



www.reddeerflyingclub.org

COPA FLIGHT 92

ANNUAL RDFC BBQ

There will be no regular RDFC meeting this month. The traditional June BBQ is Sat. June 25, 5:00 PM at the the Clubhouse. Bring your own meat, refreshments, cutlery and plates. The club will supply the rest.

RDFC SATURDAY COFFEE

June 25, 9:00 AM till noon, and every 4th Saturday of the month. Club members please help us welcome our fly in visitors.

RAM FALLS UPDATE

Alberta Parks Division has clarified rules regarding camping and fires. Page 2.

TIPS FROM THE TOOLBOX AND FROM THE RIGHT SEAT

Gary and Kim are back with timely contributions. Pages 3-5.

CASARA CORNER

This pilot did everything wrong and survived 49 days in the bush. Pages 6&7.



JUNE 2016 NEWSLETTER

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QUIZ

What is the aircraft pictured top right?

**Last Month: FOKKER SUPER UNIVERSAL.
Photo page 5.**

CF-AAM is a Canadian icon. It spent four years flying mail between Northern BC and the Yukon and was catapulted to world fame when it flew the MacAlpine rescue mission in the arctic.

CF-AAM was rebuilt over 18 years and 10,000 hours by Clark Seaborn and Don McLean in Calgary, and is on permanent display at the Royal Aviation Museum of Western Canada in Winnipeg, Clark's reward for the rebuild was the right to fly it for five years. This aircraft is worth a Google search.

2016 RDFC EXECUTIVE

PRES: Jim Thoreson 403 346 6731

PAST PRES: 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

RAM FALLS AIRSTRIP: Darryl Wolter 403 304 9900

NEWSLETTER: John Radomsky 403 343 3648

Ram Falls Airstrip Update Spring 2016

Last year the Red Deer Flying Club in association with the Lacombe, Innisfail and Iron Creek Flying Clubs secured a long term agreement with Alberta Parks to use and maintain the Ram Falls Airstrip, for the benefit of the private recreational aircraft community, through to December 2019.

Alberta Parks is very supportive of our desire to maintain continued access to the Ram Falls Airstrip by private aircraft. The realization is that there's a secondary benefit to having private aircraft in the area, reporting potential forest fires or suspicious activity to authorities.

Over the winter, we met with Alberta Parks to discuss any issues of concern and to provide the required annual report on airstrip usage. One issue brought to our attention relates to camping and/or open fires on the airstrip grounds. Because the Ram Falls airstrip is inside Provincial Park boundaries, all camping and open fires must take place in a designated campsite in the adjacent campground across the road. Our aircraft can remain overnight near the Eastern end of the airstrip, but camping must be in the approved campground area.

The only other issue regards accurately estimating the number of aircraft movements for our annual report. To facilitate this, Alberta Parks will be installing a beam counter on the windsock at midfield. This counter will register a movement anytime a metal object passes the midfield point of the airstrip, and will provide an estimate of usage. To fine tune that estimate, we have introduced an email account where pilots can document their usage, as well as provide any observations, or stories about their flight.

After returning from a Ram Falls flight, we encourage all pilots to document the experience, as regular utilization bodes well for continued renewal of our access agreement with Alberta Parks. Please email the date, aircraft registration, number of aircraft and any other comments including strip condition to **ramfalls@outlook.com** and it will be included in the annual report.

For an update on conditions, please refer to the Ram Falls information on the RDFC website at **www.reddeerflyingclub.org** "Grass and Gravel" tab or the COPA National website at **www.copanational.org** "Places to Fly" tab prior to your flight.

FROM THE TOOL BOX

Greetings happy flyers. Well, looks like this is my last kick at aviation drivel for the season so have a few things on my mind.

First off I want to rant. So let's get this out of the way first. It is an issue that as I get older I get more and more cranky when it happens. And no it does not have to do with helicopters but there is a relationship as you will see. It is not downwash but PROPWASH. Folks we have to be conscious of the effect of the air produced by that big fan on the front of (most) of our airplanes. I don't care if it is an ultralight or and Lockheed L-188. That thing you control with the knob on the panel moves a lot of air.

Consider what is behind you when you flip the switches and push the buttons at startup. Consider what is behind you when you taxi up to a hangar. There is absolutely no excuse for turning your airplane under power so the tail faces the door. **Never, Never, Ever** turn your plane around with the engine blasting facing a hangar door, or any door for that matter. For one, it stresses the doors. Two it blows rocks, dust, snow and debris past the door seals and onto EVERYTHING inside. Even if the door is slightly cracked it can MOVE things inside that hangar. Even at idle the air moving can move a table into the VansRV project your hangar mate is building. Our hangars often house our seasonal toys so they stay clean for their seasonal operation. Won't be clean if you insist on doing this.

And if you are marshaling an airplane at a flyin or airshow don't direct a taxiing airplane to maneuver such that his prop wash can damage other aircraft with the prop wash. They are very careful about that at Oshkosh. They stop the plane on the taxi track and move by hand into the parking place. Much safer method. I see this often at Flyin breakfast where they want the unique airplanes on the front line and will expect the plane to turn tail towards the public, including the breakfast kitchen crew and blast them.

