



## COPA FLIGHT 92

### RDFC CLUB MEETING MONDAY SEPT. 21

Details of the Sept. meeting will be e-mailed to the membership after the exec meeting Sept. 3rd. Current plans are for a BBQ/social.

### RAM FALLS AIRSTRIP

On Aug.12 Abe Derksen and Darryl Wolter, with their green machines, made Ram Falls Airstrip look like a fairway. Many thanks guys!! Ram falls airstrip has never been in better condition. Don't forget the Ram Falls Fly In August 30.

### QUIZ

What is the aircraft top, right of this page, parked on the Air Spray ramp?

Last Month: The Curtis HS-2L was an elegant WWI era sub hunting flying boat constructed largely from mahogany. Post war the 2L was an early pioneer bush plane.



### Sept. 2015 NEWSLETTER

[www.reddeerflyingclub.org](http://www.reddeerflyingclub.org)

### TIPS OF THE MONTH

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

### 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



## THE OLD (ELEGANT) TIE DOWN



Most pilots use ratchet straps to tie down their aircraft. In all my years of flying I have only tied down an aircraft with straps once, and that was where they were supplied by the FBO. A simple bowline knot on the tie down ring and a storm hitch on top will secure an airplane as long as the ropes are snug. Remember how to tie a bowline? The rabbit comes out of the hole, goes around the tree trunk, then back down the hole. Both knots should be secured with half hitches. If you are tying down a taildragger it helps to use two ropes at 45 deg. angles from the tail tie down ring. For those who don't trust tie down rings try looping the rope around the strut (pictured on the right) as suggested by F.E. Potts in *Guide to Bush Flying*.

John Radomsky

## RAM FALLS AIRSTRIP AUGUST 12, 2015



Thanks to Abe Derksen, Deermart Equipment and Sales Ltd. and Darryl Wolter Ram Falls Airstrip looks like a fairway!

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

## “Departures”

Hi Everyone!

I hope all of you had a great summer and enjoyed many safe and happy hours of flying.

Unfortunately, during the early part of August, I was witness to what I call a “Stunt Pilot” act. I believe that the police, when seeing a foolish and dangerous act of incredible stupidity, call it “stunt driving” and when these idiots are caught, the penalties are severe.

On a nice, clear and beautiful day, with a light southerly breeze, I witnessed a multi-engine aircraft depart runway 16. As soon as the aircraft was airborne, a hard left climbing turn towards the NNW was initiated. I figured at least 60 degrees of bank, probably more. I was shocked, but I’m sure, not as much as the poor helicopter pilot was! He/she was only 3 - 400 above the ground, on final into their home base hanger, when the twin went right under him!!!! Couldn’t have been more than 200’ apart. Yikes!! I wonder if they knew how close they all came to being killed so that this foolish pilot could show off! And we see it happen all the time! I sure hope FSS wrote up a report and TC throws this pilot’s licence in the garbage, where it belongs. (Sorry, but I get really upset when something scares the daylights out of me.)

Time to review departure procedures from uncontrolled aerodromes.

Red Deer is Class E airspace and designated as a MF zone. We have controlled IFR and uncontrolled VFR. Because of the MF status, our circuit joining procedures are the same as a controlled airport, ie. 45 degrees on downwind, base legs, etc.. VFR departures are uncontrolled. It is our responsibility to provide the safety needed and to advise FSS of our intentions. They will not issue you a clearance to taxi or take off as again, we are uncontrolled VFR.

For the correct, legal, safe and proper way to depart an uncontrolled aerodrome, please refer to:

AIM RAC 4.6.2 (c).

*--Departing the Circuit or Airport:* Aircraft departing the circuit or airport should climb straight ahead on the runway heading until reaching the circuit traffic altitude (1000’AGL) **BEFORE** commencing a turn in any direction to an enroute heading. Turns back towards the circuit or airport should not be initiated until **at least 500 ft above the circuit traffic.**

The twin engine or any aircraft, on a VFR departure, should have climbed to at least 1500’ AGL before commencing his turn back towards the airport. Please, obey the rules, for everyone’s safety.

Fly Safe, Fly Smart & Fly Forever

## ***FROM THE TOOL BOX***

Greetings to Y'ALL, that enjoy slipping the surley bonds to dance on laughtered wings. I hope you were able to take advantage of some of the nicest summer weather we have had in this area for a long time. And trust they were all safe and satisfying flights.

