

DHESC Flying Section : Newsletter (#1) : 27 November 1990

Flight training situation

As many of you know, flight training has been suspended since last Christmas for a whole series of reasons. It seems it was one problem after another, for months. Our air carrier Operating Certificate was suspended, because we didn't have a Chief Maintenance Engineer (CME), and then in August it was cancelled, even though we got a CME. All that is behind us now. Incidentally, the only real benefit which our club obtained through having an Operating Certificate was that new (Class IV) Instructors could teach, under the supervision of the CFI.

The new way to train, for our club, starting immediately, is for each qualified Instructor (Class III or above) to become a freelance individual Flight Training Unit (FTU), to use Transport Canada's terminology. It is perfectly proper and acceptable for such an instructor to provide training, if the person receiving the training is an owner of the aeroplane which is used. Transport Canada had been consulted extensively on this matter, to see whether our aeroplanes could properly be considered to belong to the members, even though the Registered Owner was the DHESC (with no specific list of names attached). After much research & deliberation, Transport Canada has finally advised us that although licenced pilots may receive advanced training with the aircraft registered in the name of the club, a student pilot may only receive PPL training if he or she is actually named as a registered owner of the aeroplane being used. Therefore lease arrangements are being completed, in order to comply with the regulations and make a group of students the joint registered owners of both aeroplanes. If you, as a student, are asked to become a lessee, you will be fully briefed on the situation at that time. Licenced pilots who are members of the DHESC Flying Section have been granted permission to operate, with no changes in procedure at all. Copies of the lease agreements, and of the letters authorising operation by licenced members, will be kept for reference in the booking sheets binder.

The individual freelance Instructors will technically all be CFIs of their own FTU, there is no longer a single CFI responsible for all flight operations, including training. The students should not notice any real differences, it is still possible for one Instructor to "look after" another Instructor's students, in terms of dual training or supervised solo, if an Instructor is away. We will be able to hold ground schools, when the current large backlog is depleted. The only real change is that Class IV Instructors will not be able to participate.

Beltran Peralta has recently regained his Class III Instructor Rating, and so he joins Chris Basham and Dave Lye as a freelance Instructor. The Instructors, although independent, plan to work harmoniously as a team, as before. The current waiting list of students will be respected, as before.

The delay has been extremely frustrating for all involved, but we now look forward to a period of steady progress. We are no longer in the same league as Commercial Operators, and we have the benefit of no longer being dependent on the availability of two key people (the CME and CFI) who previously needed to be specially qualified, as appropriate to large commercial organisations.

Cautionary tale about engines

The engine of QKX has recently been returned from Leavens, after a complete overhaul costing our club over \$11,000. Engine overhauls are of course necessary and to be expected, with the O-200A having a service life of 1800 hours between overhauls. In this recent case however, much of this expense could have been postponed or avoided entirely.

Back in June, one of our licenced club pilots was at Buttonville, flying QKX. It was running well with over 200 hrs left to go before overhaul. Suddenly, after startup, the pilot noticed a lot of engine noise and vibration, as if the starter was still engaged. The noise sometimes went away. WHAT WOULD YOU HAVE DONE AT THIS POINT? The pilot decided to carry on with the flight, with some recurrence of this noise and vibration. He landed at Downsview, decided that it was not necessary to snag the aeroplane, or report it to the Chief Maintenance Engineer (CME). A few days later he returned to the aeroplane, found that the starter was now unserviceable, and so he got help to start the engine by swinging the propeller. Then he flew some more. After this flight the engine was so rough that he did finally report the problem to the CME. It was soon found that extensive damage had been done, much of which could almost certainly have been avoided.

The exact cause was breakage of the starter clutch, which allowed the small starter gear to interfere with the ring gear at the rear of the engine. Some teeth of the starter gear then broke off, and much damage was done to the gears, which drive the camshaft and magnetos. Metal particles from the teeth flowed through the engine with the oil. With such prolonged running after the initial failure, the overhaul mechanics were surprised the engine ran at all. The oil pump was completely trashed, as was one engine cylinder and the main ring gear.

The moral of this story? Don't let this happen to you, always play it safe. This time no one was hurt, the pilot was lucky and is likely to use better judgement in the future. The club was not so lucky, in having to pay for an overhaul before it was scheduled, with many new parts required. If you do hear strange noises or vibration from the engine, terminate the flight as soon as reasonably possible and write up the defect in the Journey Log. See item C-7 of the current club rules for details. The club can not afford to have something like this happen again.

Engine break-in period

The engine in QKX must be "broken-in" carefully, according to the manufacturer's recommendations, to ensure good ring seating, low oil consumption and long life. For the first 10 hours, only pilots who have been briefed on the correct operation will be permitted to fly, we cannot risk abuse.

New Rules

The DHESC Flying Section has established a new set of rules. Some members will remember an old set of rules, dated 1984, which had become gradually neglected, and superseded by various Avinotes. When Tom Johnston took over as CFI from Mike Davy, these old rules were considered too restrictive, and we had a period in which "There are no rules". After a while it was realised that this could lead to problems, with pilots being able to avoid dual checkout flights, and even being able to bring an aeroplane back empty of fuel! Thus in June, a new set of rules was established, which set out the minimum requirements, and replaced the old 1984 rules together with all Avinotes issued since 1984. Some of the more restrictive provisions of the 1984 rules were relaxed. The intention was to place a greater degree of trust and responsibility on the licenced pilots themselves.

In October, these rules were revised mainly due to the fact that the club ceased to hold an air carrier Operating Certificate, and thus the Flying School, or Flight Training Unit in DoT terms, became defunct. Thus the club ceased to have a single CFI responsible for all flight safety aspects, so some rules needed changing. The current rules are dated 4 October 1990, and consist of just one page (2 sides) with copies kept in the booking sheets binder and in each aeroplane tach sheet binder. Spare copies are kept in these places, so help yourself if you need a copy, but please don't take the last copy. The Flying Section Executive is responsible for maintaining these rules, to avoid the situation of neglect and indifference which developed after the 1984 rules were published. With no overall CFI, it is perhaps more important than ever that a fair and complete set of rules is established and respected.

Check pilots and Checkouts

WARNING - Any pilot who wilfully violates the club rules (C-1 & C-2) regarding dual checkout requirements and currency periods, is acting extremely irresponsibly and taking a foolish, personal financial risk. Our insurance company would be able to hold the pilot in command responsible for any claims arising from flights which are in violation of any rules laid down by the policyholder (the club). Thus the pilot is at risk of personal ruin, simply due to a poor attitude of disrespect for dual checkouts. There are rumours of pilots who have "got away with it", but considering the consequences, would YOU really want to try? If the current self-policing rule is abused, maybe the club, as a responsible policyholder, will be obliged to institute a more stringent policy, with every recreational flight needing written approval in some form, after the pilots logbook has been examined. It is up to you to respect the sense of the current rules. Violators may of course be subject to sanctions from the club, such as withdrawal of flying privileges.

To spell out the requirements, to be current you must have flown as Pilot in Command in a C-150, C-152 or C-172, within your currency period; OR you must have been checked out and approved after a dual instructional flight on one of these 3 types during your currency period. You cannot become current in our club by flying with any licenced member who happens to be current, and then taking the controls for a few minutes.

The club is working on training a few CPL holders to act as checkout pilots. CPL holders, unlike PPL holders, are permitted to give dual instruction, in flight, to any licenced pilot for the purpose of familiarization. Not every CPL holder in the club is automatically a check pilot however. The club is trying to make it as easy as possible to get a checkout. Check pilots who are now approved are

Art Kitching	- Experimental Flight Test Hangar	- Extension 2037 - Home 247-9752
Dan Oswald	- Engineering : Third floor	- Extension 3063 - Home 221-4353

Aircraft status sheets

A new feature has been introduced recently, to improve communication to all members regarding aeroplane serviceability. There have been complaints for many years about pilots not knowing what state the aeroplanes were in, whether they were serviceable or not, and if not why not. There is now a "status sheet" for each aeroplane, in clearly marked sections of the booking sheets binder. The sheet has clear explanatory notes at the bottom, but this is how it works: when a pilot goes to the guardhouse to make a booking, he/she checks the status sheet to see if the aeroplane has gone u/s. Simple. No need for lots of phone calls to see what people have heard through the grapevine. Of course the system only works if any time the aeroplane does go u/s, the status sheet is updated, by anyone, but typically by the pilot who discovered the problem, which can simply be done at the same time as the keys are replaced in the binder. This should work for the benefit of all involved, and it is especially important that it does now that the aeroplanes are so far from the plant. Please help to make the system Fwork. The valiant volunteers who work to keep our logs, tach sheets and booking sheets up to date and flowing smoothly, will also help to keep the status sheets accurate. PS, the Executive is always looking for more valiant volunteers, for this and other duties.

DHESC Flying Section : Newsletter (#2) : 6 March 1991

AGM report

The AGM of the DHESC Flying Section was held on 18 December 1990. 10 members were in attendance. The annual elections were held, for the four elected positions. The results were -

Chairman	- Gordon Pratt _
Secretary	- Glenn Salzmann
Treasurer	- ** vacant ** (John Hakner interim treasurer)
Activities Coordinator	- Patrick Morley
Also on the Executive :	- Chief Maintenance Engineer - Dave Franks
& Flying Instructors (1 vote total)	- Chris Basham, Dave Lye & Beltran Peralta

The attendance was disappointing, but the essential work of completing the election was done. John Hakner has decided that he would like to hand over the duties of treasurer to someone else, and so the Executive is looking for a volunteer to take on this task. John has been using his home PC and spreadsheet software to do this work, and it would therefore be a very big asset if the new Treasurer was the owner of a PC. If you think that you might be able to serve our club in this capacity, please call Gord Pratt (3109) or John Hakner (3347) for more information. Many thanks are due to John for his help over the past few years.

You may notice that the Executive titles have changed a bit since the last elections of 1989. The Safety Officer and Director of Recreational Flying positions have been "retired", and the new position of Activities Coordinator has been established. The responsibilities of the safety officer, ie attendance at the Downsview Military Base safety meetings, have been transferred to the Instructors.

The new Activities Coordinator, Pat Morley, has a mandate to be the organiser and coordinator of a whole range of tasks. Basically, he will have responsibility for just about everything that is outside the customary responsibilities of the other members of the Executive. This includes things like the engine propane heater, the log keeping (tach sheets, Tech logs, booking sheets), work parties for washing aeroplanes, errands to pick up & drop off parts etc, etc, etc. These activities are all important to the club, and part of his mandate is to enlist the help of more volunteers, to spread the load. He may ask you if you can help in some way, perhaps giving you a few suggestions. Pat works in the Development Shop, attached to the east end of the Flight Test hangar. He can be reached on extension 4301, or at home on 884-6605. See next page for a report from Pat himself.

Short News Items

Flight training has now finally restarted, with all three instructors at work.

Thanks go to Mike Mathias, a new member, who has been helping out quite a lot as a voluntary assistant on aircraft maintenance. There are lots of jobs on the aircraft that need two pairs of hands, and most go quicker with help. You don't have to be an AME to help (always under the supervision of an AME). Any volunteer work that helps to reduce downtime is a good thing for the club. Well done Mike. If there are any other members who like the idea of helping out the AMEs, and probably learning quite a lot in the process, please call Dave Franks at home on 677-9820.

Our Chief Maintenance Engineer, Dave Franks, has recently decided to accept a company offer of early retirement. He is willing to continue as CME however, and now that he doesn't have the bother of working for 37.5 hours each week, he says he will be able to work on our aeroplanes, and fly, during the weekdays.

Concerns about low fuel

There have been a few instances recently of UHG being left too low on fuel. This causes a lot of frustration to the pilot who discovers he has been left with much less than the required 1/2 tanks. Sometimes there may be special circumstances (such as weather) which may disrupt plans to refuel, but as long as a pilot makes plans to refuel early enough, then even a weather diversion straight back to Downsview should never lead to dangerously low levels.

It is not as quick and easy to refuel now that Maple and King City airports are closed, and there is more reason than ever to get a fuel supply on our field. The fact is however, that unless and until we do have fuel on base, all pilots are obliged to make sure that the tanks are at least 1/2 full on return to Downsview. Refuelling when required does take precedence over getting the aeroplane back on time. It is recognised that in the past there have been no real "teeth" to the low fuel rule. Consequently, in the present circumstances, the Executive has somewhat reluctantly decided to introduce the subject of fines. It is only fair that if a pilot causes extra work such as the transfer of fuel from one C-150 to the other, or the bringing in of fuel in portable containers, then a penalty is appropriate. The fine will not exceed \$20 for the first offence. A fine will only be considered when a pilot submits a complaint to the Executive in writing, with the fuel quantity stated (in inches dipped for each tank) witnessed by another member.

Fuel on the field

At the AGM, and before, the subject of getting a fuel tank here at Downsview was discussed. We would need one or more tanks with a combined capacity of about 1000 gallons, on a concrete pad with retaining wall. Are there any members out there who have any experience in this area, or who know of any other ways to achieve an installation which meets all of the fuel handling regulations?

Amendments to Club Rules

The Executive has found it necessary to make some minor amendments to the club rules. Revisions from time to time are to be expected, but so far the changes are very minor. Copies of the latest version will always be placed in the booking sheets binder and in each aeroplane tach sheet binder. The recent amendments are as follows -

A-1 : Clarification to prevent operation by persons who are not club members.

C-2 : Delete Doug Ingold, add Beltran Peralta, Dan Oswald & Art Kitching

C-3 : Add a reserved training period on QKX for Beltran Peralta (2-6 Saturdays)

C-5 : Addition of "The Section Executive may fine violators of this rule."

C-7 : Removal of work number for Dave Franks (retiring).

C-11 : Addition of preface "During normal operations", to cover emergencies or specially arranged & approved flights.

Policy on annual fees, pro-rated fees and new "Associate/Retiree" rate

In the past some people have joined our Section of the Sports Club without fully understanding that there was no reason or purpose for them to do so. This includes people who are not licenced pilots who would like to enroll in a ground school course, and people who have been through our groundschool but who may have some time to wait before starting flying. There is no reason that these people must join, although they may if they wish. It is perhaps a little harder to stay informed if you are not a member. The only people who MUST be fully paid up members are all people who fly (dual or solo), all members actually taking our groundschool, and all members of the Section Executive. If a person asks how to get into the ground school and learn to fly, please don't tell them to simply join the Section, as the annual fee will probably be wasted. When the current waiting list is reduced, there will be a notice posted announcing the next groundschool.

The policy on pro-rated annual fees is as follows. In a particular calendar year, any member joining before the end of August shall pay 100% of the annual fee. During September & October, only 50% of the fee is required, and during November & December only 25% is required.

