



COPA FLIGHT 92

JANUARY 19, 2015 CLUB MEETING 19:30 hrs.

RJ Steenstra CEO, Red Deer Regional Airport Authority will present an Airport update and review the new Master Plan. Please plan to attend. A short RDFC business meeting will follow RJ's presentation.

TIP OF THE MONTH

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

QUIZ

What is the Aircraft pictured top right of the page? Who was the manufacturer?

RAM FALLS AIRSTRIP - GOOD NEWS!

We received the following note in an email from Alberta Parks Division: "**We have completed our review of the file and will be proceeding with a renewal term of 5 years with conditions.**"



www.reddeerflyingclub.org

Many of you are aware that the RDFC has been maintaining Ram Falls airstrip for more than a decade. Initially The RDFC was granted Letters of Authority by Alberta Sustainable Resources to use and maintain Ram Falls airstrip. In 2008 the airstrip was incorporated in the new Ram Falls Provincial Park. After considerable negotiations Alberta Parks Division granted the RDFC annual agreements to use and maintain the airstrip. Those agreements ceased Dec.31,2014 pending review.

It appears that the review was in our favour and that the RDFC will be granted a new agreement with a 5 year term. We have not yet seen the new agreement and we trust that the conditions will be similar to those in previous agreements.

EXECUTIVE 2015

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RAM FALLS AIRSTRIP/NEWSLETTER:

John Radomsky 403 343 3648

TIPS FROM THE TOOLBOX

GARY HILLMAN

As you know, Transport Canada holds the aircraft OWNER responsible for keeping his aircraft maintained in an airworthy manner. If you have not provided them at annual time the AME will look up Airworthiness Directives and associated Service Bulletins that may apply to your aircraft, especially recurring ones. These will include directives on Airframe, Engine, Prop and any miscellaneous ones that may apply to equipment. You will find a search engine on Transport Canada's CAWIS website that can be searched by your Registration marks. Keep in mind often AD's will be fairly general in applicability so your specific model, or serial number may not apply. There are ONE TIME AD's that need to be researched and signed off in the log records even if they don't apply. Yes, they have to be recorded. Then there are RECURRING ones that must be done on an annual or specified hourly schedule. Most AME's with current database subscriptions will have them all and can print out a copy for you and even let you know what to plan for in recurring ones. Maintain a current list of AD's and SB that apply to your aircraft. It will cut some time off the annual inspection bill. Include Miscellaneous/Appliance AD's. Those are the ones not easily found when researching by airframe, engine or prop on Transport Canada's site. They could include aftermarket equipment, or STC'd products, seatbelts, auto-pilots, ignition switches, etc. Many STC's and mods have a list of Instructions for Continuing Airworthiness (ICA's). If you receive a notice in the mail of an AD from TC, the FAA or an equipment manufacture, run it by your AME to verify its' applicability.



Q: What is the difference between God and a fighter pilot?

A: God doesn't think He is a fighter pilot.

FROM THE RIGHT SEAT

KIM SKINNER

“Altimeter Errors from COLD weather flying”

Brrrrr. Hope all of you had a very Merry Christmas and wishing you the very best in the New Year. This year is going to be the best one ever!

Well January is here and the cold temperatures of winter have arrived so I thought a quick review of how the cold temperature effects our altimeter. We understand how warm temperatures, high altitudes and low density change the performance of our aircraft, but cold temperature can be a deadly hazard also. An altimeter comes closest to indicating the true altitude above mean sea level (MSL) when it is set at the correct altimeter setting and the air temperature is standard (+15 C). When the air is colder or warmer than standard, however, even an altimeter with the correct setting will read higher or lower than true altitude.

Example: Based on lapse rate of the ICAO Standard Air of 1.98 C temperature change per 1000 feet or 2 C/1000'. We're flying westbound at 10,000' indicated altitude with the correct altimeter setting. (I know we should be at 10,500' for correct VFR but remember this is just an example). There is a 9500' mountain in our way but we're ok as we should clear the obstacle by 500' and we won't have to worry about that darn oxygen stuff. At altitude, the outside air temperature is -20 C but we left the ground at -30 C so we have an inversion.....nice. ICAO temperature at 10,000 is -5 C but our OAT gauge shows -20 C or 15 degrees colder than standard. Let us do some E6B work on altitude correction. Yikes! Actual altitude = 9,440'. Looks like an unscheduled landing coming up.

I would also like to note that as you've seen, cold temperature can play havoc with our altimeter but temperatures warmer than standard are even worse. Being that we often get nice warm tropical air coming in from the Pacific and crossing over our Rocky Mountains, maybe some E6B work would come in handy, just in case.

Remember, if the air is very cold, even a correctly set altimeter will read higher than true altitude. The plane is in the dangerous position of being closer to the ground than the pilot thinks.

Fly Safe, Fly Smart & Fly Forever.

RDFC CLUB DUES

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