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COPA FLIGHT 92

MONDAY OCT 20, 19:30 hrs RDFC MEETING

Join us for the regular RDFC October meeting. Jim Thull, CASARA Navigator and former instructor, will provide an overview of the ForeFlight app and how it can benefit us as pilots.

RAM FALLS FLY IN

The fly in scheduled for Sept. 28 was a bust. Weather at CYQF was IFR most of the morning. A few aircraft representing Barrhead, Innisfail and Red Deer flew in for the rescheduled event Oct. 5. It was a clear warm day. Although wind at ridge top was quite strong, with some reported turbulence, as usual with a northwesterly flow there was very little mild turbulence in the foothills and Ram Falls area.

BEAR WARNING

Please note there has been recent grizzly bear activity in the Ram Falls area. An Alberta Parks person recommended visitors carry bear spray and know how to use it.

TIP OF THE MONTH

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



**Trick or Treat?
Boeing in Clownfish
Halloween costume**

OCTOBER 2014 NEWSLETTER

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QUIZ

LAST MONTH: Glen Crandall and his beautifully restored 1942 Noorduyt UC-64A Norseman. Visit the Circuit Cafe at CYQF for complete history of this unique aircraft. There are pictures of Glen and Norseman UUD, along with an article about the aircraft on one of the walls.

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TIPS FROM THE TOOLBOX

GARY HILLMAN

Before putting a mod on your aircraft find out what additional labor is required to maintain it. Or what additional ‘disassembly’ is required at annual to access it or the basic part of the aircraft. Wheel fairings, tuned exhausts, engine preheaters, standby systems like vacuum pumps or alternators, are just a few of the items that come to mind. Most mods/STC’s come with ICA’s (Instructions for Continuing Airworthiness) The

WHAT IS WRONG WITH THIS PICTURE?
PLEASE READ “*FROM THE RIGHT SEAT*”p.3



EDITOR'S NOTE

I was a 16 year old on my dual cross country. My instructor and high school principal, a high time pilot who flew low level bombing missions over occupied Europe, taught me how to fly low. “Keep the nose trimmed up and climb over the fences” he admonished. It was exhilarating. A few years later the school sponsored a “March for Millions”. One student, a next door neighbour of mine, could not participate. The principal borrowed an airplane, and with the non participating student on board, buzzed the student marchers on a country road. The aircraft snagged a power line abeam the marchers. Both perished. The incident was witnessed by all the marching students and the non participating student's mother, who was one of the parent volunteers. Fifty years later I am still haunted by the needless tragedy.

As Kim says “Fly Safe, Fly Smart and Fly Forever!”
John

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

“Low Level Flying”

Hi Everybody! Hope you had a great summer!

If you take a look at this picture, you'll see several wires crossing a valley. Close to home? You bet, that's right beside Red Deer's Ski Hill. Imagine the outcome of flying this valley and hitting those wires!

Which brings me to an interesting topic that came up several times when I was teaching IFR ground schools (especially with the author of our newsletter!). He (John), quite correctly would argue that there was no law for minimum altitude flying over open areas and we instructors always taught that unless you were taking off or landing you should keep a minimum of 500'AGL at all times. Exceptions to this were the obvious, aerial photography, pipeline patrol, crop dusting and training. Since I could find no solid evidence to support the minimum 500'rule, I placed a call to Mr. Wayne Todd of Transport Canada, Edmonton. After a great discussion, he informed me that John was right, there is no law for minimum altitude flight over open areas but if anything ever happened, you'd better have a good reason for being there!

Does it happen? You bet, several real stories are available from the “learning from other's mistakes program”. A couple of recent ones that come to mind are: the hitting of a cow while chasing it with a C-172, pictures of aircraft flying under our bridges, a C-150 flying so low over Sylvan Lake that when he rolled the plane to turn, the wingtip struck the lake, and well, you know what happened next.

Please keep yourself at least 500! agl at all times. Check the NOTAMS, current maps and with fellow pilots that know the area for new towers or any high obstacles that might be in this area you wish to fly. We have a 600+' tower, just north west of Red Deer, so maybe, a smart pilot would keep at least a 1000' agl at all times. Some towers in the USA are over 2000'agl.

Most light single certified aircraft usually have a glide ratio of 2 to 1 (2 miles glide for every 1000' altitude loss). So at 500' a 1 mile glide is not pretty. Let's say we fly at least 3000"agl, that will give us about a 6 mile glide or 36 square miles to choose a safe spot for an unscheduled landing, bearing in mind the wind direction, strength and density altitude. That's much better!

One more item I see a lot of, is aircraft flying over airports without maintaining the minimum altitudes. Check your current CFS and find out how high you should be to clear the aerodrome. Usually the CFS states 3000' above airport, within a five mile radius. If you wish to fly lower over these aerodromes, make sure you radio with your position, altitude (min. 2000') and intentions.

Fly Safe, Fly Smart and Fly Forever!