In addition to the regular membership, the Executive has initiated a new type of membership (Associate/Retiree) with a fee of only \$5 per calendar year (or part of a year). This is intended for people who have completed the groundschool, and are waiting for flight training, and also for flying members who have retired from the company. It was recognized that retirees needed a break, and that the \$40 fee was discouraging the participation and involvement of students awaiting training. Associate/Retiree members may vote, and stand for election. When an associate member begins flight training, the membership must be converted to the full membership.

Next General Meeting

Wednesday 3rd April 1991 in the Sales Briefing Room (North of Main Cafeteria) at 4:45pm. All welcome.

Reminder of current flying rates

1966 C-150F C-FUHG is \$61 per tachometer hour. 1975 C-150M C-GQKX is \$65 per tachometer hour. Dual instruction, from an approved CPL holder (checkouts only) or an Instructor, is \$12 per flight hour.

Report from the Activities Co-ordinator

Since being elected, most of my work for the club has involved running around obtaining items, or getting things repaired. We now have a set of steps at the tiedowns, which makes dipping the tanks and snow removal a little easier. They are a little too large, but may be modified later. Light metal wheel chocks have also been made, suitable for stowing in the aeroplanes for cross-country flights. The right window latch on UHG has now been repaired (please don't use the window latches to pull the doors closed, it's better to open the window and grasp the door itself). A set of six metal tiedown plates has now been manufactured, for installation in the concrete soon.

In the past, work parties have sometimes been formed for certain jobs, such as removing and replacing the engine of QKX, and cleaning & polishing UHG. One of my tasks will be to recruit volunteers for various work parties and other smaller jobs. Two jobs which need doing are ; moving our shed NE to the tiedown area, and installing the metal tiedown plates in the concrete. If you are prepared to help from time to time, please call me, Pat Morley, on Ext 4301. At the moment, all the work is being done by the same few people, all of the time. We are a club, not a business, and as such, all members should be prepared to help out just once in a while. How about it ?

Editor's note

This newsletter, and the last one of November 1990, was prepared by Dave Lye. It is intended to continue this form of communication, probably 3 or 4 times a year. If you have any information to contribute, contact Dave Lye on Ext 3806 or Mailstop N80-01.

New Treasurers - Ian Cooper & Murray Kibler

At the general club meeting on 3rd April it was announced that the Treasurer's duties would now be undertaken by Ian Cooper (Ext 3513) and Murray Kibler (Ext 2049). Both are at Mail Stop N42-13.

New Flying Instructor - Ken Rawlins

The Flying Section welcomes Ken Rawlins, who recently regained his Class II Instructor Rating. He is now acting as a freelance flying instructor, in the same way as our other three instructors. Ken works in the plastics shop in Bay 6, and can be reached on Ext. 2812 or at home on 826-3051.

Renewed leases for C-FUHG and C-GQKX

The lease arrangements, initiated last year to meet DoT requirements regarding PPL instruction of registered owners of an aircraft, have been renewed for a further period. There are no changes at all for licenced pilots in our club. Copies of the documents are available in the booking sheets binder, for reference. Also in that binder, for any new members who may be interested, are copies of previous newsletters, as well as copies of the current rules.

Short news items

- First Solo !!!!!!! Congratulations to Jan Kruffyff
- First Solo !!!!!!! Congratulations to Pat Morley

- Thanks go to Earl Wells and Art Kitching, who have volunteered some of their time and effort to the club recently, to get various jobs done. Thanks guys, your help is appreciated.

Clarification of circuit joining procedures and circuit directions

A major goof was made when the rule (C-12) was written, which relates to arriving at Downsview when the advisory service is closed. The blunder came from a basic confusion between East and West. Whenever you read "27" it means "09" and vice versa. The rule has now been corrected, and updated copies, dated 24 April 1991, are in the booking sheets binder and in both aeroplanes. The writer of that rule is the writer of this newsletter, and I happened to notice that it was wrong just recently, several months after it was published.

To clarify, the published circuit directions at Downsview are left hand for 15 & 27, and right hand for 09 & 33. In other words, circuits for the long runway are flown on the East, and circuits for the short runway are flown on the South.

However, when returning to Downsview from the North, when the advisory is closed, it is accepted practice, if intending to use the short runway, to join a circuit on the North side of the runway (ie right hand for 27 & left hand for 09). In these circumstances the pilot may still choose to overfly the field from North to South at circuit altitude, to use the standard circuit directions for the short runway. One thing a pilot should not do at Downsview in those circumstances, is overfly the circuit "safely above" the circuit altitude. That is not appropriate at Downsview because of the proximity to YYZ.

Membership of the DHESC Flying Section

Enclosed with this newsletter is a list of current paid-up members of the Flying Section. Check to see that your name is correctly entered, with the correct mailstop number. The mailstop number is very important as it is very difficult to communicate to members without it. If your name is not there, then you are not a member at present. These first three newsletters have been sent out quite widely, using a membership list from late 1990. However, from now on these newsletters will only be sent to paid up members. To join, call Ian Cooper (Ext 3513) or Murray Kibler (Ext 2049), or by mail at N42-13 (same for both people).

Fuel depot project

The club has learned that we can probably obtain, free of charge, two 250 gallon fuel tanks which were previously used on a farm near London. An installation drawing has now been made, showing how these tanks may be installed near our tiedowns. The company flight operations group is apparently close to endorsing the installation. The facilities department has also been provided with all the details. The club is not asking for any company funding for this work, so when all the necessary approvals have been granted, it will be up to us to get the job done.

Schedule of Flying Section General Meeting

At the last general meeting, on 3rd April, it was announced that there will be further general meetings this summer, every 2 months, on the first Wednesday of the month. The meeting in June was missed however, and the dates of the next meetings are the 7th August and 4th September. These will be held in the Sales Briefing Room, just North of the main cafeteria. Watch the noticeboards for confirmation of these dates.

Aeroplane status report

As of 2nd May 1991, C-GQKX was released for general use, after careful engine break-in. The oil has now been changed to the normal detergent or dispersent type, 20W50 Multigrade. Also, the fuel selector valve has recently been replaced, and pilots are encouraged to exercise this valve, to reduce the tendency to seize (like the last one).

UHG now has about 200 hours left on the engine, before overhaul. The club does not currently have sufficient funds to pay for an overhaul or new engine. Therefore, the policy for this summer is to encourage maximum use of QKX, with UHG being kept serviceable and available for recreational flying, in effect taking any overflow which cannot be accommodated on QKX. UHG is now looking much better than it has for years, with newly upholstered seats (last year) and now new door panels, tip fairings & rudder fairing. Pilots should no longer be ashamed to fly it.

Reminder of changes to ANO Series IV Number 2

A change was made to this ANO, effective 25 April 1990, which affects the privileges attached to pilot licences. Some licenced pilots may have missed these changes, and so the following extract from this ANO is offered here as a reminder

Section 9. No holder of a pilot licence shall exercise the privileges of that licence for the purpose of conducting a flight in an aircraft unless

- (a) the holder has acted as pilot-in-command or co-pilot of an aircraft within the five years preceding the flight or has met the written examination requirement for the licence, as set out in the Personnel Licencing Handbook, within the 12 months preceding the flight; and
- (b) where passengers other than a flight test examiner are carried on board the aircraft, the holder has, within the six months preceding the flight, completed at least five take-offs and landings in aircraft of the same category and class as that aircraft
 - (i) by day or night, if the flight is conducted by day, and
 - (ii) by night, if the flight is conducted in whole or in part by night.

In a following section of the ANO it is also specified that pilot log books must now show the number of take-offs and landings that the holder completed in every flight.

DHESC Flying Section Newsletter : Issue 4 : January 1992

Annual General Meeting - including election of officers

There will be an Annual General Meeting of the DHESC Flying Section on Wednesday 29th January at 4:30pm, in the Sales Briefing Room, just North of the Cafeteria. Elections will be held for three Executive Committee positions, Chairman, Treasurer and Activities Co-ordinator. These positions are currently held by Gordon Pratt, Ian Cooper and Pat Morley. Nominations for these positions may be given to Gord Pratt before the meeting if you wish (if for example a candidate cannot attend) but nominations will be accepted at the meeting. The new executive members will take office on 1st February for 1 year. The Agenda for this meeting is as follows

- 1) Summary of 1991 activity
- 2) Outlook for 1992, including fuel depot project
- 3) Elections
- 4) Any other business.

Please attend if you can.

New Leases for UHG & QKX : Membership dues

The current leases expire at the end of February, and we must take new signed leases to Transport Canada before that time. All students currently in PPL training must sign, as well as a few who are near the top of the waiting list. The paperwork will be at the AGM, so that would be a good time to sign. See Gord Pratt for more details.

A form is enclosed for your annual dues. The fee is \$40 but retirees and student pilots who are not yet in flight training have a special rate of \$5. Please include your mailstop and phone numbers, so the Executive can reach you. A copy of the current list of members is on the back of this newsletter (I hope).

Work recently completed

New tiedown rings have now been installed in the concrete, thanks to the efforts of Pat Morley and Gord Pratt. Flags have been attached to prevent the snowploughs hitting them (we hope). The flags may be removed for convenience in the Spring. New tiedown ropes have been purchased. The engine pre-heater has had its battery charged up (please use it if temperature is below about 0 C, it is quite simple, like a barbeque with a fan on, instructions are on it). A new set of smaller steps has been made. A new, simpler & more efficient Tach sheet is now in use in the aeroplanes.

Amendment to rule C1, currency requirements

The Flying Section Executive has recently accepted an amendment to the rule concerning pilot currency requirements. The new rule reads as follows.

A licenced pilot who has never flown as PIC in a Flying Section aeroplane, OR has not flown as PIC in a C-150, C-152 or C-172, for a period of 30 days, must obtain a checkout flight before flying as PIC in one of the Flying Section aeroplanes. A Flying Section Instructor may rule that particular experience on other specific types is acceptable. If a licenced pilot has more than 100 hours of total flight time, this time limit changes to 60 days. For designated Checkout Pilots the time limit is 6 months, and for Flying Section Instructors it is 12 months.

There are two changes. The first makes it clear that a new member who is a licenced pilot must have an initial checkout, which was not stated before. The second is to permit some new discretionary privileges for pilots who regularly fly types similar to the three Cessna types above. A pilot who wants PIC time in other types to be considered must discuss the situation with an Instructor. Dave Lye is co-ordinating this activity, so please contact him first. It should be noted that there is no discretion on time periods, only on types of aeroplanes.

The FUNNY Section

You know that you've been flying too much when you :-

- wind down the window of your car to shout "CLEAR !" before starting the engine.
- drive away from your house and carefully centre your car along the dashed lines in the road.
- are driving in an area not known to you, and you let go of the wheel to study the map.
- drive into fog, and immediately go onto instruments.
- park your car, turn off the radio, turn off other electrics, and where the hell's the mixture in this thing?
- get out of your car, and start looking for the tiedown ropes.

DHESC Flying Section Newsletter : Issue 5 : June 1992

This is the fifth issue of the Flying Section newsletter, in the series which began in November 1990. The last issue was issued in January 1992. I would have produced this issue sooner if there had been anything major to report, but things seem to have settled down to a fairly steady routine. If YOU have any news to contribute to this newsletter please contact Dave Lye on extension 3806.

Annual General Meeting report

On Wednesday 29th January the AGM report was held. Elections for three positions were held. All three incumbents were re-elected. The DHESC FS Executive consists of :- Gordon Pratt (Chairman), Ian Cooper (Treasurer), Pat Morley (Activities co-ordinator), Dave Franks (Chief AME) and the three Flying Instructors (Chris Basham, Dave Lye & Beltran Peralta. 14 members were present for the meeting. The three elected members will serve until the end of January 1993. The financial status of our club was reported, with a balance (assets - liabilities) of about \$5,300 at the end of 1991. This represents a good recovery since our large expenditures of 1991 (QKX engine overhaul etc), and regains a positive balance to our engine overhaul fund. P.S. Current balance has increased now to about \$6,000 (mid-June).

Canada Flight Supplement

The club has just taken out one new subscription to the CFS (previously Chris Basham paid for it) and this is available to all members for reference. The current issue (which has just arrived) will be kept by Dave Lye's desk on the third floor, and recent copies will be kept in the aeroplanes.

Flight Training status

All three instructors are conducting flight training. Three students should be graduating with Private Pilot Licences this summer (Pat Morley, John Kruyff and Radim Bagar). The current list of students patiently awaiting flight training is as follows :- Graham Andrews (on hold), Scott Goobie, Mark Tam, Darron Osterlee, Cesar Cabrera, John Macleod.

Aircraft status

UHG has recently returned to service, after an inspection and AD work on the carburetor. While the carb was off it was observed that there was some damage in this area caused by an intake fire at some time. Some parts were replaced. Be alert for intake fires, especially in winter. The O-200 can be started quite effectively in winter by priming only once, or not at all, then pulling out the primer, then cranking the engine and pushing in the primer as the prop turns. If a fire does occur, do not fly, snag the aeroplane for inspection. In summer, the O-200 can easily be started with one pump of the throttle (to full open) then setting to the normal position. This method uses the accelerator pump inside the carb to inject a little fuel. QKX is almost due for an inspection, it should be back in service before long. The only non-routine task which is planned is to fit new seat tracks on the right side. When this is done, all seat tracks in both aeroplanes will be new. This is a safety issue as you may know, worn tracks can lead to slippage of the seat. Even with new tracks the pilot should always ensure that the seat is securely locked on the track.

To check on the serviceability of the aeroplanes, any member may check in the booking sheet binder in the guardhouse. There are "Status Sheets" for each aeroplane. This Status Sheet system seems to be working quite well. If YOU find a problem which means an aeroplane should be grounded, please enter the snag in the Journey Log and on the Status Sheet in the guardhouse, so that others can check serviceability before booking.

Reminders

- To get a checkout, call either Dan Oswald (third floor, ext 3063, home 221-4353) or Art Kitching (bay 8, ext 2037, home 247-9752). These pilots are authorised to provide checkouts and dual "refresher" instruction (to licenced pilots only). If you really feel you need some instruction from a "proper" Instructor, then contact Chris Basham (ext 3827, home 292-4974) or Dave Lye (ext 3806, home 884-5930) or Beltran Peralta (ext 2112, home 439-6132), these three are all holders of Class III Instructor ratings.
- Before carrying passengers, you must have flown 5 take-offs and landings in the preceding 6 months.
- Record the number of take-offs and landings in your log book.
- Latest issue of DHESC FS rules of operation is dated 13 December 1991. To get a copy see Dave Lye, or take one from an aeroplane tach sheet binder or from the booking sheets binder.
- The club has a 0.5 hr minimum billing policy, to discourage very short flights which are hard on the engine and not very useful for maintaining pilot proficiency.

