

# THE URBAN FLYER



MAY 2024 | SPRING UPDATE

## BRIEFING NOTES



### WHEN DREAMS TAKE FLIGHT

Step aboard and fasten your seatbelts! As we embark on another thrilling edition of the Urban Flyer, prepare to be captivated by stories that “Inspire to Aspire Higher”, where dreams take flight and aspirations reach new altitudes.

As the Urban Pilots Network (UPN) commemorates its 20th year, it gives me immense pleasure to reflect not only on its humble beginnings but also on my own personal journey thus far.

The pursuit of my private pilot’s licence began with an initial spark of fascination that turned into the exhilarating moment of taking control of an aircraft. Every step along the way has been met with unyielding determination, dedication, sacrifice, and also uncertainty. Undoubtedly, this process has been one of significant personal growth as I continue to navigate the complexities and demands of flight training. Each obstacle I have encountered has been a valuable learning opportunity, shaping not only my piloting skills but also my character and willingness to persevere. It was during these moments that the support and guidance from UPN truly made a difference, reinforcing my belief in the

**THE FLIGHT PLAN**

BRIEFING NOTES

MEMBERSHIP UPDATES

A MILESTONE TO  
COMMEMORATE:  
UPN Turns 20

SQUAWKBOX  
(Industry News)

YEAR-END GALA REVIEW

POTENTIAL OF A  
DREAMER  
(Youth Camp Review)

THE SOCIAL LOUNGE

LET YOUR DREAMS FLY  
(Kimani Hayden)

AIM HIGH, DREAM HIGHER  
(Ashlee Douglin)

EMBARKING ON DREAMS  
(Neghat Hidari)

BEYOND THE HORIZON:  
REFLECTING ON THE  
FUTURE OF AVIATION  
(Chioma Onyedikachi Okoro)

FLYING TAUGHT ME THIS

FROM OUR INDUSTRY  
PARTNERS

PIPER vs CESSNA  
(Low wing vs High wing)

AVIATION TRIVIA

FROM THE CAPTAIN'S  
CHAIR

THE DEBRIEF

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importance of mentorship and community.

It goes without saying that UPN has played an integral part in many of our lives by providing the connection that links aspiring aviators, such as myself, to a community of like-minded individuals. It has also served as a place of knowledge, guidance, and inspiration, nurturing the collective dreams of countless pilots and aviation professionals while celebrating our shared passion for aviation.

In this issue of our newsletter, we are thrilled to bring back our popular segment, "Flying Taught Me This", along with words from our industry partners, Air Canada and Porter. Furthermore, we are honoured to welcome a special guest, one of our founding fathers, to celebrate UPN's 20th anniversary. His profound love for aviation has paved the way for the incredible organization we see today.

Steering away from the classic Airbus versus Boeing dialogue, we delve into a fresh rivalry between Piper and Cessna—low-wing versus high-wing; Let the debate begin! Additionally, we are delighted to feature four member contributions, each offering a unique perspective on their aviation experiences, personal growth, and relentless dedication. Among these, you will discover a reflective piece that looks ahead to the future of aviation.

Lastly, we would like to extend our heartfelt gratitude to the entire UPN community for their unwavering support and commitment to aviation.

Here's to the journey thus far and to Dreams Taking Flight.

Michelle Clarke  
Mississauga Transit Operator  
Student Pilot  
Urban Flyer Editor



## URBAN PILOTS NETWORK

### MEMBER ACCOMPLISHMENTS

Our members continue to shine in the aviation industry with their outstanding achievements, and we take great pride in celebrating their successes. Congratulations on your well-deserved accomplishments!

#### **Matthew Henry**

First Officer Boeing 757 @  
Morningstar

#### **Owen Brown**

Captain Piper Navajo @ SkyCare

#### **Coneil Campbell**

Captain B1900C @ Skylink

#### **Ryan Mckenzie**

IATRA Exam Completed

#### **Aiden Parkins**

IATRA Exam Completed  
INRAT Exam Completed  
Jazz Aviation Award Winner for  
Professionalism & Diversity

#### **Aden Downes**

First Officer Cessna Citation CJ3

#### **Asa Archibald**

First Officer Q400 Porter Airlines

#### **Karl Loken**

First Officer Airbus A320 @ Canada  
Jetlines

#### **Ethan Mcalla**

### NEW MEMBERS

We are delighted to welcome new additions to the UPN family. Please join me in extending a warm and heartfelt welcome to our newest members!

#### **Soraya Jadulal**

**Mihail Kovacs**

**Rogia Ahmed**

**Ryan Hamel-Smith**

**Neghat Hidari**

**Nqobile Nicole Mazorodze**

**Adam Gibson**

**Jamar Ellis**

**Amelia Walsh**

**Alex Batticks**

**Akida Watts**

**Jordan Brown**

**Jason Dumenil**

**Sarath Balachandran Rani**

**Preety Preety**

**Claydon Harris**

**Jean Dedieu Weyepe**

**Jeffrey Gill**

**Rocky Kilanzi Engondo**

**Kirk Morgan**

**La-Shawna Marks**

**Nevon Golding**

**Elijah Idehen**

**Jason Proute**

**Darel Dickson**

**Ishan Shah**

**Daniel Ricardo**

**Luiza Marina**

**Da Cunha**

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PStar Exam Completed  
ROC-A Exam Completed

**David Lewis**

Captain Airbus A320 @ Air Canada

**Lester Thorpe**

First Officer ATR 42/72 @ Calm Air

**Chioma Onyedikachi Okoro**

Ph.D. In Aviation Transport,  
Specializing in Maintenance &  
Operation of Aircraft  
Member of SAE International  
Aerospace Industry Steering  
Committee for Structural Health  
Monitoring  
Joined the Global Aviation &  
Aerospace Skills Taskforce

**Jamar Ellis**

First Officer Boeing 737 Max @ Air  
Canada

**Kimani Hayden**

Completed First Solo

**Adam Gibson**

CPL Flight Test

**Malik Shwehdi**

INRAT Exam Completed

**Raymond Persaud**

Captain Airbus A320 @ Air Canada

We kindly request that you keep us informed of your achievements. Feel free to connect with us through WhatsApp, or if you prefer, you can email us at [membership@urbanpilots.net](mailto:membership@urbanpilots.net). Your updates are always welcomed and celebrated!



## A MILESTONE TO COMMEMORATE

### UPN TURNS 20!

Hello everyone,

I hope you are enjoying the approaching summer weather and nicer temperatures. My name is Tony Lawrence, I am an Air Canada Airbus A320 Captain, one of the founders of UPN, and its former President and Chief Executive Director.

