



## COPA FLIGHT 92

### MONDAY APRIL 20, 2015 CLUB MEETING 19:30 hrs.

PROGRAM: Join us for an evening of aviation camaraderie, fellowship and aviation great Bob Hoover. We will show the video *FLYING THE FEATHERED EDGE - the Bob Hoover project. This is an 86 minute, 2014 documentary, about Bob Hoover from the early days to the present.*

### BREAKFAST

The annual RDFC fly in Breakfast is Sunday May 3. There will be no Rust Remover. **We need volunteers** including; set up, take down, cooks, marshals, someone to order/pick up food and more. Please call Jim Thoreson or Bert Lougheed.

### QUIZ

What is the aircraft in the photo top right of this page?

Last Month: Fairchild F-11 Husky. Fairchild Ltd. (Canada) designed and built the F-11 Husky in 1946 to replace pre war bush planes. A unique feature was an aft opening door to accommodate long loads. Lack of a suitable engine and competition from the Beaver doomed the project. Only 12 Huskys were built.



### APRIL 2015 NEWSLETTER

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

### CHECK YOUR ELT !

CASARA was called out recently to turn off an ELT in an aircraft that was at CYQF for maintenance. Was it yours?

### 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 Lougheed 403 343 3808  
**TREASURER:** Abe Derksen 403 872 1782  
**PROGRAMS:** Ron Schmidt 403 886 2022  
**RAM FALLS AIRSTRIP/NEWSLETTER:** John Radomsky 403 343 3648

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

### SIGMET and AIRMET

By Definition:

#### Sigmet:

AIP: MET 3.18: Information message issued by a meteorological watch office (MWO) to advise pilots of the occurrence or expected occurrence of specified weather phenomena, which may affect the safety of aircraft operations, and the development of those phenomena in time and space.

NAVCANADA: The SIGMET amends a Graphic Area Forecast (GFA). The SIGMET is a short term weather warning issued when hazardous conditions occur or are expected to occur. These messages describe hazardous weather conditions up to and including 60,000 ft (F600).

**The weather conditions for which a SIGMET is issued are as follows:**

- Area of active thunderstorms
- Line of thunderstorms
- Severe squall line
- Hurricane/tropical storm
- Moderate or heavy hail
- Severe turbulence (not associated with a convective cloud)
- Severe icing (not associated with a convective cloud)
- Marked mountain waves
- Widespread sand or dust storm
- Volcanic ash cloud
- Low-level wind shear
- Tornado or waterspout

#### Airmet:

AIP: MET 3.4.1: Information message issued by a meteorological watch office (MWO) to advise pilots of the occurrence or expected occurrence of weather phenomena, which may affect the safety of aircraft operations *and which are not already include in the GFA. The message shall describe potentially hazardous weather conditions up to and including 24,000 ft (FL240).*

**NAVCANADA:** The AIRMET amends a Graphic Area Forecast (GFA). They are in force until updated or cancelled or until the next GFA is issued. They *are only issued* if potentially hazardous conditions occurs **below FL240**, which are not described in the current GFA and a SIGMET is not required.

**The weather conditions for which an AIRMET is issued are as follows:**

IFR weather (broken or overcast cloud conditions less than 1,000 ft above ground level (AGL) and/or visibility less than 3 statute miles)

Freezing precipitation (not requiring a SIGMET)

Moderate Icing (not associated with convective clouds)

Moderate turbulence (not associated with convective cloud)

Thunderstorms (unorganized)

The surface mean wind speed, over a large area, increases to 20 knots or more, or gusts increase to 30 knots or more, where lighter winds were originally forecast, or

The difference between the forecast and observed wind direction is greater than 60 degrees

A google search can clarify a lot of issues and usually provides a link to you tube for visual aids.

**Fly Safe, Fly Smart and Fly Forever**

## AIRPLANE TIPS

A Recent phone call from a customer prompted this TIP. He reported the loss of fuel from his Cessna 182 aircraft over the winter. (he lost it ALL)

We researched it and it seems like the telltale trail of fuel stain comes from the carb and carb air box. The culprit could be one of a couple things.

First, it's uncommon but has happened occasionally, that the carb float can get stuck in a low position and allows more fuel to enter the carb and it will overflow. This could be due to long inactivity or it could be due to wear of key parts in the carburetor.

The Second possibility is simple. Again, this is uncommon but has happened. If the manual engine fuel primer pump is left unlocked, fuel in a gravity fed system like most all Cessna single engine carbureted aircraft, can feed back through the primer and flow to the induction and drain overboard.

The primer pump contains a check valve to prevent flow. But it is in fact before all the strainers and sumps. Debris in the fuel system could be lodging in that check valve and allowing fuel to pass. When the primer is LOCKED there is a needle at the end of the plunger that seats against the valves and restricts fuel flow. But if that plunger is left UNLOCKED the fuel can flow if the check valve is not functioning.

Ever tried to get power out of your engine during run-up with the Primer UNLOCKED? If it doesn't give you an excessively rich run-up and high mag drop, it will likely stumble on idle. I have had many a pilot return to the ramp reporting the engine running 'sick'. I have merely locked the primer and the pilot continued on his way with a red face. Hey, I have had it happen too, where I didn't get it completely locked. This is seldom an issue losing fuel with low-wing aircraft as the primer pump is usually higher than the fuel tanks.

So make sure the primer is locked when not in use. If you are concerned fuel is still seeping by, then exercise the fuel selector valve and shut it off when the aircraft is inactive. Fuel is too expensive these days. PRIMER LOCKED should be on your pre-takeoff checklist. Maybe should be added to shut-down checklist as well.