Fuel depot project

Our plans to build a fuel facility on the airfield for the exclusive use of the flying club are still alive. Our proposal has been taken to Dan Heidt to obtain company approval. Everything is in place to begin construction as soon as approval is received. Come to the General Meeting to hear the latest news.

General Meeting

Wednesday, 1 July 1992, 4:35-5:30, in the Sales Briefing Room just North of the main cafeteria. All welcome.

DISTRIBUTION

Graham Andrews	N70-01	Herman Angel	N
Radim Bagar	N61-05	Chris Basham	N18-11
Danny Burns	N18-09	Cesar Cabrera	via D.Lye
Carmen Capone	N43-03	George Chow	N31-20
Ian Cooper	N42-13	Michael Day	N51-15
Frank Debartelo	N46-05	Barry Edwards	N18-01
Norm Ellis	N18-12	Steve Flannery	N42-12
David Franks	via D.Lye	David Fried	N18-12
Scott Goobie	N46-07	Alison Gover	N57-11
Ross Gray	N17-30	Dan Henderson	via B.Peralta
John Hakner	N18-07	Gus Jainudeen	N55-02 ?
Clive Jewett	N18-12	Art Kitching	N55-02
Taras Korec	N48-22	John Kruffyf	N11-24
Craig Langeman	N	John Larkin	N70-02
Joe Leung	N46-07	George Leyton	N42-13
Richard Libby	N48-18	David Lye	N18-06
Allen Manuel	N55-07	Mike Mathias	N17-32
Pat Morley	N70-04	Barbara Moser	N11-06
Ged Mounsey	N46-03	Rajan Muthukrishnan	N42-25
Mike Norman	N01-04	Dan Oswald	N18-06
Anna Patterson	N45-19	Beltran Peralta	N51-15
Eugene Pieterse	N16-10	Danny Podrebarac	N31-25
Randy Poirier	N61-17	Gordon Pratt	N18-07
Brian Price	N70-03	Robert Quinton	
Dan Reymer	N42-22	Jay Rotsch	N42-13
Sig Schrattner	N46-01	Edward Smith	N
Mark Tam	N46-05	Paul Vascotto	N70-03
Joe Vitalone	N43-13	Bob Waller	N17-30
Earl Wells	N55-02 ?	Tom Whitfield (cc)	N03-09
Rod Williams	N16-10	Richard Wyles	N

DHESC Flying Section Newsletter : Issue 6 : November 1992

Fuel depot project completed !

The concrete pad (with retaining wall) was completed in August. The 500 gallon tank was installed on 23rd October (thanks to Pat Morley & Ian Cooper). The hand pump has been fitted. Aviation fuel (100 LL) has been purchased and was delivered on 12th November. The system is operational, fuel has been pumped! There will be a short meeting at the fuel depot on Friday 20th November at 3:30, to demonstrate how the system works. If you cannot make it to this meeting please get one of the Instructors, or another member of the Executive to show you the details. The equipment is very simple and straightforward but it is vitally important that we all use the equipment in a proper and safe manner. The correct procedures have been written up by Gord Pratt, and copies put in the aircraft Tach sheet binder. Before fuelling, please take a few minutes to read and understand these details, especially if you were not able to attend the demonstration. A fuel pump key is with the aeroplane key at the guardhouse (& on the spare keys ring).

This project required quite a lot of work in planning, and persistence in obtaining approval of the facility from several people within the company. This work was largely done by Gord Pratt, who stuck with it through to a successful completion. Thanks Gord.

Aeroplane status report

UHG last flew in August, and was grounded when it became clear that one exhaust valve was leaking (the blow-by could be heard from the exhaust when the prop was pulled through compression). The engine is due for major overhaul within about 100 hours and it is not cost effective to fix this one cylinder, the engine should be overhauled. The other aspect is that the utilisation of our two aeroplanes has been at quite a low level for some time, such that the current demand for hours (about 250 per year) could clearly be met with only one aeroplane (we have flown 350 hrs on one in the past). So, the Executive decided to ground UHG, seal it up and inhibit the engine. All efforts were on getting the fuel depot finished. It may well be that the new fuel facility will greatly increase the demand, especially among licenced pilots who may have found our lack of fuel to be too much of an inconvenience. In the spring, this increased demand may permit us to increase our fleet back to 2 aeroplanes.

QKX has been operating well, it had a 100 hour inspection in early October.

Revision of the Flying Section Rules of Operation

A few revisions have been approved by the Executive, all of which should please the members.

Rule C-3 dealing with reserved training periods has been altered to remove reference to UHG and to reduce the reserved training time on Sundays for QKX (now 8-12 & 2-4 only), as recreational pilots can not book UHG. Even these training periods are available if they are not booked up for training 3 days beforehand (as before).

Rule C-5 dealing with fuel reserve requirements (1/2 tanks on terminating) has been removed. The pilot in command is responsible, as always, to ensure that adequate fuel is carried (including a 45 minute reserve).

In addition, there was an "unwritten rule", really a billing policy, of a minimum 0.5 hour tachometer time. This was partly because of engine wear considerations, but also to guard against people flying much less time than they had booked.

Before we had fuel, a pilot really had to book a 2 hour slot as a minimum, in case fuel was needed. If fuel was not needed, and the pilot flew one circuit to maintain currency, then a lot of the time booked would not be used. Now we have fuel, the situation is quite different. A pilot, for currency, can safely book only 1 hour for a few circuits at Downsview. Also, short flights at lunchtime are now possible, as fuel is available here. It was felt that our 0.5 hour minimum would now discourage such use during lunch, and may even induce pilots to book a 2 hour slot if they thought they may not have finished their 0.5 hour tach time after 1 hour. The Executive has now decided to eliminate this policy of a 0.5 hour minimum billing, on a trial basis.

Service Bulletin - Ignition Switch

A Mandatory Service Bulletin (Number 636) has been issued by Teledyne Continental, which describes a problem found with ignition switches. Some switches may allow removal of the ignition key between the "Right" and "Off" positions, so that the right magneto would be live when the key is out. QKX has been checked, and the switch was OK, at present. This is an ongoing issue, and an issue which may depend on the particular key used. It is recommended that the switch be checked before each flight. It may be checked with the engine NOT RUNNING, by pulling GENTLY on the key as it is turned counter-clockwise from "R" to "OFF". If there is any doubt, the most thorough check is with the engine running, BUT AT IDLE RPM ONLY (never higher, or damage may well be done). Ideally this check would follow a "Dead Cut Check"; after the normal engine run-up checklist is completed, at 1000 rpm, turn the key fully "OFF" and STRAIGHT BACK TO "BOTH". You should hear the "dead cut" for an instant, before the engine recovers to normal. This is the only way to confirm that the mags are actually grounded when in the "OFF" position. Then, to thoroughly check the switch, set IDLE RPM, and with a GENTLE pull on the key, turn it SLOWLY from "R" to "OFF" until it comes out out (but turn it no further than necessary to release the key). At this point, with the key out, the engine is either running or not. It should not be running. If the key comes out and the engine continues to run, this defect should be recorded in the Journey Log. If the switch is found to be defective, with a particular key, it may of course be the fault of the key. The SB clearly states that a defective switch SHOULD be replaced immediately. Providing the "dead cut check" worked, it will be possible to "kill" the magnetos by ensuring that the key is properly in the OFF position before removing it (as mentioned in the SB).

When any snag is written in the Journey Log of a Private aeroplane, it is entirely up to the Pilot in Command to determine whether the aeroplane is fit for the intended flight (Ref. AMA 571.205). The presence of a Journey Log entry does not necessarily "ground" the aircraft. Formal procedures for the deferral of snags are required for Commercial aircraft, but not for Private ones. This is not to say that Pilots in our club are entitled to take liberties, this is just to remind everyone of the actual Transport Canada requirements.

Flight Training status

All three instructors are conducting flight training. A new ground school course has started with 15 students, to be completed in March 1993. Welcome to new readers of the Flying Section newsletter. Since the last newsletter of June 92, some events deserve mention :-

Congratulations to - Dan Henderson - First Solo - 30 June 92 !

Congratulations to - Pat Morley - PPL obtained - Flight Test on 15 July 92 !

Congratulations to - Radim Bagar - PPL written exam passed !

Annual General Meeting

The Flying Section Annual General Meeting is held every winter and includes the election of officers to the Flying Section Executive Committee. Three positions are open for election, Chairman, Treasurer and Activities Co-ordinator. These positions all have a term of one year starting on 1 Feb 93. The Executive currently consists of :- Gordon Pratt (Chairman), Ian Cooper (Treasurer), Pat Morley (Activities co-ordinator), Dave Franks (Chief AME) and the three Flying Instructors (Chris Basham, Dave Lye & Beltran Peralta). The AGM will be held on Wednesday 27th January 1993, in the Sales Briefing Room (just North of Main Cafeteria). Please plan to attend.

Another important issue to be decided at the AGM is the question of what to do with UHG. It is grounded with a bad exhaust valve and due for major overhaul. The aeroplane could be sold, as recent demand can apparently be satisfied with one aeroplane. It could not be flown away, without a lot of expenditure, it must be trailered, which limits any sale to a restricted area. Another option is to leave UHG as it stands over the winter, until the Spring, when (depending on demand) it could receive a new engine and be refurbished, or alternatively sold then.

The aeroplanes are both owned by the de Havilland Employees' Sports Club (DHESC), which owns all capital equipment operated or used by the Sections. It is largely up to the Flying Section to make sensible plans for our fleet of aeroplanes, to match the requirements of our members. When our plans are defined we then need to work with the DHESC Executive to put them into effect.

DISTRIBUTION

Graham Andrews	N70-01	Herman Angel	N -??
Radim Bagar	N11-30	Chris Basham	N18-11
Danny Burns	N18-09	Cesar Cabrera	via D.Lye
Carmen Capone	N43-03	George Chow	N31-20
Ian Cooper	N18-08	Michael Day	N51-15
Frank Debartolo	N42-13	Barry Edwards	N46-01
Norm Ellis	N18-12	David Franks	via D.Lye
Scott Goobie	N46-07	Alison Gover	N11-06
Ross Gray	N17-30	Dan Henderson	via B.Peralta
John Hakner	N18-07	Gus Jainudeen	N55-02 ?
Len John	N18-08	Art Kitching	N55-02
Taras Korec	N48-22	John Kruyff	N11-24
John Larkin	N70-02	Joe Leung	N46-07
George Leyton	N42-13	Richard Libby	N48-18
David Lye	N18-06	Allen Manuel	N55-07
Mike Mathias	N17-32	Pat Morley	N70-04
Barbara Moser	N11-06	Ged Mounsey	N46-03
Mike Norman	N01-04	Dan Oswald	N18-06
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Randy Poirier	N61-17	Gordon Pratt	N45-06
Brian Price	N70-03	Leo Quinlan	N42-25
Robert Quinton	N -??	Dan Reymer	N42-22
Jay Rotsch	N18-08	Roy Slaughter	N -??
Edward Smith	N -??	George Tothill	N43-03
Paul Vascotto	N42-22	Joe Vitalone	N43-13
Bob Waller	N17-30	Earl Wells	N55-02 ?
Tom Whitfield (cc)	N03-09	Rod Williams	N16-10

DHESC Flying Section Newsletter : Issue 7 : March 1993

Annual General Meeting report

The AGM of the Flying Section was held on 27th January 1993. Ten members attended. A summary of the 1992 flight times, was presented. QKX flew 160 hours and UHG did 35 hours before it was grounded in August.

A report on Flight Training was presented. We had three new PPL graduates in 1992 (Pat Morley, Radim Bagar & John Kruyff). Flight training proceeded well in 1992. At the end of March the current groundschool will be completed, replenishing our supply of Flight Training students. The new fuel facility is working very well, saving a lot of time and effort.

The treasurer, Ian Cooper, presented a financial report which showed an improvement in the net assets of the club over the past year. As of 31 December 1992 the club had a balance of over \$7,000. There were no unforeseen major expenses during 1992. It is important to progressively put funds aside for future overhaul of the engine, and for other expenses which may arise. There are some anticipated expenses in 1993, a paint job for QKX, and some work on UHG (described later).

It was announced that the annual membership fee for Flying Section membership for 1993 had been reduced from \$40 to \$20. It was felt that the \$40 fee may have kept some licenced pilots away, particularly if they only wished to do a few hours.

The election of officers took place at the AGM. Gord Pratt has served as Chairman for the last 3 years and he did not stand for the position this time. Dave Lye was the only candidate for this post, and was elected. The other two positions were also uncontested. Ian Cooper agreed to continue as treasurer, his desk incidentally, is in the South West corner of the 3rd floor, in the "new" office area (not above bay 1). It is very important that Ian knows how to contact every member so please provide him with phone numbers and mail stop details. Pat Morley agreed to continue as Activities Co-ordinator.

Request for Volunteers

Pat Morley is our Activities co-ordinator, for the third year running. This means he takes responsibility for

- Tach sheets (supply in a/c, checking vs Journey Log, passing to Treasurer)
- Engine preheater (battery charging, propane supply)
- Fuel depot (dipping periodically to ensure we don't run out)
- General maintenance and fixing of all club equipment excluding aeroplanes
- Helping the Chief AME (getting oil & other supplies, parts etc etc etc)

Pat may ask you, at some time or another, to help in some way, or take responsibility for some area. Please keep in mind that our club depends on volunteer work to keep the costs to a minimum. Please help if you can. We are particularly keen to hear from members who commute from the vicinity of Brampton airport and Buttonville airport. There are sometimes parts, or cases of oil, to pick up. We do sometimes have things shipped, but they often get lost and so we pick up if we can. We do know of a couple of members, but if YOU can help in this way please call Pat Morley on 4301.

Aeroplane status report

After reviewing the utilisation of UHG and considering some major costs anticipated (particularly an engine overhaul in 180 hrs and possible major airframe work soon), the Executive decided on 5 January 1993 to recommend to the Sports Club that UHG should be sold "as is, where is". This was reported to the membership at the AGM. There was no disagreement with this conclusion at the AGM. In 1992 the two aeroplanes flew almost 200 hours (160 + 35) and in the past we have done much more than that, with over 350 hours being logged on UHG in one year. There is clearly plenty of capacity left for increased utilisation in a single aeroplane club.

However, soon after the AGM it came to light that it was still possible for us, if we wished, to use the "on-condition" maintenance program for the engine, as there are still more than 100 hours left to go before overhaul, and the aeroplane is privately registered. This news did change the outlook. The Executive then decided to put the sale on hold while a "survey" of UHG was conducted. This covered the airframe (to determine the necessity for any major new parts) and the engine (including borescope examination). The result of the survey was that the airframe was still sound and the engine (apart from the known problem with one valve) looked good. This being the case, after further consideration of the options, the Flying Section Executive decided on 26 February 1993 to return UHG to service and plan to start the "on-condition" maintenance of the engine. This type of maintenance program is used on many privately registered aeroplanes now, and involves close monitoring of three performance criteria -

(1) oil consumption (2) maximum static rpm and (3) cylinder differential compression

The "baseline" performance must be established, and then the AME closely monitors these three criteria. If any one differs from the baseline by more than the specified limit, then the engine must be repaired as needed, or overhauled.

