



## COPA FLIGHT 92

### RDFC CLUB MEETING MONDAY APRIL, 18 19:30

Great program! Jim Thull will do a power point and video presentation on flying the new Piper Malibu Mirage M350P through the USA and Canada. There is also a video on engine out procedures. Don't miss this one. Visitors welcome.



### RDFC BREAKFAST

SUNDAY MAY 1. Don't miss the fun and fellowship. We need volunteers.

### RDFC SATURDAY COFFEE

April 23, 9:00 AM till noon and every 4th Saturday of the month. Club members please help us welcome our fly in visitors.

### SOCIALFLIGHT App

If you don't have it try it. Available on Apple and Android. Lists all the local fly-in events as well as those throughout the USA and Canada.



APRIL 2016

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

### FROM THE RIGHT SEAT TIPS FROM THE TOOLBOX

See following pages.

### QUIZ

What is the aircraft pictured top right?

**Last Month: AIR SPRAY F-86.** The Air Spray F-86 was used at CFB Cold Lake as a target tug for F-18 gunnery practice. How would you like to fly the target?



### 2016 RDFC EXECUTIVE

**PRES:** Jim Thoreson 403 346 6731  
**PAST PRES:** Dale Brown 403 347 1519  
**MEMBER AT LARGE:** Jim Munawych 403 391 0609  
**SECRETARY:** Bert Loughheed 403 343 3808  
**TREASURER:** Abe Derksen 403 872 1782  
**PROGRAMS:** Ron Schmidt 403 886 2022  
**RAM FALLS AIRSTRIP:** Darryl Wolter 403 304 9900  
**NEWSLETTER:** John Radomsky 403 343 3648

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

## “Ram Falls Airstrip”

Whew, winter is over, I hope! Time to start planning a few trips to some unique airports. One of our favourites is Ram Falls, a beautiful strip at the edge of the Rocky Mountains, in the foothills of Alberta. But, getting in and out of this airstrip can be a little tricky, so maybe now is a good time to review the procedures.

COPA gives the best information on the airport I can find. Their remarks are great so if you will excuse me I'm just going to repeat what they've written. I will add notes.

“RAM FALLS IS A HIGH ALTITUDE MOUNTAIN AIRSTRIP THAT REQUIRES APPROPRIATE AIRCRAFT PERFORMANCE AND PILOT EXPERIENCE”. Consider winds and density altitudes. (a Cessna 182 with a normal take off run, at sea level, hard surfaced runway and 15 C, will take 705' - A Cessna 182 out of Ram Falls on a 25 C day will take a little over 1300' ground run or almost twice the distance. Also remember that the grass density (thin or thick), length (height, last cut) and moisture content (recent rains) can spell big trouble. Fortunately the Ram Falls strip is maintained by the Red Deer, Lacombe, Innisfail and Iron Creek Flying Clubs and their efforts are second to none. ks)

### RECOMMENDED SPECIAL PROCEDURES:

Circuits on the North Side of runway 08/26. Right hand circuits for RWY 26, left hand for RWY 08. Slight dog-leg final approach to RWY 26 following the river. May land and depart either direction. Wind sock south side of airstrip, just left of the beginning of RWY 26.

Preferred departure for RWY 26, turn crosswind (north) as soon as safe, following

forestry trunk road to avoid sheep calving area (noise sensitive)

BEAR WARNING: Alberta Parks recommends that visitors carry bear spray and be familiar with its use.

After returning from Ram Falls pilots are encouraged to document their experience, as regular utilization bodes well for continued renewal of our access agreement with Alberta Parks.

Please email the date, aircraft registration, # of aircraft and any other comments, including strip condition to [ramfalls@outlook.com](mailto:ramfalls@outlook.com)

Location: N52 4' 48" latitude

W115 51'0" longitude

Elevation" 5350'

Runway 08 - 26, 3300 feet, grass

Radio 123.2 at Ram, 126.7 outside of airport (5 miles)

\*\*This would be a good time to grab your instructor and review proper soft field take off and landing procedures + precautionary approaches, along with common errors\*\*



## From the Tool Box

I recently attended our annual AME Update Symposium in Calgary. Delegates to this convention are mostly Licensed AME's hearing presentations by aviation industry manufacturers and suppliers. At the tradeshow venue experts in various disciplines are willing to promote their products or services. I met a very sharp young gal representing Shell Oil Aviation products and picked up the latest in information that Shell is providing.

One thing she stressed is the need to protect engines from the cancer of corrosion when sitting idle for extended periods of time. Although the springtime in this country is likely not the right end of the calendar to discuss proper seasonal storage, I thought it worth bringing up regardless of the season and maybe remind ourselves to revisit this when wintery blasts hit in the eleventh month.

Shell has a product called AeroShell Fluid 2F specifically designed to protect internal parts from corrosion during extended periods of inactivity. Let's define that period first.

If an engine has not been brought up to operating temperatures every 30 days it is considered 'INACTIVE'. That can be a particularly difficult thing to do in our geography during the frigid season. I have had my aircraft snowed in on the farm for months at a time and sometime all winter. Over the past few years I have calculated the average hours flown per year by my customers and have noticed a steady decline. If I was to remove the ones from the calculation that fly more than 100 hrs as well as the ones that either have not flown for a year or have put on less than 5 hrs per year the average comes out just a slight bit south of 40 hrs. That number was calculated in 2004 year. It has decreased significantly since then as most pilots now are putting on in the mid 20's. That is inactivity.

So, how does that translate to whats going on in your engine? Depending on how and where it is stored, internal corrosion can be an issue that is growing like cancer. We may know of

aircraft that have been stored in semi heated hangars that open and close a lot in winter causing temperatures to cycle often. I personally know the results of that one. As well, I have done an internal inspection on a Lycoming engine for a plane that spent two years idle tied down in our Alberta climate. I found very little corrosion inside. There are obviously variables to consider.

Therefore, what protection can we apply? I think Shell has come up with a great product. Their AeroShell Fluid 2F will go a long way to fight corrosion during periods of inactivity. How is it applied? How about I let Shell describe it. I will quote from their documentation.

*Using AeroShell Fluid 2F is easy. Simply change the oil and filter, then run the engine for approximately 15 minutes to circulate the product through the system. During this time, make sure the engine does not exceed its normal operating temperature.*

*AeroShell Fluid 2F provides better protection and designed to replace normal engine oil during extended storage. When you are ready to use the plane, simply change back to normal aviation oil, AeroShell Fluid 2F can be used in any certified aircraft engine, including Lycoming, Continental, Pratt & Whitney and most other radial, opposed or in-line engines. It is not recommended for 2 cycle or adaptive automotive engines.*

*AeroShell Fluid 2F can be used as a flyaway oil for up to 50 hrs during the time between overhaul of opposed engines.*

Well there you have it. Fluid 2F is actually an anti-corrosive additive in Shell straight- grade W100 oil. So during the fall oil change, put in Fluid 2F for the winter. It's good for up to 50 hrs. And you can fly with it in. Change back to your regular oil in spring or next oil change if you wish. If you run Phillips oil, there is a 20W50 product called Aviation Anti-corrosion oil designed for same purpose. It is good for

25 hrs of flying. We stock this one at Hillman Air and we will be ordering the AeroShell Fluid 2F for those wishing for that protection.

**Happy Flying - Gary Hillman**



**“Those crosswind landings are easy once you get the drift of them.”** (Easy as 1,2 3. Upwind wheel,downwind wheel, tail wheel.)  
Quote from an old bush pilot.