



COPA FLIGHT 92



DECEMBER 2014 NEWSLETTER

www.reddeerflyingclub.org

SEASONS GREETINGS

No December RDFC Club meeting. See you at the **CHRISTMAS PARTY** Fri. Dec. 12, RDFC Clubhouse. Arrive any time after 5 PM. Dinner served 6:15. BYOB. Tickets \$20. Contact Bert for tickets.

SHERRY COOPER HONOURED

Sky Wings' Sherry Cooper was honoured with the Air Transport Association of Canada David Charles Abramson Memorial Flight Instructor Safety Award. **Congratulations Sherry!**

TIP OF THE MONTH

See pages 3 for Gary's *TIPS FROM THE TOOLBOX*. Kim's *FROM THE RIGHT SEAT* will return in January.

QUIZ

LAST MONTH: Northrop A-17 Nomad - a rare BCATP aircraft. Nomad 3521, which crashed during a search December 13, 1940, was recently raised from Lake Muskoka. Remains of 2 airmen and numerous personal artifacts were recovered. Google "Nomad 3521" for this fascinating story.

AIRPORT DEVELOPMENT THREATENED??

Bill C-43, which has passed second reading in the House of Commons, is now in review by the Finance Committee. If passed Bill C-43 will amend the Aeronautics Act and will require consultation at the local level prior to development at any aerodrome/airport and give the minister power to prohibit any development, or change in operations. In other words municipalities or NIMBY's may be able to thwart any new aerodrome development.

This may negatively impact any private airstrip. Could NIMBYs prevent runway expansion and further development at CYQF? See Dec. COPA Flight p.4: <http://issuu.com/copanational.org/docs/cf-december-2014/1?e=0>

EXECUTIVE 2015

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RDFC CLUB DUES

**2015 CLUB
MEMBERSHIP
DUES NOW PAYABLE**

**INDIVIDUAL / FAMILY: \$50
CORPORATE: \$100**

**PLEASE SUBMIT CHEQUES PAYABLE TO
RED DEER FLYING CLUB TO:**

**ABE DERKSEN
TREASURER RDFC
87-39200 RANGE ROAD 282
RED DEER COUNTY, AB
T4S 2C4**

TIPS FROM THE TOOLBOX

As 2014 comes to a close I would like to wish everyone a very MERRY CHRISTMAS and a prosperous New Year. Also I would like to thank all those that have commented on my submissions to the RDFC Newsletters this past year. Many of you have expressed appreciation for the perspective from the maintenance side of the hangar. And some have offered constructive comments, which is appreciated. I have mentioned to some of you that my submissions are from a collection of perspectives I have been accumulating that relate to the maintenance side of the team that keeps your aircraft airworthy. At some point I intend to refine them into an article I hope to get published in a popular aviation magazine or periodical. Some of the items have been comments from my colleagues in the industry.

So lets get to the last one for the year 2014.

I am often asked why an annual cost is generally no different whether I fly lots or not. Just because you only flew 10 hrs in the last year does not mean the AME does not need to do a complete inspection. Sure, he may pass over lightly in some very familiar areas, but that is **HIS CHOICE**. He is obligated by the CARs to do a complete 100hr inspection once every 12 months on private aircraft. If a serious/fatal accident ever happened you can be sure the TC investigation people will be sitting down with the AME that last signed off an inspection and asking him/her some tough questions regarding the work certified. Even if the cause was NOT due to maintenance, there will be questions to answer. Sometimes those questions are from the wife, kids or parents of the pilot/passengers. For the AME, this is NOT a nice place to be in. He must/should feel comfortable/confident with signing his signature in the log related to the work accomplished.

There are some items the manufacturer recommends you do such as bearing inspection and repacking, filter replacements and hose replacements. As these items come due they reflect in the cost of the annual. These replacement recommendations are preventative scheduled maintenance. They may reoccur in hours in service or calendar months/years. Ignoring them may compromise airworthiness of systems on your aircraft. Know what these items are on your aircraft and the replacement cycle. The maintenance manual identifies the items and times. Knowing what they are and when next due is invaluable in projecting maintenance costs. Remember, the purpose of **SCHEDULED** maintenance is to prevent **UNSCHEDULED** maintenance.