Firstly, I would like to extend a warm welcome to all our new members and congratulate you on embarking on this journey with us. Whether you are taking your first steps toward becoming a professional aviator or continuing to progress in this field, we are thrilled to have you.

UPN turns 20—what an amazing milestone! We should all be proud of the hard work we have invested in this organization. My hope and intention for UPN has always been to strive to do our best to help those in our community achieve their aviation dreams. When we say, “Inspiring to Aspire Higher,” we mean what we say. I coined this phrase over twenty years ago to convey what is in our DNA, and it remains relevant to this day.

Bridging the gap between the communities we serve and the aviation community here in Canada is something to which we have been committed. This task has not always been easy; we have faced many challenges along the way. However, one thing my experience as an aviation professional has taught me is that with a good operational plan, a keen sense of purpose, a willingness to learn and improve, and viewing leadership as a privilege rather than a burden, UPN has been able to maintain its course.

Thinking back, I realized how far we’ve come since the days I stood alone in front of a group of 20 to 30 Black and racialized youth, trying to teach them about the exciting careers in aviation. Designing these first sets of programs with limited resources was a challenge, to say the least. However, despite the challenges, witnessing the joy on the faces of those young people as we took them on their first-ever airplane ride to see the CN Tower was the empowerment I needed to keep the momentum going. I then realized the struggles and challenges that many in our community faced when trying to navigate this complex industry.

With a small group of brave and dedicated individuals, we combined our collective efforts to provide a space to build one another up towards our aviation goals. We should all be proud of the achievements made, a testament to the hard work put in by all of our volunteers. Let us continue to build and create pathways needed for the next generation of Canadian aviation leaders. As always, let us keep “Inspiring to Aspire Higher!”

On behalf of myself, and the former leadership team, Happy 20th Anniversary UPN! Big-up Yuh self and many more to come.

Tony Lawrence

Airbus 320 Captain  
Former UPN President, CED & Founder



## SQUAWKBOX

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



## **SPACE-X REVEALS NEW EVA SUIT**

SpaceX is set to launch Polaris Dawn this summer, the first private astronaut mission to include extravehicular activities (EVAs). The mission, funded by Jared Isaacman, will feature a new spacesuit designed by SpaceX, unveiled through their website and social media. This suit, an enhancement of their intravehicular suit, includes advanced mobility features and protection against the harsh conditions of space.

Polaris Dawn aims to push the boundaries of human spaceflight, by reaching altitudes not visited since the Apollo missions. The five-day mission will involve up to 40 experiments in a high elliptical orbit, to study the impact of space on human physiology and spacecraft technologies. Modifications to the Crew Dragon capsule include an ad-hoc airlock system, enabling the crew to perform spacewalks by depressurizing the cabin.

## **WESTJET ENCORE PILOTS REJECT TENTATIVE DEAL**

WestJet Encore pilots have recently voted against a tentative agreement with the Calgary-based airline, sending both parties back to the negotiating table. Despite earlier reports of a tentative resolution, the Air Line Pilots Association expressed dissatisfaction with the offer, criticizing it for merely addressing compensation and neglecting key structural issues. Fifty-three percent of the pilots voted against the agreement, indicating a strong sentiment that WestJet is not meeting their broader needs.

The airline's management claims that the rejected agreement was competitive within Canada's airline industry and addressed specific concerns, maintaining that their final offer came after a thorough negotiation process. Diederik Pen, president of WestJet Airlines and Group chief operating officer, expressed disappointment in the vote's outcome but affirmed the company's commitment to reasonable terms for sustainable operations and employment.

Carin Kenny, chair of the WestJet Encore ALPA master executive council, hopes the vote will push management to take stronger action on issues like pilot retention, attraction, and overall morale within the company. Despite some improvements in compensation and scheduling, pilots feel more

This mission marks a significant advancement in private space exploration and is part of Isaacman's broader Polaris Program, which aims to eventually support missions to the Moon and Mars.

needs to be done.

WestJet Encore, the company's regional branch, operates primarily in smaller Canadian communities with a fleet of turboprop aircraft, covering areas such as Fort McMurray, Prince George, and Yellowknife.



### WHY THE AIRBUS A321XLR IS A DOUBLE WIN FOR AIR CANADA

Air Canada is eagerly anticipating the introduction of the Airbus A321XLR to its fleet, with the first delivery expected in the fourth quarter of 2025. Mark Galardo, Air Canada's Executive Vice President of Revenue and Network Planning, shared with Simple Flying that the airline has big plans for the 30 aircraft they have ordered. The A321XLR's extended range of 4,700 nautical miles opens up new possibilities for the airline, particularly for routes with lower passenger demand that don't justify larger aircraft.

### US FAA OPENS PROBE INTO BOEING 787 INSPECTIONS

The Federal Aviation Administration (FAA) has launched an investigation into Boeing's 787 Dreamliner program following allegations of employee misconduct. Boeing has acknowledged that some tests on the 787 Dreamliner, specifically those meant to confirm adequate bonding and grounding where the wings join the fuselage, may not have been completed as claimed in the aircraft records. In response, Boeing is re-inspecting all 787 airplanes still in production and is developing a plan to address the already in-service fleet.

Galardo highlighted the aircraft's potential for enhancing Air Canada's service to Europe and Africa. He pointed out that the A321XLR will allow for increased frequency and year-round service to destinations like Montreal to Toulouse, which currently cannot be serviced as desired with larger aircraft like the A330. Additionally, the A321XLR could enable new routes to North Africa and places like Senegal, expanding Air Canada's reach

This issue came to light after Boeing received a report about a potential irregularity in a mandatory conformance test at its South Carolina assembly plant. Scott Stocker, the head of Boeing's 787



program, indicated in an internal email that several employees failed to conduct required tests but reported them as completed. He assured that immediate safety was not compromised and corrective actions were being taken against employees involved.

Additionally, Boeing's shares dropped by 1.5% following this news. The company is also facing broader production challenges, including slower production rates and supplier shortages that are affecting its 787 and 777 widebody programs. This situation is compounded by ongoing investigations into other Boeing models, including a criminal probe into a mid-air emergency involving a Boeing 737 MAX 9 and concerns over missing bolts in another aircraft.

Overall, Boeing is under scrutiny for multiple safety and manufacturing concerns across various aircraft models, which are impacting its operational and financial performance.

into new geographical areas.

Furthermore, the A321XLR will also impact Air Canada's operations across North America, particularly transborder/US flights. Its ability to cover distances almost as long as transatlantic flights means that Air Canada can offer more frequent services on routes such as Toronto to Los Angeles, enhancing its premium service offerings without the high operational costs of widebody jets.

