

DHESC Flying Section

Newsletter #32

Edited by Graham Elliott

Annual General Meeting

The DHESC-FS AGM was held on Wednesday February 23, 2005. The meeting was well attended by 12 of the Flying Section membership.

The Aircraft Utilization Report (pg. 2) was presented by J. Hakner. Hours have increased in both aircraft, especially QKX which saw an increase in the number of training hours in 2004. In fact, the total hours for 2004 are second only to those observed in 2000.

The Financial Report was presented by R. Libby. The Reserve Fund increased by \$6,536 in 2004 to bring the total to \$32,513 as of Jan. 31, 2005. This is good news for the aircraft and the club because there are some significant expenditures coming soon.

D. Lye presented the Flight Training Report (pg. 2), D. Franks reported on the aircraft status (pg. 3), and J. Hakner presented his Chairman's Report.

The chairman reiterated the good news regarding the increase in aircraft utilization, increase in student completions, full waiting list, and broader membership. Moreover, the club is able to maintain the existing rates for the aircraft. For

the coming year, the club anticipates seeing a replacement for the 40 year old shed, an increase in the number of instructors, and an engine overhaul for CZJ.

There were elections for 4 positions on the Executive Committee of the DHESC-FS, including a newly added position of Secretary. All incumbents were prepared to continue their duties into 2005, and Graham Elliott entered his name for Secretary. All positions were acclaimed, so the final results for your 2005 Executive are:

Elected

Chairman	John Hakner	Ext 3259
Treasurer	Richard Libby	Ext 5091
Secretary	Graham Elliott	Ext 3734
Activities Coordinator	Dennis Pyle	Ext 3322

Appointed

Chief AME	David Franks	905 677-9820
Instructor Representative	David Lye	Ext 3806



140 Aurora Squadron Air Cadets

On Saturday February 12, 2005, the 140 Aurora Squadron of the Royal Canadian Air Cadets visited de Havilland to take Familiarization Flights in CZJ with our member, Lynn Daniels. The February weather cooperated and, from all reports, the event was a success.

As a token of appreciation, the Cadets presented the Flying Club with a plaque with the squadron's emblem, shown on the left..

The Flying Section is proud to have

had the opportunity to support the Cadets. This may be the start of new relationships between the Flying Section and our community.

Congratulations!

To **Humberto Villalobos**, who passed the flight test for his CPL on November 9, 2004.

AGM: Flight Training Report by D. Lye

The flight training in 2004 involved the following students: Petar Petrovic, Seyed Miri, Mark Carter, Graham Elliott, Arash Jahangir & Sean Lahey, all training for the PPL.

The first four listed (Seyed, Petar, Mark & Graham) all passed their Flight Tests, to earn their PPLs. Congratulations to all four.

Gary Vanderham has just recently started Flight Training with Beltran Peralta.

John Hakner & Humberto Villalobos are currently training for the FIR in our club, with David Lye as instructor.

Luke Biderman has left the club (and the company) so we currently have 3 members with FIR, and 3 CPL Check Pilots.

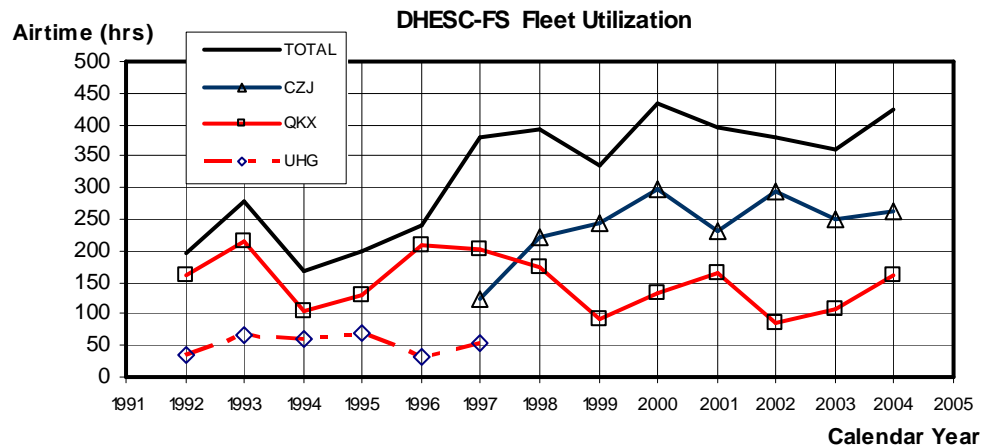
There will be an annual flight training waiting list meeting in the fall 2005 to update the existing list and accept new applications. Notices will be posted in September announcing how to apply to learn to fly with the DHESC-FS, the date of the meeting, and when the application period will close.

The aircraft leases and other documentation are scheduled to be updated in March with a new list of candidates for flight training.

New Storage Shed!

Good news...

Thanks to a generous donation by past member **Petar Petrovic**, a replacement for the storage shed is scheduled for this year.



