



COPA FLIGHT 92

CLUB MEETING MONDAY MARCH 17, 19:00 Hrs.

The primary activity will be planning for both the Breakfast May 4 and the Poker Rally May 10. There is much to do. We need all members to contribute in order to ensure success.

CLUB DUES.

Membership Dues: Bring your cheque books or cash to the meeting. \$50 individual. \$75 corporate.

TIP OF THE MONTH

Two new Features: Gary Hillman and Kim Skinner are new contributors: Gary's *FROM THE TOOLBOX* and Kim's *FROM THE RIGHT SEAT* are included on pages 2 and 3.

QUIZ

LAST MONTH: The Curtiss SBC-3 Helldiver was a beautiful bi-plane, already obsolete when it entered service in 1938, it was relegated primarily to training dive-bomber pilots.

What is the aircraft pictured above right?



www.reddeerflyingclub.org

RDFC WEBSITE

Lindsey Loring from DEERMART created a stunning new club website. Check it out. www.reddeerflyingclub.org Thanks to Lindsey and Abe!

RAM FALLS

We have received the Maintenance and Flight agreements from Alberta Parks Division. They are only valid March 1 through December 31, 2014. This may be our last season at Ram Falls. Come to the club meeting for details.

2014 RDFC EXECUTIVE

PRESIDENT: Jim Thoreson 403 346 6731
PAST PRESIDENT: Dale Brown 403 347 1519
VICE PRESIDENT: Jim Munawych 403 346 4508
SECRETARY: Bert Loughheed 403 343 3808
TREASURER: Abe Derksen 403 872 1782
PROGRAMS: Ron Schmidt 403 886 2202
MEMBERSHIP: Colin Heuven 403 505 7538
RAM FALLS AIRSTRIP/NEWSLETTER:
John Radomsky 403 343 3648

TIPS FROM THE TOOL BOX

John asked for handy tips he could include in the newsletter. I have a few I will offer that might be useful cost-saving ideas. Here is the first one. Let me know if you find them useful.

- When a snag faces you such as a system failure or even if it just “sounds different”, come to your AME technician armed with as much data as possible. Let him know what the flight profile was, altitude, speed, power setting and OAT. Was it during takeoff, climb, cruise or let-down? Was power, manifold, mixture or other control adjusted before or during? Give him all the details. Let him sort out what the paths of influence are for the snag.
- A pilot once called in a panic saying his controls were “frozen”. Had to “muscle” the aircraft onto the ground on landing and use differential power to taxi in from runway. It was a King Air and had come from a mission in wet weather above freezing level. After I quizzed him on all the details, I suggested he call me back after he checked the airplane panel. He discovered the problem was the ON switch labeled AUTO-PILOT.

Fly safe,

Gary

Hillman Air Ltd

From the Right Seat

By Kim

As we enter a fresh season, I often wonder how many pilots are out there flying but are illegal. Many years ago, Transport Canada introduced the Recency/Currency laws to make sure we were staying safe and current with the aviation industry.

To review:

- (1) For 5 year currency, the pilot must have either:
 - a. Flown as pilot-in-command or co-pilot within the previous 5 years
 - b. Completed a flight review with an instructor and written and passed the PSTAR exam within the previous 12 months

- (2) For the 24-month recurrent training, the pilot must complete one of the seven recurrent training programs:
 1. A flight review with an instructor
 2. A safety seminar conducted by TCCA
 3. A TCCA-approved recurrent training program
 4. A Self Paced Recency Questionnaire
 5. A training program or PPC required by Part IV, VI or VII of the CARs
 6. The requirements for the issue or renewal of a licence permit or rating
 7. The written exam for a licence, permit or rating.

Remember this is CARs requirement for legal flight. If any doubt, get ahold of a qualified flight instructor or Transport Canada for clarification. References can be found in TC AIM 1.12 Recency Requirements or CARS section 401.05 and 421.05