Consequently, when we get UHG established on this program it will be VITALLY important for all pilots to diligently record the addition of oil to the engine. This decision to keep two aeroplanes in the fleet will be reviewed in the fall, after our first summer with fuel on the field. A lot depends on how many members fly this year.

A request has been received for a pair of headset jacks to be installed in UHG, for the benefit of members who own headsets, this is now on our list to investigate and implement (barring any unforeseen problems). Some work is also needed to get at least one VOR serviceable. The one in UHG hasn't worked for years, but the one in QKX did work until fairly recently. While it is not mandatory for our training, it is very useful and we should have one. Otherwise, QKX has been operating well, it had a 50 hour inspection in January. It really does need a paint job though.

Short News Items

- John Kruffy passed his PPL flight test on 13 Dec 92. Congratulations !
- Radim Bagar passed his PPL flight test on 20 Dec 92. Congratulations !
- The Frequency at Brampton has changed from 123.4 to 123.3.
- A hand pump (for the tires) and pressure gauge are now in the shed. In the past when we had to visit other airfields for fuel it was easy to add air to the tires at Buttonville or elsewhere. Now we need to be able to do that at Downsview. The main wheel tires should be at 21 psi and nose wheel tire at 30 psi.
- The leases for UHG & QKX have been renewed. They run from 1 March 93 to 31 March 94. Dave Franks, the Chief AME is the new focal point, the first name on the C of R, so any important TC correspondence will go directly to him at his home address. His home phone number is (416)677-9820.
- The current PPL groundschool is just coming to an end. Some of these students have expressed an interest in gaining some introductory flight experience as a passenger, while waiting for flight training. If any licenced, current pilot is interested in taking one of these new members for that very important first flight in a light aeroplane, these are the people to contact (in random order)
 - 1) Dan Reymer, Ext 3216 : 2) Rob Quinton, 3858 : 3) Barbara Moser, 4472 :
 - 4) Carmen Capone, 4243 : 5) Richard Libby, 3675 : 6) Allen Manuel, 2833 :
 - 7) Taras Korec, 3631.How the cost of the flight is shared is entirely up to the people involved, but on no account must any "piloting fee" be charged. Also, only holders of a Flight Instructor rating can provide instruction to people who do not hold a Pilot Licence.

Flying Section General Meeting

There will be a general meeting at 4:40 on Tuesday 6th April in the Marketing Conference room on the second floor (where ground school is held). There will be at least one movie at the end of business. The agenda includes -

- 1) Results of ground school examination
- 2) Aeroplane Status report
- 3) Discussion of TC VFR over-the-top proposals
- 4) Any other business
- 5) Movies

Please attend if you can and meet your fellow members. All are welcome, even non-members of the Section.

DISTRIBUTION

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Radim Bagar	N11-32	Chris Basham	via J.Rotsch
Danny Burns	N18-09	Cesar Cabrera	via D.Lye
George Chow	N31-20	Ian Cooper	N18-08
Frank Debartolo	N46-01	Larry Dufraimont (cc)	N70-03
Barry Edwards	N46-01	Bert Ellis	N01-05
Norm Ellis	N18-12	Steve Flannery	N42-12
David Franks	via D.Lye	Scott Goobie	N46-07
Steve Goulter	N18-17	Alison Gover	N11-06
Ross Gray	N17-30	Dan Henderson	via B.Peralta
John Hakner	N18-07	Gus Jainudeen	N55-02 ?
Art Kitching	N55-02	Taras Korec	N57-22
John Kruyff	N11-24	Craig Langeman	N
John Larkin	N70-02	Joe Leung	N46-07
George Leyton	via I.Cooper	Richard Libby	N31-02
David Lye	N18-06	Barry MacKinnon	N16-10
Mike Mathias	N45-21	Pat Morley	N70-04
Barbara Moser	via P.Morley	Ged Mounsey	N46-03
Mike Norman	N01-04	Dan Oswald	N18-06
Anna Patterson	N43-01	Beltran Peralta	N51-15
Eugene Pieterse	N16-10	Danny Podrebarac	N31-25
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Joe Vitalone	N43-13	Bob Waller	N17-30
Earl Wells	N55-02 ?	Tom Whitfield (cc)	N03-09
Rod Williams	N16-10	Richard Wyles	N

DHESC Flying Section Newsletter : Issue 8 : Prepared by D.Lye : June 1993

General Meeting report

A Flying Section General Meeting was held on Tuesday 6th April 1993. A total of 17 members attended, quite a good turnout. The agenda included a presentation, by John Hakner, on current proposals to allow VRF-over-the-top flight. A discussion followed. For more information on this subject, please contact John Hakner. A new flight training waiting list was distributed at the meeting, based on the results of the ground school final exam. Three movies were shown at the end of business, one on Decision Making, one on the Murphy Rebel, and one on the Kitfox.

Aeroplane status report

UHG flew again on 27 April, with one overhauled cylinder. This has been broken-in carefully on mineral oil for 10 hours, and the oil has now been changed to the regular multi-grade dispersant type. A new rear window has been fitted. UHG is now available for booking. QKX had a 200 hour inspection in May and has been getting quite a lot of use, in the month of May alone it had 38 flights, for 31.8 hours (and was down for 3 days for the inspection). This level of activity is very encouraging. The microphone in QKX has just been replaced, as the old one was just starting to act up, the press-to-talk switch was getting worn and occasionally an intended transmission did not "go out" (with no click in the speaker when the switch was released). The radio On/Off switch in QKX has recently broken, the radio will turn down but not off, this is acceptable for now, a repair will be investigated soon. With the hot weather it is more important to cover up the compass with a clean cloth, to protect it from the baking effects of the sun. A new system is now in place to keep track of the oil consumption of the two aeroplanes. In the past, pilots were supposed to make a note on the Tach sheet when they added oil to an aeroplane. Sadly this did not seem to get done. In an effort to make the process easier, a clipboard has been placed right beside our cartons of oil in the shed, so you can't get at the oil without "tripping over" the new clipboard. The clipboard contains our new oil consumption log. It is very easy to use, just enter a "1" under either UHG or QKX when you add a bottle of oil. We are keeping track of our stock on hand with the same sheet. Please remember to use this log, it is easier than digging out the Tach sheets to make an entry, and it is important for us to know our consumption. Thanks.

Short Items

- Cesar Cabrera - first solo on 24 April 1993. ! Anna Patterson has just completed the night rating. Congratulations !
- As many of you know, Chris Basham is no longer an employee of de Havilland, but he is continuing to instruct, by special arrangement. Also, Barbara Moser is no longer an employee, but she remains a member of the Sports Club, and the Flying Section, as her husband is an employee.

Next General Meeting

Tuesday 21 September 1993 at 4:40 pm in the Marketing Conference room on the second floor (same place as last time, same place as ground school). The agenda is not finalised yet, if you wish to raise anything please see a member of the Executive. There should be some interesting news about club access to a FlightSafety Twin Otter Simulator, and the Director of Flight Operations does plan to attend. Look out for notices closer to the time, and please attend if you can.

Reminders on radio procedure at Downsview

As all members should know, Downsview has only an Aerodrome Traffic Frequency (ATF) not a Mandatory Frequency (MF), and therefore NORDO traffic is permitted in the Zone. However, we have always had the policy (dating back to when an MF was in place) that club aeroplanes shall not take-off if the radio is found to be unserviceable (as stated in our current rules Item C-12). The radio, when used properly, adds a great deal to the safety of flight operations at Downsview. There are four groups of aviators in the Downsview Zone, there is us (& the Downsview Flying Club), there are the DND helicopters, there are the traffic spotters above, and then there are the company aircraft (Dash 8s, Learjets and Canadair jets). There have been one or two instances recently which suggest that some reminders are necessary, to promote better radio communication, and therefore greater safety. Basic tips first, always listen out before making a transmission so you don't "cut in". Hold the microphone very close to your mouth, it really should touch the top lip (or almost). Holding the mike at the side of the mouth is supposed to be clearer. If the advisory is open (times are in CFS) then they will provide you with POSITIVE GROUND CONTROL which means that you must ask for clearance to taxi on the airfield, backtrack etc. You should acknowledge the clearance when it is given to you. This positive ground control does NOT include the de Havilland taxiway, it only starts at the double yellow HOLD lines. For flight operations the advisory service is just a normal advisory service, with no control authority. They do not issue clearances to take-off or land. They MAY however, offer suggestions or even requests, to pilots, to improve the safety or efficiency of the flight operations (as they see it). These suggestions or requests from the advisory are merely intended to be helpful (and I have always found them to be so) but the pilot in command retains full responsibility for the actions taken. If the advisory, or another aircraft, calls you, but you did not catch the message, you should simply respond promptly with "Station calling QKX, say again please". You should include the altitude in most transmissions, because this is of interest to other traffic. Some examples are "Downsview (or Downsview traffic) QKX, rolling on 33, for the circuit, right hand 1500" ; "Downsview, QKX rolling on 33, departing to the North at 1500" ; "Downsview, QKX entering the Zone from the North at 1500" ; "Downsview traffic, QKX will be joining the right hand downwind leg for 33 at 1500". Please consult your radio operators guide for additional information, if you do not have one, contact Dave Lye.

Reminders on circuit courtesy and airmanship at Downsview

On the subject of circuit courtesy, we have to recognise that the reason for having the runways at Downsview is for the company aircraft. Most of our Flying Section pilots understand this, and make every effort to keep out of the way of the company aeroplanes. This does NOT mean that you should do anything hazardous, just that it is courteous to allow the company aeroplanes to take priority whenever reasonably convenient. The rules of the air are quite clear of course, but the aircraft that has right of way can sometimes choose to give up that right. For example, a C-150 on short final to land does have right of way over a DHC-8 on long final, but it would be courteous for the C-150 pilot to choose to overshoot, and go round again, rather than make the DHC-8 fly an overshoot. If a Learjet or Regional Jet wants to backtrack and depart, while QKX is doing circuits, it would be polite for QKX to take a break on the ground, or leave the Zone to the North to return a bit later. The parallel taxiway on the East side of 15-33 can also be used, but it is a bit rough in places. It is good practice for our pilots to do these sorts of things, and we do not want to cause the company pilots to waste time and money. Violations of the Positive Ground Control principle, or other conduct which is contrary to safe airmanship, may lead to penalties being imposed. On the 17th of June, QKX was backtracking runway 15 after landing, and had received permission from the advisory to do so, during the backtrack, QKX was INSTRUCTED to leave the runway via a right turn along taxiway Bravo (towards the Tower) because of Cherokee DYO on approach. QKX failed to comply, and the pilot in command of QKX has now been GROUNDED for 30 days (at Downsview only) by order of the Director of Flight Operations of de Havilland (Larry Dufrainmont). While there was no real hazard to life or limb on this occasion, this was still a serious matter, if the aircraft on approach had been a Learjet with our company Chairman on board there would have been an awful lot more explaining to do, as to why our C-150 did not obey instructions on the ground. Here at Downsview, standards for airmanship are set at a high level. Things that may be acceptable at other aerodromes are NOT ACCEPTABLE HERE. This includes (for example), landing over the top of an aeroplane which is sitting at the threshold, landing before another aeroplane ahead of you has cleared the runway (even if it's right at the other end), using one end of the runway while work is actually being done on the other end (snow clearing, fixing lights, paving etc). For aeroplanes such as ours, which need less than 2000 feet of runway, it could be argued that all of these practices are legally acceptable on a 7000 foot runway, and do occur (sometimes routinely) at other airfields. However, our pilots MUST NOT do any of these things at Downsview. High standards at Downsview have been in place for many years, but a reminder may be appropriate.

The role of the flight dispatch office

There is a crew of three flight dispatchers, in the dispatch office on the second floor of the "old" flight test hangar. They are John Lees, Brian Price and Paul Heaver. They report to the Director of Flight Operations, Larry Dufrainmont. If a dispatcher asks you (for example) to delay your take-off to allow a company aircraft to depart, you must follow his instruction. Our pilots should call the dispatch office on 375-3933 before flying, to advise them of your intentions and to be advised of the status of the airfield, any notams etc. If there is no dispatcher at the office, the phone is automatically forwarded to a cellular phone (520-5200), to provide 24 hour, 7 day availability.

This pre-flight call to the dispatch office is expected to be mandatory soon, for ourselves and the Downsview Flying Club, watch for notices in the booking sheets binder and aeroplane tach sheets binders. The dispatch office frequency is 130.5 (station 9JS), and they often use 126.2 also, as necessary.

DISTRIBUTION

Radim Bagar	N11-32	Chris Basham	via J.Rotsch_
Danny Burns	N18-09	Cesar Cabrera	via D.Lye
George Chow	N31-20	Frank Debartolo	N46-01
Larry Dufraimont (cc)	N70-03	Barry Edwards	N46-01
Bert Ellis	N01-05	Norm Ellis	N18-12
Steve Flannery	N42-12	David Franks	via D.Lye
Steve Goulter	N18-17	Ross Gray	N17-30
Dan Henderson	via R.Libby	John Hakner	N18-07
Gus Jainudeen	N55-02 ?	Art Kitching	N55-02
Taras Korec	N57-22	John Kruffy	N11-24
John Larkin	N70-02	George Leyton	via R.Libby
Richard Libby	N31-02	David Lye	N18-06
Barry MacKinnon	N16-10	Pat Morley	N70-04
Barbara Moser	via P.Morley	Ged Mounsey	N46-03
Dan Oswald	N18-06	Anna Patterson	N43-01
Beltran Peralta	N51-15	Eugene Pieterse	N16-10
Gordon Pratt	N45-06	Robert Quinton	N31-01
Jay Rotsch	N18-08	Roy Slaughter	N
Joe Vitalone	N43-13	Bob Waller	N17-30
Earl Wells	N55-02 ?	Tom Whitfield (cc)	N03-09
Rod Williams	N16-10	Richard Wyles	N

DHESC Flying Section Newsletter : Issue 9 : Prepared by D.Lye : October 1993

General Meeting report

A Flying Section General Meeting was held on Tuesday 21st Sept 1993. Ten members attended. The agenda consisted of

- 1) Airspace Classification Changes (effective 16 September 1993)
- 2) Aeroplane Status and usage
- 3) The FlightSafety Twin Otter Simulator
- 4) Any Other Business
- 5) Movies (one on the DHC-2, one on the DHC-5).

These items are reported under separate headings below.