Overall, while the A321XLR's transformative impact on Air Canada's operations will not be immediate, the airline is already deep into planning how best to utilize the aircraft's capabilities to expand and enhance its service offerings both internationally and domestically.



## **ARTEMIS II's VICTOR GLOVER TALKS ABOUT INSPIRING BLACK FUTURE ASTRONAUTS**

NASA astronaut Victor Glover is gearing up for the Artemis II mission, scheduled for next year. This mission marks the first manned lunar mission in over 50 years. Glover will pilot this four-person mission alongside Commander

Reid Wiseman and mission specialists Christina Koch and Jeremy Hansen. Glover aims to inspire global unity and the pursuit of stellar dreams. Notably, he will be the first Black person to travel beyond low Earth orbit.

Glover described the Artemis II crew in an interview with ABC News as representing the diversity of NASA's team. He emphasized the significance of representation in space exploration, reflecting on the historical and ongoing challenges within America that shape public perception and the purpose of missions like Artemis II.

Glover's preparations include rigorous simulator training for normal and emergency procedures, vehicle testing, and public engagement to ensure they are good stewards of public resources. The mission also involves Glover interacting with the community to bridge understanding of societal issues highlighted by historical events and current social justice movements.

The Artemis II mission is not just a technical achievement but also a platform for important discussions on race, investment in space versus community needs, and the broader impact of space exploration on society. Glover and his colleagues see this mission as a unifying venture that transcends societal divisions, embodying a collective human endeavour toward exploration and understanding.



### **AIR CANADA PARTNERS WITH COLLEGES TO SUPPORT DIVERSITY IN AVIATION**

Air Canada has launched a new scholarship program in collaboration with seven colleges across Canada to support students who self-identify as women or visible minorities pursuing careers as Aircraft Maintenance Engineers (AMEs). Each recipient from the participating schools will receive a \$1,500 scholarship to help cover educational costs and will be offered a work placement at Air Canada Maintenance. The partnership with the schools is set for an initial period of three years.

Joshua Vanderveen, Vice President of Maintenance at Air Canada, emphasized the airline's commitment to fostering a diverse generation of skilled AMEs equipped with technical expertise and problem-solving abilities. The program aims to facilitate the advancement of under-represented students in the STEM field of aircraft maintenance.

Participating institutions include the British Columbia Institute of Technology, École Nationale d'Aérotechnique, Centennial College, Fanshawe College, Canadore College, Mohawk College, and Northern Lights College, with the first scholarships to be awarded in 2024. This initiative is part of Air Canada's broader efforts to enhance diversity in the aviation industry and ensure the development of qualified AMEs to support commercial aviation.



### **DOES DEI HAVE A PLACE IN AVIATION?**

The discussion around incorporating Diversity, Equity, and Inclusion (DEI) into the aviation industry is met with mixed emotions. The article advocates for an objective approach to DEI, which involves treating diversity, equity, and inclusion as an essential yet straightforward concept that has historically polarized audiences. It stresses the need for aviation to remain a meritocracy, focusing on individual abilities and performance, rather than demographic characteristics.

By citing historical injustices faced by groups like the Tuskegee Airmen and Women Airforce Service Pilots, who were excluded based on appearance, the article underscores the importance of performance-based criteria in aviation. It calls for the industry to embrace diversity and

### **FIRST BLACK PILOT HIRED BY A US MAJOR DIES AT 89**

Capt. David Harris, the first Black pilot hired by a major U.S. airline, has passed away at the age of 89 in Marietta, Georgia. Harris began his groundbreaking career at American Airlines in 1964, overcoming significant racial barriers in his early military and professional life. Throughout his 30-year career, he not only piloted aircraft but also championed the inclusion of Black pilots in aviation.

Harris was instrumental in forming the first all-Black airline crew in 1984, known as "The Soul Patrol." He was a founding member of the Organization of Black Airline Pilots and actively participated in mentoring and advocacy, significantly influencing the industry's diversity efforts.

American Airlines acknowledges Harris's legacy as a trailblazer who opened

ensure that all qualified individuals, regardless of background, are welcomed and judged solely on their ability to meet high safety and competence standards. This approach will help aviation continue to evolve inclusively, honouring merit and ability above all.

doors for many Black pilots who followed. His commitment to diversity and mentorship has left a lasting impact on the aviation community, continuing to inspire the industry to embrace and promote diversity. Harris' influence is celebrated as a crucial part of American aviation history.



### **IS BOEING TOO BIG TO FAIL?**

Boeing, a leading U.S. aerospace manufacturer, has faced numerous challenges, from technical mishaps to fatal crashes, tarnishing its reputation and impacting its market stance. Despite generating over \$77 billion in revenue in 2023 and employing around 170,000 people, the company's future remains uncertain due to poor management and compromised quality controls linked to extensive outsourcing and cost-cutting measures.

Recent issues include a Boeing 737-800 losing an external panel mid-flight and a Dreamliner experiencing a dangerous drop in altitude. These incidents compound the gravity of the 2018 and 2019 crashes of the 737 MAX, which killed 346 people and led to a global grounding of the model, marking Boeing's first loss in two decades.

Critics argue Boeing's cost-focused strategy, especially its decision to move 787 productions to less regulated South Carolina, has neglected essential engineering and quality assurance practices. Despite these setbacks, industry experts suggest Boeing is too crucial to fail,

### **ELECTRIC PASSENGER AIRPLANES COULD BE A REALITY IN THE NEXT DECADE**

Researchers are making strides in electrifying the aviation industry with the introduction of the E9X, a new electric aircraft designed by aviation startup Elysian and Delft University of Technology. This aircraft can carry 90 passengers and travel up to 500 miles on a single charge, a significant improvement over previous electric planes, which could carry only 20 passengers for less than 200 miles.

The E9X's design utilizes a large wing for increased aerodynamic efficiency and incorporates folding wingtips to fit existing airport infrastructure. It challenges the current limitations of electric planes primarily dictated by the heavy weight of batteries required for flight; current commercial batteries store significantly less energy per pound compared to traditional jet fuel.

Elysian aims to have these planes operational by 2033, potentially revolutionizing short-haul flights under 500 miles which represent a small fraction of global aviation emissions

given its significant role in the US economy and job market. It's likely to receive government support if needed, though with stringent conditions to ensure improvements.

Boeing's recovery will require major management reforms and a renewed commitment to quality and safety to regain trust and stabilize its industry position.

but are a step towards reducing the industry's carbon footprint. This initiative is part of broader efforts in the aviation industry to adopt more sustainable practices, highlighted by Virgin Atlantic's recent transatlantic flight using sustainable aviation fuel (SAF) derived from processed cooking oil and animal fat.

