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## COPA FLIGHT 92

### **RDFC CLUB MEETING MONDAY NOV 16, 19:30**

RCMP Collision analyst, James Lalonde, will do a presentation on the use of drones in law enforcement. He will discuss the regs governing drones, how they are used, show some video, and of course bring his pet UAV. Join us for an evening of Aviation fellowship.

### **CHRISTMAS PARTY**

Friday December 4. At the RDFC Clubhouse. Dinner catered by Circuit Cafe served at 18:00 hrs. Please bring pot luck desert and your own drinks. Tickets \$20 per person available at the the November 16 RDFC meeting, or contact Bert Lougheed 403 343 3808.

### **TIPS OF THE MONTH**

See page 3 for Kim's *FROM THE RIGHT SEAT* and 5 for Gary's *TIPS FROM THE TOOLBOX*.

### **CASARA CORNER**

It will only be a short diversion so why bother telling anyone? Page 2.



On a quiet central Alberta lake

## NOV 2015 NEWSLETTER

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### **QUIZ**

What is the aircraft top right of this page?



Last Month: Baby Lakes. C-FYXQ; empty wt. 550 lbs. ,gross wt.850 lbs., wingspan 16'8", power C-85. Flown in the picture by the builders teenage daughter. Easy to fly, however the type has humbled many pilots including this editor.

### **MEMORIES OF A GUNNER**

Bill Furman survived 33 Missions over Nazi Europe in belly of a B-24. Page 6.



### **EXECUTIVE 2015**

**PRESIDENT:** Jim Thoreson 403 346 6731  
**PAST PRESIDENT:** 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  
**PROGRAMS:** Ron Schmidt 403 886 2022  
**NEWSLETTER:** John Radomsky 403 343 3648  
**RAM FALLS AIRSTRIP:** Darryl Wolter 403 304 9900



## CASARA CORNER

When we fly more than 25 NM from an airport we are required to file a flight plan or itinerary. Did you ever stop and think about WHY we do that, other of course, than it is "the law" according to TC.

Sure the old reason to make sure Nav Canada knows where planes are flying and if you don't get to your destination, they know where send SAR to look for you - or do they?????

If you fly more than 15 NM off your planned route, and you go down - no one will come looking for you in the area that you are actually in. Now that may seem a little strange. But look at it from SAR side. Over the years, DND have studied crash sites, in comparison to flight plans, and they have found that a very high percentage of downed planes were found within 15 NM of their planned route. The highest percentage were found within 10 NM of their planned route. So that leaves a very small percentage that have crashed outside the 15 NM area on each side of their planned route. Consequently, we will only search areas up to 15 NM on each side of the track, plus 10 NM past your departure point and your destination. Now consider the logistics of this fact. Unless there is some evidence (sightings, ELT, etc) to suggest that the missing plane is not within the 15 NM area, as we say in SAR, you could be someplace else in the world, and there is not enough resources nor evidence to extend the search beyond the 15 NM limit on each side of track - so you're on your own.

How do you avoid that - very simple - If you are flying on a planned route (either by flight plan, or itinerary), and you are going to divert more than 15 NM left or right of track (for whatever reason), make sure you advise someone ( FSS, or itinerant or if all else fails, another aircraft) of your intentions and revised route. That way if you run into a problem, we can adjust our search areas to cover your revised planned route.

Remember that - We do this "THAT OTHERS MAY LIVE".

Jim Thoreson CASARA Red Deer

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

### “Aerodrome Traffic Procedures”

After witnessing a wild and deadly procedure an aircraft displayed when joining the circuit at Red Deer this past summer, I felt a review of “Circuit Joining Procedures” was in order. I can’t go into the specific details but do you remember that picture of the two airplanes sitting on the runway, one on top of the other? Yes, the one where the aircraft landed on top of the other aircraft.

We have two types of aerodromes in Canada. Controlled and uncontrolled. Each requires a different “circuit joining procedure”. Please see the diagrams.

The first diagram is the procedure for joining the circuit at an uncontrolled airport. This is an airport without an operational tower and with no mandatory frequency. As you can see, the entry to the circuit is made from the upwind (dead) side. You can join straight into the downwind (live) but only if there is no conflict to the circuit traffic. If you have to cross over the airport (to see windsock, runway condition, etc.,) do so well above circuit altitude (500'). Descend down to the circuit should be done on the upwind side or well clear of the traffic circuit. Circuit height (1,000'AGL) should be reached before entering the traffic circuit. \*In joining the circuit, always take care to avoid cutting off other airplanes and overtaking the airplane ahead of you when approaching to land.\* “When a Mandatory Frequency is in effect at the uncontrolled airport, the circuit joining procedures will be the same as those at a controlled airport.”

