

REGINA FLYING CLUB



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AIR SCOOP

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Autumn 2015

Fall Ground School

The fall groundschool is now complete and with so many students in groundschool this fall we had to have two sessions through most of the autumn. Groundschool is often a challenging ordeal for most students when we would all rather be flying.

Words from the President

During the Saskatchewan Aviation Council (SAC) convention in October, Tom Ray received the "Distinguished Airman Award". This award recognizes pilots, engineers and others who have given distinguished service to Saskatchewan aviation. It honours those who have formed the backbone of the aviation industry in Saskatchewan. On behalf of the Regina Flying Club, Congratulations Tom!

Around the hangar, we have been very busy this month. Our instructors have been busy with getting our students ready for the big day and are doing a great job. I hear nothing but positive comments! Our office staffs provide excellent support above and beyond to help make it all work. Our maintenance crew, who have been busy with the fleet, have been very kind and helpful as we have invaded the shop. While we are not finished yet here are just a few of the projects our committees have been working on and the results look great! Things we have recently accomplished include:

- New back door installed and primed
- Insulating, dry walling and painting the back entrance with new lighting
- Refurbishing most of the storm windows, ready for winter
- Clean up of the back of the hangar (many trailer loads)
- Creating a centralized work area for maintenance
- Installing a new heater

- Repairing the old heater
- Outdoor lighting maintenance
- Outdoor receptacle maintenance for heaters
- Adding additional shop lighting
- Cleaning up and painting the furnace room
- Improving the server and phone system power receptacles

I would like to extend my sincere thanks to everyone for their participation and hard work. There are however four individuals that have been working very hard and deserve some thanks, Mike Humeny, Rick Barks, Jim Goldie and Ken Etter.

We welcome help from any member that might be able to participate. Please drop by or contact us at RFC.

We have a new website to help us communicate and share with our members as well as anyone that might be interested in flying.

Al Bateman, President, Regina Flying Club

Instructor Changes

Earlier this fall Colby resigned to accept a First Officer position on a King Air 350 with Kreos Aviation in Saskatoon. Colby's professionalism and love for aviation will be missed at the Regina Flying Club. We wish Colby good luck with all his future endeavours.

After completing his Instructor rating earlier this fall Matt Skwara is our newest instructor. Matt has been quick to pick up where Colby left off, and both of these young men are a tribute to the capability of the club's instructor staff.

Winter Flying Takes More Preparation but... smooth air and great winter scenery are the reward! Have a great winter.

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Management Changes

The Regina Flying Club's new management structure is now into its third month, and things are going well. With a strong Board of Directors willing to roll up their sleeves many outstanding projects have been started, in progress, and completed that will benefit the success of the club for many years.

Some of the projects that have been recently completed included the revitalization of several of the windows in the hangar, a new furnace for the maintenance area, and several structural and cosmetic projects that just make the hangar look and feel better. The RFC staff has also been instrumental in several of these projects providing the knowledge, skill, abilities, and work that go far beyond their duties and responsibilities. Thank-you.

B-25 Mitchell Bomber Visit

The Commemorative Air Force (CAF) B-25 Mitchell Bomber visit was a huge success with several people getting to see, touch, and experience a flight in this World War II twin engine medium bomber. This event would not have been possible without the efforts of the EAA, RFC, volunteers, sponsors, and aviation enthusiasts such as Malcolm McLeod.

2015 Airport Construction Completed

The construction on Apron IV (north of the RFC hangar) is now complete, and the summer long congestion has eased for the time being. There is still some major construction work to be done that has been postponed until next summer. This will include resurfacing of Apron III directly north of the RFC.

Fuel Tank

The addition of a larger fuel tank to the Regina Flying Club fuel system continues. The tank was recently moved to its permanent location and should be installed and operational by the spring of 2016. This larger capacity tank will allow the flying club to be more effective in dispatching aircraft and reducing departure delays because of fuelling delays. The advantage of the tank allows the flying club to have more fuel available and reduce the cost of fuel for the club.

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Regina Flying Club – Air Scoop



FIRST SOLO

Mohammed Aldabbagh
Jason Chen
Anand Jachak
Chris Lane
Terry Mayer
Alisha Thompson

First Solo Pictures



Mohaammed Aldabbagh



Jason Chen

PRIVATE PILOT LICENSE

Shane Flaman
Sergii Mudriievskyi
Jared Seversen
Siegfried Wenninger



Anand Jachak



Chris Lane

COMMERCIAL PILOT LICENSE

Dan Bjorndalen
Mark Susser



Terry Mayer



Alisha Thompson

NIGHT RATING

Nathan Blackhurst
Kyle Favel

MULTI ENGINE RATING

Jamie Fitzel

INSTRUMENT RATING

Jonathyn Lehky

INSTRUMENT RENEWAL

Greg Simpson
Jan-Theo Marx

INSTRUCTOR RATING

Matt Skwara

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WINTER FLYING

Although winter flying can be most enjoyable, we must remember the hazards associated with cold weather. The following is an outline of considerations related to winter operations.