## BE EXTRAORDINARY



### YEAR-END GALA 2023 REVIEW



The Urban Pilots Network 2023 Year-End Gala was a pivotal moment for the organization, which focused on its mission to increase the representation of Black and Racialized people in the aviation industry.

The event began with a lively two-hour networking session, featuring industry partners such as Sunwing Airlines, Nav Canada, Air Canada, and Jazz Aviation. This set the stage for fruitful collaborations and meaningful connections.

Kevin Carrington, the charming host of CBC's "The Voice," brought a delightful blend of entertainment and charisma to the gala as he hosted

the evening.

Keynote speaker, Justice Donald McLeod, staying true to the theme "Be Extraordinary", delivered a powerful speech that deeply resonated with attendees. His message emphasized the importance of striving for greatness and breaking barriers in the aviation sector.

A notable highlight of the evening was the induction of Steve Linthwaite, Vice President of Flight Operations at Jazz Aviation (Retired), as an honorary member of the Urban Pilots Network. This recognition celebrated his invaluable contributions to the organization's mission and goals.

The event's success was made possible by the generous support of our sponsors, with Air Canada standing out as the primary. Their commitment to diversity and inclusion in aviation was evident throughout the gala, particularly highlighted by their contribution to the Scholarship Program. Christianna Scott, Director of Diversity, Equity and Inclusion, also spoke about the importance of giving back in a meaningful way. Tables at the event were sponsored by Peel Regional Police, Porter Airlines, Sunwing Airlines, The GTAA, Threshold Aviation and Dinvale Contracting, further demonstrating the industry's support for the Urban Pilots Network's mission.

The gala concluded with an unforgettable post-event session, providing attendees with an opportunity to celebrate, network, and reflect on the evening's achievements. Looking ahead, the Urban Pilots Network eagerly anticipates celebrating its 20th Anniversary on November 30th, 2024, with a renewed sense of purpose and determination to continue advocating for diversity, representation, and excellence in the aviation sector.

Coneil Campbell  
Beechcraft 1900C Captain  
UPN Vice President

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## POTENTIAL OF A DREAMER (YOUTH CAMP REVIEW)

Good day readers,

I hope you are enjoying the spring edition of the Urban Flyer.

In this issue, I have the opportunity to discuss one of UPN's most influential and impactful programs: Youth Aviation Camps. These programs started from humble beginnings in 2005 at the Elmbank Community Centre. Initially, they were simple, introducing Black and Racialized youth to aviation



through simulator training, classes on the Theory of Flight and Meteorology, an arts and crafts paper airplane day, and field trips to Seneca College and the Aviation Museum at Downsview.

Soon after, we introduced the youth to a flying day at Markham's Buttonville Airport, where they would experience a scenic trip over downtown Toronto and the CN Tower. For the young people involved in these early programs, who had never seen Black pilots before, let alone flown in a light aircraft, these encounters were life-changing.



UPN has partnered with many organizations along the way to bring these programs to fruition. Now, 20 years later, the program has evolved tremendously. While it retains much of its original structure, it now incorporates more interactive content: engaging videos (including many from our very own UPN pilots), a Jazz Aviation Day (where the youth get to hear from Jazz employees in various roles), time in Jazz's flight simulators, and, of course, the climactic end to the camp, Flying Day.

2023 was a remarkable year for the evolution of the aviation camp program. Record numbers allowed over 60 young people to participate in three different aviation camps. After being involved in the camp for the past few years, Jazz generously volunteered to cover the flying expenses of our largest camp. Air Canada (AC) provided the youth with AC baseball caps and other AC gear, and Sheridan College donated its Edge Centre to facilitate one of the camps. All these contributions helped make 2023 one of our best summer camp years to date. We eagerly anticipate the involvement of more partners to continuously improve the experience for our youth.

In 2024, our plans include adding Air Canada Day to the program, and we expect to have 30 laptops loaded with the flight simulator program, made possible through funding and corporate contributions. I'm curious to see where the program goes from here, but I am even more interested in the impact it will have on our kids as they gain access to opportunities they never could have imagined. Is the sky the limit? According to our youth camps, no. UPN is excited to present the upcoming generation of aviators with the seemingly limitless opportunities that lie ahead of them.

Warren Holt  
B767 Captain  
President

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## THE SOCIAL LOUNGE

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It goes without saying that social media has positively impacted UPN since its implementation a few years ago. Whether through a quick IG reel or a flashback of one of our volunteer and community outreach activities, to 'Membership Mondays' in our WhatsApp group chat, our digital strategy is specially curated to captivate the attention of various age ranges in our network and represent the

variety of aviation professionals in our membership. Social media allows us to continue conversations initially started through word of mouth and/or networking activities.

Based on our analytics, tapping into various social media platforms has significantly increased our membership database. These platforms have made it easier for our next generation of tech-savvy aviation professionals and companies to collaborate with us. We are then able to celebrate them, which gives us the first-hand opportunity to showcase how tight-knit our community is and boost member morale.



Regarding specific tools or strategies implemented, we have integrated more graphic editing software such as Adobe Suite and Canva Pro, which allows us to achieve a creative yet professional finish. These subtle yet impactful touches allow us to establish our place amongst various Canadian aviation networks.

Other strategies include weekly and monthly features like ‘Membership Mondays’, which provide special features and updates on our members’ journeys, showcase membership involvement in various outreach events, and introduce automation to our platforms to ensure consistent posting and updates.

Fostering connections and engagement within the network is undeniably one of the most important elements. By nurturing these connections and boosting engagement, members will feel their efforts are valued. Consequently, they will be more inclined to share these positive experiences with potential members. This, in turn, will contribute fresh ideas, especially if they are from more niche areas within the aviation industry, thereby enriching and diversifying our database!

Arianna Woodley  
Digital Strategist

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## LET YOUR DREAMS FLY

Aviation has been a big part of my life since my early years. Growing up on the Caribbean island of Saint Lucia, I spent the first nine years of my life visiting my family in Canada each summer. Of course, this trans-Atlantic journey was always by plane, and I loved every second of the five-and-a-half-hour flight.



Being featured in this edition of the UPN newsletter is quite special to me. The last time I was featured, I was around 15 years old, in the early stages of high school, and looking forward to starting my flight training. Fast forward three years, and I am now enrolled in Sault College's three-year aviation program, nearing the end of my first year of studies. Excitingly, within the next few months, I will be obtaining my Private Pilot's Licence.

