. This ban prevented Russian airlines and registered aircraft from flying in Western countries' airspace. As a result, the AN-124 remains grounded in Canada.

Ukrainian Prime Minister Denys Shmyhal recently announced the official transfer of the aircraft to Ukraine, referring to it as a confiscation from the "aggressor" (Russia). The Antonov AN-124, produced by Antonov State Enterprise, is a renowned cargo aircraft and the second largest in the world. Most of these planes were built in Ukraine, with a smaller number manufactured in Russia.



[WestJet and Its Pilots Reach 11th-Hour Deal to Avoid Strike](#)

According to the Air Line Pilots Association, Intl (ALPA), WestJet and its pilots have reached a last-minute deal, avoiding a strike scheduled over the May long weekend. The agreement-in-principle was approved by the union members after more than nine months of negotiations for a new pilot contract. WestJet confirmed the tentative agreement, and a membership vote on the agreement will take place in the coming days.

The threat of strike had prompted WestJet to cancel hundreds of flights, affecting various routes within Canada, the U.S. and overseas. The airline has begun restarting operations, but it will take time for the full resumption of their network.

The agreement aims to address issues such as job protections, career advancement, compensation, and scheduling flexibility, with both the union and the airline expressing satisfaction with the proposed contract.

porter

[Porter Launches Summer Schedule at Pearson Airport](#)

Porter Airlines is launching its summer



Space Rookie Jeremy Hansen Named as First Canadian Astronaut to Orbit the Moon

Canada's Jeremy Hansen has been announced as part of the crew for Artemis 2, a mission to return humans to the lunar region. This marks the first time humans will visit the moon since the Apollo program ended over 50 years ago. The crew will consist of four astronauts, including the first woman and the first person of colour to go to the moon.

Hansen, the only non-American in the crew, expressed excitement about observing Earth from space and plans to bring meaningful items from his family and pay tribute to the Canadian Space Agency and the Royal Canadian Air Cadets. The mission aims to invest in the future, explore opportunities in the space economy, and address various challenges such as health, food security, and climate change.

Hansen, who hasn't flown in space before, feels confident in his path and appreciates the experience of his colleagues. The Artemis program also includes a future mission, Artemis 3, which plans to land the first woman and person of colour on the moon. Canada's involvement in space continues with additional funding for the International Space Station, the development of a lunar utility vehicle, and support for Canadian science on the Lunar Gateway station.

schedule at Toronto Pearson International Airport (YYZ) with increased flexibility for travel between YYZ and Ottawa (YOW), Montreal (YUL), Halifax (YHZ), Vancouver (YVR), Edmonton (YEG), and Calgary (YYC). The new schedule, effective from June 1, offers more flight options throughout the day and will see further flight increases on certain routes by August. Additionally, the schedule provides more coast-to-coast connecting flight options through Porter's YYZ hub. Porter aims to enhance the economy travel experience by offering frequent flights and plans to announce new destinations in the coming months.

Porter operates the Embraer E195-E2 aircraft with a capacity of 132 seats on all routes from Toronto Pearson. The aircraft features an all-economy, two-by-two seating configuration with no middle seats, distinguishing Porter as the only airline with this feature. Passengers enjoy complimentary beer, wine, premium snacks, and WiFi on board. Longer flights offer fresh, healthy meals, pre-mixed cocktails, and more snack options. These amenities are available to all passengers, either included in PorterReserve all-inclusive fares or for purchase with PorterClassic fares. PorterReserve fares offer additional benefits such as dedicated airport check-in, early boarding, enhanced legroom, two-checked bags, and flight change flexibility without fees.



[Air Canada is on the Verge of Erasing Pandemic-Era Losses Amid Surging Demand for Travel](#)

Air Canada has reported a net income of \$4 million in the recent quarter, showing a significant improvement from the \$974 million loss during the same period last year. This positive result reflects the strong rebound in travel demand following the impact of the COVID-19 pandemic. Air Canada's CEO, Michael Rousseau, expressed confidence in the company's outlook, citing robust advanced bookings and expected sustained demand.

