



COPA FLIGHT 92

CLUB MEETING MONDAY APRIL 21, 19:30 Hrs.

The primary activity will be final 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. Program to be announced.

CLUB DUES.

Membership Dues: If you have not yet paid bring your cheque books or cash to the meeting. \$50 individual. \$75 corporate.

TIP OF THE MONTH

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

QUIZ

LAST MONTH: Aeronca K First introduced in 1937 the K Scout was the forerunner of the later Aeronca line. Initial power plant was the 40 hp Aeronca E-113 flat twin piston air-cooled engine.

What is the aircraft pictured above right?
Teen age (a very long time ago) Club president Jim Thoreson flew to his summer job in the NWT in the pictured aircraft. Thanks for the picture Jim.



www.reddeerflyingclub.org

FLY IN BREAKFAST AND POKER RALLY

Click on the RDFC link below, then go to EVENTS, and follow the links for complete info on the Breakfast Sunday May 4 and the Poker Rally Saturday May 10.

www.reddeerflyingclub.org

RAM FALLS

We have received the Maintenance and Flight agreements from Alberta Parks Division valid to December 31, 2014. Required insurance is in place thanks to Ron Schmidt at Adanac Insurance Services. This year may mark the end of our tenure at Ram Falls. More info on page 4.

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 Lougheed 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 TOOLBOX

Save money when annual time comes. Clean out your pilot accessories before you turn it over for inspection. Headsets, map cases, Flight supplements, anything mounted on the control wheel including all the related birds-nest of wires and power supply cords, wheel chocks, ladders, survival packs engine tents will have to be removed by the AME and his staff to complete the inspection. If you don't do it, the technician will and that labor goes on the bill. And you can't expect he will place it back in the plane and secure it exactly like you had it.

Gary Hillman

From The Right Seat.....by *Kim Skinner* Engine Failure After Take Off

You've got the family loaded, lots of fuel, weather's good, a thorough walk around completed. You've done your planning and everything looks great. You take off, establish best rate climb speeds, get her all trimmed out when all of a sudden the engine quits. What are you going to do now? You've been taught to land straight ahead, avoiding obstacles if you can, but that nice airport is less than a mile behind you. Should you try for it. I've pulled an article out of AvWeb, written by John Deakin (who flew for Air America and became the highest-time Boeing 747 pilot in the world) on his retirement. He writes: "In any aircraft, you CAN turn back to the runway; it's merely a matter of knowing how high you must be and the maneuver you must use for the conditions (weight, wind, temperature) and is very different for each aircraft. For all aircraft, to use the minimum amount of altitude, you must use a near acrobatic maneuver, including a steep bank (45 degrees) and a sharp nose down attitude to keep the airspeed up. This will cause the phenomenon called "ground rush" by airshow pilots, and instinctively you'll pull back on the yoke, resulting in a high speed stall and DISASTER.

Practicing this maneuver at, say, 2000' agl will give you some rough numbers, but will not help with the visual picture or ground rush, which is terrifying. In order for you to be proficient at this, you must practise it at altitudes, you expect to use it, where any mistake is likely to be FATAL. I don't think this it's worth the risk of such practice." Not a pretty picture. The turn back in glider lingo is coined as "the impossible turn". The only way to answer these questions is for you to go to a safe altitude in your plane and try a few turn arounds. As some of you know, I fly a lot of different aircraft and during the years I've experimented with this scenario, probably with many of you that are reading this now. After failing the engine, I would have the student/pilot configure the aircraft for best glide and turn the aircraft 180 degrees with a gentle "rate one" turn. The loss of altitude, in all these different planes and weather scenarios, was between 600 to 800 feet. By the time we've turned around with winds light, we'd be 1 - 2 miles away from the airport. So, at 700 feet up after take off, the best we could do by turning around would put us back in the same place you're flying over right now, probably still 1 - 2 miles away from the airport.....continued p.3

He concludes his article (and I am behind this 100%) saying: "The old advice, "Land Straight Ahead" is equally poor, because there is often a building or homes there. Straight Ahead really only applies when you are still over the runway, or when the best choice is indeed straight ahead. When you are "out of runway" pick the softest, least expensive touchdown area you can get to with normal turns and head for it. As you gain altitude, you can choose an area 30 degrees on either side, a little more altitude, then 90 degrees and so on. But some make the very poor choice of fixating on the runway behind them, and they will almost always die".

To conclude this article, I would suggest you make a plan for where you're going to go in case the engine fails after takeoff. At your home town or favourite airport ask yourself, as you're climbing up to safe altitudes, what you would do if the engine quits right now. Some years ago, a young pilot, taking off at the old Edmonton Muni Airport lost his engine. His picture was in the paper the next day, beside a Transport Inspector and the aircraft (busted nose gear) safe and sound. He told Transport that he knew that one day that engine was going to quit so he made a plan as to where he would go. On this runway, he had picked what was a huge construction site with a clear enough path for him to use in case of an emergency.

So I wonder, how many of us have a plan, just in case.

Fly Safe, Fly Smart and you can Fly Forever!

RAM FALLS AIRSTRIP - IS THIS OUR LAST SEASON?

The Ram Falls Airstrip is one of many former Alberta Forest Service Airstrips scattered throughout remote areas of Alberta. These Airstrips were abandoned by the AFS in the mid 1990s. Most are now overgrown and unusable. A few like Ram Falls were adopted and maintained by various flying clubs.

Since 2002 the Red Deer Flying Club, with assistance from the Lacombe Flying Club and Innisfail Flying Club, has maintained the Ram Falls Airstrip for use by the recreational aviation community. Initially the airstrip was maintained through annual licences of occupation from Alberta Sustainable Resources and since 2009, when the airstrip was included in the new Ram Falls Provincial Park, through annual maintenance agreements and flight permits issued by Alberta Parks Division.

The original agreement between Alberta Parks Division provided for annual renewals terminating December 31,2014 and **“a review will be conducted after December 31,2014 to determine if there is a basis for continuing support and for what period of time and will be determined by no later than March 31,2015.”** In other words **Ram Falls Airstrip may be permanently closed at the at the end of the 2014 flying season.**

Ram Falls Airstrip is an unregistered facility restricted to non commercial use. Alberta Parks Division has not allowed registration of the aerodrome.The area is environmentally sensitive. Procedures suggested in COPA Places to Fly are recommended(click on the link below). Located approximately 72nm west of Red Deer Ram Falls is a high altitude(5350 ft msl) mountain airstrip. Appropriate aircraft performance and pilot experience are required. http://archive.copanational.org/PlacesToFly/airport_view.php?pr_id=2&ap_id=423

The future of Ram Falls Airstrip is uncertain. The summer of 2014 may be your last opportunity to enjoy the privilege of flying into this spectacular mountain area. Use it with respect for the sensitive environment and please support our effort to keep it open.

Red Deer Flying Club
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