However, getting to this point was not easy. The countless late nights and long days of studying and reviewing material, the constant reminders from my instructor to use "more right rudder," and, of course, the tough learning curves—I have loved every bit of it! I know that even when times get rough, when I experience failure, or when it feels like things are becoming stagnant, it will all be worth it in the end. I have young Kimani to make proud and a dream to accomplish.

For me, flying is more than a privilege; it is my destiny. As I progress with my flight training and begin my aviation career, I remember all those

who believe in my dreams and stay instrumental in my overall success. I look forward to the challenges I have yet to face, learning new ways to be a better pilot, and being a mentor to youth who also aspire to be in the industry.

Kimani Hayden  
Student Pilot  
Sault College

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## AIM HIGH, DREAM HIGHER

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It was once said; “Ask any pilot how they started flying, and you will hear a love story”. My story began at the airport fence in Barbados, where, as a child, my father would take me on weekends to watch airplanes take off and land. What started as a casual pastime quickly became an obsession, and I would beg my parents to take me every chance I got. As I grew older, my fascination with airplanes and aviation only intensified. Doing everything from building model airplanes to playing flight simulator and researching different airlines and aircraft manufacturers - I was hooked. At this stage, I knew becoming a pilot was my ultimate goal. But I had no idea how to get there; far less where to even start.

As I endeavoured through my secondary and tertiary education, I started to get a sense of how ambitious my goal of becoming a pilot really was. This was highlighted even more when compared to most of my peers, who had their sights set on more traditional career paths with very clear trajectories. I also didn't know any pilots personally, and the aviation industry appeared distant and unattainable for a boy on the island of Barbados. Despite this, I remained undeterred. I researched different flight schools, joined online groups and reached out to several institutions for brochures and course details. I eventually settled on MFC Training in NB, Canada.

My flight training, while very enjoyable, had its equal share of difficulties. Staying on top of my studies while adjusting to a different culture and climate with the constant worry of finances was a challenge. After numerous setbacks, many sleepless nights, and the proverbial “blood, sweat and tears” - which at times were quite literal - against all odds, I persevered. I successfully completed my Commercial Pilots License and achieved my goal of becoming a Pilot.

Looking back on my journey, it is clear that graduating from flight school was not the end but merely the beginning, as even more challenges awaited me as I set out to begin my career. If there's one thing I've learned throughout my aviation journey, it is that what you can perceive, you can achieve. I've been fortunate enough to fly iconic aeroplanes such as the Dash 8, Boeing 757, and 767, operate all over the globe in different aviation outfits, and even foster future generations of aviators through flight instruction. None of this would have been possible had I not found the courage to dream or the audacity to

believe those dreams could be realized. I encourage all who have ambitious dreams to pursue them relentlessly. As the first line suggests, my story isn't special. If I can do it, so can you!

Ashlee Douglin  
E195-E2 First Officer  
Porter Airlines

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## EMBARKING ON DREAMS



When I reflect on my aviation journey, I like to think about what six-year-old Neghat, embarking on a journey to Canada on her first flight from Afghanistan, would think. I relive that experience often, recalling the immense excitement I felt as I watched cartoons on a little screen while being tossed around in my seat. As the plane shook over the mountainous terrain of Afghanistan and anxiety settled on the faces of passengers, I was experiencing the real 4DX cinematic experience of Cinderella—I would later come to understand that what I experienced was a little turbulence, the ultimate fear of non-aviation folks. I have come a long way from that very first flight. My journey hasn't been an easy one, but it is one I am proud of.

While I had quite the experience on my first flight, I did not know or even think at that point that I could be the person behind the controls. I didn't consider aviation as a career option until the second last year of high school. In all honesty, I never saw myself as a pilot, nor could I fathom the idea of it until a friend of mine told me about his piloting experiences in the Air Cadets. At that moment, a seed was planted in me. I started to toy with the idea, but time and time again, it didn't feel possible. I didn't know the first thing about aviation, let alone *anyone*. Still, I did my research and took a leap of faith.

Eventually, I started flight training in July 2021. To be frank, flight training was truly a challenge for me as my performance was crippled by my lack of confidence, anxiety, and self-doubt. I would often find myself battling against the mental hurdles of feeling like an outsider and contemplating

my sense of belonging. I was so consumed by my identity of being a first-generation immigrant woman from Afghanistan that I let it become the only lens through which I saw myself. When I chose this career path, I decided to bet on myself, and I did so with purpose, but somewhere along the way, I lost that, and when I failed to succeed in an environment I fought to be in, it felt very defeating. Yet, I knew I wasn't ready to give up, and I wanted to keep fighting and hustling for my dreams. In doing so, I got my PPL in July 2023, and I am now pursuing my CPL at Diamond Flight Centre.

For many of us, an important part of our culture is community, and I came to realize that that is what was missing for me. Due to the nature of the training environment, it can get quite competitive and stifle the development of a strong sense of community. What UPN and other aviation organizations do to connect, support and encourage individuals in the aviation industry is the way forward in cultivating a culture of community. This is the kind of aviation community I feel empowered to be in and the kind I am dedicated to helping grow and support.

Neghat Hidari  
Student Pilot  
Diamond Flight Centre

## BEYOND THE HORIZON: REFLECTING ON THE FUTURE OF AVIATION

Air transport moves people and cargo around the world, facilitating access to countries and cities while impacting economic and social development. Despite decreased fertility rates worldwide, the global population is still expected to reach 9.7 billion people by 2050. An increased worldwide population results in a higher demand for air travel, which will benefit the aviation industry at every level. The future of aviation is bright, and innovative approaches will be implemented to sustain this growth.

Given my academic background and industry experience, I am certain that artificial intelligence, predictive aircraft maintenance, sustainable fuels, supersonic flights, hydrogen-powered aircraft, advanced air mobility, and hybrid and electric aircraft, among other emerging technologies, are promising ways to improve the safety, efficiency, and sustainability of aviation infrastructure and airspace utilization. These innovations will drive the future of aviation, and personnel who wish to be at the forefront of the industry will need to be familiar with these technologies.

In case you haven't already, I urge you to reflect on how the aforementioned technologies will impact your current or future role. Perhaps you could take it a step further to understand and analyze the megatrends shaping the aviation industry.

According to Malcolm X, "The future belongs to those who prepare for it today,"

and I sincerely hope you equip yourself daily with the skills required for the future.

See you at the forefront of our industry!

