



## COPA FLIGHT 92

### MONDAY FEBRUARY 16, 2015 CLUB MEETING 19:30 hrs.

SKYDIVE BIG SKY (more than 6000 jumpers per year over Innisfail CEM4) is one of few clubs which extensively uses "Go Pro" type technology to promote and celebrate their sport. Participants leave the field with a video of their adventure.

SKYDIVE BIG SKY's Darren Strocher certainly knows his sport. He will share his experience and answer any questions regarding the sport, the equipment and his operation.

There are a number of important items for the club to consider including: **1).** Fly In Breakfast. **2).** Rust Remover. Do we want to do another one? **3).** Poker Rally. Do we want to do another one? **4).** Restoration and custodianship of airshow items (tables, chairs et cetera). **5).** Ram Falls. Do we want to commit to five more years?

Committing to any or all of the above items requires buy in of a strong majority of RDFC members. We need a good turnout.

### TIPS OF THE MONTH

See pages 2 and 3 for Gary's *TIPS FROM THE TOOLBOX* and Kim's *FROM THE RIGHT SEAT*



## FEBRUARY 2015 NEWSLETTER

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

### QUIZ

The airstrip above right is widely regarded as the most dangerous commercial airport in the world. Where is it? What is the altitude? What is the length? Your editor took the photo over the shoulder of the Twin Otter co-pilot.

Last Month: Piper PA-48 Enforcer, the ultimate development of the P-51 Mustang, was originally created by Cavalier Aircraft in 1968, for counter insurgency, then sold to Piper. Piper produced and tested two aircraft in 1984. The USAF did not purchase the aircraft.

Apparently none of the jet jockeys wanted to fly a prop driven taildragger.



### EXECUTIVE 2015

**PRESIDENT:** Jim Thoreson 403 346 6731

**PAST PRESIDENT:** Dale Brown 403 347 1519

**MEMBER AT LARGE:** Jim Munawych 403 346 4508

**SECRETARY:** Bert Lougheed 403 343 3808

**TREASURER:** Abe Derksen 403 872 1782

**PROGRAMS:** Ron Schmidt 403 886 2022

**RAM FALLS AIRSTRIP/NEWSLETTER:**  
John Radomsky 403 343 3648

## *TIPS FROM THE TOOLBOX*

Your aircraft is required to be maintained in accordance with the manufacturers specifications. So here is a good suggestion to be knowledgeable on what is required. Purchase the Maintenance and Parts manuals and make them available to your AME. Keep them current. Some can be purchased online and sent to you in paper copy. Or some are digital and can be downloaded and saved on your computer, CD or jump drive.

For an AME to maintain a current library of manuals for all the general aviation aircraft he works on costs well into 4 figures. That gets covered off in shop rates. Owning your own current manuals helps keep those costs down and the shop rate low. And it can make for some interesting reading on those cold nights. Each system in the manual will have a troubleshooting section that can be invaluable in helping the AME diagnose problems.

GARY HILLMAN



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

### “Staying Current”

I was thinking about what pilots could do to stay legal, competently current and safe in the air. When I became a freelance instructor and lost the daily and valued input from Transport Canada personnel and employment superiors, I had to find a method to replace that if I wanted to have the most current and best answers for questions from students and fellow pilots, so here's what I do...

1. NavCanada Aviation Website : Here you can find what has changed and what is proposed for change.  
Check AIC (aeronautical information circulars)  
Check AIP Supplements  
Check Notices
2. Flight Crew Recency Requirements Self Paced Study Program
3. Transport Canada Website...CARS...Acts and Regulations (lots of information here)
4. Aviation Safety Letter
5. Visit your engineers, buy them coffee and hear of any maintenance changes in the system.
6. A trip to visit the FSS is always beneficial and informative.
7. Re-write your final exams for the licences you hold....lots of study and reference guides out in the market.
8. Join an active flying club or two. (Our RDFC is currently setting up a session with NavCanada on all of our airspace changes in Alberta. Everyone is invited and we'll be firming up details soon.)
9. COPA, AOPA or numerous aviation related websites. (I really enjoy AvWeb)

There is always change happening in the system and sometimes it's difficult to stay current but remember our responsibilities of providing the safest and most enjoyable experiences we can offer to the passengers of our flights.

Fly Safe, Fly Smart, Fly Forever