



COPA FLIGHT 92

NO DECEMBER RDFC CLUB MEETING

RJ Steenstra CEO Red Deer Airport Authority will be our guest speaker January 18, 2016. RJ will give us an update on the new runway expansion at CYQF.

A CHRISTMAS STORY

Hopelessly lost in IMC, iced up, radios failed, and out of fuel - see page 2 for the story.

CASARA CORNER

Why bother with VFR position reports? Page 3.

TIPS OF THE MONTH

See pages 4 and 5 for Gary's *TIPS FROM THE TOOLBOX*, and page 6 for Kim's *FROM THE RIGHT SEAT*.



DEC 2015 NEWSLETTER

www.reddeerflyingclub.org

QUIZ

Last Month: N3N. No it is not a Stearman. The N3N was a US Navy primary trainer which went into production in 1938. Engine is a 220 hp Wright J-5 radial. The aircraft pictured was recently ferried from Pender Island to Alberta. Enroute the engine threw a piston(literally), which struck and damaged, the inboard rear strut of the right float. The pilot landed on a nearby lake with reduced power. The engine was replaced, repairs were made, and the aircraft continued its journey to Lacombe.



EXECUTIVE 2015

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

A CHRISTMAS STORY

On December 17, 1951, a chartered C-46E Curtis Commando took off from Burbank, CA headed for Newark NJ via Chicago. On board were 44 passengers and 3 crew - Captain Bruce Melson, co-pilot Ed O'Leary and stewardess Sandy Daine. It was already late, it had been scheduled for a day earlier. The flight operator was Major Air-coach Inc. based in Burbank.

It experienced problems from the start and landed in the California Desert at Palmdale to fix its heating system. Passengers and crew huddled in the plane overnight with no heat, light or food. Despite this, for the last 2 hours of flight there was no heat. They arrived in Chicago with more troubles due to icing and bad weather and must have stayed there a day because they finally took off in the evening of December 19.

Near Toledo, Ohio, the plane's "radio mast" was damaged, torn off or iced over (multiple stories!) so that radio contact was no longer possible. Because of this, the plane was lost for 6 hours with the last contact to Toledo on Dec 20 at 2:01am. At some point, the plane turned north although the pilots did not know this.

Most of the time, they could not see due to heavy cloud although they knew from the altimeter that they were losing height. At one point they saw the water and waves of Lake Ontario but thought they were looking at the Atlantic Ocean.

Problems were compounded by wings getting iced and one engine which failed. Then fuel was running low but they hoped to see land shortly. They did eventually see land at around 7:40am but did not know they were looking at the Cobourg area.

One engine failed, then the second one stopped just before landing at 7:45am, Dec 20, 1951. The plane landed with no wheels down on thick snow that had fallen overnight on Charley Wilson's farm. This occupied the south west corner of Highway 2 and Roger's Road – where the current Canadian Tire store is located.

The Wilsons and their neighbours sheltered the passengers and crew and warmed them up before they were taken to the RCAF Hospital in Trenton. There they were given a bed for the night and provided with meals before proceeding by Bus to Newark. Passengers and the crew had many kind words to say about the hospitality of the people of Cobourg.

For the complete story and photos click on the link below.

<http://www.cobourghistory.ca/stories/plane-landing-in-cobourg-1951>



CASARA CORNER

Last month I told you about letting someone know if you are diverting more than 15 NM off track.

Let's go a step further. We have been told that when we are on a lengthy cross country flight, that we must/should report our position to FSS within a reasonable amount of time. And we all do that, right??

There are a couple of very good reasons why we should do this. First, if there is something come up on your planned flight plan, say for instance, a storm has brewed up after you got your weather briefing, FSS can then give you a "heads up", for your safety, or there is some other kind of flight safety issue ahead that they can warn you about.

Secondly is for SAR. Let's say for example, you are flying VFR from Red Deer to Saskatoon, and you are forced down due to engine failure, someplace along your intended/planned flight path. You didn't have time for any radio call, and your ELT did not go off, Nav Canada will notify the Joint Rescue Coordination Centre (JRCC) in Trenton Ontario that you haven't arrived at Saskatoon. After the usual overdue aircraft protocols, JRCC sets up a search area between CYQF and CYXE. This is a track of a total of 265 NM long which translates into a search area of approximately 8000 Sq. NM (considering 15 NM each side of your planned track). THAT IS A LOT OF AREA to cover.

Now let's say you called FSS over Provost with a position report. You have just cut our search area down to 4000 Sq NM. You have just doubled you chances of being found.

But PLEASE use discretion. Don't be on the radio every few minutes with a position report, like I hear a lot of pilots doing. Not only does that clog the airwaves up but people will tend to tune you out after a while and not pay any attention to you. AND make sure you are on the proper FSS frequency.

Remember that - We do this "THAT OTHERS MAY LIVE".

From the Tool Box

“Let’s kick the tires, light the fires and first one in the air is the leader”. Ever heard that comment from someone as a group of flyers are about to launch off for a common destination adventure? First time I heard it was from an A-26 pilot at our local fire bombing company as the first wave of tankers were about to launch off to their summer command post at a forestry airport in the north part of Alberta.

