



www.reddeerflyingclub.org

COPA FLIGHT 92

RDFC CLUB MEETING TUESDAY OCT. 20, 19:30 note date change d/t election

RDFC member and Air Canada pilot Darryl Wolter will give a presentation titled ***A day in the life of a 777 pilot.*** Darryl flies primarily transpacific routes. Join us for an evening of aviation fellowship and watch over Darryl's shoulder on a long haul 777 trip.

THE MOUNTAINEER RAM FALLS ARTICLE

The October 6, 2015 edition of ***The Mountaineer***, a Rocky Mountain House newspaper, contained a full page article on the Ram Falls airstrip. The airstrip is maintained by the RDFC with assistance from Lacombe and Innisfail flying clubs. The article is reprinted, with permission, on page 5.

TIPS OF THE MONTH

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

CASARA CORNER

CASARA RED DEER is now contributing a monthly SAR tip. See page 2.



OCT 2015 NEWSLETTER

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QUIZ

What is the aircraft top right of this page? Not fair to look up the registration!

Last Month: Bae-146.
Going pure jet! Air Spray recently acquired their first Bae-146, soon to be converted to an air tanker.



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

Kitty Hawk resident to Wilbur and Orville Wright after the first flight of their Flyer in 1903:

"We believe in a good God, a bad Devil, and a hot Hell, and more than anything else we believed that the same God did not intend man should ever fly."



CASARA CORNER

This is the first of many aviation safety tips from the Red Deer Zone of CASARA. This will be a regular addition to the Red Deer Flying Club's Newsletter.

If a person finds themselves in a survival situation, whether it be in a plane crash, hiking accident, or whatever, there is a certain sequence of events that need to happen to make a situation more survivable. It is called the Survival Formula.

Follow this list in order of their appearance. As for Food and Water, they used to say, save your food and water until last. Recently it has been changed to, If you are hungry - eat; If you are thirsty - drink. It has been found that if a person gets dehydrated or overly hungry - their minds and bodies do not work to the best of their abilities, thus reducing their efficiency.

F - First Aid

F - Fire

S - Shelter

S - Signal

F - Food and water.



October 3, 2015 a large crowd gathered at the Harvard memorial for the unveiling of a monument honouring 44 airmen from several nation's air forces and one CASARA member who died, during and since WWII, while training at what is now the Red Deer Regional Airport.

From the Tool Box,

Well, folks it is has been a busy couple of months in my barn and I have been a bit slack in putting together my submission for this months newsletter. But I have had a few small things that popped up and I will bring them to your attention here. They are more general interest compared to technical.

First off, I get calls often asking, “ What is the best.... for my airplane?” and then “And where can I get one?”. Sometimes if I have the extensive experience with certain products of aircraft types I can make recommendations. But I will tell you where some of the best sources are to learn about your aircraft. I go to the number of airshows and aviation trade shows in a year and there you find all the latest and greatest in products and services. But that cost money to attend all the events. But there are people out there that will know an Ercoupe, or Short Wing Piper, a Comanche, or a Stearman better than anyone else. They are the **TYPE CLUB** for your make and model of aircraft. Some have several type clubs. They usually publish a newsletter or magazine for members. These are people that eat, sleep, and breath the same kind of aircraft that you fly and they knew all the best mods, STC's, instruments and know where to source parts and how to do maintenance. They are really the specialists. The price of annual membership is worth the information you will get. There will also be tips on flying as well as WHERE to fly.

So, where do you find a Type Club for your airplane? Try going to this website. www.univair.com/clubs-organizations-index.

When the page opens the alphabet blocks along the top are links to clubs according to your make of aircraft. But I will tell you it is worth checking them ALL out. You might select 'C' for Cessna and miss the International Cessna 120/140 (or similar) type club that is listed under 'I'. The International Comanche Society is not listed under Piper. So have a look at them all. Pick one for your aircraft type and look them up. If you contact them they may send you a sample of their newsletter to entice you to join THEIR club rather than some other one.

I have the Cub newsletters that go back to the first issues in the 1970's and the information in them is valuable. I had someone give me their collection of Comanche magazines and I used to belong to the American Bonanza Society so I have many of their magazines. Check them out, you will be glad you did.

From the Tool Box,

ON THE SIDE>>>>>>>>>> TRIVIA

Did you know, Lycoming started out as a sewing machine manufacturer? Founded by Mademoiselle Demerrest in 1845 and was up to making 60 machines a day at their peak. When sewing machine business started to slow down they went into making bicycles. In 1910 the Villy Automobile Co approached what was called the Lycoming Foundry to make automobile engines which they did. They built over 15,000 4 cylinder, 30hp engines for LaFrance ambulances for WW I. In 1920 E.L Cord, from the Cord automobile company bought Lycoming and along with Augie Dusenbergl of the automobile of that era they began building aircraft engines in 1928, the first of which was the R680. That is the radial engine that made its way into the Stearman and early Stinsons. It was not until 1938 that they did their first flat horizontally opposed engine that was the O-145.