The airline's passenger revenue reached \$4.1 billion in the quarter, double the amount from the first quarter of 2022. Capacity also increased by over 50%, contributing to improved financial performance. Free cash flow experienced a substantial increase, rising to \$987 million compared to \$91 million in the previous year. Prior to the earnings report, Air Canada adjusted its guidance upwards by \$1 billion, driven by stronger traffic, higher demand, and lower fuel prices.

CFO Amos Kazzaz emphasized Air Canada's competitive advantages, particularly in segments such as Air Canada Vacations, Air Canada Cargo, and the Aeroplan loyalty program. While monitoring competitors closely, the company remains optimistic about its position in the market.



[Airbus A321XLR Completes Cold Weather Trials](#)

The Airbus A321XLR has completed two sets of cold weather tests in Canada's Nunavut territory as it moves closer to certification and entry into service in the second quarter of 2024. Two of the three active flight test vehicles (FTVs) involved in the program were sent to Iqaluit for cold weather testing. FTV2, powered by Pratt & Whitney PW1100G engines, participated in the trials along with FTV3, which has a full passenger cabin and will also be

used for long-haul function and reliability testing. Iqaluit, known for its cold weather trials, has a suitable runway and is often used as an alternate airport for transatlantic flights.

During the latest test phase with FTV3, the focus was on the water and waste system, which differs from previous A321neo versions. The fresh water and waste tanks on the A321XLR had to be enlarged, and modifications were made to pipes and pumps to accommodate longer routes. The aircraft underwent cold soaking in different configurations, including being left unpowered overnight with the doors open. The auxiliary power unit (APU) was started the next morning to gradually warm up the aircraft while monitoring for any damage or ice build-up. Hot air ground equipment was also used externally. No flaws were discovered, and Airbus simulated a turn-around at a cold airport by opening the cabin and cargo doors and draining the water tanks without actually flying the aircraft.

Airbus has not disclosed the test fleet's current flight hours and cycles. The European Union Aviation Safety Agency (EASA) and Airbus have worked together, along with the FAA, to reach a common understanding on a suitable design for the certification of the Rear Center Tank (RCT) in terms of safety and flammability. Certification of the A321XLR is pending around addressing flammability protection for the new rear center tank.



[Air Canada Nears 787 Deal With Boeing as Widebody Demand Jumps](#)

Air Canada is reportedly close to finalizing a deal to purchase 15 to 20 Boeing 787 Dreamliners in an effort to renew and expand its long-haul fleet. The potential order, with a list price of nearly \$300 million per aircraft, could amount to a deal valuing upwards of \$6 billion before industry discounts.

While Air Canada's spokesperson stated that no decisions have been made, the airline's CFO expressed their ongoing search for additional capacity as demand for long-distance travel rises. This move by Air Canada



[SpaceX Starship Rocket Launch Ends in Midair Explosion Minutes After Liftoff](#)

SpaceX's Starship rocket, the most powerful ever built, launched on its maiden flight but experienced an unplanned disassembly and exploded shortly after liftoff. The test flight aimed to gather data and pave the way for future launches. Despite the unsuccessful outcome, SpaceX founder Elon Musk praised the team and expressed optimism for the next test launch, which is scheduled a few months from now.

The rocket launched successfully, but 3 of the 33 raptor engines either failed to shut down or did not ignite in the first place. Moments after liftoff, the vehicle started tumbling and ultimately exploded before reaching the planned altitude. The Federal Aviation Administration will investigate the mishap. SpaceX's Starship is designed to be fully

follows a trend of airlines securing delivery positions for the latest generation of wide-body jets as global travel rebounds from the impact of the COVID-19 pandemic.

reusable and has the potential to revolutionize space travel.

Despite the setback, SpaceX has secured contracts for future missions, including transporting NASA astronauts to the moon and hosting civilian flights around the moon. The exact pricing for privately chartered Starship flights remains unknown.



Bombardier and General Dynamics Team Up on Canada's CP-140 Replacement

Bombardier and General Dynamics have announced a partnership to develop a possible replacement for the Royal Canadian Air Force's Lockheed Martin CP-140 Aurora maritime patrol aircraft. The collaboration aims to bid for the Canadian Multi-Mission Aircraft (CMMA) program, which seeks to enhance the capabilities of the aging Aurora fleet. This move challenges Boeing, which previously seemed to be the frontrunner for the program.

