

Edenvale Gathering of the Classics 2010

Saturday, August 07,

Rain Date, Sunday August 08

Time: All Day

Arrival Advisory – Note: this briefing is for information purposes only. See disclaimer below.

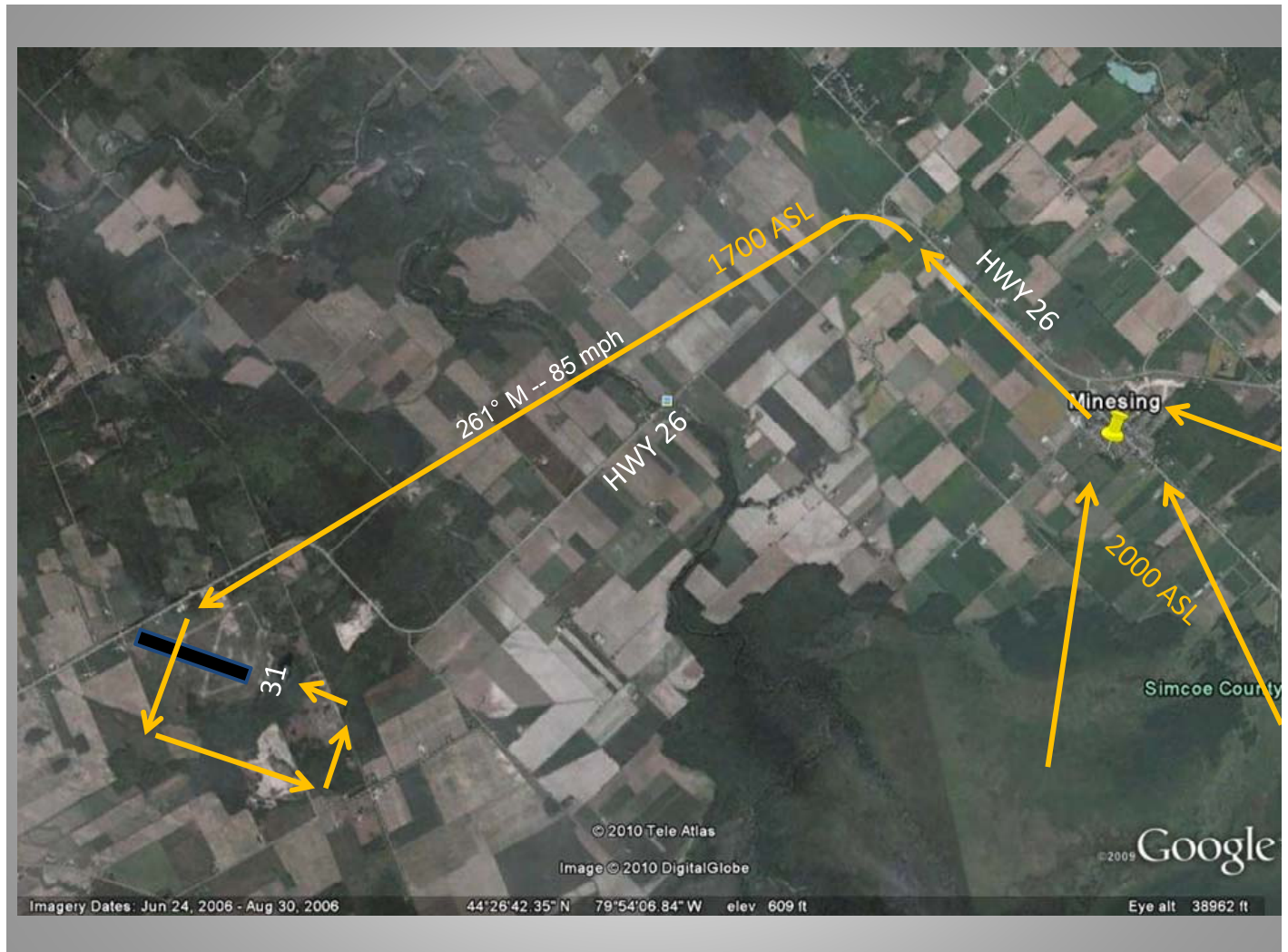
Background:

1. There may be a large number of aircraft attending. The tendency is for many aircraft to arrive at roughly the same time.
2. Many of the aircraft are NORDO – all are welcome.
3. There is not, and won't be, any positive ATC Control. The field is Unicom, 122.775. Airfield advisories will be available (on a stronger radio than in the past) and will be broadcast frequently.
4. Thus, pilots will find it helpful if an arrival procedure is in place which encourages a smoother traffic flow.
5. Since the Arrival Procedure must take into account pilots who are NORDO, or who do not see this advisory, the actual circuit entry must conform to Standard Circuit Entry procedures.
6. The Pilot-In-Command is solely responsible for establishing aircraft separation, and complying with standard circuit procedures.

