



COPA FLIGHT 92

MONDAY OCT 17, 19:30 REGULAR CLUB MEETING

Please join us for an evening of aviation fellowship. A representative of Montair will join us and discuss their Red Deer training operation.

RDFC SATURDAY COFFEE CANCELLED

We tried but very few came. Coffee at the RDFC Clubhouse on the 4th Saturday of each month has been cancelled. Very few aircraft flew in during the summer months. Too many other events? Too complicated flying into our busy airspace?

TIPS FROM THE TOOLBOX AND FROM THE RIGHT SEAT

Gary and Kim are back with timely contributions. Pages 2-4.

CHRISTMAS PARTY

The annual RDFC Christmas party will be held at the ABC Restaurant in Red Deer Friday December 2. \$25 per person. Payments are to be made to treasurer Abe Derksen.



OCT 2016 NEWSLETTER

www.reddeerflyingclub.org

QUIZ

What is the aircraft pictured top right?

Last Month: Q2

The two seat Q2 is based on the original Burt Rutan designed single seat Quickie. Over 2000 kits were sold. Ground handling is quirky with non differential braking and a speed range on take off and landing when directional control is difficult due to delayed transition from tailwheel to rudder steering.



2016 RDFC EXECUTIVE

PRES: Jim Thoreson 403 346 6731

PAST PRES: 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

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RAM FALLS AIRSTRIP: Darryl Wolter 403 304 9900

NEWSLETTER: John Radomsky 403-678 8856

From the Tool Box - Fall 2016

If you have read any of my articles from the past you would recall me reporting a continual decrease in the annual hours flown by my customer base. Keep in mind we work exclusively on privately owned piston singles and twins. Outside of two customers that flew over 100 hrs/yr and including two that fly over 60 hrs, the average hours flown per year is 26.7 hrs. That number represents a lot of aircraft sitting.

Until recent evidence has proven otherwise, I always thought if the plane was sitting inside a heated hangar the rate of internal corrosion would be low and effects minimal. Then a customer who had a twin that seldom flew more than 10 yrs over the past 5 yrs had his engines inspected internally as part of a pre-buy inspection discovered serious corrosion on the 'jewelry' inside the crankcase on camshaft and cranksaft. In addition there was some corrosion starting in cylinder walls and on valve stems.

On another occasion we inspected the inside of an engine that sat on the tie down line outside for 3 yrs and found hardly any evidence of corrosion. So I don't know what all that means but leaving the aircraft idle will cause corrosion of the expensive, highly polished rotating parts at some rate.

Here is the deal. As the days fly off the calendar on a cold engine the lubrication film drains off and even evaporates. That leaves the metal to metal parts fighting each other during the first few seconds of the next engine startup till the oil pump forces an insulating coating to separate them. WEAR HAPPENS.

In this country our flying is often seasonal. So it is important that we take precautions to prevent damaging wear. Oh yes, it is damaging. Even if it is only slight. But after a 'DRY' start you will be paying for it at the overhaul, if the engine makes it that far.

So the task is how to mitigate this damage. Here are some answers;

First off, fly as often as you can. Ground running is not the answer. The Engine should be brought up to operating temperature. So that would mean at least a good circuit. And to do that a flight once or twice a week would be wonderful. But don't let a month go by for sure. Operating temperatures would help boil off corrosion creating condensation sitting in your sump and engine case due to changes and will splash oil on all the internal parts.

Don't just go to the hangar and turn the prop. That is a harmful practice that actually just scrapes any residual oil off the shiny parts and now leaves them unprotected. DON'T DO THAT.

Second thing. Consider using one of the oil additives such as AvBlend or CamGuard. Both have become highly recommended during lab tests. It is not the end all but has proven to help reduce corrosion in internal parts, reduce wear and reduce incidents of valve sticking. In an independent survey engine shops have reported they can tell when an engine was run on AvBlend as they are so clean inside and they usually have fewer replaced parts at overhaul.

As we approach the time of the season where opportunities are less frequent causing our airplanes to hibernate, it is a good idea to consider an additive that will help the lubrication oil in the engine to remain on the shiny jewelry inside our engines, coating them to resist corrosion. Just add a pint of CamGard or Avblend to your oil, go for a half hour flight to have it all mixed completely in the oil and coat all parts.

Snow is not expected for a few more weeks so lets get out there and exercise the wings. Like the human body, exercise equates to health in your aircraft engine as well.

Gary

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

“The Written Exam”

Hi and hope you all had a fun and memorable summer.

Over my many years of instructing I've been able to collect quite a few private and commercial pilot written test results. These were issued to the student/pilot after writing the exam and showed the areas he/she had failed at. Mostly, but I really mean almost everyone, after passing the written, would never look at these tests results again. Not a big problem, as you've just established a level of competency to achieve the written requirements for the licence you're seeking and you should be safe as long as you stay within these perimeters and exercise good pilot decision making skills.

Sorry, I don't agree. After the test you should review every answer you got wrong and know why. The problem is that you only need 60% to pass most exams but to me that's not good enough. I say this because the consistent wrongs I am seeing are really important material and should be understood.

Here's some examples of common WEAK areas. I'm just going to mention the examination question area and maybe you could think, humm, how well do I really understand this? Am I as safe as I should be?

Meteorology

- Decoding and validity times for METAR, TAF and GFA
- Clouds and weather associated with frontal systems

- Relationship between temperature and moisture content
- Identify Atmospheric lifting processes
- Calculate Pressure Altitude
- Calculate and understand Density Altitude
- CRFI Reports

Navigation

- Calculate crosswind and headwind components
- Calculate heading and groundspeed, ETA's (no GPS-battery dead)
- Recall notifications procedures for flight planning changes
- Interpret VNC symbols and information
- Colour Markings on an airspeed indicator
- Determine heading to station using the opening/closing angle method
- Difference between IAS, CAS and TAS



Air Law

- Recall the regulatory requirements for flight operations in the vicinity of an aerodrome
- Recall the minimum permissible altitudes over a built up area
- Recall the procedures that apply to advisory airspace
- Recall the requirements for the operation of a single engine aircraft over water
- Recall the aircraft icing regulations
- Circuit joining procedures at controlled and uncontrolled airports
- Recall oxygen requirements

General

- Determine the relationship between best lift drag ratio and aircraft performance
- Explain the causes of wheelbarrowing
- Describe what effects the coefficient of lift
- Explain the relationship between Center of Gravity location and stall characteristics

-Predict the expected illusions when flying at low altitude

-Recognize the effects, rules and guidelines concerning the consumption of alcohol/ drugs

Well, how did you do?

Fly Safe. Fly Smart & Fly Forever

Editors note:

This is my last Newsletter. With somewhat mixed emotions I am, after 55 years, folding my wings. Nellie and I have moved to Canmore to be close to our grand kids. The mountains have always been our playground.

Aviation has been richly rewarding. I have met and worked with many wonderful people and made many great friends. During the past 55 years I have acquired both American and Canadian Commercial Licences with Instrument Ratings and a Canadian ATPL. I have had the opportunity to fly my aircraft from sea to sea to sea and to every Province and Territory.

Thank you all and a special THANKS to Gary, Kim and Jim for their many Newsletter contributions.

I will always remain a proud member of the RDFC.

John Radomsky