Bombardier's domestically produced Global 6500 jet will serve as the foundation for the bid, while General Dynamics will be responsible for integrating anti-submarine warfare (ASW) and intelligence, surveillance, and reconnaissance (ISR) mission systems. The companies highlighted the Global 6500's efficiency, agility, range, endurance, reliability, and fuel efficiency as key attributes for the CMMA. The Canadian government announced the CMMA program in 2022

US Pilot Looks to Become First Black Woman to Fly Solo Around the World

Leona Serao, a 23-year-old aiming to become the first Black woman to fly solo around the world, plans to embark on her historic journey in early August. With a route spanning 33 countries across four continents, she hopes to inspire other Black and African individuals interested in aviation. The field of aviation has historically been male-dominated, and Serao wants to challenge that narrative by showcasing the possibilities for women in the industry.

Her journey comes with financial challenges, but she has launched an online campaign to cover the costs

to replace its fleet of CP-140 aircraft, which were acquired in 1980 and are scheduled for retirement in 2030.

Boeing's P-8 Poseidon, based on the 737-800 commercial airliner, was previously the only viable contender for the contract. Bombardier and General Dynamics are now urging the government to open a competitive and transparent procurement process for the CMMA. The emergence of a credible offer from a Canadian company aligns with Canada's goal of expanding its domestic aerospace and defence sectors.

Canada's Industrial and Technological Benefits policy requires certain defence contracts to support local job creation and economic activity. Bombardier assembles its civilian Global 6500s near Toronto and has expressed readiness to share integration details once the government initiates formal competition.

associated with her trip. Barrington Irving, the first Black person to fly around the world solo, reached out to Serao to offer advice and share his experiences. He emphasized the importance of inspiring young women by example, as there is a lack of representation for women, especially Black girls, in the field of aviation. Serao's passion for flying was influenced by her late father, a former pilot, and she hopes to continue his legacy through her historic feat.

OUR YEAR (2022), IN REVIEW



The Urban Pilots Network is pleased to share our year in review for 2022, which has been a year of growth and success for our organization. We are especially proud of our strong relationships with aviation industry partners, including Air Canada, The Greater Toronto Airport Authority, Jazz Aviation, and Canadian Women in Aviation.

One of the highlights of our year was the launch of the Top Flyers Canada Program (TFC) in partnership with The Greater Toronto Airport Authority. This program is designed to inspire and support black and racialized youth interested in pursuing aviation careers. We are thrilled to have partnered with such a respected organization to help young people achieve their dreams.

In addition to our partnerships with industry leaders, we have also been working hard to build our membership and community. We have held successful events throughout the year, including CRM workshops, training sessions, and networking opportunities. These events have been well-attended and have helped us to connect with new members and supporters.

We were especially thrilled to host our year-end event in November, which was the first in-person meeting for our organization since the start of the COVID-19 pandemic. This was a wonderful opportunity for our members to reconnect and share their experiences. The event served as a reminder of how strong we are as a community.

Looking ahead and as we continue through 2023, we are excited to continue building strong industry relationships and growing our community. We are committed to supporting black and racialized youth who are interested in pursuing careers in aviation and helping our members achieve their goals.

We look forward to another successful year, and to making a positive impact in the aviation industry.

Coneil Campbell
B1900C First Officer
IT Communications Director



THE DREAM NEVER DIES

For over a decade, The Dream Never Dies Foundation has been

steadfast in providing support for individuals with big dreams who require financial support to reach them. Having helped to fuel over 206 student success stories with generous scholarships, The Dream Never Dies Foundation (DNDF), in Memory of Lloyd Christopher Skeen, will once again provide over 20 hard-working post-secondary students with financial assistance at its 20th-anniversary awards dinner.

One of the many scholarships of the evening is the Aviation Excellence Scholarship, a joint scholarship between the Urban Pilots Network and The Dream Never Dies Foundation. The Aviation Excellence Scholarship continues to grow in donations and the number of applicants yearly. Founded in 2010, the Aviation Excellence Scholarship has supported many UPN members who aspire towards higher aviation qualifications.

