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COPA FLIGHT 92

RDFC CLUB MEETING MONDAY JAN 18, 19:30

RJ Steenstra, CEO Red Deer Airport Authority, will be our guest speaker January 18, 2016. RJ will give us an update on runway 16-34 expansion at CYQF, and answer questions regarding the runway expansion and master plan.

CASARA CORNER

CASARA CORNER will be back in future newsletters.

TIPS OF THE MONTH

See page 2 for Kim's *FROM THE RIGHT SEAT*. Gary's *TIPS FROM THE TOOLBOX* will be back in future newsletters.

QUIZ

Prove that you know google is a verb!
Identify the aircraft above right. The painting depicts a flight over Central Alberta. Who was the pilot? What historic flight does the painting memorialize? What is the significance to Alberta and Red Deer? What is the significance of the red cross on the rudder?



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

Forced Approach or This is it, Time to get to work!!

It coughs, sputters and quits. You're smart, have lots of altitude, W & B is within limits, more than enough fuel, all legal requirements completed, insurance paid and hey, you practise these all the time. Right?

I have received a few requests was for my "secrets to a forced approach"? Easy answer..... Practise! Practise! Proper practise. Get up with a qualified person and make sure you're staying current. Know your plane and how it handles in various weights and balances and configurations. Understand energy management.

I've seen a lot of the same errors over the years while practising these exercises with many students and pilots with all types of licences, ratings, ages, sexes and aircraft.

Here's a few:

- missed landing area completely, no procedure followed, haven't done this in a long time
- made field but too fast to land
- wrong configuration (remember short/soft field settings and speeds)
- too concerned with communication (aviate, navigate and if time, communicate)
- didn't know best glide speed (please read December edition)
- "homeitis", (I can make the runway from here)

Do good preflight planning prior to your cross country. Know your winds, direction and speeds, locations and conditions of nearest airports or suitable landing areas and altitudes to make it there. Follow your flight plan and stay the course as close as you safely can. Maintain proper maintenance and practise (good reason to fly).

We received some nice comments from a few of our members regarding the efforts the authors of this newsletter put in monthly. I too am grateful for these. Thank You

Fly Safe, Fly Smart & Fly Forever