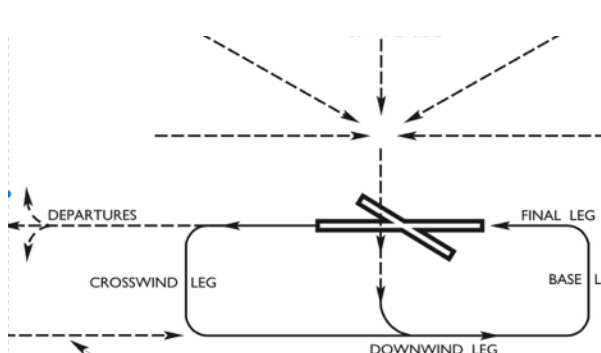
The second diagram is the procedure for joining the circuit at a controlled airport. As you can see, once two way communication has been established and a clearance to join the circuit has been issued “cleared to the circuit”, you may approach straight in or at a 45° angle to the downwind leg and join the circuit at circuit altitude or you may approach straight in to the base or final approach legs. (Usually ATC will tell you how they want you to join.)

#### Tidbits:

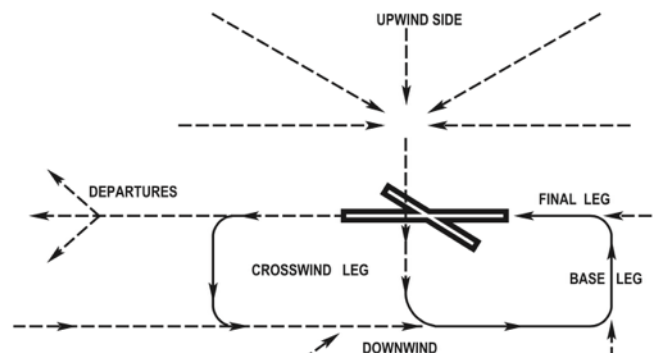
- Make sure your initial communication call is done 5 minutes prior to entering the zone and you should report your position, altitude, arrival procedure intentions and estimated time of landing.
- Aircraft operating within the specified area of a MF are required to be radio equipped. Pilots must report their positions and indicate their intentions and must monitor the MF frequency while operating within the specified area surrounding the airport at which the MF is designated.
- Some pilots operating under VFR at many sites prefer to give Commercial IFR and larger aircraft priority. This practice, however, is a personal airmanship courtesy, and it should be noted that these aircraft do not establish any priority over other aircraft operating VFR at that aerodrome.

#### References:

AIM RAC 4.4 - 4.6, CARS 602.96, From The Ground Up, TC Flight Training Manual, Exercise 17, The Circuit



**UNCONTROLLED**



**CONTROLLED**

## FROM THE TOOL BOX - November 2015

By Gary Hillman

Looking at the sky this morning it is not hard to tell we are heading into winter. But in reality we really did have a great fall. Over coffee I heard a lot of pilots tell me they have been flying and enjoying the smooth air and great scenery. Fall can provide some of the best flying weather of the year. And if you can get up before the winds remove all the colour from the trees it just reinforces all the more "WHY WE FLY".

But with winter flying we need to do some prep. Here is a list;

Clean the airplane. Gets some Spray Nine to take off the heavy grease and exhaust stains. It will even work on bug guts on cowls and wings. But be sure and wipe it clean afterwards with a rag just wet with just water as it is corrosive and should not be left on. Bug guts left to rot on wings and cowls will kill the finish.

Check tire pressures and adjust as needed. Airplane tires just seem to lose pressure when inactive for a month or so. I often will inflate them a couple pounds over recommended because I know they might sit a while. And to be honest a higher tire profile will move easier in snow by hand or during taxi.

Clean windows and vacuum carpets. If you drag snow into the cockpit on your shoes, it will melt and then freeze. If there is dirt on the carpet you now have frozen mud IN THE CARPET all winter and it will cause mildew in spring when it melts.

Clean out the baggage compartments and under back seat of all the wrinkled up old maps, headphone bags, chocolate bar wrappers, pens and kneeboards that got left when you parked it after a great adventure in the summer.

Check over the emergency kit for required contents and status. First Aid Kit requirements are found in **the Aeronautical Information Manual (AIM) under Airmanship, section 4.13**. And while you are reviewing this very informative manual, flip back a few more pages to the **AIR Annex** that will give you a great checklist for survival equipment. A great instructor once said (I think it was Kim Skinner) that you should never go flying if you are not dressed or not equipped for a walk, in case you have an unscheduled landing. I ferried a plane home from the US one time and landed at a small airport for fuel and wait for better weather. There were few people there and the pumps were a ways away from the FBO... I recall being dressed for a minimum and won't forget it.

If your aircraft has wheel pants, you may wish to remove them for winter to prevent carrying unwanted snow and ice.

Check the squawk list you always carry in the front of your log book. You do have one, don't you? Winter is often the best time to 'fix-up' those little things you have been putting off.