The Annual Dream Never Dies Awards ceremony will be held on Sunday, May 28, 2023, at 4:00 p.m. at the Mississauga Grand Banquet and Event Centre, under the theme “A Lasting Legacy,” to honour our stellar students.

Event Details:

Tickets for the awards dinner are \$75.00, and a table of eight can be purchased. They can be secured online at [EVENTBRITE](https://www.eventbrite.com) or www.thedreamneverdies.org.

Thank you!

Jean Skeen
President & Founder
The Dream Never Dies Foundation
In Memory Of Lloyd Christopher Skeen

Zoey Williams
B777 First Officer
Scholarship Director
IT Communications and Digital Strategy Advisor



MEMBERSHIP MEETING, IN REVIEW

Blink, and you might miss it! Hey members, just like that, it's spring! I'm sure many of you are thrilled that deciding season is over!

The yearly membership drive concluded successfully in March, and our numbers continue to grow. As of now, we have 112 active members and counting. We're starting to gain attention from major players in the aviation industry, which brings exciting prospects. Let me recap what was discussed at the previous members' meeting.

Air Canada will be present at the DNDP awards dinner on May 28th, and we have a special presentation planned for them. I hope all of you can join us for this event. We have also partnered with a company that offers benefits and deals on home and auto insurance, real estate, travel, and more. You can find more details in the members-only section of the UPN website.

We are pleased to advise that our partnerships with Air Canada, Porter, Jazz, and COPA are going strong. Through these partnerships, we now have additional support for funding summer camps, scholarships, and career opportunities. COPA, in particular, has agreed to provide a general aviation scholarship to one lucky member. Remember, to be eligible for these opportunities, you must be an active, participating member and undergo an interview with UPN brass.

Just like iron sharpens iron, we are here to support each other in achieving our career goals. Stay engaged, stay prepared, ask questions, and let's soar to new heights in our careers!

David Lewis
A330 First Officer
Membership Committee Member



THE SOCIAL LOUNGE

The Urban Pilots Network launched its revamped social media and website at the end of 2021, and the outcomes have surpassed all expectations. As an organization, we have come a long way from operating within smaller circles, where word-of-mouth was our primary means of spreading awareness about the network. We have utilized our digital platform to reach a wider audience and establish strong relationships with like-minded industry partners. Our Instagram following has grown to over 500 individuals and groups, and we have connected with over 400 professionals on LinkedIn. Additionally, we have actively shared content from our industry partners and sponsors. Our website has also undergone updates to reflect these developments, and this work is an ongoing process.

The Urban Pilots Network has always embraced the theme of "Forward Together." We embody this ideology by striving to be aware, inclusive, and reliable allies in how we present ourselves to the world. We continue to focus on expanding our digital presence. With UPN's exceptional Digital Strategy team, we curate our organization's image and aim to foster strong partnerships while advancing the principles of tangible Diversity, Equity, and Inclusion.

Follow us on LinkedIn, Instagram, or visit our website to learn more about who we are and what we do.

Coneil Campbell
B1900C First Officer
IT Communications Director



MY POWER (Karl Loken)

The bridge between education, knowledge, experience & application - having the ability to see things beyond what is presented at face value solely comes from drive and curiosity within oneself. My understanding of the complexity in aviation was initially in pieces, and it was up to



me to put it together, for it all to make sense.

From Parts to Pilot, I developed my experience initially in aviation supply chain, through a period of 16+ years with various major airlines such as Air Canada and Emirates Airlines. I can easily say that a huge appreciation needs to be given to the fact that airplanes are made up of millions of parts that hold them together as one machine. The importance of ensuring parts are available, for technical dispatch reliability and performance, is something that should not be taken lightly. The world of supply chain in the aviation industry has its own level of complexity and constraints,

such as supplier turnaround times, shipping, customs delays, airworthiness directives and service bulletin implementations. This group is responsible for ensuring parts are readily available to avoid any service disruptions for aircraft requiring maintenance. Any delay in providing parts, to allow maintenance to perform their task, affects various immediate departments such as line maintenance, heavy maintenance, SOC (System Operations Control), ARM (Aircraft Routing Management), Dispatch, CJM (Customer Journey Management), Cargo and Airports.