Okay I'm off my soapbox. Next item I want to mention is a great tiedown system I have found called the TieBoss. Ropes and hooks come with the package and the rope is captured in a fluted slot. It is quick to capture when tying and quick to release. Princess Auto have them and they are great. Come with plenty of rope for both low and high wing aircraft.

Last item is an observation. I have a customer that flies about 150 to 160 hrs per year. Owned by a group in a flying club this plane is on the go often. Although the condition of the plane is beginning to show its usage the engine is awesome. It is now running ON CONDITION which means it has gone beyond its Overhaul Recommended time by manufacturer. But the engine tests up remarkably well. Compression differential tests are all in high 70's out of 80. Oils consumption is VERY low for the time, few if any leaks. RPM performance is like new. So why, you ask? It flies a lot. That is the reason.

So to me that is the thing that will make your cost of flying much lower by the hour. I know, like me, life gets in the way and I was lucky to put 30 hrs on my plane last year so it is a lesson for me as well. Sitting is a killer to an engine..... and instruments. So if you can, try to put some time on the plane when you can.

This summer is forecast to be a warm one so let's get out there and enjoy the great fun of FLYING.

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

“Lost Control”

Unfortunately, sometime this summer we are going to hear or read about some unprepared pilot(s) who had to make the “unscheduled landing”. In my opinion, the two most common cause of fatal accidents are: 1. engine failure after take-off and then trying to return to departure point. 2. Low level flying, buzzing the farm and spiraling in. I have discussed these two in previous newsletters and hope they helped.

A few years back an aircraft departed from the Edmonton region to a destination east. At high altitude, control was lost of the aircraft and it broke up in flight. All aboard died. Could this have been prevented? YES, definitely. Here’s how:

Let’s paint a scenario, you’ve done your flight planning, weight and balance are within limits, lots of fuel, weather, ah well it’s reported to be good. You take off, fly up to a good safe altitude and set up for cruise. All of a sudden, you lose control for any number of reasons. (fell asleep, got too close to bad weather, or flew into weather beyond your training, etc.) What do I do?

If you remember back to your private pilot training, during the instrument portion, you were taught to close your eyes while the instructor did something crazy with your plane. Upon command you were given back control and expected to bring the aircraft to straight and level, which you did. So what did you do?

1. **Let Go** -- You were not flying the aircraft when given control by the instructor but taught to access the information given and then initiate the recovery. You’re a long ways from your training days and in real life, you’re most likely making the situation worse, so **let go of the plane!** Articles I’ve read suggest that in an emergency situation, 90% of the pilots will instantly pull back on the controls!! Yikes! Hey, you’re scared but let’s be smart. Unless you are really close to the ground, you should have some time (maybe minutes) to figure out what’s happening.
2. **Check Airspeed** --If you’ve done your W & B correctly and you’re flying a stall approved aircraft (which most of us fly except those jet jockeys) you should have center of gravity (weight) well ahead of the center of pressure (lift) and the nose will lead the way. Forward C of G. Meaning you’re going to go faster and airspeed should indicate this.
3. **Power** -- As airspeed is increasing rapidly, get your power **OFF** and I don’t mean carb heat on, mixture checked, slow reduction...I mean all of the power **OFF** immediately, right now. We need control and any extra time can help.
4. **Level Wings** -- Check your Attitude Indicator, turn and bank indicator or turn coordinator. They should not all be on the same power source. One of them will be working. Take control **NOW** and level your wings.

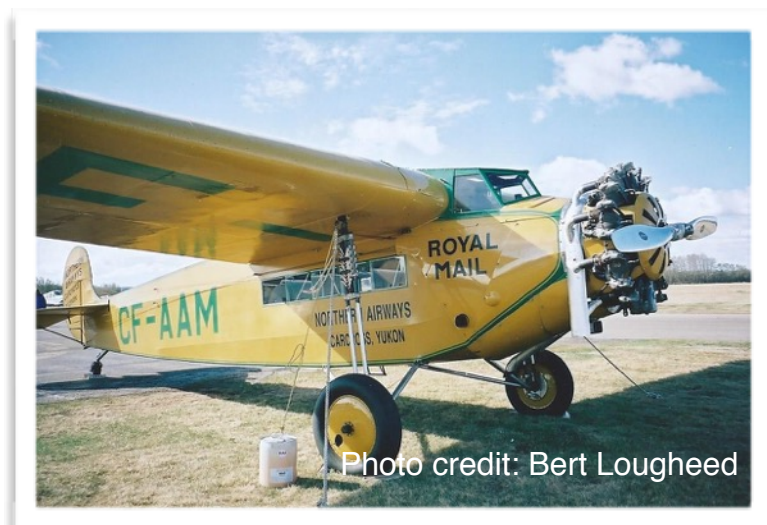
5. **Recover From Dive** -- Slowly but firmly pull your plane out of the dive. Not too hard to cause a high speed stall. Remember to make sure you've leveled your wings and ailerons are neutral. Most aircraft can take a lot of pitching or rolling forces individually but not combined together.

