



COPA FLIGHT 92

NO RDFC CLUB MEETING THIS MONTH DUE TO THE LONG WEEKEND. HAVE A GREAT WEEKEND!

BREAKFAST A SUCCESS

Many thanks to all our hard working volunteers. The annual RDFC fly in breakfast was a great success. More than 60 aircraft flew in on a cool clear day and 270 breakfasts were served. This was one of the best attended in 20 years. Photos p.2 are courtesy of Kim Chapman.

QUIZ

What is the aircraft in the photo top right of this page? This a/c was used extensively on floats and skis.

Last Month: Bellanca 31-55 Senior Skyrocket, which was designed and built shortly after WWII by Northwest Industries in Edmonton. Only 13 were built (11A and 2 B models). The aircraft was rapidly outclassed by the Beaver and Otter. There is a beautifully restored example in the Reynold's Alberta Museum at Wetaskiwin. Note: EQQ the quiz a/c was the last of 2 B models, DCH the Reynold's a/c was an A converted to a B.



MAY 2015 NEWSLETTER

www.reddeerflyingclub.org

TIPS OF THE MONTH

See page 3 for and Kim's *FROM THE RIGHT SEAT*. Gary's *TIPS FROM THE TOOLBOX* will be back soon.

JUNE CLUB BBQ

Don't forget the traditional June RDFC BBQ date and time to be announced.

EXECUTIVE 2015

PRESIDENT: Jim Thoreson 403 346 6731

PAST PRESIDENT: Dale Brown 403 347 1519

MEMBER AT LARGE: Jim Munawych 403 391 0609

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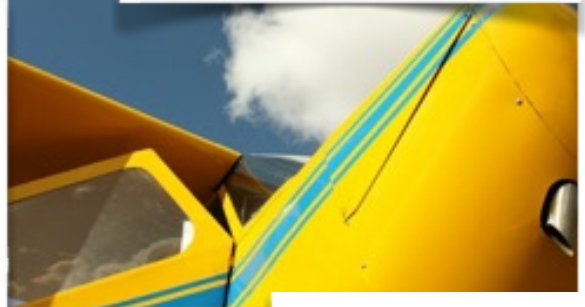
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RDFC BREAKFAST
2015 05 03



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

“Landing”

Last winter, I attended a flight instructor refresher course in Langley, B.C.. This is a fun and valuable time for instructors as it gives us the opportunity to work with our peers, meet some experts in the industry and find out the current concerns of the flight training world.

This time the ‘matter of interest’ revolved around the question, “The highest accident rate in aviation is during the landing phase of the flight (some 76% of all accidents) yet it has the least amount of fatalities, why?”

So let’s review a little. When I returned to Red Deer I asked several pilots what was going through their mind as they set up for a landing. What was their aim point, what flap setting were they going to use, approach speeds, how much distance would they need after touchdown to stop, at what point were they ready to overshoot, etc.. Most of those non-professional pilots didn’t know we had aiming lines on the runway, yet alone where those lines were. Most had been taught to land on the numbers. But from what I’ve seen in many flights with pilots, is that they use way too much power to achieve the short field landing. If you get yourself too low and have an engine failure over a major city, and have to land on that par 3 or into a very limited area, would be about the only time you need to land short or on the numbers. Remember, no registered runway in Canada is less than 2200’ (check your CFS). Good to practice this short field technique, just in case. Try not to carry any power on the approach.

Approach, Flare, Touchdown, the three parts to any landing. Good approach usually equals good landing whereas a poor approach will usually equals poor landings. So let’s set up the approach and landing correctly right from the start. Go for the aiming lines on a runway (AIM AGA 5.4), keep your speeds correct and set up to cross the runway threshold at 50’ high. Apply the proper POH technique and you will achieve the landing distance numbers as defined in the aircraft manual. Remember the ground run number is for short field landing technique only and unless you’re doing exactly as the manual says this number should not be used to judge what normal stopping distances are. For example, using short field configuration, a Cessna 172 on a normal day takes 1370’ of runway to clear 50’ obstacle. 600’ of this is the ground run. However, for normal landings, with less flaps and higher approach speeds, you will need to add more distance. I suggest at least 5 runway lights or 1000’. This means, if we’re not stalled onto the runway with 5 landing lights left, we will not be able to stop in time. So instead, enjoy an overshoot!! Set it up right and do it again. Lots of great video’s on YouTube. Search “aircraft sliding off end of runways.”

Go with Transport Canada’s Flight Training Manual on exercise 17, “The Circuit”, and you should be able to land with very little power. Glide from base if you can. Practice an “simulated engine failure” on the downwind leg gliding to a safe landing (bear in mind engine temps if practicing in winter) A commercial pilot, on today’s flight test, has to fail their engine on the downwind leg and then tell the examiner where they are going to land on the runway, within 600’. This is great practice and will help to keep your circuit in tighter. Please quit doing 2, 3 or 4 mile finals. Then an engine failure on final will not be a problem.

Fly Safe, Fly Smart, Fly Forever



Dear Member:

I would like to take this opportunity to invite you to join COPA in Winnipeg on June 20, 2015 at our Annual General Meeting. The day includes a session on aviation insurance presented by the Magnes Group, so bring your questions.

Other business includes:

The COPA Update

COPA Annual General Meeting The Awards Luncheon

Come early on Friday and head out to Lyncrest Airport for an evening meet and greet barbeque, and then all participants are invited to take part in a progressive fly-out on Saturday to have dinner at one airport and dessert at a different airport before returning to Lyncrest or St. Andrews. Tours are being arranged to visit Nav Canada's Area Control Centre, CYAV Tower, Canadian Propeller, AeroRecip, the Western Canada Aviation Museum, the Museum for Human Rights, and the Polar Bear Exhibit at the Winnipeg Zoo.

COPA Winnipeg 2015 is pleased to announce that they have negotiated fuel discounts for COPA members flying to Winnipeg. Check out the COPA Winnipeg website at www.copawinnipeg2015.ca for all the details and to register for the event. You may also contact the co-chair for the event Jerry Roehr at roehr@mymts.net or telephone 204-981-4239.

Hotel rooms under the name "Canadian Owners and Pilots Association" have been reserved starting on June 18, 2015 and have to be booked **before May 18, 2015**. Super 8, close to Lyncrest, 204-253-1935, and Canad Inn, close to St. Andrews 204-633-0024

See you in Winnipeg!

Trekker Armstrong

Chair