My understanding of the complexity and the ripple effects caused, when things don't go as planned, was not taught by sitting behind a desk and being oblivious to my surroundings. It took a sense of care, curiosity, and the desire to always know more. **Why, what, where, when and how?** Those were always my questions towards progressive learning and diving deep to find a root cause as to why things happen and didn't happen. With that, my curiosity and fascination with the complexity of the industry led me to seek higher education. As my experience and responsibilities developed, I found myself in positions where I needed to solve problems. Over a few years, I took the initiative to put myself through various educational levels, such as; Diploma in Airframe Mechanics and Aircraft Maintenance Technology, an Apprenticeship certification in Parts, Inventory Management Operations and an MBA in Aviation Management. This allowed me to obtain a much deeper understanding of the theory, methodologies and where concepts originated from. But it takes a fine balance as to when, where and how those are applied to real-world applications in managing people and airline operations.

In addition to building my work experience and education, I successfully obtained my Commercial Pilot's License (CPL) and Group 1 Instrument Flight Rules (IFR) rating. Currently, I am flying the Dash 8-100/300 aircraft, utilizing my skills and qualifications in the aviation industry. My achievements, including obtaining my CPL and Group 1 IFR rating, have provided me with a profound realization of the importance of my knowledge base, practical application, and behind-the-scenes experience. These aspects have proven

to be invaluable in advancing my career and have inspired me to pursue future aspirations of running an airline at an executive level. My goal is to drive positive change, enhance efficiency, and ensure operational stability within the aviation industry.

As pilots, we play a critical role in the operation of an aircraft. Our skills, training, and decision-making abilities are vital to ensure safe and efficient flights. However, it is equally important to recognize that aviation is a collaborative effort involving a wide range of professionals, including air traffic controllers, ground crew, maintenance personnel, dispatchers, and many others. Each person's contribution is essential to the overall success of the operation. Understanding this intricate complexity will surely add context whenever you experience an operational delay from the flight deck.

Retired CEO of Air Canada, Calin Rovinescu, once said, "Moment-to-moment awareness can freeze frame time, action, and the reaction of those around you. Being ultra-aware better explains successes, failures, facts, and circumstances. This is useful in planning strategy, anticipating reactions, creating alternative realities, and seeing endings before beginnings. Practice it enough, and you can practically read minds."

Karl Loken
Dash 8 First Officer
Membership Director

MY POWER (Chevaughn Christopher)

"Knowledge is power, information is liberating, and education is the premise of progress." This quote, by Kofi Annan, resonates with me when I consider the value of knowledge and its impact on success. Knowledge has been a crucial component of my journey towards becoming a professional pilot.

When I contemplated pursuing aviation in Trinidad and Tobago, I quickly realized that opportunities in my chosen career path were not as abundant in the Caribbean. This led me to broaden my perspective and relocate to Canada. Building a strong network with like-minded individuals who were also pursuing aviation careers and connecting with established professionals in the industry became an essential part

of expanding my knowledge. Through these interactions, I realized the importance of learning from these individuals, who eventually became the foundation of my career.

Arriving in Canada with my Private Pilot Licence (PPL), I was able to continue my flight training and obtain the necessary licences and ratings. At a crossroads, trying to determine the next steps in my career, I tapped into my passion for teaching and obtained an instructor rating. This allowed me to combine my love for teaching with flying and also provided me with a different perspective on aircraft management and interacting with people.

One important lesson I have learned is that additional knowledge is required at each growth stage. I have experienced this firsthand through my transition from flight training to instructing and eventually flying commercially for a cargo carrier.

Knowledge is a powerful tool, but it is meaningless without discipline, hard work, perseverance, and tenacity. These qualities have been essential in shaping my character as I balanced multiple jobs, studying, and pursuing my professional goals.

Being a captain has not only allowed me to grow personally but has also expanded my leadership, communication, and management skills. Each day, I strive to improve and be the best version of myself, ready to assist others who choose to follow in my footsteps.

Knowledge, combined with discipline, perseverance, and focus, serves as a recipe for guaranteed success.