DRDC Toronto Tour

On November 22, 2004, several FS members (John Hakner, David Lye, Humberto Villalobos, Ed Pajnich, and Graham Elliott) attended a tour of the DRDC facilities at the north end of the Downsview airfield. The tour (over 2 hours long!) was organized and led by FS member Dr. Bill Bateman who is a researcher at DDRC.

From their website (<http://www.toronto.drdc-rddc.gc.ca>): DRDC Toronto is Canada's centre of expertise for defence research and development (R&D) in human protection and performance in extreme environments, human-systems integration, command effectiveness and behaviour, simulation and modelling and military operational medicine.

The tour included visits to many of their facilities including the helicopter deck-landing simulator (which all had an opportunity to experience); climactic chambers capable of temperatures from -50C to +60C; human centrifuge capable of 1.4g to 15g; hyperbaric chambers for high altitude simulation; diving research facility capable of pressurization to 1700 meters below sea level; and much more that can only be described as modern torture devices.

Many thanks to Bill Bateman for providing the opportunity for us to visit such a fascinating facility that is so close at hand.

This newsletter is distributed to all members of the de Havilland Employees Sports Club - Flying Section, potential flight training students who are on the waiting list, Flying Section alumni, and others who are involved with FS operations. Email is the distribution method of choice, so if you received this newsletter by Canada Post and would prefer future editions by Email, please contact Graham Elliott: graham.elliott@aero.bombardier.com.

**DHESC-FS
PPL
Completions
82**



Aircraft Status

QKX was experiencing a leak in the oleo earlier this winter due the cold weather. The installation of a nose landing gear seal kit has replaced many of the o-rings in the oleo and it is holding a charge again. Also, a new ELT (\$450) has been installed on QKX—the old ELT was un-repairable. QKX is fully operational.

The radio problems with CZJ continued this winter with intermittent failures of Comm #2. It finally gave up the ghost at

the end of January. The power supply of Comm #2 was found to be at fault and has been repaired. Also, the sensor for the CHT gauge on CZJ has been replaced and is functional again. CZJ is fully operational.

Both aircraft will be seeing some expensive maintenance in the next year. The engine in CZJ is due for an overhaul and is operating “on condition”. The overhaul is scheduled for next winter, and CZJ should make it with lots of “TLC”.

DHESC-FS Rule Changes

de Havilland Security recently issued a memo to the Flying Section Executive in order to clarify the role of Security with respect to FS activities. A copy of the memo can be found in the Aircraft Booking Binder—please take a moment to read it.

To summarize, Security is not responsible for aircraft bookings, but will look after the aircraft keys and supply them to FS members who provide the appropriate identification. Moreover, Security monitors the Downsview MF (126.2), and will provide radio checks when the Advisory is closed.

As a consequence of this memo, Rule C-9 of the club rules has been updated to state that Security is always available for radio checks when the Advisory is closed.

Aircraft operating within the Downsview control zone must have an operational radio tuned to the MF (Ref. CAR 602.97). Club Rule C-9 states that the PIC is responsible for confirming proper operation of the radio. When the Advisory is closed, two-way radio checks can be made with other aircraft in the area (including the club aircraft on the ground, or air-

bourne), ground operations, and Security (available at all times).

dH Security has also requested that pilots make an entry for their anticipated route or itinerary in the “notes” column of the booking sheets. While not a club rule, this is a good practice and is encouraged. Pilots should be aware that this procedure *does not* constitute the filing of a flight itinerary as per CAR 602.75. A flight itinerary must be filed with a responsible person (as defined in CAR 602.70) who is willing to report that the aircraft is overdue—neither Security (a department) nor the booking sheets qualify.

The updated rules (Issue 18, 4 March 2005) have been included as an attachment to the Email that includes this newsletter, but copies are always available in the aircraft bookings binder—please help yourself to one. Copies of the rules can also be found in the tach-sheet folders, but these are to remain with the aircraft.

Pilot Reminders

Pilots are reminded to complete all shutdown and aircraft security checks following your flight. This includes ensuring that control lock is installed, the pitot cover is in place, and the aircraft is properly tied down. These checks are important to the condition and security of the aircraft, and should not be rushed.

Pilots are reminded to record any oil added to the aircraft in the Oil Log located in the storage shed, even if a spare quart is taken along during an extended flight (as per instructions in FLTOKAY.DOC). In addition to tracking our inventory, this information is valuable to the AMEs for determining the oil consumption, particularly for the engine in CZJ which is presently operating “on condition”.

Meetings and Events

The Flying Section is planning to hold membership meetings approximately every 3 months. Notices will be sent out well in advance. *Come out and support your club!*

The Canadian Aviation Expo, formerly known as the Toronto Aviation and Aircraft Show, takes off at Oshawa Airport on June 24-26, 2005. This event is billed as Canada's largest indoor aviation trade & consumer exhibition and Canada's biggest fly-in. As a goal to have some organized club trips, the Flying Section is planning a group excursion to visit the show.

More information will follow, but in the meantime you can check out their website:

<http://www.canadianaviationexpo.com>.