Airspace Classification Changes

Changes have been made to the airspace classification system in Canada, effective 16 September 1993. The changes mean that the old Class C airspace now becomes Class D, the old Class D airspace now becomes Class E. Class F remains unaltered and the old Class E uncontrolled airspace is now a new Class G. Licensed pilots should all have received a copy of the Airspace Newsletter (TP10136E Issue 2/93). If you have not got one, see David Lye. It was pointed out that the latest issue of the Canada Flight Supplement which happens to have the same date (16 September) contains the OLD classification information, not the new.

Aeroplane Status and Usage

Both QKX and UHG are currently in service. QKX has a new radio, the old one went unserviceable and it was not worth repairing. Everyone seems to like the new Narco replacement, and the VOR now works reliably! The radio is fairly straightforward, but not the same as the old one. If it is new to you, please take the time to get acquainted with it before you fly. It will not retain its frequency setting after power is turned off, so 126.2 must be set each time. Frequencies are set on "standby" then swapped to "active". You may not hear a click in the speaker when transmitting, but you will see a "T" on the display. The receiver is so good that the Buttonville ATIS can be clearly heard at our tiedowns. On the subject of new paintwork for QKX, the President of de Havilland has given his personal approval in writing for this to be done here at Downsview, using volunteer labour, when the paint shop schedule permits. UHG has had a problem with blowing fuses, which was traced to a worn generator fuse holder, which has now been replaced.

The air times, since 1 Jan 1993 (as of 21 Sept 1993) were - QKX 174 hrs : UHG 49 hrs up quite a bit from last year.

FlightSafety Twin Otter Simulator

This story, in a way, goes back to 1982 when Bert Ellis (of literary fame) was learning to fly in the DHESC Flying Section. After retiring from de Havilland, he took a senior position with FlightSafety, just next door to de Havilland. In May this year, he approached us to see if we were interested in gaining some access to the newly updated DHC-6 Twin Otter simulator. As one way of promoting good relations between FlightSafety and de Havilland, this simulator was very kindly made available, free of charge, to members of the Flying Section (subject to a few appropriate conditions). Two people, David Lye and Dan Oswald, were trained in the use of the Twin Otter and the Simulator itself. These two people are now permitted to book the simulator and conduct instruction in it. It is a wonderful machine, very interesting and useful for training PPL students and also for licenced pilots. The time spent "flying" the simulator can be logged, but note that it goes in the SIMULATOR column of the log book ONLY, it does NOT count as FLIGHT TIME. For PPL students, the simulator instruction must be provided by David Lye (as an Instructor Rating is required), but Dan is entitled to provide instruction to licenced pilots. For more information, contact Dan (on extension 3063) or David (on 3806).

Any Other Business

- First Solo Certificates ** Presented to Richard Libby and Jay Rotsch, who both soloed on 11th July
- PPL flight test passed by Dan Henderson on 30 August 93. Congratulations.
- New Treasurer, Richard Libby (ext 3061). His desk is above the truck loading bays in the SW corner of the plant, good luck if you set out to find his office. Thanks for taking on the job Richard.
- Richard presented a brief financial report, showing a balance of assets over liabilities of over \$6000.
- Waivers of Liability. These are now required, by both FlightSafety (for members using the simulator) and by de Havilland (for members flying the aeroplanes). Most active members have now completed a waiver form, if you have not yet done so, contact David Lye, or get a blank form from the booking sheets binder or one of the aeroplane Tach Sheet binders, complete it and send to David Lye, N18-06.
- Closure of Runway 09/27. Downsview is now a single runway airport. A NOTAM was issued at the end of August to advise of this closure, and X marks have been painted on the surface. The CFS does not yet reflect this new status, but the NOTAM supersedes the CFS.

At the end of business, two movies from the de Havilland Library were shown. One was of the DHC-2 Beaver in Antarctica in the late 1950s, and one was on the DHC-5 Buffalo, which included some very impressive flying.

Revisions to the DHESC-FS Rules of operation

A few minor changes are necessary, as follows

- C-2 Change in phone numbers for Beltran Peralta & Chris Basham.
- C-5 New Oil Consumption Log in shed. Pilots should record any oil added on this, not the Tach sheet.
- C-11 Revised circuit procedures due to the closure of Runway 09/27.

The current version of our rules is date 4 October 1993, and copies are kept in the booking sheets binder and both aeroplane Tach sheets binders.

Journey Log Book Problems

Most people make entries in the Journey Log book correctly, but we do get some problems occasionally with entries which do not make sense. One common error is adding the FLIGHT TIME instead of the AIR TIME to the TOTAL AIR TIME. Please take care when making entries. If an error in addition is discovered in the TOTAL AIR TIME column, please DO NOT make alterations to entries made by other people, changing the numbers on every line after the error. It is much better to make a new one line entry, with the correct date, the correction air time (positive or negative), the new corrected TOTAL AIR TIME, a reference to the date of the error, and signature. A small note should be inserted on the line where the error occurred, such as "error in addition, see correction line of 1 Oct 1993".

Future Meeting

Our DHESC Flying Section Annual General Meeting will be in January 1994. Elections will be held for 3 positions on the Executive. These elected positions are Chairman, Treasurer and Activities Co-ordinator. The Chief Aircraft Maintenance Engineer is also a member of the Executive, and one position exists for the Flying Instructors (presently not needed as David Lye is an Instructor and is Chairman). Please watch the noticeboards for further details.

A meeting of the Flying Section Executive will be held before our AGM, to review our operation in 1993, the first summer with our new fuel facility, to review our fleet and our finances. The decision was taken in early 1993 to return UHG to service alongside QKX, but a review at the end of the year was always intended. This meeting should allow for a good report on our situation at the AGM.

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Bob Waller	N17-30	Earl Wells	N55-02 ?
Tom Whitfield (cc)	N18-04	Rod Williams	N16-10
Richard Wyles	N		

DHESC Flying Section Newsletter : Issue 10 : Prepared by D.Lye : March 1994

Annual General Meeting report

The Flying Section AGM was held on Tuesday 25th January 1994. Ten people attended, including Larry Dufraimont, who is a Director in the de Havilland Engineering Department. He has responsibility as Airport Manager for de Havilland Flight Operations (and other areas within Engineering). He is concerned with ensuring that ALL flight operations at Downsview are conducted safely and efficiently. He addressed the meeting for several minutes, giving us various suggestions, comments and news of future plans for Downsview (new instrument approaches, development of the FBO operation etc). He explained that flying club activities must be at the bottom of the priority ladder in terms of operations here at Downsview, below maintenance vehicles and all other company or client aircraft (see later item).

This does not mean that we are to be excluded from the airport, just that we are necessarily very low in priority. Mr. Dufraimont also stressed the importance of good communication among all users of the airport, and the need for the de Havilland Flight Dispatch office to be informed of our flight operations, particularly when this office is open. The recent change here at Downsview from an ATF back to an MF was discussed. Another issue was the setting up of an "incident file" within our club. The idea here is to promptly record any type of incident which has a bearing on safe and efficient flight operations at Downsview, which may lead to changes in procedures if necessary for improved safety. If any Flying Section pilot becomes aware of any such incident, please report it to David Lye on 3806 (or MS N18-06). I am sure that all present at the AGM welcomed the participation of Larry Dufraimont, who provided many informative and helpful comments.

After this input from Mr. Dufraimont, the items on the Agenda for the AGM were addressed,

- 1) Aeroplane usage, up by over 40% from 1992, at 280 hrs total. This consisted of 215 hrs on QKX and 65 hrs on UHG. As of 31 Dec 93, the aircraft air times - since new (TTSN) and since major overhaul (SMOH) were :- for QKX 2111.8 TTSN & 571 SMOH : For UHG - 6498.4 TTSN & 1663 SMOH
- 2) Financial report, a very clear and detailed statement was prepared by Richard Libby, showing that our net assets (assuming accounts receivable were paid) amounted to \$7284 as of 31 December 1993. We are owed \$1500 by the Sports Club, and this represents a reasonable reserve for engine overhaul.
- 3) A report on Flight Training for 1993 was presented. 2 new PPLs, 1 new Night Rating.
- 4) Elections. The three positions open were filled by :- Chairman - David Lye. Treasurer - Richard Libby. Activities Co-ordinator - Pat Morley (ie there is no change in the Flying Section Executive).
- 5) Any other business. The subject of errors in our Journey Logs was addressed. We have been having quite a few errors in the Journey Logs, and a revised Tach sheet layout has now been employed to try to reduce these errors. The new Tach sheet allows the pilot to enter all the times and do the addition of Total Air Time Since New, and then, AFTER CHECKING, these numbers can simply be copied into the correct columns of the Journey Log. Please note that Section 811 of the Air Regulations forbids the altering of any entry made in any Log Book.

Further notes on Flight Operations

1) Dispatch Office. Some of our pilots are doing a good job of communicating with the Flight Dispatch Office, and others are not. Our pilots are sometimes reluctant to call the dispatchers, at 06:30 on the weekend for example. As a rule, the dispatchers do want to be informed, particularly when the dispatch office is open. If a pilot phones 375-3933 outside normal business hours, and the call gets transferred to the cellular system (after 3 or 4 rings and a distinct pause) then the pilot can conclude that the dispatch office is closed and could hang up without waiting for an answer on the cellular phone. In this case the pilot in command is still responsible for checking NOTAMs (FSS 477-9250), and the dispatch office may of course open up later in the day, so it would be a good idea to try a radio call to the office (Station 9JS on 130.5) before flight. Do not be surprised if you get a radio call from dispatch, just to find out what you intend to do.

2) Change to MF from ATF. This change was advertised by NOTAM in January. The MF is 126.2 MHz and is effective at all times. When the advisory is open, calls should be directed to it, otherwise broadcast your calls to Downsview Traffic. This should not really affect our flight operations, as we acted as if the ATF was an MF anyway. The main thing which changes is that NORDO traffic is now excluded from our Control Zone. There is nothing to prevent a transient aircraft from entering Class E airspace such as the YZD Control Zone, and with only an ATF even NORDO aircraft could enter. Now any transient aircraft must at least have a radio tuned to 126.2. One other point, as we do not have dual radios we must not tune to 130.5 (Dispatch Office Frequency) UNLESS the aeroplane is on the ground and clear of the runway, or outside the Zone. See the AIP RAC Section for more details.

3) Priorities. Larry Dufraimont made it clear at our AGM that the relative importance of activities here at Downsview is as follows :-

- 1 - Visiting executive aircraft (which pay a landing fee),
- 2 - Various types of company aircraft
- 3 - DND helicopters,
- 4 - Maintenance vehicles,
- 5 - Flying Club aircraft.

These priorities are easy to understand, and we must all fit in with this system. It is important to note however that this ranking system is not intended to supersede or alter the Air Regulations, in particular the Rules of the Air (Section V). However, it would generally be a good idea, in flight, for a Flying Section aeroplane which has right of way (on final approach for example) to relinquish that right of way (overshoot for example) if this would reduce delays for other higher priority flight operations. It is usually a good idea to turn on navigation lights and/or the landing light when operating close to Downsview, to make it easier for other aircraft to spot you.

Sometimes, when another aircraft is behind you for landing, instead of overshooting from final approach, it may be sensible simply to land "long", closer to the de Havilland taxiway for a quick (but safe) exit from the runway.

Short Items

- Richard Libby, the FS Treasurer, is on 375-3621 (wrong # given last time).
He has now moved to the ground floor near the Reception office.
- The clocks change on the first Sunday in April.
- New member : Hal Sabeti-Mehr (re-joining)

Notes from the Chief A.M.E.

Dave Franks passes on the following requests for pilots to please :-

- operate the cable controls (Mixture, Carb Heat etc) without excessive force
- try not to drip oil when checking the dipstick or adding oil
- remember to cover up the compass with a cloth after flight
- try to avoid excessive wear on the starter clutch. These are very expensive now,
and experience wear with every start attempt.
- exercise the fuel shut off valve from time to time, to keep the seals in good condition.

DISTRIBUTION

*Nicki Ayoub	N16-10	Radim Bagar	N11-01
Bob Banks (DND)	via D.Lye	Chris Basham	via J.Rotsch
*Andrew Bolton	N42-25	Cesar Cabrera	via D.Lye
*Richard Chiu	N31-24	*Nam Suk Choi	N18-06
George Chow	N31-20	*Jerry Chwang	N46-01
*April Clausen	N02-10	*Pat Cowan	N18-02
Carmine D'Orsogna	N42-02	Larry Dufraimont(cc)	N18-02
Barry Edwards	N46-01	Norm Ellis	N18-12
*Brian Flint	N46-08	T.Foti/D.Foti	N01-05
David Franks	via D.Lye	Steve Goulter	N16-09
Alison Gover	N11-06	Ross Gray	N17-30
Victor Guerreiro	N70-??	John Hakner	N18-07
Dan Henderson	via R.Libby	Gus Jainudeen	N55-02 ?
Art Kitching	N55-02	*Tim Kunica	N42-25
*Lisa Lepschi	N42-22	George Leyton	via R.Libby
Richard Libby	N18-07	*Pieter Louis	N01-04
David Lye	N18-06	Barry MacKinnon	N16-10
*Jane McGrath	N11-32	Pat Morley	N70-04
*D.Pyle/B.Moser	N46-08	Dan Oswald	N18-06
*Mike Parker	N17-31	Anna Patterson	N43-01
Beltran Peralta	N51-15	*Dianne Peters	N14-03
Eugene Pieterse	N16-10	*Anton Pop	N18-12
Gordon Pratt	N42-14	Jay Rotsch	N43-01
Hal Sabeti-Mehr	N42-02	*Robert Sandwell	N42-25
Roy Slaughter	N40-11	Robert Walker	N
Bob Waller	N17-30	Earl Wells	N55-02 ?
Tom Whitfield (cc)	N18-04	Richard Wyles	N

* indicates the new ground school students

DHESC Flying Section Newsletter : Issue 11 : Prepared by D.Lye : October 1994

Aeroplane Status Report

As many will know, both our aeroplanes were completely repainted this summer, in the Bay 7 paint shop (by special arrangement and at no cost to the company). The new paint looks great. QKX had a birdstrike on 17 September, out near Markham, which caused minor damage to the right wing leading edge, outboard of the strut attachment. This has been reported, and repaired. Both aeroplanes are currently servicable, but as always, before booking an aeroplane, check the Status Logs in the booking sheets binder, to see the latest situation.

Notes on Cold Weather Flying

The engine preheater is being prepared for service again this winter, and an extra propane tank has been bought for it. This unit is quite straightforward to operate, it is much like a barbeque with a fan on it. There are instructions fixed to it. There are three main things to remember

- 1) turn the gas on & off at the top of the gas tank, and do NOT disturb the red-handled regulator
- 2) always turn the fan on BEFORE lighting up, and turn the gas off (at the tank) BEFORE turning off the fan
- 3) please hook up the unit to our battery charger after use, and do not disturb the battery charger settings.