Chevaughn Christopher
B1900C Captain
Social Media and Digital Strategist



FLYING TAUGHT ME THIS

During my time as a First Officer on the 727 at a cargo airline, my crew had a layover in Saskatoon (we often did). Domestic freight doesn't typically move on weekends, so we would be off duty unless a weekend

charter came up. This time, we received a call on Saturday for a Sunday morning charter from Winnipeg to Rankin Inlet on behalf of Calm Air.

Reluctantly, we ferried the empty jet to Winnipeg, despite the weather being near minimums for the Category I ILS approach, due to morning fog. Fortunately, we landed without any issues. After loading approximately 50,000 pounds of freight and fueling up with a similar weight Jet A1, we were ready to depart. The weather was no different, so we'd be immediately in the "soup" after takeoff. I won the coin toss, so it was my leg to fly to Rankin.



For some context, the 727 had conventional analog gauges, including the ADI (Attitude Direction Indicator) at the center, which served as a glorified Attitude Indicator. With that in mind, we thundered down the runway until reaching V1... Rotate... A normal 3 degrees/second rate to about 15 degrees pitch attitude. We entered the clouds almost immediately, and as the ADI approached 15 degrees, it started indicating a descending turn to the right. The speed and VSI were steady, the altimeter was climbing, and the heading remained steady. A quick glance at the standby attitude indicator on the Captain's side showed level wings and a 15-degree nose-up attitude. In my head, I heard a voice saying, "Don't touch anything." All of this happened within about four seconds.

"YOU HAVE CONTROL", I announced to the Captain. He was initially puzzled, probably thinking I was joking since everything seemed fine on his instruments. I repeated, "You have control," and he took over, acknowledging with the required "I have control" response. "What's wrong?" he asked, and I simply pointed at my ADI, which had completely toppled over and was displaying the warning flag to indicate its failure. We switched the air data source to the standby, which restored the ADI, and we continued our flight to Rankin.

I didn't learn anything new that day, as I had already received instrument training, but I never expected to experience a failure at such a critical moment. The lesson I took from this is that the basics matter and serve as the foundation for the rest of your flying career.

Fly safe, and keep that scan going!

Jeremy Linton
A330 First Officer

ALL-BLACK FLIGHT CREW TAKES TO THE SKIES (Porter Airlines)

One of Porter Airlines' greatest

assets is its team members: the dedicated professionals who are passionate about quality service and committed to customer satisfaction. Porter has been taking a positive step towards increasing diversity throughout the airline for some time.



One visible sign of this occurred when four Black crew members came together on a four-day pairing. Captain Mohamed Samanter, First Officer Daniel Reid, Purser Eden Otti, and Flight Attendant Tiffany Ruiz-St. Onge were ecstatic to learn they'd be working together. It was the first time any of them had ever been part of an all-Black crew. Even more exciting was that it happened serendipitously.

"We've always been so close." - Captain Mohamed Samanter

"We [Black crew members] have been waiting since we started working here to be part of something like this. There are others who've been here longer than us who have been hoping this would happen one day." - Purser Eden Otti

Since early 2021, Porter has been working with Renée Bazile-Jones, of Diversity Grand Dame Consulting Firm, to look at meaningful diversity initiatives. The work is ongoing, but an all-Black pairing is a sign that things are moving in the right direction.

"My perspective is a little different because, while my mother and brother are darker, I look white. But my experience flying with people who identify as Black, like me, was profound. I could just be myself. They understood how I identify and embraced me on the job as one of them. I will think about that experience forever." - Flight Attendant Tiffany Ruiz-St Onge

It can't be understated how significant this was — not just for the all-Black crew, but for other team members of colour and passengers.

"Multiple customer service reps stopped us or did a second take — even little kids came up to us. When we got to Halifax, a passenger chased us out the door to tell us how proud she was to see an all-Black crew on her flight. She wanted to take pictures with us." - First Officer Daniel Reid

There is more work to be done to increase diversity at Porter, and the aim is for inclusive pairings like these to become more common.

Lawrence Hughes
Executive Vice President & Chief People Officer
Porter Airlines

**AIRBUS vs BOEING
(FLAPS)**

AIRBUS

One of the key features of the A320 is its advanced flap system which engages both the slats (front of the wing) and flaps (behind the wing). Together, these devices help to optimize the aircraft's performance during takeoff, approach, landing, and in-flight operations.

