



COPA FLIGHT 92

MONDAY MARCH 16, 2015 CLUB MEETING 19:30 hrs.

PROGRAM: Mike Bradford recently attended the Duxford Airshow and will present pictures and videos of the WWII classics as well as some super neat in flight videos of current RAF aircraft.

We have received the new Maintenance and Flight Permit Agreements, valid January 1, 2015 to December 31, 2019, for the Ram Falls Airstrip. These will be available for discussion and approval, or rejection, by the membership.

The RDFC is now custodian of the Airshow tables, chairs and tents. Jim Munawych provided a crew of six who repaired the damaged tables and hauled out a huge load of trash. MANY THANKS JIM!!

QUIZ

What is the unusual float plane at the dock in the photo top right of this page?

Last Month: Lukla Nepal. 9100 ASL. 1500ft length. 12% average grade with short flat landing area and much steeper initial departure end. On arrival the strip ends against a sheer cliff. There is a several thousand foot drop off immediately after departure.



MARCH 2015 NEWSLETTER

www.reddeerflyingclub.org



TIPS OF THE MONTH

See pages 2-5 for Gary's *TIPS FROM THE TOOLBOX*. and Kim's *FROM THE RIGHT SEAT*

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 Loughheed 403 343 3808

TREASURER: Abe Derksen 403 872 1782

PROGRAMS: Ron Schmidt 403 886 2022

RAM FALLS AIRSTRIP/NEWSLETTER:

John Radomsky 403 343 3648

TIPS FROM THE TOOLBOX

When Yogi Bear and BooBoo wake up in Jellystone National Park after their winter hibernation the first thing they will do is find a “pic-a-nic” basket to refuel themselves. With that lead-in I am going to take a different tack for this month. Let’s discuss how to best “unhibernate” your bird in time of r a successful start to the flying season. You have already marked your calendars with the dates of the spring flyin breakfasts and you like have prioritized who you are taking with you where. These first flights are not the time to find out your aircraft isn’t in the same condition you thought you left it last fall. So let’s get a list going of things to check and actions in preparation for your plane now before you have to spend weekends and evenings cleaning the yard of the debris left from winter thaw.

Start off assembling some equipment and supplies like basic hand tool kit with spark plug wrench and socket, screwdrivers for Phillips and blade style, lacquer thinner, mild soap cleaning solution, water and sponge. Add to that a can of WD-40 and spray can of Pledge furniture polish. More on that later. Of course don’t forget the eye and hand protection.

1. First off, give it a good cleaning. Pouring water all over it is not always the best way either but often fast, especially if you have a pressure washer. But before doing that, give the wings, struts, horizontal & vertical stabs, cowl and windscreen a good sponge bath. This is the area that last year’s bugs are still clinging to where they decayed all winter. Don’t give into the temptation to use your wife’s kitchen scouring pads as this will harm the painted surfaces. You can get a good sponge from Canadian Tire meant for this purpose. Any good degreaser in a spray bottle will assist. A handy one is **Spray Nine**. But notice that it has the little symbol on it saying it is caustic. That’s okay as long as you don’t leave it to soak on the airplane. Don’t let it dry on any the surface. That’s bad. So spray on the surface, agitate the surface with the sponge and then rinse it off with the bucket of warm water you brought along ‘just because’. Do same on cowl especially exhaust stains aft of the tail pipe. (Side note: over the years I have had dozens of chemical salesman come into my shop with a bottle of the GREATEST AIRCRAFT CLEANER EVER PRODUCED asking me to point them to the aircraft with the worst exhaust stains where he will perform with his MAGIC cleaner. Whereupon he almost took the paint off trying to make it work. Then tells me the best price is by the 45 gallon drum). Try **Spray Nine**. Cleaning them well now will leave the plane looking fast. Now is also a good time to clean the belly. It seldom gets any attention over the summer. You did bring old clothes or coveralls, didn’t you?

Rinse the whole airplane off with just clear water. Wipe it dry with a chamois if you really get carried away.

2. Check all tire pressures and adjust to spec. Aircraft tires tend to weep pressure for no reason if left idle for extended period. Check for drips of brake fluid while you are there. All around tire wear can be observed too by rolling the plane for and aft.
3. Point a good flashlight inside and around the cowl watching for leaks and winter homes (nests) of varmints that may have taken up residence.
4. Check engine oil and adjust if required. It is often said the cheapest thing you can buy for your airplane is the engine oil. So you might even consider starting the season by changing it out. Don’t forget the filter as well.
5. Do a detailed inspection (use a flashlight) of the prop looking for nicks, cracks and corrosion. Include the aft face and trailing edge as well. If the black paint is chipped a lot off the aft side, replace it by spraying an even coat of Flat Black paint on the back side. Lay a towel over your cowl to protect from overspray. Check spinner and back plate for cracks or missing hardware.