Chioma Onyedikachi Okoro  
PhD in Aviation Transport (Maintenance and Operations of Aircraft)



**FLYING TAUGHT ME THIS**





It was in the middle of the pandemic, and I was still hanging onto my job at a regional airline that no longer exists. At this point, I was still (barely) senior enough to hold my Captain position, and the airline was in the middle of trying to re-activate several of the aircraft that had been put into storage during the downturn. I found myself assigned to one of these ferry flights, a simple drive up to Muskoka and fly the empty aircraft back to Pearson. These flights were being assigned a two-captain crew complement (I was right seat qualified), and I ended up paired with a good friend of mine who was senior to me, so he would operate as the Pilot in Command (PIC).

Aside from boarding the aircraft by climbing on top of a maintenance van, the departure was uneventful. Muskoka to Pearson is a very short flight in the Embraer 175, and with an alternate of Hamilton, our fuel load was correspondingly light. The weather was great, CAVOK (Ceilings and Visibility OK) and the atmosphere was very relaxed and jovial even, since the very fact that we were doing this flight meant things were looking up in the airline world.

As mentioned before, the aircraft was empty and very light, and that gave us the opportunity to start to configure the flaps fairly late on the approach, as the minimum clean speed was so low at this weight. As a result, we were pretty well along the ILS approach onto 24L before my friend (he drew the long straw to fly the leg) called for "Flaps 1". I moved the flap lever into the 1 detent, which was swiftly followed by a "DING" from the Crew Alerting System. "FLAP 1 FAIL", I read aloud (A few non-SOP expletives), followed by "Discontinue

Approach". We flew the missed approach as instructed by ATC, pulled out the Abnormal checklist, and verified that our issue was indeed a jammed flap (the leading-edge slats were still functional). The checklist allowed for one attempt at a reset, and if that was unsuccessful then no further attempts should be made. As luck would have it, the "recycle" attempt did not restore the flap function.

At this point we elected to declare a "Pan-Pan" with Air Traffic Control (ATC) to signify urgency but not a full-on emergency and requested delaying vectors to finish the checklist before flying an approach. ATC asked if we needed assistance (we did not), and the nature of the problem. We were subsequently informed that the trucks would be standing by as a precaution. The checklist took us through the flap handle position required for the landing, landing distance calculation, and miscellaneous items such as deactivating the flap-based part of the ground proximity warning system and considering the brake temperature from the higher speed approach.

This all happened very quickly, keeping in mind that we did not have the fuel to make this a long-drawn-out affair. We had the advantage of being a ferry flight, so no passengers or flight attendants to brief. We sent a quick message to maintenance through dispatch, briefed the approach and that we would be stopping on the runway for an inspection. The landing itself was completely uneventful, given that our low weight meant even with no flaps, the approach speed was not very high. We stopped on the runway, and the fire trucks completed their inspection with zero findings (our brakes were actually normal temperatures, too). The fire trucks followed us to our parking position, and that was that.

Thoughts I had about that event afterward included: The abandoned approach procedure vs a full-blown go-around was definitely the right call. So many issues can result from throwing full power at a problem that doesn't require it (flap overspeeds, altitude excursions, etc.) and the decision to declare a Pan-Pan. There was some initial hesitation on the part of my partner to declare the problem since we were empty and so light that even flapless, there really was no cause for alarm. While I understood the sentiment (apart from it being policy), I take the stance of: how do I explain that action to the chief pilot if something goes wrong? Lastly, finding and applying the correct procedure when time is critical is a skill best learned on the ground. That "tight" fuel could rapidly have become a real issue if unfamiliar with knowing which was the correct checklist, and where to find it.

Cheers, and Safe Flying

Jeremy Linton  
Airbus 330 First Officer

FROM OUR INDUSTRY PARTNERS



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## AIR CANADA - NAVIGATING SUCCESS IN THE AVIATION INDUSTRY

Embarking on a career journey is often a tale of unexpected twists and turns, leading us down paths we've never imagined. My own journey, from studying Forensic Psychology to pursuing a career in aircraft maintenance, is a testament to the unpredictable nature of life and the power of dreaming and seizing opportunities. I was 7 years old when I saw a Flight Attendant on my flight to New York from my native homeland of Trinidad and Tobago. I remember thinking, "Yes, I want to be her". Growing up in Brooklyn, New York, I never thought much about aviation. As a teenager I never thought much about anything pertaining to my career. During my senior year of High School, I applied to a few programs, finally settling on Forensic Psychology. During my undergraduate years, I delved into my major, fascinated by the human mind and its behaviour. Concurrently, I found myself drawn to the bustling environment of the airport, where I landed a job as a Guest Service Teammate with the relatively new airline, Virgin America. Little did I know that this experience would sow the seeds of a newfound passion.

As I neared the end of my academic pursuits, an unexpected opportunity presented itself. I was offered a chance to transition to Virgin America's inflight department, where I became a lead Flight Attendant (Purser). It was during this time my curiosity for aircraft maintenance developed. Several years later, I made the move to Canada. Just a few months following the arrival of my third child at the height of the pandemic, I seized the opportunity to enroll in Centennial College's Aircraft Maintenance program. My journey took an

exciting turn when I joined Elevate Aviation's all-women maintenance team. We were able to showcase our skills and expertise during the AME-Ontario Skills competition. At the competition, I was awarded the prize of top student, earning a Type course of my choosing.

The following year, we had the privilege of attending MRO Americas, a monumental event in the aviation industry. Here, amidst a sea of professionals, I witnessed firsthand the remarkable presence of women in maintenance, competing and excelling on a grand scale. It was a transformative experience, reaffirming my belief in the power of representation and paving the way for greater inclusivity within the field.

Today, as an Air Canada employee, I am eager to continue my journey of learning and growth. My aspirations extend beyond personal success; I am driven by a fervent desire to challenge stereotypes, shatter glass ceilings, and revolutionize the culture of maintenance. I am determined to showcase the inherent beauty and significance of this career path, inspiring others to embark on their own transformative journeys.

Nordia King  
Aircraft Maintenance Engineer

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## PORTER AIRLINES - DREAM CLEARED FOR TAKEOFF

I wanted to be a pilot before I graduated high school. At the time, it felt far-fetched, so I put it on the back burner until later in life.

I spent most of my career in aviation. My first job was as an Aviation Supervisor at The Donald Sangster International Airport in Montego Bay, Jamaica. After a year at the airport, I was assigned the role of Acting Manager, and shortly after, I was offered the position of Manager. However, I declined the offer in favour of taking a job in my field of study as an aircraft mechanic with American Airlines in Kingston, Jamaica. I worked for American Airlines for 13 years.