The Airbus A320's flap system is controlled by a lever between the captain and co-pilot seats on the flight deck's center pedestal. The lever has five detents corresponding to the five flap positions: 0, 1, 2, 3 and full. Each position marks the stages of flaps/slats, with each of those stages corresponding to configurations with set degrees of flaps/slats. 1st stage = 18 degrees of slats and 0 or 10 degrees of flaps, 2nd stage = 22 degrees of slats and 15 degrees of flaps, 3rd stage = 22 degrees of slats and 20 degrees of flaps, and FULL = 27 degrees of slats and 35 degrees of flaps.



The lever can be moved to any of these positions by pulling the lever out of the detent.

Along with the physical lever position, the current position of the flaps is also shown on the upper ECAM display. Additionally, some A320 aircraft configurations show the flap speeds on a metal placard in the flight deck, to remind flight crew of the speeds. These are the speeds at which the flaps can be extended for each configuration position. These speeds are important

to ensure that the flaps are not overloaded during operation and that the aircraft flies within safe limits.

Here is a more detailed explanation of the different configurations and how their lift and drag characteristics are utilized for the various phases of flight.

- Flaps 1 is the initial setting for takeoff. This helps to increase the lift of the aircraft, enabling it to take off at a lower speed and reduce the length of the runway required for takeoff. When the pilot engages flaps 1 during takeoff, both the slats and flaps are deployed, whereas the same engagement of flaps 1 in the air, only deploys the slats. This is why configuration 1 above has the flaps at 0 or 10 degrees. To distinguish between the two configurations, the takeoff configuration is known as 'Flaps 1+F', while the other configuration is known as 'Flaps 1'.
- Flaps 2 is used during the climb-out phase, approach and can be also used for holds. This provides additional lift while also reducing the drag of the aircraft, which helps to improve fuel efficiency. Some operators also utilize this as a takeoff configuration.
- Flaps 3 is used during the takeoff and approach phase. This provides even more lift and drag, enabling the aircraft to fly at even lower speeds and approach the runway at a steeper angle. Some pilots elect to use this configuration during gusty conditions since it provides a higher approach speed, thus minimizing the adverse effects of unpredictable winds.
- Finally, Flaps Full is used during the final approach and landing phase. This provides maximum lift and drag, enabling the aircraft to land at the lowest possible speed.

A fancy feature to note is when configuration 1+F is selected, as the aircraft accelerates through 210 knots, the flap portion of the configuration is automatically retracted. This is especially important on the larger 321 variant when flap retraction and minimum clean speeds are exceptionally close. The crew is still required to move the flap lever to 0 to retract the slats.

Overall, the Airbus A320's flap system is a key part of its advanced design and technology. By providing precise control over the aircraft's lift and drag characteristics, the flap system helps to ensure that the A320 is one of the most reliable, efficient, and safe commercial aircraft in the world.

Allison Couch
A320 First Officer
Scholarship Committee Member



In this edition, we will briefly discuss the Boeing 737 flap settings, specifically the Next Generation (NG) and MAX variants. The early Boeing 737 models were originally equipped with triple-slotted flaps. When the NG program was introduced, these triple-slotted flaps were dropped in favour of a double-slotted design with a 25% larger wing and the addition of winglets, both of which significantly improve performance.

The 737 has two flap types: 1) Leading Edge Flap and 2) Trailing Edge Flap. There are 9 Flap Settings; 0, 1, 2, 5, 10, 15, 25, 30, and 40. These settings correspond to angles of deflection and allow pilots to control how much lift the wings generate. The Leading-Edge Flap

Device Indicator is located in the flight deck, on the aft overhead panel. The Trailing Edge Indicator is on the forward centre panel.

The maximum flap certification altitude is 20,000ft. Why is that? It's simply because Boeing had no need to conduct testing for flaps above that altitude, and no procedure requires flaps to be used above that altitude.

During normal take-off configuration, the flaps are usually set to 5. The purpose of the takeoff flaps is to reduce the required takeoff speed due to shorter runways. However, if the airplane has a long enough runway, it can take off without them, though most commercial operators don't do this. Flap 2 has no real practical application. Taking off in really hot temperatures at higher-elevation airports, or on short runways, might demand a higher takeoff flap setting, like 10 or 25. The minimum flap-retraction altitude on departure is 400 feet above the ground, but 1,000 feet above the ground complies with most noise abatement procedures at airports.