Arrival Procedure:

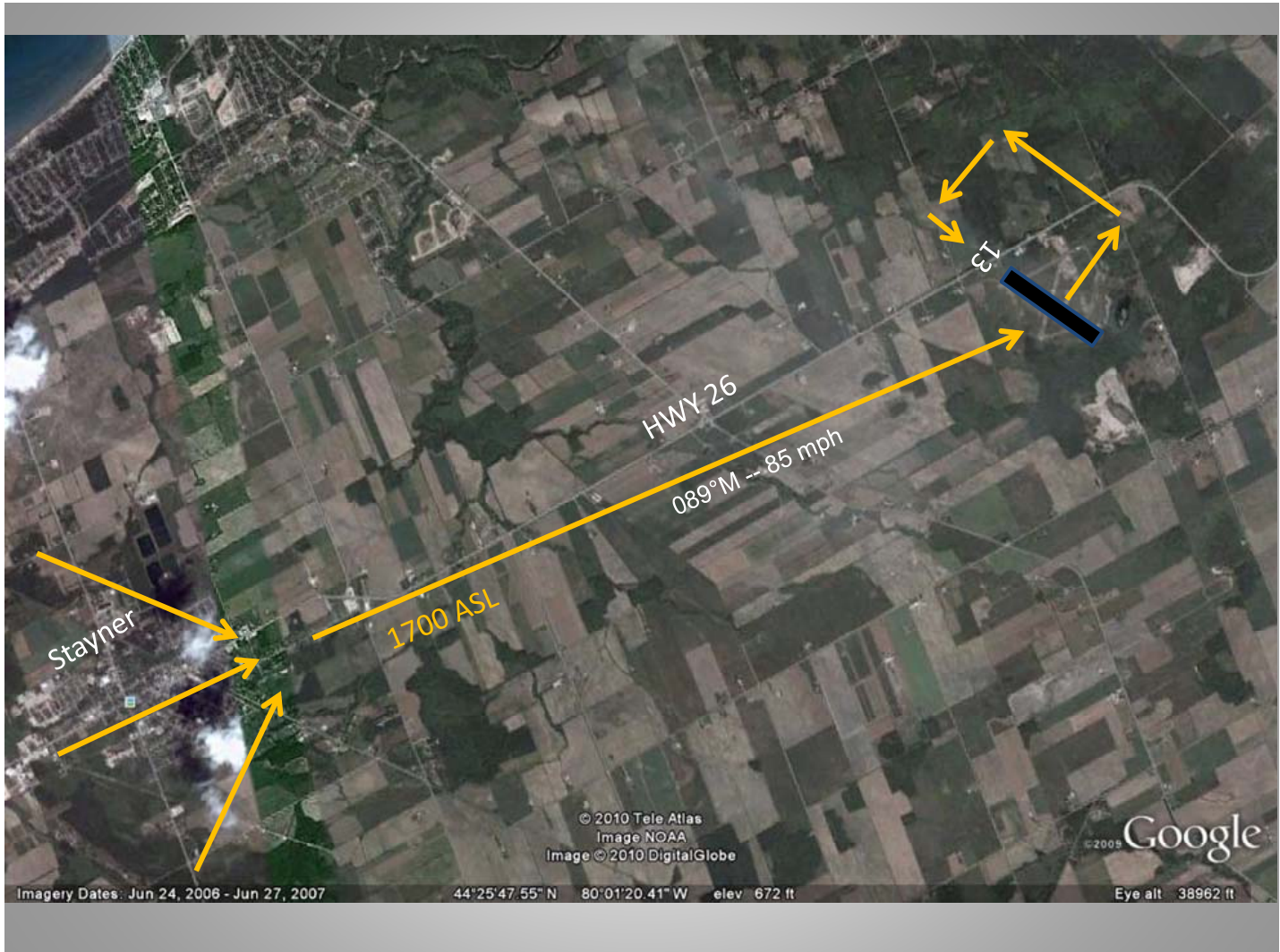
1. Pilots should familiarize themselves with the arrival by reading this document ahead of time.
2. The runway in use will be the new paved surface, 13/31. The other paved surface, 08/26 will be closed unless crosswinds are quite strong.
3. The grass runway, 17/35, will be used primarily as a taxiway, although the ECAF Tiger Moth C-GSTP may utilize it.
4. Pilots should maintain a listening watch on 122.775, Edenvale, when within 15 miles, to determine runway in use. There will likely be enough traffic that a call will not be required. (Pilots are encouraged to keep the radio calls to a minimum.)
5. **If Runway 31 is in use**, pilots are encouraged to begin an arrival route over the town of **Minesing** (N044° 26.5', W079° 50.4'), at 2000 ASL, arranging their flight to merge from the SW, S, or SE.