My dream of becoming a pilot never faded, and at the age of 30, I took my first flight lesson. By age 32, I obtained my Commercial Licence, and within six months of receiving my certification, I secured my first job as a cargo pilot, flying locally around the island of Jamaica. I maintained my employment with American Airlines, juggling both jobs for the next 5 years.

In 2008, I resigned from both positions and began flying charters both locally and internationally, before moving to Canada in 2010. Within seven months of migrating to Canada, I joined Porter Airlines as a First Officer. During my initial training, I connected with a mentor who provided valuable guidance throughout the early stages of my career, helping set me up for success. I flew as a First Officer for 11 years and was upgraded to Captain in 2022.

In addition to my job at Porter Airlines, I am also an athlete. I compete at the master's level in athletics, specifically track and field, both locally and internationally. My seniority and flexible schedule at Porter allow me to successfully commit to both my dream of being a pilot and my passion as an athlete.

Being a pilot and an athlete requires ongoing perseverance and the willingness to adapt to changing circumstances. Thankfully, I have my parents who remind me that I haven't come this far for it to all fall apart, and I have the unwavering support of my colleagues.

The race is not always for the swift, but for those who can endure until the end.

Christopher Warburton  
Dash 8 Q400 Captain

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PIPER vs CESSNA

# Piper<sup>®</sup>

## PIPER

In this Spring edition, I will highlight the benefits of flying a low-wing aircraft. From my personal experience, that aircraft is the Piper Seminole PA-44-180.



I initially began my flight training on a Cessna, specifically the C172 Mike model, and clocked just over 200 hours on piston-engine Cessnas overall. My transition from high-wing to low-wing aircraft was supposed to be on a Diamond DA20 Katana, which I eagerly anticipated to experience the difference in control between a centre-stick and a yoke. Sadly, that never happened. Nevertheless, I ended up on a DA42 night flight in the back middle seat for a colleague's instructional instrument flight. The first thing that caught my attention was the stability on the ground roll and the visibility at night. That night remains a vivid memory, as we were doing holds in a dark area with no city lights over the Gatineau hills, and I couldn't stop staring at the stars and the Milky Way.

From that night onwards, I knew I wanted to fly a low-wing aircraft. It just so happens that it was a Piper Seminole instead, since good ol' OAS (Ottawa Aviation Services) had to shut down, and I was relocated to Toronto Airways Inc.

One of the primary differences between a high-wing and a low-wing aircraft is visibility. For example, let's take a VFR cross-country flight. When flying over a point on a high wing on your planned track to another, you can look down and see what's below you to confirm your checkpoint, calculate your fuel burn, and amend your time en route if needed. On the other hand, a low wing limits your visibility below, so choosing a checkpoint that's perpendicular 5NM to your left or right will help you locate it at the edge of your wingtip.

At a non-towered airport, you can't rely on all the pilots in the traffic pattern making proper radio calls. The Piper provides great visibility when holding short of the runway and checking for traffic on final approach before taxiing onto the runway. You also have better visibility of the runway when turning from base to final. The aircraft is equipped with manual flaps that retract much faster than those of a Cessna, which doesn't require the pilot to pick up the wing before turning.

Ground effect on the Piper is better, making for smoother landings and improved crosswind handling. The first thing you'll notice in a low wing while flying is how nimble and controllable the aircraft is in cruise. It also offers less drag since it has no wing struts. The wider and lower stance of the landing gear lends better stability on the ground roll. It is also much easier to fuel, as you don't need to climb the wing struts or use a ladder, saving time.

The Piper is popular among training pilots due to its superior aesthetics, low-wing design, and airliner-like cockpit layout. Unless, of course, you end up flying Dash-8s once you're with the airlines.

Malik Shwehdi  
Student Pilot  
Toronto Airways Inc

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## CESSNA

I am currently a CPL student and have been flying a Cessna 172 for just over a year. The flight school I chose only offered this aircraft, but it seems to be a popular choice among flight schools in my area. While I don't have experience flying other aircraft, I do know there are various benefits to a high-wing aircraft, from their design to their overall functionality.

Thanks to their elevated wing configuration, high-wing aircraft offer excellent visibility for both the pilot and passengers. Pilots can easily observe terrain features, other air traffic, and landmarks during flight. This increased visibility greatly enhances situational awareness, a crucial aspect of safe flying, particularly for student pilots learning to navigate the skies.





Another advantage of high-wing aircraft is their stability, which is particularly beneficial for student pilots mastering basic flight maneuvers. The aircraft's center of gravity remains relatively low, contributing to its stability during key flight stages, including takeoff, landing, and cruising.

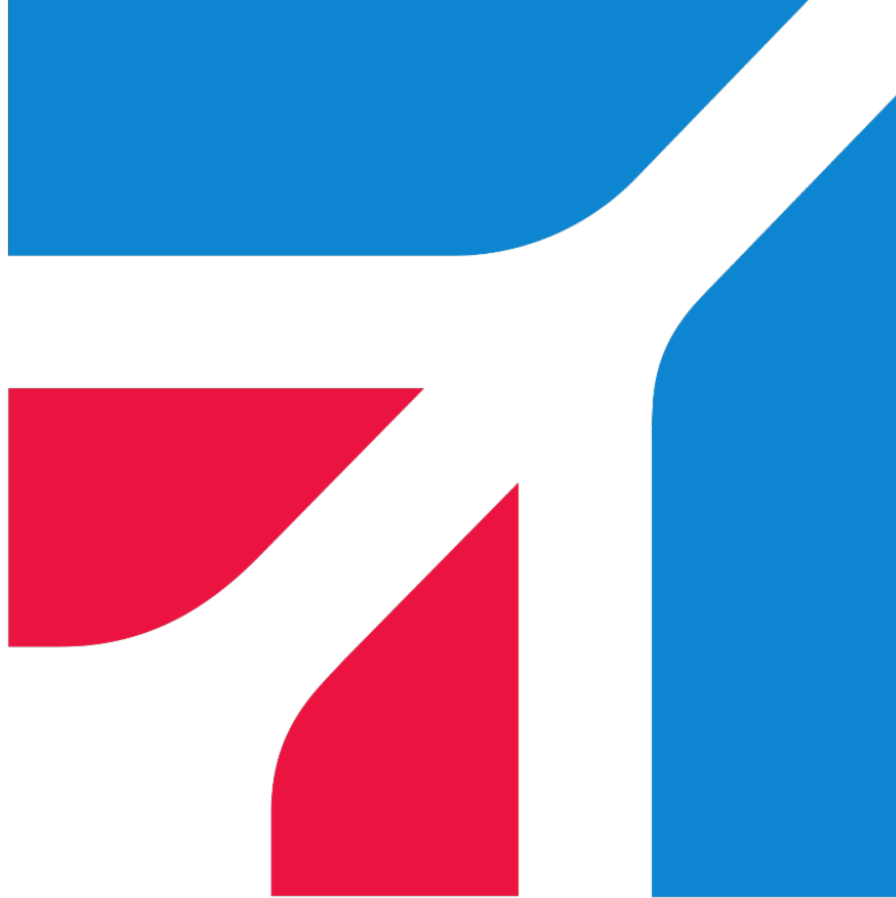
The design of the Cessna is known for being user-friendly, with easily accessible critical components and control surfaces that allow for an efficient pre-flight check on the ground. In-flight, the design also promotes efficient instrument scanning due to the organized layout of steam gauge instruments. It is important to note that while steam gauges may initially be more challenging than electronic flight displays, it is a challenge that enhances the skills of training pilots and allows for a more seamless transition to the electronic world of airline operations.

