



COPA FLIGHT 92



NOVEMBER 2014
NEWSLETTER

www.reddeerflyingclub.org

MONDAY NOV. 17, 19:30 hrs RDFC MEETING

We will have a short business meeting and elect or appoint the new Executive. For an interesting program please forward your favourite (short, no more than 10 minutes) aviation YouTube video or web link to Jim Thoreson at jimthoreson@shaw.ca. Jim will edit into a 1 hour program for the meeting.

MAYDAY OR EMERGENCY?

The link below is to an article by Jeffrey Madison published in General Aviation News. and reprinted in COPA eflight.

<http://generalaviationnews.com/2014/10/09/would-you-hesitate-to-declare-an-emergency/>

RECENT CASARA SEARCH

Check your ELT! See Jim Thoreson's article p.2.

TIP OF THE MONTH

See pages 3-4 for Gary's *TIPS FROM THE TOOLBOX* and Kim's *FROM THE RIGHT SEAT*.

QUIZ

What is the aircraft pictured above right? What is the historical significance to Canada?

CHRISTMAS PARTY

RDFC Christmas Party. Catered by the Circuit Cafe. Friday Dec.12, RDFC Clubhouse. Arrive any time after 5 PM. Dinner served 6:15. BYOB. Tickets \$20. Contact Bert for tickets.

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

RECENT CASARA SEARCH

Jim Thoreson

At 1600 hours on 16 Oct CASARA, Red Deer zone, got a call from JRCC in Trenton advising that there was an ELT on 121.5 going off, someplace between Battleford and Medicine Hat. They were tasked to fly from Red Deer to Consort, to Empress, to Medicine Hat and back to Red Deer at 10,500 ft. The CASARA SAR aircraft launched and climbed to 10-5, and while just over the Red Deer River near Elnora, they started picking up the ELT signal. Following the indicators on the electronic direction finding equipment that they carry, the signal took them to an area, about half ways between Youngstown and Consort. At that point, the spotters saw a small aircraft, later identified as a Maule, on the ground in a pasture with one wing quite low. Tracks indicated that he had ground looped. Communications with CASARA SAR HQ was maintained via a Communications Aerial Platform (CAP) aircraft that was orbiting in the area of Elnora/Trochu, who worked as a radio relay between the SAR HQ and the SAR aircraft. It was later learned that the pilot of the Maule, had attempted to land in a pasture to visit his son. As he touched down, he had a landing gear malfunction, causing the ground loop. The pilot did not check to see if his ELT was activated, and simply walked away and got a ride home. The CASARA crew contacted the RCMP in Consort, who attended, located the pilot and turned the ELT off. The pilot he was put in contact with JRCC, who in no uncertain terms, made sure he was aware of his duties as a pilot after a crash. He was not injured.

CASARA a/c crews:

SAR a/c

Pilot - Jim Thoreson

Navigator - Denis Smith

Spotter - Al Evans

Spotter - Peter Wakefield

CAP a/c

Pilot - Mark Saxton

Scribe - Joyce Hurl

CASARA HQ

Bert Lougheed

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

Mayday, Mayday, Mayday

After our last and great flying club meeting I thought a little review of our radio communications would be worthwhile.

In Canada : Reference TC-AIM Com 5.11 Emergency Communications, From The Ground Up Distress & Urgency Communications Page 229, 29th Edition

“ An emergency situation is classified in one of the TWO following categories, in accordance with the degree of danger or hazard present:

- (a) Distress is a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance. The spoken word for distress is MAYDAY, and it is pronounced three times.

ie: Icing, will attempt crash landing, aircraft fires, VFR into IFR

- (b) Urgency is a condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance. The spoken word for urgency is PAN PAN, and it is pronounced three times.

ie: Advise Cessna Alpha Bravo Charlie his landing gear is damaged, Emergency descent at Calgary Airport, Experiencing partial engine failure, will land - assistance not required, Ill passenger.

Please remember to complete the communication in the correct order.

AVIATE, NAVIGATE and then if you can, COMMUNICATE

Fly Safe, Fly Smart and Fly Forever

Tips From The Toolbox

Gary Hillman

Don't expect the AME to detail your airplane unless you are willing to pay for it. Bringing your airplane to the shop coated in bugs and the belly black with exhaust and oil deposits will make some inspection items more time consuming as the AME will have to clean that off to do an adequate inspection. This is partly so he doesn't carry the muck onto other parts of your airplane during the inspection. Carpets are lifted to access panels to inspect controls, structure and other systems for integrity. If the carpets are dirty he either has to vacuum it himself or that debris will find its way under the floorboards eventually leaving a mess in the aircraft bowels. Gyro instruments draw air from in the cabin through a filter. That is good. But dirt in your carpet will become airborne during flight and shorten the life of the filter.