



## **COPA FLIGHT 92**



June 2015 NEWSLETTER

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

### **RDFC JUNE BBQ POSTPONED UNTIL AUGUST**

There was no suitable date for a BBQ in June. The BBQ will be scheduled in August. Regular monthly RDFC club meetings will resume in September. **Have a Great Flying Summer!**

### **NEW RAM FALLS AIRSTRIP COORDINATOR**

**Darryl Wolter**, our new Ram Falls Airstrip coordinator, is an Air Canada 777 pilot who primarily flies trans pacific routes. Darryl has experienced bush flying early in his career and still enjoys back country flying in his 182.

I have been involved in keeping Ram Falls open to recreational pilots for 15 years. There has never been a shortage of willing help and expertise from the flying community, particularly the Lacombe and Innisfail Flying Clubs. It has been a personally rewarding experience. I have met many wonderful people along the way. Thank you all. John Radomsky.

### **QUIZ**

What is the aircraft top right of this page?

**Last Month:** Barkley Grow T8P. Like its two main competitors, the Lockheed 12 Electra Junior and the Beech 18, it was built to 1935 Bureau of Air Commerce specifications as an 8 passenger feeder airliner. The Fixed landing gear precluded success in the US market, but was ideal for attaching floats and skis. Only 11 were manufactured. Seven were sold in Canada where they served well as bush aircraft.

### **TIPS OF THE MONTH**

See pages 2-4 for and Kim's *FROM THE RIGHT SEAT* and Gary's *TIPS FROM THE TOOLBOX*.

### **EXECUTIVE 2015**

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**RAM FALLS AIRSTRIP:** Darryl Wolter

## IMSAFE

Too many aviation accidents, avoidable or otherwise, are caused by the fault of the aircrew by their neglect to perform their trained duties. One of the first procedures we are taught as flight instructors to ensure success in the day's lesson, is to make sure that our student is always in a "state of readiness". If he or she is not, then the goal of the lesson cannot be achieved. The same thought should apply to every flight we log as PIC. Are we ready? Use this to help.

IMSAFE is a mnemonic used by some pilots to assess their fitness to fly.

It is interpreted as:

- Illness - Are we suffering from any illness or symptom of an illness which might affect them in flight
- Medication - Are we taking any drugs (prescription or over-the-counter)
- Stress - Psychological or emotional factors which might affect our performance
- Alcohol - legally the law is 8 hours but it also states you can't fly if you know you're impaired. Make this at least 24 hours. (I'd prefer 1 week)
- Fatigue - Have we had sufficient sleep and rest in the recent past
- Eating - Are we sufficiently nourished

If this all looks good then move on to your next step in Pilot Decision Making.

Have a great summer.

Fly Safe, Fly Smart & Fly Forever



## From the Tool Box

Can you guess what is one of the most expensive components on your aircraft today that is necessary for continued flying function? How about the BATTERY? Don't know if you have purchased one of these gems lately but the price has gone crazy. But here is the sad part. Not only do they cost triple the price of a comparable automotive battery they have a very sad service life history. And I don't know about you but I am ashamed at how little I flew this last year. And the log records of my customers show some flew near same or many even less than my 22 hrs. That means the battery sits idle A LOT.

Aviation consumer did a comparison and field survey of aviation batteries and their life is abysmal. In our shop we went through a rash of early battery failures of the Gill manufacture. And Aviation Consumer found supporting evidence to the same. Three years was about average.

So the recommendation was to go to Concord and even recommended the more expensive sealed battery option. You can get them in the XC which stands for eXtra Cranking power. From what I learned at a recent Aircraft Maintenance Symposium Gill has 'upgraded' their product but the proof of time in service has not been proven let, in my opinion.

But one condition seems to be a common denominator for weak or failed batteries is lengthy disuse. They don't like to sit idle long. They need charging on a regular basis.

One presenter at the Symposium recommended a dedicated charger manufactured by VDC Electronics, Inc. that is called the BatteryMINDER. It is an aviation specific Maintenance Battery Charger-De-Sulfator. That means it monitors your battery charge level and will 'cycle' it using high frequency pulses to reduce or prevent the formation of crank-power robbing small crystals of sulfuric acid on the plates of the battery. This charger can be connected with a dedicated ring terminal directly onto your battery and an insulated charge lead with cap can be routed for easy disconnect when you go flying. Otherwise, he said LEAVE IT ON ALL THE TIME. It will not hurt your battery or overcharge it.

When the price tag on a single-engine, GA aircraft battery of 14V listed north of \$500 the price for the charger of \$325 seemed reasonable if you have to replace the battery every three to five years. Check your favorite aviation shopping supply house or check internet for one of these chargers. You can get them for either 14V or 28V. Or at least put a charger on your battery every 30 days idle or not. Buy a timer if you find it inconvenient to come to airport all the time to charge. Might be convenient if you decide to spend a month or two or three on the white sands of some beach in the south during winter.

Regardless, fly it or charge it or replace it frequently.

One more item this month since we are going into the summer season of flying. Some of you fly fuel injected engines and find there are some flashy hand movements that resemble a guy demonstrating card tricks at a night club when it comes to trying to get your engine restarted after a flight. Yes the dreaded HOTSTART. You know, you spend the afternoon taking family or friends flying and you shut off between loads or to refuel. That block of noise up front can be cantankerous to get it going.

Now we all know the reason is the heat of the engine is bubbling and vaporizing residual fuel in the injections lines so when you go to start up it starts and quits due to the air in the lines. The repeat attempts will test your battery's capacity for sure. Might test your professional pilot composure and sanctity and compromise the color of the halo you wear that your passengers see.

So here is a recent trick I learned (see even at my age there is always something to learn), as soon as you shut down and get out of the plane..... Ready for it???? .....This is so simple..... OPEN the oil check door on the top of the cowl. It will help ventilate the heat from around the injection nozzles and reduce the vapor lock in the lines. Then go about your business of loading passengers or refueling. But remember, the last thing before getting in the plane, is CLOSE THE oil check door. Should start with less difficulty.

This is not a bad idea for a carbureted engine as well, just to reduce heat buildup between flights.

Ok, Can I use this forum for one last plea???? Thank You..... I see this happening more and more and it really is poor airmanship and a longstanding beef of mine.

DON'T START AND DO AN ENGINE RUNUP WITH THE TAIL POINTED AT THE HANGAR DOOR, OPEN OR CLOSED, or where the prop blast is pointed at anyone, any airplane within about 200'. I have seen aircraft leave the gas pumps, move to the ramp adjacent to the pumps and turn tail to the building or tiedown line and open her up for a mag check and prop cycle. Be kind and find a clear area BEHIND.

Thanks, I'm done. Have a great safe, and of course, FUN summer with lots of flying.

**Gary**

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FLY SAFE