Clothing

1. Dress warmly (be prepared for an unplanned landing or delay,) a survival kit is required for X/C flights.
2. Wear warm boots or carry them on board the aircraft.
3. Gloves and warm headwear must be available.

Remember to tell your passengers to dress warm!

Pre-Flight Inspection

It cannot be emphasized enough of the need for a thorough and careful pre-flight inspection (especially if the aircraft is not stored in a heated hangar.)

1. Remove all ice, snow, and frost from the aircraft. A broom or a rope can be especially effective in removing frost. Do not use anything on the windshield.
2. Minimize the use of electrical equipment (i.e. flaps, landing lights, etc.) prior to engine start to keep battery drain to a minimum.
3. Check flight controls carefully for freedom of movement and blockage of excess weight.
4. Kick the tires to ensure free movement.
5. If the fuel drain is frozen – don't go – ask for assistance.
6. Drain fuel sumps in the hangar, rock the wings and drain the sumps again after pulling the aircraft out of the hangar.
7. If possible do the pre-flight inspection inside the hangar.
8. Check the breather tube is open.

Aircraft Starting

Follow the normal starting procedures as outlined in the Pilot Operating Handbook (POH.)

Safety

Engine fires are more likely to occur in winter due to over priming! Know the location of the fire extinguisher in the airplane, and in the hangar.

1. Review and follow the cold start procedures as outlined. (Do not over prime, pump the throttle, or continuously crank.)
2. Pulling the prop thru to limber oil and manual prime is to be done only by qualified personnel. Ensure the key is not in the ignition and always treat the prop as if the ignition was live. Ensure that you are standing on a non-slippery surface.
3. Review the flooded start procedure and engine fire during start procedure.
4. Do not continue to crank the engine until the battery is dead (it is easier to seek assistance for a boost than to wait on the ground while the battery charges back up.)
5. Allow a longer warm-up period than during the summer to allow for the oil to completely circulate through the engine.

Taxiing

1. Taxi slower in the winter especially on ice or slippery surfaces.
2. Ensure the brakes are free and operational but used to a minimum (prevent freeze up after takeoff.)
3. Consider stopping ability and weather cocking situations on slippery surfaces.
4. If the aircraft is stuck or leaves the taxiway or runway, complete a shutdown, and call for assistance.
5. Ensure a firm surface for run-up. Consider how the prop blast may blow snow onto people, and other aircraft.
6. Avoid slush/standing water in freezing temperatures.

Takeoff

1. Did you consider the crosswind or Runway Friction Index component?
2. Make smooth power changes, avoid rapid or abrupt movements.
3. Oil temperature is preferred before takeoff, but in some cases will be unlikely.
4. Ensure there is no carb ice prior to takeoff or no engine hesitation during throttle application. If so, wait for engine to get warmer.
5. Double check your power during takeoff ground roll and initial climb.
6. If necessary backtrack the full runway to determine runway surface conditions and suitability.

In-Flight

1. Always have an alternate plan of action available.
2. Avoid icing hazards – airframe, carb icing, etc.
3. Use Carb Heat as per the POH – generally either ON or OFF.
4. Keep the engine warm: do power-on approaches, when practicing forced approaches periodically warming the engine.
5. Anticipate and avoid conditions such as whiteout, blowing and drifting snow.
6. Anticipate the difficulty of recognizable landmarks, creeks, rivers, etc.

Landing

1. Did you consider the crosswind or Runway Friction Index component?
2. Do not allow a long landing to occur on a slippery runway.
3. Anticipate an overshoot, warm your engine and apply power smoothly,
4. Anticipate poor braking and directional control.
5. Maintain the centerline at all times, think snowbanks, and avoid low flat approaches.
6. Always be alert for snowplowing activity.
7. On an overshoot or touch and go, apply full power smoothly first, then carb heat off.

Securing the Airplane

1. Ensure and double check the master is off or a dead battery may result.
2. Chocks will not be useful in snow. Tiedown the aircraft.
3. Do not use the parking brake.

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