Lycoming built over 300 different models more or less. Eventually they would build a V-12 automotive engine for fire trucks and later the world's largest piston aircraft engine, the 36 cylinder, radial, 4 rows of nine, 36 cylinder XR7755, rated at 5000 takeoff horse power at 2,600 RPM.

Fly a clean airplane.

GARY HILLMAN

On July 20,1969, when Neil Armstrong stepped onto the moon, he carried with him, as a tribute to the Wright brothers, a small swatch of the muslim from the wing of their 1903 Flyer.



Abandoned airstrip favoured by aviators

Ram Falls once highest elevation airstrip in Canada

BY LAURA BUTTON
EDITOR

When pilot John Radomsky sets his Cessna 185 down at the Ram Falls airstrip, he's entering a fantasy world.

"Theoretically, it doesn't exist," he says, of the 3,300-foot airstrip along Hwy. 754 at the north fork of the Ram River. "It's a patch of grass that's just perfect for landing on."

The Ram Falls airstrip unfurls just over a mile above sea level. At 5,350 feet, it was once the highest elevation airstrip listed in the Canadian Flight Supplement. The airstrip is listed as abandoned on aeronautical maps now, but is still used by pilots all over central Alberta.

The strip was abandoned by the Alberta Forestry Service in the 1990s when fixed-wing aircraft gave way to helicopters as the preferred means of accessing remote lookouts. The Red Deer Flying Club has had an official agreement since 2002 to use and maintain the strip.

The annual maintenance agreement and flight authority agreement with Alberta Forestry and Parks allows volunteers to cut the grass, collect garbage and install a full-sized windsock.

"It takes very minimal maintenance," says Radomsky.

He or another member of the Red Deer, Innisfail or Lacombe flying clubs will take the long drive to Ram Falls once a year with a lawn tractor in the back of a truck. It's a slow drive compared to the easy 40-minute flight in his Cessna, but a trip that is well worth the effort for a summer of aero-access to this remote strip.

Occasionally they organize a fly-in picnic, like the one held on Aug. 29. Pilots from Red Deer, Innisfail and Lacombe descended on the strip that day for a barbecue lunch – more traffic in a single morning than the strip may otherwise see all week.

Jim Thoreson is the president of the Red Deer Flying Club, and the zone training officer for the Civil Air Search and Rescue Association.

"It's a good emergency airstrip," he says, not only available to pilots in distress, but also to search teams and pilots in training.

He uses the airstrip to train pilots in mountain civilian air SAR methods. They don't land, but will fly low over the strip to check for aircraft in trouble.

The Prairie Bible Institute uses the strip as part of their mission pilot training, and novice pilots will sometimes visit as part of their mountain check, part of their pilot training.

The real draw for Radomsky is recreational. A



John Radomsky and Jim Thoreson in front of Radomsky's Cessna 185. Radomsky flies to Ram Falls every couple of weeks. He's even landed there in every month of the year.

PHOTOS BY LAURA BUTTON | THE MOUNTAINEER



The Red Deer Flying Club holds an annual maintenance agreement and flight authority agreement with Alberta Forestry and Parks.

15-minute walk from the airstrip will take you to Ram Falls. The river itself is a prime spot for fly fishing, and wildlife like elk, deer and bighorn sheep are in abundance.

In fact, the ungulates sometimes present a hazard to pilots. Radomsky remembers overshooting the runway when two bucks bounded across the runway. Another time, a cow elk stared him down, keeping him from taking off near her calf.

The only real problem the pilots have encountered over the years are the four-wheeled variety.

"When it's muddy, they can do a lot of damage," said Radomsky of the off-highway vehicle users and trucks that tear up the strip on occasion.

But typically, the strip is quiet, and pilots and their passengers get to enjoy the mountain air and rugged terrain of Ram River and Ram Falls.



Jim Thoreson snapped this photo of a Cherokee Six plane he landed at the Ram Falls airstrip this summer. PHOTO COURTESY OF JIM THORESON



The Ram Falls airstrip is just a 15-minute walk from the falls.



The 3300-foot airstrip is maintained by volunteers from the Red Deer and Innisfail Flying Clubs, though Radomsky says the local ungulate population helps out by grazing the airstrip. On Aug. 28, pilots from central Alberta gathered at the site for a fly-in picnic and barbecue lunch.