While at SunNFun airshow this past April I stopped at a booth and got talking to a charming gal about the variety of DVD's she was pitching regarding several aviation topics. When I asked which one was the best she was stumped till the author of the products showed up and she asked him same question. His answer was, "this one" as he pointed to a jewel case containing ALL OF THEM. It included DVD's on topics like Mountain Flying, IN flight Emergencies, Night flying, The 25 Most Common Mistakes Pilots Make, IFR Made Easy and 10 ways our iPad can cause Accidents & FAA Violations. I succumbed to his quantity discount offer and now possess these 6 valuable gems.

Then I didn't look at them till last week when evening thunderstorms made sitting inside more practical so popped one in and learned about surviving In-flight Emergencies. And here is where I got my topic for this session... FIRE....

Fortunately, you hear very little about in-flight fires but it is important enough for Transport Canada and the FAA to write rules aimed at prevention and about equipment to deal with it. It brought back memories of ONE ground incident I had personal experience with. A pilot had started this aircraft but soon had to shut it down, when due to removed upholstery panels, a loose sidewall switch panel was allowed to contact a nearby unprotected fuel line. The subsequent arcing of electrons trying to find a ground path, from a switch terminal to aluminum pipe, provided the three ingredients needed to cause flame and fire. The excited pilot was observed running from the plane while using his 'big boy voice' exclaiming "***F I R E***"!!!! to everyone that was within earshot. He then reached back in from opposite door and removed the on-board fire extinguisher and aimed it in the direction of the flame burning up the left forward door post and then forward in the insulation.

He was soon driven back by dust from a maintenance person who had entered the pilots side door with a 20 lb dry chem fire extinguisher and was proceeding to empty it all over and under the instrument panel and forward section of the cockpit. Rumor has it another 20 pounder was also used to 'follow-up, just for good measure'. Rumor confirmed that TWO 20 pounders were sent out later for servicing Your imagination can picture the mess. And we were tasked to clean it all up, under insurance of course. That was a whole other story.

Regardless, the DVD did cover in-flight fires very well. But what caught me is the realization that many of my customers aircraft still have these VERY economical mandatory instruments in their planes and they are Dry Chem type. They are attractive because they are cheap. And like the Captain on the B-25 that visited Red Deer last year told me, the only thing in aviation that is cheap is THE PILOT. So, what's the issue with cheap? Don't go that way with fire extinguishers.

Dry Chem is no longer approved for light aircraft. It is corrosive, can cause breathing issues if discharged in confined space, creates serious visibility impairment and marginally effective. So what to go to?

Answer; Halon. But they don't make it any more due to being hard on the earth's ozone layer. But the good news is, when they were making it they made so much that we will have it for a while yet. And they are coming out with Halon alternatives like Halotron. The later does not damage the ozone layer, has same properties as Halon, low carbon footprint and legal to manufacture. Both type are about three times the cost of a dry chem. But the Halotron is twice the weight.

A good article was done in June issue of Aviation Consumer Report and can be found at this link: [http://h3raviation.com/news\\_aviation\\_consumer\\_june\\_15.htm](http://h3raviation.com/news_aviation_consumer_june_15.htm)

H3R Aviation produces a great product. Information on their extinguishers can be found at: [http://h3raviation.com/halon\\_1211.htm](http://h3raviation.com/halon_1211.htm)

Get a good one and one with a size appropriate to your aircraft needs and chances are pretty good you will never need to use it.

***Fly safe. Gary***

## **SAFETY ALERT UNMANNED AIR VEHICLES**

Transport Canada issued a **Civil Aviation Safety Alert** to remind all persons operating unmanned aircraft (model aircraft and unmanned air vehicles or UAVs), for any purpose, about the safety impacts and consequences of interfering with manned aircraft operations, including firefighting aircraft. This summer, a number of incidents occurred in British Columbia where manned aircraft fighting forest fires were grounded due to interference from unmanned aircraft. *The Canadian Aviation Regulations* state that no unauthorized person shall operate an aircraft within 5 nautical miles (9km) of a forest fire or within any associated restricted airspace.

The Civil Aviation Safety Alert is also a reminder of the consequences of contravening regulations pertaining to the use of unmanned aircraft.

Please distribute the Alert or this message where appropriate.

Thank you,

***Mélanie Drouin***

*Manager, Canadian Aviation Regulations Advisory Council | Gestionnaire, Conseil consultatif sur la réglementation aérienne canadienne Transport Canada | Transports Canada  
Place de Ville, 330 Sparks Street, AARBH  
Ottawa, Ontario K1A 0N5 melanie.drouin@tc.gc.ca Telephone | Téléphone 613-990-1415  
Government of Canada | Gouvernement du Canada*