

Monthly Newsletter of RAA Calgary

Cavalcade



of plane news

January 2008

on the cover..

In the summer of 2006 Conair had number of aircraft on lease to the Alberta Forestry for the fire season, and seen here at Pincher Creek airport is one of the PT-6 powered Air Tractor AT-400's converted by Conair to water bomber from crop sprayer. These aircraft have almost the same water capacity as the Canso, about 400 U.S. gallons, and can get into and out of small sources of water with ease.

Forging On

Stock market crashes then rises; 777 settles into Heathrow but does not rise again; Air Canada A-320 runs into turbulence and ten sent to hospital. Where's a person to find stability in all this? I suppose it's in the other hundred thousand flights that week that reported no kind of incident. Now I hear the Boeing Dreamliner rollout last September was held together with fasteners from Home Depot, just to make the rollout date of 7/8/7. I think some of these operations could take a lesson from home-builders. Budget for five years but count on ten. Or maybe their world is a bit faster



paced than that. Boeing's builder assist program or whatever they call it appears to have fallen a bit short on the communications side, with parts arriving in Everett, Washington for assembly from Lithuania or wherever without documentation and unfinished. Instead of being surprised they should be building home-builts as a hobby. At least they'd know enough to order their subassemblies by regular post rather than UPS. Look at the money they'd save.

I must admit I'm learning from reading Aviation Week and Space Technology, now that I finally renewed my subscription. Anyways, according to AW&ST the weight of the A380 main wing box, whatever that is, comes it at about nine thousand kg and is fabricated of four hundred layers of carbon fiber. If made out of titanium it would only be half as strong and weigh sixty percent more. So if I recall right from a trip to Arlington, some vendor is selling a replacement set of gear legs made out of titanium for the Cessna 172. They replace the steel legs, each of which weighs about forty five pounds. The titanium gear legs only weigh about twenty five pounds or so each, and this for a measly eleven thousand dollars. If you could do up a pair of legs out of a couple hundred layers of carbon fiber it should come in at about eight pounds per leg, very much like Gene's KR-2X where the gear legs are the composite leaf springs from an Astro van.

See you!

Paul Swift

RAA Calgary Meeting Date:
28 January 08 at SAIT 7pm room 207

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This newsletter, Cavalcade, is the publication of RAA Calgary. It is published ten (10) times per year to promote the aims and purposes of recreational aviation. Contributions to YOUR newsletter should be emailed, mailed, or phoned, to Paul Swift, #218-200 Lincoln Way SW, Calgary, AB T3E 7G7 not later than the tenth day of each month. Mail enquiries of Membership to: Calvin Thorne, 56 Rolling Range Est., Cochrane, AB, T4C 2A3
RAA Calgary would like your contributions for the newsletter.

Upcoming meeting dates:

For **2008**: 28 Jan, 25 Feb, 24 Mar, 28 Apr, 26 May, 23 Jun, 22 Sep, 27 Oct, 24 Nov.

and on Monday, 28 Jan

Time to have dinner at Swiss Chalet on McKnight and Edmonton Trail at 1730 hrs

From The X-President

Calvin Thorne

Hello to all,

At the January meeting if the voting goes as expected you will now have a full compliment of new executive taking the club forward in 2008 and 2009. I wish to thank and congratulate the following for their interest in keeping our club going forward.

Your executive are as follows, President Gene Lukan, Vice Pres. Gerry Theroux, Second Vice Pres. Calvin Thorne, Secretary Bruce Flach, Treasurer, Glen Miller and Membership Chairman Calvin Thorne. Congratulations and thank you to all of the

mentioned people. Many are unaware that we require a second Vice President in our club, our "BY LAWS" of the club state that there are six positions that have to be filled and the second Vice Pres is one of them. Going forward I have agreed to sit

in the "Second Vice President" position to hopefully assist a bit

with continuity for the new team. Just to make this clear as mud the six positions are Pres. Vice Pres., Second Vice Pres., Treasurer, Secretary and Membership chairman. Please join me in issuing a warm personal welcome to each of the new executive at the next meeting.



Thanks once again to you all for working with me as president and making it an easy job. I wish to also offer special thanks to Paul Swift and Bruce Flach who maintain the newsletter and the web page for RAA Calgary.

Please share your building progress or flying stories with us, contact Paul Swift or myself with a written update. We need to hear from you!

I look forward to seeing you all!
Keep on Building...

Safety and Knowledge

Calvin Thorne (RAA Calgary)

I would like to add a short note now and then into our newsletter on the topic of safety. I often find items of interest to me and hope that they may be of interest to other pilots and soon to be pilots in our group. Contributions of the like are most welcome from any one else that would like to help keep us all informed.

This is a piece from the AIM manual (AIP) that pilots should know.

4.5.7 VFR Communication Procedures at Uncontrolled Aerodromes with MF and ATF Areas

(a) *Radio-equipped Aircraft*: The following reporting procedures shall be followed by the pilot-in-command of radio-equipped aircraft at uncontrolled aerodromes within an MF area and should also be followed by the pilot-in-command at aerodromes with an ATF:

(i) *Listening Watch and Local Flying* [[CAR 602.97](#) (2)]

Maintain a listening watch on the mandatory frequency specified for use in the MF area. This should apply to ATF areas as well.

(ii) *Before Entering Manœuvring Area* [([CAR 602.99](#))]

Report the pilot-in-command's intentions before entering the manœuvring area.

(iii) *Departure* ([CAR 602.100](#))

(A) Before moving onto the take-off surface, report the pilot-in-command's departure intentions on the MF or ATF frequency. If a delay is encountered, broadcast intentions and expected length of delay, then rebroadcast departure intentions prior to moving onto the take-off surface;

(B) Before takeoff, ascertain by radio on the MF or ATF frequency and by visual observation that there is no likelihood of collision with another aircraft or a vehicle during takeoff; and,

(C) After takeoff, report departing from the aerodrome traffic circuit, and maintain a listening watch on the MF or ATF frequency until clear of the area.

(iv) *Arrival* ([CAR 602.101](#))

(A) Report before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions;

(B) Report when joining the aerodrome traffic circuit, giving the aircraft's position in the circuit;

(C) Report when on downwind leg, if applicable;

(D) Report when on final approach; and,

(E) Report when clear of the surface on which the aircraft has landed.

(v) *Continuous Circuits* ([CAR 602.102](#))

- (A) Report when joining the downwind leg of the circuit;
- (B) Report when on final approach; stating the pilot-in-command's intentions; and,
- (C) Report when clear of the surface on which the aircraft has landed.

(vi) *Flying Through an MF Area* ([CAR 602.103](#))

- (A) Report before entering the MF or ATF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position and altitude and the pilot-in-command's intentions; and,
- (B) Report when clear of the MF or ATF area.

NOTE: In the interest of minimizing possible conflict with local traffic and minimizing radio congestion on the MF or ATF, pilots of en-route VFR aircraft should avoid passing through MF or ATF areas.

(b) *NORDO*: NORDO aircraft will only be included as traffic to other aircraft and ground traffic as follows:

(i) *Arrival*: from five minutes before the ETA until ten minutes after the ETA, and



(ii) *Departure*: from just prior to the aircraft departing until ten minutes after the departure, or until the aircraft is observed /reported clear of the MF area.

Keep on Building...