High-wing aircraft have been around for over 50+ years, thanks to their robust construction and reliability. These factors contribute to their popularity among flight schools and student pilots.

In conclusion, high-wing aircraft like the Cessna offer a variety of benefits that appeal to student pilots and flight training units alike. From enhanced visibility and accessibility to inherent stability and versatility, these aircraft provide an ideal platform for pilots to develop their skills and build confidence in the cockpit. The Cessna has stood the test of time and remains a popular choice among aspiring pilots embarking on their aviation journey.

Anaija Senior  
Student Pilot  
Rockcliffe Flying Club

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# Cessna

AVIATION TRIVIA



You inadvertently enter a spin, what should you do with your ailerons as you

recover?

Turn ailerons into the spin

Turn ailerons away from the spin

Rock ailerons back and forth

Move ailerons to neutral position

You think you have carb ice, apply carb heat and the engine runs rough, what do you do?

Cloud Height? SPECI KBLD 021138Z  
AUTO 29007KT 290V000 3SM BR  
FEW015 03/02 A3018 RMK A01  
SLP220

Turn the carb heat back off immediately

2200' ASL

Pitch up to reduce airflow over the engine

1500' AGL

Leave carb heat on

2900' AGL

Pitch down to increase airflow over the engine

1500' ASL

A pilot experiences a communication failure in controlled airspace. What do they do?

Squawk 7700

Squawk 1200 and leave the airspace by the shortest route possible

Squawk 7600

Squawk 7500

Your true course is 180 degrees with 0 degrees of magnetic variation, no wind. Correct ALT?

The relationship between the environmental lapse rate and the stability of an air mass is?

Any altitude the aircraft can maintain

The steeper the ELR, the more stable the air mass

An even altitude

Stability is only dependent on the moisture content; the lapse rate is irrelevant

An even altitude + 500'

The shallower the ELR, the more stable the air mass

An odd altitude + 500'

An air mass is considered unstable if the ELR is zero

A towered Class D control zone closes for the day, what class of airspace does it revert to?

Class D controlled airspace

Class G uncontrolled airspace

Class E uncontrolled airspace

Class E controlled airspace

Which of the following would lead to or indicate turbulent flying conditions?

CYOW tower reports wind 270/30. RWY 32 in use, magnetic variation is 13 degrees west...

The sun warming the earth's surface throughout the day

HW 23kt and XW 19kt

A warm air mass moving over a cold surface

HW 19kt and XW 23kt

Isothermal layers at altitude

HW 24kt and XW 19kt

Showery weather

HW 19kt and XW 24kt

When does official night end?

30 minutes before sunrise

At the beginning of morning civil twilight

At the beginning of morning civil twilight

At the end of evening civil twilight

## FROM THE CAPTAIN'S CHAIR



### MESSAGE FROM THE PRESIDENT

Good day members and Urban Flyer readers,

I hope you have enjoyed the 2024 Spring Edition. The Urban Flyer has come a long way from being just a thought to a Word document to the creative collaboration you see today. It has been one of our greatest success stories.

This year, we celebrate our 20th anniversary. Officially, the Urban Pilots Network turned twenty on January 7, 2024. This is a great milestone, and we will be celebrating and highlighting moments throughout the year. The Urban Pilots Network started with three board members in 2004, and I joined as Vice President in 2005. We now have four board members and five Directors who form our leadership team.

I would like to send a special acknowledgment and congratulations to Coneil

Campbell for his recent appointment as Vice President, Tom Kumaran as Secretary, and Damar Walker as Outreach and Programs Director. Expanding the board further enables us to grow UPN, our programs, our reach, and our influence on the aviation sector and the community.

Our scholarship program is another initiative that has progressed tremendously. We started with a single scholarship in partnership with the Dream Never Dies Foundation, and the program has developed to include multiple winners each year, more money awarded, and record applicants yearly. In 2024, we introduced two new scholarships in addition to our Aviation Excellence Scholarship, partnering with Air Canada and COPA respectively, as well as receiving contributions from the GTAA. I look forward to attending the scholarship awards dinner on May 26th to celebrate this year's winners.

It has been a pleasure watching the growth of the organization over the last 19 years. I have witnessed the improvement of UPN and its programs, and the impact on the community and the aviation industry. Our expansion continues as we build relationships with industry giants. In 2022, we received support from the Propeller Project by the GTAA to run a very successful Top Flyers Canada program. In 2023, Air Canada and Porter Airlines became our first corporate sponsors. We have also received an abundance of support from Jazz Aviation, from summer camps to members programs, to a recent donation of iPads. Jazz Aviation has truly been one of our biggest supporters. I look forward to working with all the industry leaders in Canadian aviation to continue to increase diversity. If we are not currently in communication, then I will be calling you soon. I also invite others in the industry to reach out to UPN if you are interested in being a part of this movement and committed to creating change.

As we continue to celebrate this great milestone, I invite you all to attend our 20th Anniversary Year-end Gala celebration on Saturday, November 30, 2024. More details will follow, but save the date in the meantime. I look forward to seeing you all there.

As always,

Walk Good & Fly Safe.

Warren Holt  
B767 Captain  
President

**THE DEBRIEF!**



## SO HOW DID WE DO?

Our goal is to constantly improve and provide valuable content that enhances your experience. If you have any ideas, concepts, or content you would like to share in our upcoming newsletter, we would be thrilled to hear from you!

Please contact us at [Damar.Walker@UrbanPilots.net](mailto:Damar.Walker@UrbanPilots.net) with **\*\*NEWSLETTER\*\*** in the subject line.

**We look forward to receiving your contributions!**

Damar Walker  
Airbus A320 Captain  
Urban Flyer Chief Editor  
Programs & Outreach Director



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