Wishing you blue skies, smooth air and lots of flying in 2015. Best wishes from Gary and Barb at Hillman Air Ltd

MY FASCINATION WITH AIRPLANES

By Bert Lougheed

I've been fascinated by airplanes all my life. When I was a little kid I lived on a farm near the Bowden training base. I watched Tiger Moths and Chipmunks do rolls, spins, and "falling leaves" over our farm scaring Dad's horses. Whenever we went to Red Deer, I would beg my parents to stop for gasoline at Charlie Parker's service station so I could go through the Lancaster Bomber. Most of my toys were wooden, toy airplanes. Metal was not available for toys because it was all taken for the war effort. I started with rubber band wind-up models. Then when I was about nine years old I bought a Cox .049 gasoline engine and an airplane to go with it. It was a "free-flight" model. Next came control-line models and finally radio-controlled ones. My models got bigger and better. Back in the 1950's the radios in the model planes had tubes instead of transistors or chips. As a result, much of the weight of the model was taken up by batteries so the flights didn't last long!

After I got married I didn't have money to learn to fly the real thing. However, when I was about 40 years old and the family had grown up; I took my private pilot's license. Six of us, with little money, took out a loan and bought a Beechcraft Sport. I did all my training in it. One day when I was in my sixth hour of training the instructor said, "Let's do a spin. I'll do the first one". He didn't realize that the Sport was placarded against spins. We started into a spin all right which instantly turned into a spiral dive. He recovered and I was white as a ghost.

Two years later I got my twin-engine endorsement in a Beech Duchess. I owned two different airplanes with partners during the next many years. I started flying with Search & Rescue in 1978, long before CASARA was invented! I flew our first Grumman Tiger with CARES and then CASARA for more than 20 years. The Tiger has taken us north to Dawson City and south to Oshkosh, over the mountains, and east as far as Saskatoon.

In 1989 four of us bought a Saskatchewan Air Cadets surplus Schweitzer 2-22 glider, rebuilt it and started the Central Alberta Gliding Club. I don't fly with the club anymore because I just don't have the time. However, I have enjoyed 124 interesting "engine out" flights!

When I retired I decided to build my own plane. I chose a beautiful SeaRey which could alight on either the water or the land. (Float plane pilots "alight "on the water)! I always thought that was a really cool way of putting it! The SeaRey was a flying boat so did not have pontoons. The kit, produced in Orlando, Florida took me three winters to build; about 1100 hours work. For five years I enjoyed flying it to all the lakes within a 200 mile radius of Red Deer. It was a great platform for aerial photography with the canopy back and 40 mph. It was also great fun to alight on the water, then put the wheels down, taxi up on the beach and go in for a hamburger and a pop. I would then go and visit with all the people who came to have a look at such a strange airplane. I managed to take her on two wonderful air tours with CRUFC.

Unfortunately, on the evening of September 16, 2008 disaster struck when I was doing water landings on Sylvan Lake. On my second landing, the fiberglass at the front of the hull failed and, in a fraction of a second, the whole front end literally "exploded". The plane went tail-over-front and submerged. I was able to exit the hull and make my way to the surface. People in a boat picked me out of the water. When the Transport Canada people looked at the wreck the next day they said, "It is hard to believe that you are alive". No question in my mind, God was looking after me that day. My grandkids or someone still needed me. We later discovered that in the new kits the "B" type hull has been replaced by a stronger, differently engineered "C" hull.

I collected my insurance money and went back to flying a Grumman Tiger. I bought it from a gentleman who had just turned 90 years of age and was still flying it. I have about 22 years experience with Grumman Tigers and have flown as a pilot with Search & Rescue for 34 years. I've accumulated about 1200 hours.

I love airplanes!→

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Bert Lougheed and his SeaRey

*Merry Christmas and
Happy New Year to all!*

Mommy, when I grow up
I want to be a pilot!

I'm sorry son, you
can't do both...

