



JUNE 2014 NEWSLETTER

www.reddeerflyingclub.org

COPA FLIGHT 92

WEDNESDAY JUNE 18 CLUB BBQ 1800 hrs RDFC CLUBHOUSE

An evening of food and fellowship. The traditional RDFC June BBQ will be held on Wednesday June 18, 1800 hrs. Dinner 1900 hrs. Bring your own meat, drinks and stories. The club will provide the rest.

THANK YOU DENNIS AND SHERRY COOPER

A big thanks to Dennis and Sherry Cooper and Sky Wings Aviation Academy Ltd. for the use of their hangar facility. For many years Dennis and Sherry have generously donated the use of Sky Wings hangar for our Fly In Breakfasts and other events. Without their generosity we could not have hosted many of the events including the May 4 Breakfast.

TIP OF THE MONTH

Gary Hillman and Kim Skinner have again contributed insightful comments. Kim's *FROM THE RIGHT SEAT* and Gary's *FROM THE TOOLBOX* are included on pages 2 and 3.

QUIZ.

LAST MONTH: STINSON V77. Manufactured 1944 by Consolidated Vultee. 3910 lb Max T.O.wt. This was one of the many aircraft that arrived at Darrell Glover's North Forty Ranch Airstrip for the May 10 RDFC Poker Rally.

**What is the aircraft pictured above right?
What is the historical significance of this aircraft?**

NEXT RDFC MEETING AND NEWSLETTER

No Club Meetings or Newsletter till September. Have a great summer. Fly Safely. Weather permitting we will plan a Ram Falls fly out July or August. Any suggested dates??

EXECUTIVE

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John Radomsky 403 343 3648

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

“Spiral Dive”

Unfortunately, sometime during the summer, we’re going to read a story or hear it through the grapevine, about an accident, usually fatal, where the witnesses say, “I don’t know what happened, they were just buzzing the farm (house, beach, etc.) and in they went!”

What happened?

Simply put, what turns an aircraft is us(the aircraft) creating horizontal lift or a centripetal force to offset centrifugal force. After rolling the aircraft, if we want to maintain altitude we must create more lift than what is required to stay level. This is done by applying back pressure and accepting the loss of airspeed or by adding power. As the angle of bank increases the amount of lift required to maintain altitude increases tremendously. At 75 degrees of bank, we need to create a 4.0 G load to maintain our altitude and in just about all our aircraft our stress limit is only 3.8 G’s, so we either break the plane or down we go.

How do we recognize the spiral dive?

Spiral dive is defined as “a steep descending turn in which airspeed, rate of descent, and wing loading increase rapidly”. If you are in a steep turn and all of a sudden your airspeed starts to rapidly increase, you’ve entered the spiral.

What now?

Here’s some good news. If you do the recovery procedure properly, it’s easy to recover from! As soon as you recognize the spiral:

1. Power off
2. Roll the wings level (DO NOT roll and pull at the same time)
3. Ease out of dive
4. Power back on when speed is controlled

Really steep turns low to the ground are usually always fatal. Be careful and manage your energy wisely.

Remember, Fly safe, Fly Smart and Fly Forever

FROM THE TOOLBOX

Here is another little piece of advice to the aircraft owner that will keep the relationship with your AME honorable and respectful. TOOLS.

The mechanic/technician takes pride in his tool box and the investment he has in the specific tools he has to do the job efficiently and without causing tool damage to your aircraft is significant. Sometimes he is forced to take one of those expensive tools to the grinding stone or file to modify it to fit a bolt, nut or screw, voiding the warranty, just to get you back in the air quicker and at least cost.

So if you are granted permission to 'assist' with your annual, make sure you return all his wrenches and screwdrivers back to the place you found it. A tool left in the wrong place in an aircraft can have serious consequences. Most AME's have some level of tool control so he can identify quickly at the end of the day if a tool is missing.

But we get busy and if one goes missing he may not check for it if the work extends into more than one day. Airplanes have areas where testing, inspections and replacement parts are not readily accessible causing acrobatics to be performed over seats, through bulkheads and under inspection panels. Coveralls and shop coats seldom seal in their contents and tools will follow the influence of gravity and migrate into hard to see or hard to reach places. So if you find a tool in a plane that IS NOT YOURS, do the honorable thing, find the owner and return it. Chances are it is expensive, and chances are his is sweating over where it went, who's plane was it used in last and that stress is not a wanted feeling. And don't take it personally if at the end of the day as you walk out the hangar door he asks you if you are carrying any of his tools.

Gary Hillman