The charger will automatically shut off when the battery is fully charged (as long as its switches are left alone).

The manual for the battery charger will be kept in the shed, and brief instructions will be posted on a notice. It is a good idea to use the pre-heater to warm the engine for about 15 minutes, whenever it is much below 0 C. If you would like further instruction on the use of the pre-heater, please ask one of the Executive, or any member who is familiar with it.

For prolonged operation below 20 degrees F (-7 C) Cessna recommends that air shields should be fitted on the nose cowl, to restrict the engine cooling airflow. These are simple to fit and to remove, and pilots should check that the shields are either on or off, as appropriate for the conditions. These shields, together with a screwdriver and the fasteners will be kept in the luggage area of each aeroplane (when not installed). If you (as PIC) feel you should fit or remove the shields, please go ahead.

Ground School Status

The ground school was oversubscribed again, and a lottery was used to reduce the numbers to a manageable level. We always keep track of who is unlucky in these lotteries, and this time three candidates who were unlucky last time were rewarded for their persistence (their acceptance was guaranteed). The Personnel Conference Room is being used for the ground school this time. It is good to see such interest in our groundschool, and we welcome all these new members to the Flying Section of the DHESC.

Ground school students are identified on the distribution list by an asterisk, so that all other members can see who these people are. Some of these students are keen on having a passenger flight in our aeroplanes before flight training, and if there are licenced pilot members who wish to help in giving rides, please contact David Lye. The ground school students are also now on the list for some training in the FlightSafety Twin Otter Simulator, along with other members who have expressed interest.

Amendments to our Rules of Operation

These rules are examined periodically, to keep them relevant and appropriate. A few amendments have been made, and approved by the Executive. The new version is dated 27 September 1994, and copies have been placed in the Booking Sheets binder, and the Tach sheets binder of both aeroplanes. There was some minor editing and rearrangement, some updating of phone numbers in rule C-2, a reduction in the reserved periods on QKX, and two new rules for Flight Operations (discussed in earlier newsletters) the new or amended parts are printed below.

2) The pilot providing the checkout shall either be a Flying Section Instructor, or a CPL holder who is approved by the Executive and by a Flying Section Instructor. For more information about checkouts contact -

Chris Basham (Instructor)	- ;	(905)857-9604
David Lye (Instructor)	- Ext 3806 ;	(905)884-5930
Beltran Peralta (Instructor)	- Ext 2831 ;	(905)882-0814
Dan Oswald (Check pilot)	- Ext 3063 ;	(416)222-8110
Art Kitching (Check Pilot)	- Ext 3919 ;	(416)247-9752

3) C-GQKX is generally reserved for training during the following periods -

Saturdays (1-5 pm) Sundays (8-12 & 2-4 pm) Thursday evenings (4-10 pm)

Recreational bookings may only be made on this aeroplane in these time slots if the slots are still vacant 72 hours (3 full days) beforehand. In all other periods the rule is "first-come first-served". A training flight shall not take priority over a booked Recreational flight, except in the case of a Flight Test.

5) Before flight, the Pilot in Command should contact the de Havilland flight dispatch office on (416) 375-3933. This is to advise the dispatch office of your intentions, and to be advised of any NOTAMs and other information such as company aircraft movements. If the dispatch office is closed, you may still go flying.

10) Pilots in Flying Section aeroplanes should try to give priority to company aircraft and other business aircraft, when operating at Downsview, whenever it is safe to do so. This policy does not alter the Air Regulations.

Short Items

- Richard Libby, the Flying Section Treasurer, has moved again since the last newsletter, to the third floor Engineering office, to the Customer Engineering group near the East end of the office. His desk is just by the Engineering Fax machine, and his Mail Stop is N18-07.
- The clocks change (backward) on the last Sunday in October (30th) making the evenings darker
- New (or re-joining) members, since March 1994 : Robert Walker, Domenica Foti, Alison Gover, Len John, Dan Henderson, Victor Guerreiro, Carmine d'Orsogna & Bob Banks
- The flight dispatch office frequency (VE9JS) is 123.27 (not 130.5 any longer)
- The YZD MF is not effective at all times (as was reported in the last newsletter, based on a NOTAM) it reverts to an ATF when the advisory is closed.
- If you would like to know who else is in the Flying Section, read the distribution list at the front of the Newsletter

Advance Notice of Annual General Meeting

The Annual General Meeting of the Flying Section will be held in January 1995, and as usual will include ELECTIONS for three positions on the Executive. These three positions are : Chairman, Treasurer, and Activities Co-ordinator.

Please watch the notice boards for the announcement of the time and place, and consider whether YOU would be willing to serve your club. If you wish to put anything on the Agenda for the AGM please contact David Lye or another member of the Executive (Richard Libby, Pat Morley or Dave Franks). A complete financial report for 1994 will be presented at the AGM.

DISTRIBUTION

*Nicki Ayoub	N16-10	Radim Bagar	N11-01
Bob Banks (DND)	via D.Lye	Chris Basham	via G.Chow
*Andrew Bolton	N42-25	*Richard Chiu	N31-24
*Nam Suk Choi	N18-06	George Chow	N31-20
*Jerry Chwang	N46-01	*April Clausen	N02-10
*Pat Cowan	N18-02	Carmine D'Orsogna	N42-02
Larry Dufraimont(cc)	N18-02	Barry Edwards	N46-01
Norm Ellis	N18-12	*Brian Flint	N46-08
T.Foti/D.Foti	N01-05	David Franks	via D.Lye
Steve Goulter	N16-09	Alison Gover	N18-07
Ross Gray	N17-30	Victor Guerreiro	N70-??
John Hakner	N18-07	Dan Henderson	via R.Libby
Gus Jainudeen	N55-02 ?	Art Kitching	N55-02
*Tim Kunica	N42-25	*Lisa Lepschi	N42-22
George Leyton	via R.Libby	Richard Libby	N18-07
*Pieter Louis	N01-04	David Lye	N18-06
Barry MacKinnon	N16-10	Ian McDougall	N70-03
Pat Morley	N70-04	*D.Pyle/B.Moser	N46-08
Dan Oswald	N18-06	Zoran Pasic	N45-11
Anna Patterson	N42-14	Beltran Peralta	N51-15
*Dianne Peters	N14-03	Eugene Pieterse	N16-10
*Anton Pop	N18-12	Gordon Pratt	N42-14
Jay Rotsch	N43-01	Hal Sabeti-Mehr	N42-02
*Robert Sandwell	N42-25	Roy Slaughter	N40-11
Robert Walker	N18-10	Bob Waller	N17-30
Earl Wells	N55-02 ?	Tom Whitfield (cc)	N18-04
Richard Wyles	N		

* indicates the new ground school students

DHESC Flying Section Newsletter : Issue 12 : Prepared by D.Lye : February 1995

Annual General Meeting report

The Flying Section AGM was held on Thursday 26th January 1995. Twelve people attended. The items on the Agenda for the AGM were addressed,

- 1) Aeroplane status was discussed, see below. Aeroplane usage, down compared to 1993 at 167 hrs Air Time, This consisted of 106 hrs on QKX and 61 hrs on UHG. As of 31 Dec 94, the aircraft air times - since new (TTSN) and since major overhaul (SMOH) were :-
for QKX 2218.0 TTSN & 677 SMOH : For UHG - 6559.0 TTSN & 1724 SMOH
- 2) Financial report, a very clear and detailed statement was prepared by Richard Libby, showing that our net assets (assuming accounts receivable were paid) amounted to \$9479 as of 31 December 1994. The reserves increased by about \$11 per hour in 1994, which is about what we need to save as our reserves are somewhat lower than they should be when compared to the aircraft times SMOH.
- 3) A report on Flight Training for 1994 was presented. 4 PPL students took training, and also 2 Night Rating students. Simulator training continues, we now have logged over 110 hours in it. Ground School continues, with "graduation" at the end of March, just in time to sign the new aircraft leases which will permit flight training.
- 4) Elections. The three positions open were filled by :- Chairman - David Lye. Treasurer - Richard Libby. Activities Co-ordinator - Art Kitching, who replaces Pat Morley. Art Kitching has been serving as a check-out pilot for a few years now, as some of you will know. Welcome to the Executive, Art.
- 5) Any other business. The plan to make a bulk purchase of headsets was discussed, see below. The question of adding a third aeroplane to our fleet was discussed, with some members seeking time on aircraft somewhat bigger and/or faster than our two C-150s. The Executive will look into this matter, there is at least one avenue to be explored here.

After a short video, the meeting was closed at about 6:30.

Aeroplane Status Report

UHG was taken to Buttonville (George Papachristos at High Tech Aviation) during the Christmas period, to have a headphone jack installed, with a speaker/phone switch on the panel (just like QKX). This work was done, so now headsets can be used in both aircraft. Also an intercom power cord was fitted to UHG, to provide 12 Volts to an intercom unit. We also purchased one intercom unit which will be installed soon. The plan is to fit UHG with permanent Push-To-Talk switches mounted to the yokes, and install the intercom. If this system works well we plan to do the same to QKX. While UHG was at Buttonville, the VOR part of the radio was examined to see if it was worth fixing. The fault was in the CDI needle system itself, and it was repaired. So now both aeroplanes have a working VOR and both have a headphone jack. Both aeroplanes are currently servicable, but as always, before booking an aeroplane, check the Status Logs in the booking sheets binder, to see the latest situation.

Short Items

- Thanks very much to Lt. Col. Dr. Bob Banks, our member from DCIEM, for a very informative and interesting presentation on Aviation Physiology, back on 12th January. At the meeting Bob Banks offered to provide advice to any club member with any medical concerns, or questions. Contact David Lye for his phone number.
- First Solo - George Chow - 13 November 1994 !!! Well done George.
- Dave Franks the Chief AME reminds members to be careful when clearing ice & snow off the plexiglass windshield & windows. Scrapers can scratch the surface.
- Dave Franks also reminds members that it is a good idea to pull the propeller through a few times, during the pre-flight inspection, especially in cold weather when the engine hasn't run for a while. The main benefit is to circulate oil through the engine before starting. For safety ALWAYS handle the prop as though the ignition is live, ensure that you have a good footing clear of ice, ensure that the aircraft is secured, and always pull the prop through forwards (otherwise the oil pump doesn't work right).
- New members, Ian McDougall & Zoran Pasic. Welcome.
- Note that starting on 30th March 1995 there will be a new Class C Terminal Control Area at Toronto Pearson, with a maximum altitude of 1700' to 12nm radius, 2000' to 15nm, 2500' to 20nm & 3500 to 26nm radius. New issues of the AIR 1900 VTA and the AIR 5000 VNC charts are expected to be published in March 1995.

Bulk Purchase of Headsets

George Papachristos of High-Tech Aviation at Buttonville airport (where we have our radio work done) has just offered us a special price on headsets. He is offering the PILOT brand, which he has had good experience with in the past. He has an agreement with this U.S. company to provide spare parts service and repairs at Buttonville, which is a potential saving of time and money compared to dealing with the factory. He is offering discounts on the list prices of 25% if we order 1-5 sets, 30% for 6-9 sets and 35% if we order 10 or more, for any combination of the 4 models of PILOT headsets.

If we do get more than 10 signatures, the order will go ahead, if we get less than 10, we will check back with all people on the list before ordering. As of 1st February we have orders for 7, including one set which the Executive has decided to purchase for the club. The plan is to keep this one set in the shed, locked in a box, for members to use for themselves or for guest passengers. A key for this headset box will be placed on all three key rings in the booking sheets binder in the Guardhouse. We are expecting that many of our active pilots will prefer to own a personal headset, which is the reason for setting up this bulk purchase.

The headset models and prices are :- Model P-51 for \$145, PA 11-40 for \$186, PA 11-20 for \$250, or PA 11-90 for \$313. These prices include PST and GST, and assume that we do achieve the 35% discount. George says that the Model PA 11-40 is a copy of the David Clark 10-40, and the Model PA 11-20 is a copy of the David Clark 10-60. He believes they are a bit lighter than the David Clark models. All come with a 3 year warranty, EXCEPT the P-51 which only has 1 year. We are setting an end date of Tuesday 28th February 1995 for collecting orders. Please contact David Lye or Richard Libby to put your name down, or for more information.

1995 Membership dues

The \$20 Flying Section membership fee is due on the 1st January each year (\$5 for retirees and for non-flying/ground school members). The \$100 tuition paid by current ground school students covers membership fees to the end of 1995. When paying your annual fee, please make sure that we have your current mail stop.

DISTRIBUTION

via e-mail (35 names)

Robert Barbe, Christopher Bede, Andrew Bolton, April Clausen, Pat Cowan, Guy de Langis, Carmine D'Orsogna, Anthony Dunne, Brian Flint, Steve Goulter, Alison Gover, Fred Gray, John Hakner, Tim Kunica, Jeff Langford, Lisa Lepschi, Joe Leung, Richard Libby, David Lye, Barry MacKinnon, Dennis Pyle/Barbara Moser, Dan Oswald, Zoran Pasic, Anna Patterson, Eugene Pieterse, Anton Pop, Gordon Pratt, Jay Rotsch, Hal Sabeti-Mehr, Robert Sandwell, Humberto Villalobos, Bob Waller, Greg Watkin, Tom Whitfield (cc)

via Richard Libby & snail-mail (26 names)

Robert Banks, Chris Basham, Gabriel Bensusan, Ed Bleka, Tony Brett, Richard Chiu, George Chow, Mike Davy, Tanina Foti, David Franks, Victor Guerreiro, Gus Jainudeen, Art Kitching, George Leyton, Adam Mason, Pat Morley, Rusmir Mujic, Beltran Peralta, Robert Perri, Dennis Simo, Roy Slaughter, Alan Vincent, Robert Weekley, Earl Wells, Richard Wyles, Mathew Worton

THE DHESC-FS NEWSLETTER IS BACK

After a short break (last issue February 1995) this editor has finally got round to getting another issue out. Sorry about the delay. If anyone else would like to take over the job, please let me know.

NEW INSTRUCTOR & NEW AME

We welcome Adam Mason, who works in the Ground Test area, as our newest Instructor. He comes to us with much flying experience, gained in Atlantic Canada and Northern Ontario. He has started flight training with three students now (Andy Bolton, April Clausen & Anton Pop). We also welcome Alan Vincent, a Aircraft Maintenance Engineer (AME) who brings experience from Toronto Airways & Leggatts, both at Buttonville.

