



## SEPT 2014 NEWSLETTER

[www.reddeerflyingclub.org](http://www.reddeerflyingclub.org)

## COPA FLIGHT 92

### MONDAY SEPT 15, 19:30 hrs RDFC MEETING

Join us for the first fall meeting of 2014. Gary Hillman will present a slide show on the opening of the New 14000 ft runway at CYYC.

### RAM FALLS

There was a "Rock Toss"/Grass Cutting WorkBee at Ram Sat. Aug 16.



Thanks to Abe Derksen and his big green machine Ram Falls Airstrip looks like a fairway.. Crews from Lacombe and Rocky flew in to clear rocks from the runway. Due to fog the Red Deer contingent drove. A new wind soc was installed. Thanks Guys! The strip has never been in better shape! **Mark your calendar. A fly in (all fun no work) is planned for Sun Sept 28. More later.**

### TIP OF THE MONTH

See page 2 for Gary's *TIPS FROM THE TOOLBOX* and Kim's *FROM THE RIGHT SEAT*.

### QUIZ

**LAST MONTH:** Avro Avion commemorating the mercy flight of Wop May and Vic Horner January 3-7, 1929 to deliver Diphtheria serum to Fort Vermillion and Little Red River.



Who's big smile is pictured top right on the new CYYC runway? What is the aircraft?

### EXECUTIVE

**PRESIDENT:** Jim Thoreson 403 346 6731  
**PAST PRESIDENT:** Dale Brown 403 347 1519  
**VICE PRESIDENT:** Jim Munawych 403 346 4508  
**SECRETARY:** Bert Lougheed 403 343 3808  
**TREASURER:** Abe Derksen 403 872 1782  
**PROGRAMS:** Ron Schmidt 403 886 2202  
**MEMBERSHIP:** Colin Heuven 403 505 7538  
**RAM FALLS AIRSTRIP/NEWSLETTER:**  
John Radomsky 403 343 3648

### BONUS

Norm Vienneau's first flight to Ram Falls  
p. 3-4.

## TIPS FROM THE TOOL BOX

### HELPING WITH YOUR ANNUAL MAY NOT SAVE MONEY

Too many questions, too much time instructing the owner, adds to the time clock. Removing panels and reinstalling them after the inspection can save some time, but not that much. Especially if you strip a screw or damage something. Helping can be educational for the owner but that education might be costly, at least on the first time. Maybe once you have experience of what you can do and what you leave to the AME it can pay off. Personally, I believe an educated/informed owner is an asset when it comes to troubleshooting malfunctions. If you help with your annual check your pockets before you leave at end of day to make sure you have not walked off with the AME's tools. You know he is going to sweat wondering where they went.

Gary Hillman

From The Right Seat.....by *Kim Skinner*

“Engine Failure During Cruise”

I asked John if there was anything our readers would like me to write about and he replied that

“I knew pretty well what our weaknesses were” so it got me to thinking. Something I did see, all too often, was the failure to execute a successful “forced approach” or what we like to call “the unscheduled landing”! During the review flight, I would simulate an engine failure during cruise and all heck would break loose. After all, who really practises this? Only occasionally would I see a systematic and successful approach. So here's a little review.

Stage: Cruising along at a safe altitude, half asleep from the warm sunshine, enjoying the view when all of sudden, crack, clunk, bonk, the engine quits!! Yikes... Well.... get to work..... this is what you trained for!

Remember:

Aviate, Navigate, Communicate

Follow, in sequence, these easy steps.

1. Best Glide (Carb Heat on if applicable)
2. Pick out a place to land.
3. Plan the Approach
4. Re-start
5. Mayday, mayday
6. Secure Aircraft and passengers
7. Fly your approach

A good way I like to PRACTICE this is to go to a local airport or to one of our great farmer strips and “fail” the engine at various altitudes and distances from the strip. PRACTICE following your procedures and glide your plane around for successful landings. This will give you the confidence to do your job correctly if the time ever comes. PRACTICE

## **Flying a Rotax two cycle to Ram River Falls**

**I have long wanted to try the strip at Ram River Falls but always wondered how the Rotax 582 in the Buzzard would handle the higher elevation. I have leaner jets in my 582 because Bishell's in 3400 ASL and I usually fly at 4500 to 5500 ASL. When you compare this to Manitoba as an example, where people fly at 1000 to 1500 ASL the Rotax book says to use leaner jets for our altitude.**