Pre-heat engine before winter flying. If you don't have a heated hangar you should have some means of warming the engine. Experts tell us the most wear in an engine occurs on startup especially in two circumstances; 1 - engine too cold, and 2 - starting with too high RPM. I know this is common sense.... But we all know the adage.

Further to the pre-heating, I don't recommend a heater plugged into a timer to cycle. This heating and cooling process could cause condensation, moisture, inside the engine on the 'jewelry'. I know of cases where an aircraft was stored in a moist and poorly ventilated hangar that was eaten up with corrosion.

Best to plug it in and if you are unable to fly plan on at least running the engine till temps come up. Buy an insulated engine tent or have one custom made to retain heat evenly in the cowl. For further tips on testing and maintaining and preheating with Tanis go to [www.tanisaircraft.com](http://www.tanisaircraft.com)

Here is something from a recent article I read. If you have a system on your plane that removes residual oil from dripping out the crankcase breather, they are known to collect moisture. And that may be returned to your crankcase as it cools and sucks air back into and around the jewelry. So the only way to get rid of it is 'boil' it off, meaning you have to get the engine temps up high enough (ideally in the 212 deg range). Of course regular flying will help.

There is another operational tip that is pronounced for Cessna 180 and 182 owners flying in the winter. On the Continental 0-470 series the left and right bank of induction tubes are connected at the front with what is called a "balance tube". This thing tends to freeze up during idle and taxi, and the engine will run like it is trying to throw up. Here is how to prevent that; start engine if not already, move it to a clean surface where no debris will be sucked up. Then pull on the CARB HEAT FULL. Leave it on, warm engine, lean your mixture a bit due to added rich mixture from the heat, taxi out, do your run up as normal. Then when oil temps are in the flyable range, shut OFF the carb heat and enjoy the flight. I have heard of similar situations in carb equipped C-172's but seldom compared to C-182's. My Cub will run better in winter using same procedure.

Well, enough for this month. Some of the best flying will happen in winter so take advantage of it all you can. Take someone with you to introduce them to the magic of flying. Thanks for all your kind comments about this feature. Big thanks to John Radomsky for putting it all together.

Gary

PS. Just did a calculation on my customer database and found with a few exceptions the average flying time across the fleet was 21.1 hrs this past year. Let's challenge ourselves to beat that for 2016.

# MEMORIES OF A GUNNER



EDITORS NOTE: Bill Furman, a Nebraska rancher, was a distant relative who survived 33 missions over Nazi Germany as a gunner in actor Jimmy Stewart's B-24 squadron. This November we share excerpts from his letters to Nellie and me. John Radomsky

"I hope you enjoyed Paris. My only experience with the city was when the Germans held it early in 1944. Our Wing Leader (the Actor Jimmy Stewart), or rather his navigator, led our whole wing home right over the city. It was covered with clouds but the Germans for some reason sent up an awful lot of flack. I do not think they wanted us around.

I don't know that I can offer a great deal of insight as to the feelings while flying in combat. I certainly never intended to go to war as a sergeant riding along in the belly of a bomber. When they discovered my lack of depth perception they would not allow me to fly. I am afraid I developed a rather negative attitude.

Once I met the crew I was to go overseas with I had real doubt that I would survive and so I took a rather impassive attitude. Not that I was not going to do everything I could to make it back, but chances looked slim. Also by this time I was 23 years old and I think probably the oldest on the crew (the reason for POP painted over my bunk).

To say there was never fear would be untrue. But actually going up through the clouds over England to form up with the squadron was about as scary as it could get. Each plane went through the clouds alone. The bases were very close together and the chance of running into another plane from our outfit, or some other, was always present. My memories tell of two planes colliding coming out of the clouds and burning. The flames caused such a draft that several of those who parachuted were drawn into the flames.

Once we were over the channel it was necessary to keep an eye out for German fighters. This, like the work over the target, did not allow for interference in ones job, even from fear. As I look back on it now it was a period in my life when I was something of a Zombie. That is not a good description, but between missions I thought of getting back to the ranch - rather like one would dream a dream not really expecting it to happen

When the crew in the other half of the hut did not make it back it just seemed like the luck of the draw. Their ration books provided us with more cigarettes, soap and maybe a candy bar. What I am trying to say is that I do not know about the others, but for me it was just another dirty job that made numbness the best attitude.

I guess, because I was old for my age, I did not have the “it can never happen to me” attitude. I think that might have been more the attitude of the young fighter pilots. I think that was the attitude of my first pilot I went overseas with and when faced with the reality of it (he) could not take it. I .... do the best I can and let the God’s decide was more apt to be the attitude of the best and most successful bomber crews.

Well I am tapped out on this subject for now.....

The Old Coot from Nebraska. Bill F."



***LEST WE FORGET***