It's a spiral dive. Pulling back on the stick will only accelerate the problem. The poor pilot out of Edmonton was pulling so hard that when the wings came off they imprinted on top of the fuselage.

Remember most aircraft have several built in features to keep our plane in somewhat level flight. Some will even recover back to straight and level flight. One of my favourite training tools that I used was after a student had 30 or so hours flying experience and was becoming familiar and comfortable I would ask them to get the plane trimmed up so we could go hands free of the controls. Make sure the plane is just right, then I would ask them to close their eyes, use all of their other senses and keep us level. Every time, those four turning forces, torque, precession, asymmetric thrust and slipstream, rolled us into the spiral! Proper recognition and recover technique resulted in minimum altitude loss. No student ever lost more than 500 feet. Practise. Practise. Practise. (good reason to go flying)

Have a Great Summer

Fly Safe, Fly Smart & Fly Forever



FOKKER SUPER UNIVERSAL



CASARA Corner

On 4 February 1963, Ralph Flores and Helen Klaben took off from Whitehorse airport into a blizzard, flying a Howard aircraft. He was heading south from Fairbanks to the southern states, and she was simply catching a ride with him. Weather had forced them to sit out a storm in Whitehorse. Finally on the 4th February, Flores decided he was leaving. The weather briefers told him that the weather was not conducive to flying, but he felt that God was on his side, and would protect him. He had about 4 hours fuel on board so they departed southbound into a blizzard. About 4 hours and 20 minutes later, he was totally lost someplace in the "trench" area, southwest of Watson Lake, and he ran out of fuel, and they crashed into a heavily wooded area.

When he was reported overdue, a large search was launched and in spite of all the search hours being flown, they were never found.

49 days later, on March 25th, a bush pilot was flying over a lake and spotted SOS stamped out in the snow and an arrow pointing towards their camp. They were still alive and were rescued.

On board Flores carried the following:

Toolkit, matches, oil, no rifle, no survival gear, 4 cans of sardines, 2 cans tuna fish, 5 pieces of chocolate, 1 box crackers, a few protein and vitamin pills, knife, cold chisel, and a hammer.

The temperatures dipped well below -40 degrees and stayed there for much of the time they were down. They tried to make a lean to our of a tarp and even tried to sleep in the fuselage. In spite of their injuries, they managed to stay alive until found.

So what do he do right/wrong for his flight.

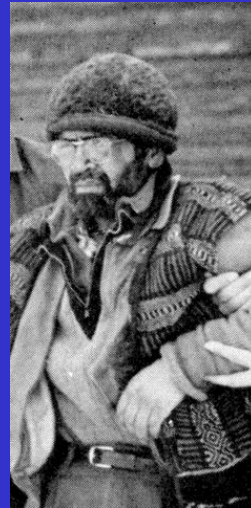
1. Pay heed to the weather warnings - No.
2. Have a proper survival kit - No.
3. Have food and supplies on board - No.
4. Use common sense - No.
5. Did he use ANY sense - No.



HOWARD DGA

Editor note: What does DGA stand for after Howard?

49 Days in the Yukon



Ralph Flores



Helen Klaben

1963

This is intended to be an example of WHAT NOT TO DO when flying. It doesn't matter where you are going, use the Boy Scout motto - BE PREPARED.

A movie was made of their story. It's called "Hey, I'm Alive". One of the remarks that Klaben made when she was rescued.

NOTE: I have firsthand knowledge of this search, as I was in the RCAF at that time, stationed in Whitehorse and flew many hours on this particular search.

Jim Thoreson

**WE ALL CARRY A COMPLETE, SEASON
APPROPRIATE, SURVIVAL KIT IN OUR
AIRCRAFT DON'T WE?? Editor**

FRENCH EXCHANGE TEACHERS RDFC AIR TOUR

Recently we were contacted by Dan Lower, the principle at the Lindsay Thurber Comp. High School. Last year they took a contingent of exchange students over to France to their twin city. While there the teachers were treated to a flight over the country side and mountains in France.

This year, the Comp will be hosting 42 exchange students from France, plus 4 teachers as chaperones. Dan contacted me to see if it would be possible to return the favor and show off our beautiful country side. So we had a chance to go flying, what could we say??

On Wednesday 11 May, John Radomsky, Abe Derksen and Jim Thoreson met with the teachers at our clubhouse. We had originally thought we would take them to Ram Falls, however Mom Nature was planning some mean white stuff for the west country, so we opted to fly them over the wind farm, up the Red Deer River, show them the buffalo jump, then over the Joffery NovaCorp plant, the comp high school and back to CYQF.

The weather was perfect for that flight and everyone enjoyed themselves immensely.

Jim Thoreson



**NEXT RDFC NEWSLETTER SEPTEMBER. HAVE A GREAT,
SAFE AVIATION SUMMER!**