So whats on my mind this month? Let’s pick up, this time, on the first part of the statement above. I can’t help but think that most aircraft pre-flight checklists give little if any attention to checking the tires and pilots often just give them a tap with their sandals without a further thought. More prevalent when the rubber rollies are covered with wheel pants. Can’t really see them but they seem to be there and not sticking out beyond the edge of the fairings so inflation must be okay. Right?

Wrong. Something as simple as a change in seasons or even temperatures can change how the tires perform. Good tire maintenance is a contributor to a successful, satisfying and event free flight. So let me list a few things for you that are worth considering before turning avgas into altitude and noise as related to safe departures and arrivals of a flight:

- First up, give tire a good inspection for cuts, worn spots, frays, bulges and bubbles, sidewall damage or objects imbedded in the tread. I have had bewildered pilots comment they, ‘didn’t know now that got there’, when I find a spot worn right to the nylon reinforcing webbing. But later admit they did a landing in heavy crosswind a few weeks back, or were requested to clear runway at next available taxiway and tried to impress the controller they could make the near one rather than the furthest taxiway. Take a good look at all tires as you pull the plane from the hangar and inspect it as it rolls all the way around. The only tires with threads visible or dangling that I have seen that were considered airworthy were on a Mig 29 at our airshow years ago. And that’s the way they are made in Eastern Europe.
- Ensure tires are properly inflated. Some aircraft have the standard tire inflation label inside the glove box door. Some don’t and some it doesn’t matter if you have non-standard tires (over-size or Bushwheels). Air is insidious and will take any and every opportunity to escape when it can. Using pure nitrogen as opposed to normal air compressor air is about 78 percent nitrogen can slow the effect of leakage but will still deflate over time. If your aircraft has been sitting for some time, it will likely need an adjustment to pressure.
- Temperature affects tire inflation pressures. Take tire pressure readings when it is not too hot or not too cold. Never reduce pressure of a hot tire. Unless you are a bush pilot never run on underinflated tires as it is just a bad idea. It will wear excessively and unevenly and provide poor ground handling as it will feel mushy.
- Over inflation is equally hazardous considering the stresses on a normal tire and the flex required on the landings you dole out in unpracticed arrivals. There is a chance a tire will “explode” on landing if overinflated.

- A loaded tire will average 4% higher PSI than one unloaded. So take this into consideration when changing tires. Setting final pressure off the plane will change in two ways once mounted. First the PSI will rise once weight of plane is added. And two, the pressure will drop slightly after a new tires has stretched out in service. So check your pressure 12 hrs after installation.
- As we all know gas expands with higher temps and contracts with colder temps. So with tire pressures. For every 5 deg F of temperature change the pressure in the tire will change 1%. Therefore winter temps will drop pressure in the tire as will tires left out in the sun all day will have an elevated pressure.
- Use a Calibrated pressure gage. Where do I get that, you ask? Well, I don't know. But what I have is 4 different gages in my box and periodically I compare them all at low pressure and higher pressures. When one disagrees by more than 1%, it gets marked and seldom used. I think I have gone through maybe 4 gage changes in the soon-to-be 40 yrs of aircraft maintenance. Borrow a couple from other pilots and compare. They each should have one, right?

Tires don't have pizzas like glass panel avionics or LED lighting but these little hardworking bastions are what solidly anchor your aircraft to the ground and help impress passengers in the non-flight moments. Now that we have these neat mini video cameras we can strap anywhere and everywhere on our planes, try putting one on your plane with the wheels clearly in the screen view and go flying. You will be shocked to see the abuse they take, especially on the springy landing gear legs some of our planes have.

Give TIRES the time, respect and effort they deserve on your next preflight.

Merry Christmas to you and from Barb and I we wish you a very safe and prosperous 2016.

Gary Hillman



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

“Best Glide Speed For Range”

I’m going to quote a section from From The Ground Up as I simply cannot put this into better words. Maybe it will help.

“An airplane will glide the furthest distance at the airspeed which results in an angle of attack that gives the maximum lift/drag ratio. This airspeed represents the optimum glide, a combination of airspeed and sink rate that allows an airplane to glide the farthest distance for altitude loss. This airspeed, alternately called optimum glide, maximum distance glide or gliding for range is given in the Airplane Flight Manual.

If a pilot attempts to glide at an angle of attack either greater or less than which gives the maximum L/D ratio, then in each case, the range will be decreased. If the angle of attack is decreased so that the airspeed increases, drag also increases and the path of descent will be steeper in still air. If the angle of attack is increased to flatten the glide, up to a certain point the rate of descent will decrease. However, the airspeed also decreases and the resultant decrease in speed over the ground means a steeper glide angle and reduced range.

Another factor which affects the glide path is, of course, the WIND. A strong headwind or tailwind will tend to steepen or flatten the glide as the case may be. When gliding into a fairly strong wind, greater distance may be covered over the ground if the nose of the airplane is kept somewhat lower than the attitude for best L/D ratio. For one thing, the increase in airspeed will yield an increase in ground speed which, in this case and contrary to gliding in still air or very light winds, will yield a shallower glide path. Secondly, by gliding at a slightly higher airspeed, the airplane will complete its glide in less time, having been subjected to the headwind for a shorter duration.”

Hope for the best but prepare for the worse.

Merry Christmas and have a Happy New Year



MERRY CHRISTMAS