6. Fuel. Check ALL the sumps. Take a significant amount (up to 1 cup)of fuel out just to make sure you are maximizing removal of all sediment. If the flow from the drain is weak it might indicate something is caught in the drain mechanism.
7. Check tank cap gaskets and/or seals for integrity. This is often where the crud gets introduced into the tanks.
8. A wise action at this time is to remove cowling and remove the spark plugs. Check for condensation on top plugs and oil contamination on the bottom ones. They can be rinsed dry with a good electrical contact cleaner, lacquer thinner or paint reducer, dope thinner or just rinse them off in aircraft fuel.
9. While plugs are out, make sure the prop arc is clear, grab a prop blade about an arms length from the center of the spinner and begin rotating it through its travel at a reasonable rate. It doesn't have to be so fast as to register on the tach, but the object is to get the oil pump to press oil up through all the lubrication galleries to those vital close tolerance parts that will be rubbing against each other when it first starts up. If the plane has been sitting a month or more, the lubrication film will have flowed away. This is critical that you get all the lubrication to those parts prior to first starting. Don't do this if you don't plan to start it up in the next day or so. Never get talked into the theory that turning the prop a half turn every month on an idle engine will keep it lubed. Doing this merely scraps the oil film OFF the key areas. **DONT EVER DROP A SPARK PLUG.** Replace them with a torque wrench set to 25 lb/ft (300 lb/in) and only snug the spark leads as they are a tapered fit. Replace the cowling.
10. Move on to cleaning the windows. An old helicopter pilot educated me on how they clean that massive Perspex bow window that the fling wings guys look through. First just clear water to get the dust off and then your fingers with the water to get the bugs off. Once off use a good plexiglass cleaner like Brightanize or Meguires. Then finish with.... you guessed it, PLEDGE furniture polish. Pledge will make the bugs MUCH easier to come off and you can use it to this same advantage by applying it to the leading edge of the wings and struts. Frost doesn't like to stick to it and rain flows off very easily.
11. Put a charger on your battery to make sure it will not let you down the first time you want to take the family or friends out and you get all strapped in, hit the starter and NOTHING.
12. Then check other electrical systems like nav and landing lights, flaps (if electric)even

Well, 12 items should be about enough, don't you think. This looks a lot like a details pre-flight, right? It is plus a little extra. Make a day of it. Take the BBQ out to the hangar or beside the plane. Soon everyone will see the smoke rising and come to investigate. So prepare to have a handful of extra burgers and supplies. And give me a call. If I can't be useful on your aircraft I can sure BBQ a good burger.

NOW GET OUT THERE AND FLY!!!!!!

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

“Hard Earned Wisdom”

I hope most of us have heard these quotes before. Most of them inspired thoughts and decisions that over time have saved numerous lives. Some lessons were learnt at a very great prices. Enjoy! (My favourite is #11)

1. Takeoffs are optional. Landings are mandatory.
2. Flying isn't dangerous. Crashing is dangerous.
3. It's always better to be down here wishing you were up there than up there wishing you were down here.
4. The only time you have too much fuel is when you're on fire.
5. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
6. When in doubt, hold on to your altitude. No one has ever collided with the sky.
7. A “good” landing is one from which you can walk away. A “great” landing is one which they can use the plane again.
8. Learn from the mistake of others. You won't live long enough to make all of them yourself.
9. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
10. -The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival equals a small probability of survival - - and vice versa.
11. -Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
12. -Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction.
13. -Reliable sources also report that mountains have been known to hide out in clouds.
14. -There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
15. -You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
16. -Keep looking around. There's always something you've missed.
17. -If all you can see out of the windscreen is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
18. -In the ongoing battle between objects made of aluminum going hundreds of miles an hour and the ground going zero miles an hour, the ground has yet to lose.

19. Good judgement comes from experience. Unfortunately experience usually comes from bad judgement.

20. There are old pilots and there are bold pilots. There are, however, no old, bold pilots.

21. Remember gravity is not just a good idea. It's the law and it is not subject to repeal.

22. Always try to keep number of landings you make equal to the number of takeoffs you've made

23. The three most useless things to a pilot are altitude above you, runway behind you and a tenth of a second ago.



ARCTIC SUMMER