ANNUAL GENERAL MEETING

The AGM is planned for Wednesday 22 January 1997, watch the noticeboards for a posting of the Agenda. There will be elections for 3 positions on the Executive Committee of the DHESC-FS, to take effect at the beginning of February 1997. These positions are : Chairman, Treasurer, and Activities Co-ordinator. These positions are currently held by John Hakner, Richard Libby, and Art Kitching (respectively). There are also currently two other non-elected positions on the Executive, these are the Chief AME (David Franks) and the Instructors Representative (David Lye). The Executive Committee can of course restructure itself with different positions, as has happened in the past. Please try and make it to the next AGM, the last one was not very well attended.

CONGRATULATIONS

To Dennis Pyle, who has completed the PPL requirements, well done!

NEW MEMBERS

Since the last newsletter (ages ago) we have had several new members join, which existing members may not know about. Please have a look at the distribution list at the top, to get acquainted with our current membership list (61 names in total).

NEW CLUB RULES

Our single page rules sheet has been re-issued, dated 21 November 1996, with some fairly minor amendments :-

C2 & C7 New phone numbers, Adam Mason & Alan Vincent added

C13 & C16 Mods due to change from YZD Advisory to Unicom

Copies will be placed in the booking sheets binder & tach sheets binders

NEW CANADIAN AVIATION REGULATIONS (CARs)

These came into force on 10 October 96, and have implications for every pilot. One new area is the RECENCY and CURRENCY requirements. There is a convenient one-page summary of these requirements. If you want a copy contact David Lye. At the time of writing, our complete copy of the CARs still has not arrived from Canada Communications Group, but we do have copies of some parts that relate to Flight Training.

NEW PLANS FOR THE DHESC-FS FLEET

UHG was 30 years old earlier this year. QKX is only 19. The 2 aeroplanes are owned by the DHESC, not the Flying Section. The aeroplanes are leased to a group of students, and operated by the Flying Section. This year, some discussions have taken place between the DHESC and the Flying Section, with a view to investing in some newer aeroplane(s). The DHESC has given approval for the Flying Section to look for a suitable C-172, which is the type most members seem to want to acquire. If any members know of any suitable examples (budget negotiable, around \$40-45K) please let a member of the Executive know about it. The plan would be to sell UHG as a fleet of 3 would be too big. Come to the AGM to hear more.

WINTER FLYING

It is a good idea to pull the propeller through a few times, during the pre-flight inspection, especially in cold weather when the engine hasn't run for a while. The main benefit is to circulate oil through the engine before starting. For safety ALWAYS handle the prop as though the ignition is live, ensure that you have a good footing clear of ice, ensure that the aircraft is secured, and always pull the prop through forwards (otherwise the oil pump doesn't work properly).

The Club has an engine pre-heater, in the shed. It operates rather like a propane barbeque with a fan on it. Instructions are on it, but the procedure in brief, once the unit is out of the shed, is to

- 1) connect battery
- 2) turn on fan
- 3) turn on propane bottle (but do NOT adjust red pressure regulator)
- 4) light the burner, using igniter button & a separate thermal cut-out button (hold for several seconds till unit gets hot)
- 5) use heater for perhaps 10-20 minutes
- 6) turn off propane bottle
- 7) turn off fan
- 8) disconnect battery & put it on charge if it needs it.

If the outside air temperature is below -7 C (20 F) Cessna recommends that a winter kit should be fitted, which includes aluminum plates to partially blank off some of the engine cooling inlet area. If it is warmer than -7 C then these plates should be removed. The Pilot in Command is responsible for checking these items, and installing or removing them as required. They are simple to fit, as long as the screws & screwdriver are kept in the back of the aeroplanes. These plates should be kept in the back of the aeroplanes when not installed.

DISTRIBUTION

via e-mail (37 names)

Robert Barbe, Christopher Bede, Andrew Bolton, April Clausen, Pat Cowan, Guy de Langis, Carmine D'Orsogna, Anthony Dunne, Brian Flint, Steve Goulter, Alison Gover, Fred Gray, John Hakner, Tim Kunica, Jeff Langford, Lisa Lepschi, Joe Leung, Richard Libby, David Lye, Barry MacKinnon, Adam Mason, Dennis Pyle/Barbara Moser, Dan Oswald, Zoran Pasic, Anna Patterson, Robert Perri, Eugene Pieterse, Anton Pop, Gordon Pratt, Jay Rotsch, Hal Sabeti-Mehr, Robert Sandwell, Humberto Villalobos, Bob Waller, Greg Watkin, Tom Whitfield (cc)

via Richard Libby & snail-mail (24 names)

Robert Banks, Chris Basham, Gabriel Bensusan, Ed Bleka, Tony Brett, Richard Chiu, George Chow, Mike Davy, Tanina Foti, David Franks, Victor Guerreiro, Gus Jainudeen, Art Kitching, George Leyton, Pat Morley, Rusmir Mujic, Beltran Peralta, Dennis Simo, Roy Slaughter, Alan Vincent, Robert Weekley, Earl Wells, Richard Wyles, Mathew Worton

ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 22 January 1997. Eighteen people attended. There were elections for 3 positions on the Executive Committee of the DHESC-FS. The results were : -

Chairman - John Hakner; Treasurer - Richard Libby; and Activities Co-ordinator - Dennis Pyle. Art Kitching was the previous Activities Co-ordinator, and he will still be involved in the work of the club. Dennis can be reached on Extension 3322 or 4305.

A report was presented on aeroplane usage during 1996 :-

UHG Air Time during 1996 = 6662.3 - 6630.4 = 31.9 hrs

QKX Air Time during 1996 = 2557.1 - 2347.4 = 209.7 hrs

Total Air Time during 1996 for both UHG & QKX = 241.6 hrs

A flight training report for 1996 was presented. During the year, 9 students took flight training, Dennis Pyle, Pat Cowan, Brian Flint, George Chow, Barbara Moser, Andrew Bolton, April Clausen, Anton Pop & Lisa Lepschi. One new Instructor, Adam Mason, joined the club. Two students earned the PPL, Dennis & Pat (congratulations to both), who are the 69th & 70th to achieve this goal in our club, since 1973. Simulator training in the DHC-6 Twin Otter continues. There are 5 students still awaiting flight training, Jay Rotsch, Robert Sandwell, Richard Chiu, Tim Kunica and Humberto Villalobos. Two other Flying Instructors have expressed some interest in joining.

A financial report for 1996 was presented, showing receivables of \$18,755 and Expenses of \$11,976, with a balance at the end of 1996 of \$16,597. See below however, for more information on recent expenses.

NEW PLANS FOR THE DHESC-FS FLEET

We have looked at 3 or 4 Cessna 172s so far, but have not yet found one that meets our needs and our approximate budget. We are still looking. Please let a member of the executive know, if you hear of a good C-172M or slightly earlier, in good condition, preferably a private sale.

NEW CANADIAN AVIATION REGULATIONS (CARs)

We looked into buying a paper copy for the club, but at \$400 & climbing we decided not to. The library (or Technical Information Centre) ordered a few sets, and keeps a copy itself (Bay 1 Second floor). The CARs are also available on the internet (via www.tc.gc.ca). They can be downloaded from the net (as HTML files) and then browsed on a PC. I can lend these CAR HTML files (on two 3.5" floppies) to anyone interested, and I have even found a free HTML browser for anyone who needs one.

FLEET STATUS & RECENT EXPENSES

Both aeroplanes needed a complete set of 4 cylinders each over the winter (total Leavens bill over \$11,000). QKX needed a magneto overhaul and one new mag was necessary. UHG needed a complete new exhaust system. This has reduced our bank balance to a rather low level, but we have managed to cover everything so far.

UHG flew again, on 20 Feb 97, for the first time since July 1996. It has had the first two hours flown off carefully, according to procedures specified by Leavens. It was 'released' for service on 22 Feb 97, BUT it MUST be operated in accordance with the proper break-in procedures. These are outlines briefly below (a copy is in a/c tach sheets binder) :-

For the period from about 2 to about 50 hrs since O/H

- 1) Use only Mineral (non-detergent) oil (normal oil has been hidden)
- 2) No circuits during first 10 hrs since overhaul
- 3) Keep ground running to an absolute minimum
- 4) Keep the mixture fully rich at all times, for cooler running
- 5) On take-off apply partial power, then at 40 mph full power
- 6) After take-off, reduce power a little (at a safe height) & keep airspeed 5-10 mph higher than normal (for good cooling)
- 7) Avoid large, abrupt power changes in flight
- 8) Cruise at 70-75% power (it's not good to cruise at low power)
- 9) Avoid power off glides, keep at least 1200 rpm on approach
- 10) Allow engine enough time to cool between flights (it must get cool enough so you can put your hand on the cylinders)

These procedures are very important for the engine, and abuse may affect the warranty coverage, and may cause large costs to be incurred. When oil consumption has reduced & stabilized, the oil will be changed from Mineral to the normal Ashless Dispersant oil, typically at about 50 hours since overhaul. Look out for placards or notices that will advise of this change.

OTHER NEWS

- The Executive Committee has increased the Flight Instruction fees from \$12 to \$15 per Flight Hour (it last went up, from \$10 in about 1988). This applies to checkouts as well as other training flights.
- A Special Meeting is planned for Wed 19 Mar 97, Main Office Second Floor, West Annex Conference Room, 5-6 pm. This is to hear Joan Williams of Toronto Airways (Buttonville) present information about their services, including their Zlin 142.

de Havilland Employees' Sports Club - Flying Section
Newsletter #15 by D.Lye 6 June 1997
DISTRIBUTION

via e-mail (41 names)

Robert Barbe, Chris Basham, Christopher Bede, Andrew Bolton, April Clausen, Pat Cowan, Guy de Langis, Carmine D'Orsogna, Anthony Dunne, Brian Flint, Steve Goulter, Alison Gover, Fred Gray, John Hakner, Tim Kunica, Jeff Langford, Lisa Lepschi, Joe Leung, Richard Libby, David Lye, Barry MacKinnon, Adam Mason, Dennis Pyle/Barbara Moser, Dan Oswald, Zoran Pasic, Anna Patterson, Robert Perri, Eugene Pieterse, Anton Pop, Gordon Pratt, Jay Rotsch, Hal Sabeti-Mehr, Robert Sandwell, Justin Tiplady, Humberto Villalobos, Bob Waller, Greg Watkin, Tom Whitfield(cc), Mike Karsseboom(cc), Manny Garyfalakis (cc)

via Richard Libby & snail-mail (21 names)

Gabriel Bensusan, Ed Bleka, Tony Brett, Richard Chiu, George Chow, Mike Davy, Tanina Foti, David Franks, Victor Guerreiro, Gus Jainudeen, Art Kitching, Pat Morley, Rusmir Mujic, Beltran Peralta, Dennis Simo, Roy Slaughter, Alan Vincent, Robert Weekley, Earl Wells, Richard Wyles, Mathew Worton

C-172M CHARLIE ZULU JULIET

After searching through many advertisements & seeing at least 4 aircraft that were not too good, for various reasons, a suitable C-172 has now been found, and purchased. It is C-GCZJ, a 1975 C-172M with 2207 TTSN & 210 SMOH, with the overhaul being done in 1995. It has a Lycoming O-320-E2D of 150 hp & long range tanks (48 US gallons useable). It is painted blue & white, with a blue interior. Equipment includes dual Com, dual VOR (1 with glideslope), ADF, Transponder (Mode A only, so far), LORAN, EGT (not working at present), and Carb Air Temp. The DHESC (not the Flying Section) owns all capital equipment of all Sections, and is "title" owner of CZJ. The aeroplane will be leased to our Chief AME and a group of students, to allow the students to use it for training. It will be available to all other club members as well, by our usual arrangement. The non-profit rate has been set at \$72.00 per tachometer hour (it has a Hobbs meter, but we'll use the tach). It is similar in many respects to the C-172M C-GCOW that the DHESC leased from 1985 to 1990, but CZJ is in much better condition.

CHECKOUT GUIDELINES & CURRENCY REQUIREMENTS

A Familiarization Sheet has been prepared for CZJ, with 27 brief questions on one page, to be used as part of the checkout procedure. This is to ensure that pilots are properly prepared before flight. The checkout should include a proper briefing on the radios, and any other equipment new to the pilot being checked out.

For those pilots who do NOT have C-172 time, the Dual Flight(s) should include :- Steep Turns, Slow Flight, Stall(s) with Flaps up and down, at least 5 take-offs & landings, with crosswind if possible, and at least 2 hours total time. It would not be unusual for more flight time to be needed.

For pilots who DO have experience in C-172 or very similar aircraft, these requirements can be adjusted at the discretion of the checkout pilot.

Currency will be "downwardly mobile", meaning that a Pilot current on a C-172 is deemed to be current on our C-150, but the reverse IS NOT TRUE.

AVOIDING COMPANY AIRCRAFT

There was some conflict last week, on one occasion, between QKX and a Lear 60, causing the Lear to overshoot. It was not as serious as a near-miss, but it does serve as a reminder for us all to be aware and alert. After talking this over with Ian McDougall (who was in the Lear) and Manny Garyfalakis (DH Chief Pilot), a few reminders and tips are provided below, to help ensure that we all learn from this and maintain safe and efficient operations here at Downsview.

- if it gets busy, turn external lights on, to make the aircraft easier to see
- consider using a headset (if you don't already) for better reception
- make clear radio calls in the circuit, & leaving/entering the Zone, including altitude
- a Lear at 180 mph travels the 3nm Zone radius in 60 seconds, so you need to think and act quickly
- before turning final, look out along the approach for traffic on long final
- always be prepared to abort an approach to give way to others
- the Maple rail yard is usually a good place to go, to orbit at (say) 1700 feet, when giving way in flight
- each circumstance is different, and we are not able to climb up and away, or clear to the West, so improvisation is sometimes necessary, to get out of the way
- on the ground, if necessary you can get clear of the runway near the North end (2 exits) or at the South end (1 exit) or on the old 09-27 runway, if you don't have time to reach the DH taxiway.
- if you have any questions at all on flight operations here at Downsview, contact one of the Instructors, or talk to someone in Flight Ops or the Dispatch Office.
- don't be surprised if one of the dispatchers asks you to leave the Zone, or leave the runway, to make way for other traffic.