6. Pilots are encouraged to space themselves out, and fly north along HWY 26, then follow the highway as it turns west, towards the airport, angling slightly north (as per the diagram), descending to 1700' ASL, to make an overhead entry into a left-hand circuit.
7. Once landed on **31**, pilots should plan to **exit via the new taxiway leading onto runway 08** (approximately 2900 ft available). From there, marshalls will give directions to the parking areas.



8. **If Runway 13 is in use**, pilots are encouraged to begin an arrival route over the town of **Stayner**, (N44° 25.1, W080° 05.1) at 1700' ASL, arranging their flight to merge from the NW, W, or SW.
9. Pilots are encouraged to space themselves out and fly east along HWY 26, angling slightly to the south to make an overhead entry into a left-hand circuit.
10. Once landed on **13**, pilots should plan to **exit via the taxiway D** (adjacent to the blue-roofed large hangar, approx. 2300 ft available). From there, marshalls will give directions to parking areas. If unable to stop before "D", continue to the end of the runway

and exit on the old pavement to the East, to make way for landing traffic. DO NOT BACKTRACK on the active runway until the arrival path is clear. It may also be possible for aircraft to taxi to the parking area via the grass runway 35. Look for the marshaller.



11. A reasonable planned target speed during either arrival is **85 mph**. Pilots of aircraft unable to accommodate this speed (some are too fast, some are too slow), will have to be aware and make adjustments.
12. There will be no Positive Aircraft Control, but establishing these longer arrival routes should help alleviate the bottleneck of past years.
13. Pilots should plan to spend as little time as possible on the runway.
14. Pilots should take great care around spectators, and be ready to shut down at the first indication of a conflict.

General Notes:

1. There is no airshow. There is no airspace closure.
2. Staff will be on-hand by 09:00.
3. The circuit will be very busy. Please keep the radio calls to an absolute minimum.
4. The aircraft types arriving will vary from J-3 Cubs to light twins, with a wide speed difference. Pilots must space themselves out.
5. Fuel and oil are available, but ramp space is very tight around the pumps, and spectators will make access very difficult until later in the afternoon. The aircraft may have to be pushed by hand.
6. Pilots will receive Free Admission, plus free coffee and doughnuts.
7. Several Warbirds are planned to attend, such as a P-40N Kittyhawk, a B-25 Mitchell, and a Harvard (plus a DH 83 Fox Moth) but it is not anticipated that these types will fly during the busiest arrival/departure times.

Emergency Procedures:

1. If an accident occurs and runway 13/31 is closed, it may take quite a while for 08/26 to be opened (because of aircraft on static display at the east end of the runway). Pilots should remain clear of the circuit until advised that the new runway-in-use is clear.
2. Alternate airports:
 - Collingwood, 8nm, 275 degrees True.
 - Huronia, 14.4 nm, 006 degrees True
 - Lake Simcoe Regional, 17.5 nm, 081 degrees True



Disclaimer: Note: this briefing is for information purposes only, and in no way absolves the pilot in command from the responsibility of operating according to the CARS, and exercising good airmanship. The Edenvale Classic Aircraft Association, and the Edenvale Airport, in no way accept responsibility for the operation, airspace separation, ground separation, or handling of any aircraft attending the 2010 Gathering of the Classics. Pilots flying aircraft into the 2010 Gathering of the Classics, and taxiing on the ground, do so at their own risk.