Regarding landing, the flaps can be set at 30 or 40. Normally, it's accomplished on flap 30 due to smoother landings and a better margin of speed protection so you don't overspeed the flaps due to sudden changes in weather, like gusts. Flap 40 is for runway length restrictions, high elevation, hot temperatures, or quick turnaround time for brake cooling. The use of flap 15, pending on the operator, is certified for One-Engine Approach and Landing.

The Boeing 737 is a slippery aircraft airborne, therefore, the use of flaps is the pilot's friend to slow the airplane down while setting up for the correct and proper configuration.

If a pilot were to deal with flap problems, undoubtedly, it's the longest procedure presented in the Quick Reference Handbook (QRH)!

The 737 is remarkable, and its hand-flying capabilities have made it a favourite amongst pilots. I truly hope this brief explanation of its flap system clarifies how they work and when they are used.

Andrew Persaud
B737 Captain





SCHOLARSHIPS & AWARDS (LINKS)

Across Canada

- [Amelia Earhart Memorial Scholarship for Female Pilots](#)
- [Flying Musician Association – Flying Scholarship For Musicians](#)
- [Jazz Aviation Pathway Award for Professionalism/Professionalism & Diversity](#)
- [COPA Neil J. Armstrong Scholarship](#)
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Manitoba

- [Career Takes Flight Scholarship \(99s Manitoba Chapter\)](#)
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FROM THE CAPTAIN'S CHAIR

MESSAGE FROM THE PRESIDENT

Good Day Members,

I hope this message finds you well. I welcome you to the 2023 Spring Edition of "The Urban Flyer." I want to thank Damar Walker, our UPN Secretary and Urban Flyer publisher and editor, for another fine edition. I hope you have found knowledge, hope, inspiration, and pride in our organization for the initiatives we have put in motion.

Before I share my thoughts on this issue, I



would like to note a few organizational changes that have taken place. First, we would like to welcome back Karl Loken to the leadership team as our Membership Director. We would also like to acknowledge the move of Giselle Wilson from Executive Assistant to Funding Director. I congratulate you both on your new positions. UPN is now in a stronger position moving forward.

It seems to be becoming a trend, but once again much has occurred since our last issue. The organizational changes mentioned above to start, as well as a very successful year-end gala in November, another busy March membership drive, UPN returning to our in-school programming, continued programming for our Top Flyers Canada (TFC) program (sponsored by the

GTAA Propeller Project,) and a scholarship program that just wrapped up this month. Although I do not have room in this newsletter to cover all of these successes, I would like to focus on the educational programming that UPN and its partners provide.

It is absolutely critical that we provide knowledge to our youth, and members, about the career opportunities available and the skills required to pursue them. Knowledge is power, and we want to ensure we arm all of you with this essential tool.

I am very excited about UPN being back in the schools to educate black and racialized youth about the opportunities available in our industry. This is where it starts. We plant these seeds to ensure that we not only increase diversity in aviation now, but also to ensure that it will continue into the future.

Our TFC program has seen its participants involved in a CRM course, a networking program at our year-end event, first aid certification, and the completion of 9 hours of Boeing 737 training. In addition to the above, they will participate in one more program before the end of the year.

Our aviation excellence scholarship generated the most funds, through donations, since we started the program, and also a record number of applicants.

These are our opportunities to provide knowledge and, with that, the tools to be successful. I look forward to working with our partners to increase programs and the knowledge provided for our members in the future. I encourage you to arm yourself with knowledge at every opportunity. Stay in the books, stay sharp, take advantage of programs available to you, be in the presence of those in positions you desire, and never stop seeking knowledge. What you learn today may save your life (or someone else's life) tomorrow.

As always,

Walk Good & Fly Safe!

Warren Holt
B767 Captain
President & Chief Executive Director

THE DEBRIEF!

HOW WAS YOUR FLIGHT?

We aim to keep improving and providing content that you find enriching and valuable. Do you have an idea, concept, or specific piece you want to submit for our following newsletter?



Contact us
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