**I noted that Aug 26 and 27 had us under a super nice high pressure area and light winds (no winds) were predicted for this time period. I think the 26<sup>th</sup> was a better day but my pilot friend Royal and I had picked the 27<sup>th</sup> as the day to try this new experience. Royal flies a pretty little Savage cub, with the 100hp Rotax 912. The plane is light to handle and fly, but grooves rock solid through the air. The plane will leave the ground in about 400 feet from his strip west of Didsbury. My plane takes a little more (1200 to 1600) depending on load.**

**The day before the planned excursion I filled my tanks to the top and did some minor maintenance on the Buzzard. My tach was not working the way it should so I changed the tach, changed the plugs (after gapping them to the proper specs) and gave the plane a good once over. As I was doing the work on the plane Royal sent me a text with a jpeg of an article about the Olds/Didsbury flying club and their efforts to maintain the Clearwater strip. The Clearwater strip is at the base of the forestry trunk road with access to the valley that brings you into the Ram airfield.**

**We decided that we would leave Carstairs about 7AM, head to the Clearwater and land there first. If all was going according to plan we would take off to the Ram field and complete our adventure. Of course when you are planning a trip like this you leave some room for flexibility and as it turned out we didn't get wheels up till 7:15. Remember I said I might take up to 1600 ft to get airborne. Well with two 10gallon tanks full I think I took more.**

**The air going west was smooth as could be at this time of day with just the slightest headwind of about 10 to 15mph. I decided that since I had 45 miles to go I would test climb and get up to 7000 ASL if that was possible. I flew the Buzzard at wide open throttle and saw about 6150RPM as I continued to climb. The Plane was flying well and as we approached the Clearwater Strip area I checked heading and distance to Ram. It showed about 30miles and the track was along a valley. Rather than landing and loosing all that altitude I had worked so hard to gain I mentioned that we should probably keep going to Ram while the going was good. Royal agreed and we continued on.**

**I was still flying the Buzzard at pretty much full throttle and at 7000 feet EGTs would not raise much above 1000. For those unfamiliar with two strokes the Bing pours lots of gas into the motor at wide open to give increased cooling with the gas and oil mix. Add to this the fact that there is less air at 7000ft and you get a pretty rich mixture. I followed the road and then the river through the valleys but never really felt threatened by the ridges we flew over. Royal climbed to 9000 ft and was convinced I was far too close to the ridges. Perception from different altitudes can be alarming. It wasn't long before we followed.....p.4**

followed the road and rivers and the GPS told us Ram Falls Airstrip was a mile away at 12 o'clock. We did an inspection pass over the strip and then entered a downwind for runway 26. My first attempt at the runway was far too high (mountain terrain can really mess up your perception) and I called that I was doing a go around...

Royal slipped her hard and was able to get to the level he wanted for a good landing. My second run at the surface was much more successful and I was able to put the plane down without any bounces or things that would indicate my newness to this kind of adventure. Good thing as there was a truck and camper at the end of the runway to watch us touch down.

[We didn't stay long on the ground and in fact did not even get a chance to walk to the falls to check out the sights. We were not sure how long the weather would hold (although it was a perfect day) as earlier reports and weather radar did show some activity that could be cause for concern.

We back tracked runway 08 and I tried to raise Royal on the radio. For some reason I could hear him, I could hear my side tone but he could not hear me. We stopped the planes poked and prodded the connectors and we were able to get things back on track.

I lined up to depart first with a plan to fly the river valley out. It took almost 2000 ft but I was off and climbing. There was some funny gusting on takeoff and the Buzzard bucked a little more like a bronco than a Buzzard. The trees were well below me but it seemed like they were much closer than they really were. I kept climbing out from the 5350 elevation of Ram Falls to the 7000 feet I felt comfortable flying in at. Royal climbed to 10,000 ft and kept marvelling at the views that were below him.

My flight again was just a little bumpy but Royal did mention he had some pretty good bumps at his altitude.

As I followed the River and the Roads out, there was one last ridge to either go around or over. I had lots of altitude and could see Cow Lake on the other side of the ridge. I elected to go over the right (low) side of the ridge and we broke out of the foothills.

15 minutes later were in Sundre for a rest stop and then with a nice tailwind home the Buzzard took me to Royal's Didsbury strip at 90mph ground speed. Airspeed was only about 65mph. The Savage cub has to carry 15degrees flaps and just idle along but stays beside me nicely.

It was a great day and an accomplishment for me, my Buzzard, my pilot friend and his Cub. And oh yeah we left Clearwater for another adventure day.

Smooth Skies

Norm