OTHER NEWS

- * First Solo- Lisa Lepschi 29 May 97- Congratulations!(& you still owe your Instructor a beer)
- * CAR 605.94 defines Journey Log entries, and for privately registered aeroplanes, some items no longer need to be entered. Items NOT required include all weights, and Flight Time. Air Time is the only time to be recorded in this log (this may reduce our math errors), you still need Flight Time for personal Logs, and the PIC must still ensure that Weight & Balance is within limits.
- * Our 1966 C-150F, Foxtrot Uniform Hotel Golf is leaving Downsview, after 24 years. It was flown to Downsview, from Brampton, in June 1973 (7 years old) with 1,979 hours Total Time Since New (TTSN). It leaves in June 1997 with 6,616 hours TTSN, to fly to Brampton. In those 4,637 hours of use here, hundreds of de Havilland and BRAD people have flown it, or flown in it. After so many thousands of student landings it has probably earned a rest from training use.
- * The DHESC-FS rules of operation have been updated. The new issue is dated 3 June 97, and copies may be found in the booking sheets binder, and in each aeroplane Tach sheets binder. The changes relate to the revised currency rules, mentioned above, the deletion of all reserved periods on QKX, and the introduction of a new Checkout Pilot.
- * Hal Sabeti-Mehr is the new Checkout Pilot, he has been a club member for many years, has Instructing experience from the US, and has a Canadian CPL. He can be reached on Extension 3650.
- * Our own website. Not really, but a few small document files (newsletters, rules, checkout notes, intro notes) have been placed on engdata/engineering/ central (the S: drive on some PCs) in the directory /DHESC-FS.
- * Landing fee at Toronto Island is now \$10.43 including taxes
- * Dave Franks, our Chief AME, reminds pilots to avoid prolonged ground running, especially with summer coming up. The engine is ready to fly as soon as it will accept a smooth application of power, without hesitating. The engines can overheat on the ground with excessive ground running.

de Havilland Employees' Sports Club - Flying Section
Newsletter #16 by D.Lye 10 Nov 1997
DISTRIBUTION

via e-mail (41 names)

Jorge Abando, Robert Barbe, Chris Basham, Andrew Bolton, April Clausen, Pat Cowan, Guy de Langis, Carmine D'Orsogna, Anthony Dunne, Brian Flint, Steve Goulter, Alison Gover, Fred Gray, John Hakner, Tim Kunica, Jeff Langford, Lisa Lepschi, Joe Leung, Richard Libby, David Lye, Barry MacKinnon, Adam Mason, Neil McNeill, Jim Palmer, Dennis Pyle/Barbara Moser, Dan Oswald, Zoran Pasic, Anna Patterson, Robert Perri, Eugene Pieterse, Anton Pop, Gordon Pratt, Jay Rotsch, Hal Sabeti-Mehr, Robert Sandwell, Justin Tiplady, Humberto Villalobos, Bob Waller, Greg Watkin, Robert Weekley, Tom Whitfield(cc), Mike Karsseboom(cc), Manny Garyfalakis (cc)

via Richard Libby & snail-mail (21 names)

Gabriel Bensusan, Ed Bleka, Tony Brett, Richard Chiu, George Chow, Mike Davy, David Franks, Victor Guerreiro, Gus Jainudeen, Art Kitching, Pat Morley, Rusmir Mujic, Beltran Peralta, Dennis Simo, Roy Slaughter, Alan Vincent, Earl Wells, Richard Wyles

Groundschool(15) Jay Bittner, David Clarkson, Dany Couture, Jim Fraser, Augustine Fu, Jason Hamp, Sharon Kailan, Jack Langelaan, Marco Mariotto, Nelson Martin, Seyed Miri, Petar Petrovic, Mark Suppanz, Jennifer Van Vlaenderen, Rob Virtue

AIRCRAFT STATUS REPORT

QKX has flown over 160 hrs so far this year, since returning to service in late March with the 4 new cylinders. There have been no major snags recently.

CZJ has flown nearly 100 hrs with us now. It has now returned to service after its 200 hr inspection and the addition of a blind encoder for the transponder. The encoder has been fitted in the glove box (the only available convenient space) and so the glove box is no longer available for any other storage. The encoder installation took much longer than expected, but it is a valuable addition to the aircraft. The transponder must of course be set to C (not A) for the altitude reporting to be active. The encoder is set to 29.92" Hg. !!!! KEYS - HAS ANYONE GOT ANY KEYS THAT LIVE IN THE GUARDHOUSE ??? IF SO, PLEASE RETURN THEM.

OVERSHOOTING AT DOWNSVIEW

Occasionally the YZD Advisory people may request that a deliberate overshoot (or 'Low & over' or 'Low pass') be flown, for various reasons such as runway inspection, company aircraft operations etc. If this is requested of you at some point before short final, then please overshoot fairly early on the approach (say 200' AGL minimum) and climb at full power as normal. It is normal practice to move to the right of the runway, at a safe altitude, to get a better view of the runway & anything on it. Staying high is a courtesy to any traffic on the ground, and is safer. An overshoot may sometimes be needed at lower altitude of course. If an overshoot is simply due to pilot misjudgement (with no traffic on the runway) then there is no real need to move to the right of the runway.

ATF REMINDER

Downsview has an Aerodrome Traffic Frequency, which is 126.2, as authorized by Transport Canada. This applies to 'all radio-equipped aircraft operating on the ground or in flight within the prescribed ATF area'. See AIP RAC 4.5.5. to 4.5.7 and/or the CFS Section A, COMM (page A69 in recent issues). The ATF regulations apply when the Unicom advisory service is operational, and when it is closed. In CZJ, which has 2 radios, the Private Advisory of 123.275 (which shows up as 123.27 on most frequency displays) can be monitored as well. Downsview does not have a Ground Frequency.

GROUND SCHOOL

A new groundschool has started, for 15 new members. This year we were very heavily oversubscribed, with 65 people applying for 15 slots. This is far more applicants than we have ever had before in the last 10 years. The new groundschool students are identified in the distribution lists above. If any licenced & current pilot would like to take a ground school student for a flight, please go ahead. Remember the rule of 5 circuits in the last 6 months before carrying passengers. Cost sharing negotiable.

WINTER OPERATIONS

See Cold Weather Operation, in Section 2 of the appropriate Owner's Manual. It is a good idea to pull the propeller through a few times, during the pre-flight inspection, especially in cold weather when the engine hasn't run for a while. The main benefit is to 'loosen' and circulate the oil. It's also a good idea to 'suck-in' the priming fuel, by turning the prop by hand (with mags off). Both of these actions make the engine easier to start & should reduce the drain on the battery.

For safety ALWAYS handle the prop as though the ignition is live, ensure that you have a good footing clear of ice, and that the aircraft is secured, and always pull the prop through forwards.

The Club has an engine pre-heater, in the shed. It operates rather like a propane barbecue with a fan on it. It's a good idea to use the pre-heater if it's below about zero C. Instructions are on it, but the procedure in brief, once the unit is out of the shed, is to

- 1) connect battery
- 2) turn on fan
- 3) turn on propane bottle (but do NOT adjust red pressure regulator)
- 4) press & hold red button to open fuel supply
- 5) click the ignitor to light the burner (red button needs to be held for several seconds till unit gets hot)
- 6) use heater on engine for perhaps 10 minutes : then
- 7) turn off propane bottle & wait for burner to extinguish
- 8) turn off fan
- 9) disconnect battery

If the outside air temperature is below -7 C (20 F) Cessna recommends that blanking plates should be fitted, to partially blank off some of the engine cooling inlet area. If it is warmer than -7 C then these plates should be removed. The Pilot in Command is responsible for checking these items, and for installing or removing them as required. For CZJ, the plates are secured by Dzus type 1/4 turn spring locking fasteners. For QKX a screwdriver & extra screws are required (kept with the plates). The plates should be kept in the back of the aeroplanes when not installed. For CZJ, the plates are secured by Dzus type 1/4 turn spring locking fasteners.

If the battery is too low to start the engine (but still has some life in it) then you could choose to swing the prop to get the engine started. This is not for everybody, but is quite possible for many members with some training as required. If the master switch has been left on and the battery is COMPLETELY flat, then it is not a good idea to swing the prop to start up, as the alternator cannot come on line to charge the battery if the voltage has dropped low enough to open the battery contactor unit (see Owner's Manual).

A short amateur video has been made recently, showing the pre-heater, the inlet baffle plates, refuelling, and prop-swinging. A copy has been put with the booking sheets binder, for any member to borrow.

OTHER NEWS

- * PPL Completion - George Chow - Flight Test passed 12 Aug 97 - Congratulations
- * First Solo - Anton Pop - 18 July 97 - Congratulations
- * Hwy 407 - be aware that the traffic spotters do some patrolling along it
- * correction : FUHG actually had 6716 TTSN (not 6616) when it left our club

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of January 1998, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as WEDNESDAY 21 JANUARY 1998. Place is probably the West Annex Conference Room on the second floor of the Main Office area. Watch the notice boards for more news after Christmas.

de Havilland Employees' Sports Club - Flying Section
Newsletter #17 by D.Lye 10 Mar 98
DISTRIBUTION

via e-mail (49 names)

Jorge Abando, Chris Basham, Andrew Bolton, April Clausen, Pat Cowan, Anthony Dunne, Ian Fejtek, Brian Flint, Bryce Gormley, Shahan Helvadjian, Charlie Honey, Alison Gover, Fred Gray, John Hakner, Jonathan Jilesen, Tim Kunica, Jeff Langford, Foley Lau, Lisa Lepschi, Richard Libby, David Lye, Barry MacKinnon, Adam Mason, Neil McNeill, Dan Oswald, Jim Palmer, Dennis Pyle/Barbara Moser, Zoran Pasic, Anna Patterson, Robert Perri, Eugene Pieterse, Anton Pop, Gordon Pratt, Jay Rotsch, Hal Sabeti-Mehr, Robert Sandwell, Dennis Simo, Rae Simpson, Andy Smith, Angelo Susi, Justin Tiplady, Humberto Villalobos, Bob Waller, Greg Watkin, Robert Weekley, Tom Whitfield(cc), Mike Karsseboom(cc), Manny Garyfalakis (cc)

via Richard Libby & snail-mail (19 names)

Gabriel Bensusan, Ed Bleka, Richard Chiu, Mike Davy, Mark Edinger, David Franks, Victor Guerreiro, Gus Jainudeen, Mike Kingston, Art Kitching, Beltran Peralta, Shawn Pittman, Mauro Scorziello, Roy Slaughter, Edmund Smith, Joe Uebelacker, Alan Vincent, Earl Wells, Richard Wyles

Groundschool(12) Jay Bittner, Dany Couture, Jason Hamp, Sharon Kailan, Jack Langelaan, Marco Mariotto, Nelson Martin, Seyed Miri, Petar Petrovic, Mark Suppanz, Jennifer Van Vlaenderen, Rob Virtue

ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 21 January 1998. Twelve people attended. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand for election, so the results were :-

Chairman - John Hakner Ext 3259

Treasurer - Richard Libby Ext 5091

Activities Co-ordinator - Dennis Pyle Ext 4305.

A report was presented on aeroplane usage during 1997 :-

UHG Air Time during 1997 = 6716 - 6662 = 54 hrs (before sale)

QKX Air Time during 1997 = 2758 - 2557 = 201 hrs

CZJ Air Time during 1997 = 2332 - 2207 = 125 hrs (after purchase)

Total Air Time during 1997 for all 3 aeroplanes = 380 hrs

This represents an increase of 57% over 1996 and is very encouraging.

A flight training report for 1997 was presented. During the year, the following students were in flight training :- George Chow, Barbara Moser, Andrew Bolton, Anton Pop, Lisa Lepschi & Richard Chiu. Only one student earned the PPL in 1997 (George Chow). He is the 71st to achieve this goal in our club, since 1973. We expect at least 5 graduates in 1998. Simulator training in the DHC-6 Twin Otter continues.

There are 4 students from previous groundschools still awaiting flight training, Robert Sandwell, April Clausen, Tim Kunica and Humberto Villalobos. A new groundschool class will be graduating at the end of March 1998.

The Flying Club could use the services of more qualified Flying Instructors (Class 3 or above) in the company, especially as one of our four (Adam Mason) is being relocated to Wichita soon.

A financial report for 1997 was presented, showing receivables of \$33,504 and Expenses of \$39,109 with a balance at the end of 1997 of \$10,993. Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines would be approximately \$11,600 at the end of 1997. Therefore we are only about \$600 low, compared to that reference value.

AIRCRAFT STATUS REPORT

QKX has been operating steadily since the last report. We have had some trouble with the oleo strut leaking air, the shimmy damper leaking oil, and the overvoltage light sometimes coming on. The oleo has been serviced, the shimmy damper has been completely overhauled with new seals, and the overvoltage tripping problem has been investigated but without any snag being found at present (have you read the Owner's Manual about this system recently?).

CZJ has been painted, as a way of testing a new type of paint, and a very fine job has been done on it. The elevator tip fairings and fin-top fairing were all repaired recently as well. There are no recent snags to report. The aircraft was weighed after the repainting, and it now has a Licenced Empty Weight (LEW) of 1442 lb, with a moment of 57.5 in.lb./1000. For CZJ the LEW includes unusable fuel but does not include oil (Ref Owner's Manual). At the same time as the painting, the propeller was stripped of paint & thoroughly inspected at Leavens (due every 5 years). It passed inspection but is close to some of the limits, so we all need to try to avoid any stone damage to the prop tips. A new prop is about \$2800.

MINOR REVISIONS TO CLUB RULES : New Version is dated March 1998

- C-1 Clarification of currency requirements for our two dissimilar aircraft.
It was not clear in the previous version that experience on other C-172s is acceptable for maintaining currency on our C-172. It was also unclear that the downwardly mobile currency from a C-172 to our C-150 should have some limits. The revised text is printed below.
 - C-2 New home phone number for Hal Sabeti-Mehr (905) 478-2741
 - C-7 New phone number for Alan Vincent Ext 5039 and (416) 445-1418
- C-1) A licenced pilot who has never flown as PIC in a Flying Section aeroplane, OR has not flown as PIC for a period of 30 days, must obtain a checkout flight before flying as PIC in one of the Flying Section aeroplanes. If a licenced pilot has more than 100 hours of total flight time, this time limit changes to 60 days. For designated Checkout Pilots the time limit is 6 months, and for Flying Section Instructors it is 12 months. PIC experience on any C-150 or C-152 is acceptable to retain currency on our C-150. PIC experience on any C-172 is acceptable to retain currency on our C-172. Flight currency is "downwardly mobile" from any C-172 to our C-150, but only for pilots who have at least 5 hours flight time in a C-150 or C-152, and who have flown a C-150 or C-152 within the 12 months prior to any intended flight. Flight currency is not "upwardly mobile" from a C-150 or C-152 to our C-172. A Flying Section Instructor may rule, in individual cases, that PIC time on other specific types is acceptable for retaining currency on our C-150 and/or our C-172.

EXTENDED DAYTIME BOOKINGS, EXCEEDING 5 HRS, WITHIN CANADA; & NIGHT FLYING

Club rule C-5 specifies that any non-training flight booking, except for daytime flights within Canada of 5 hours or less, shall require the specific approval of an Instructor. A note to define the policies & guidelines for approval of these flights was created by the Instructors in 1991, and revised in 1997 (File FLTOKAY.DOC). See any Instructor for a copy. In general the Instructors want to encourage licenced pilots to take longer trips, with a few reasonable limits, and some consideration to the availability of the second aeroplane etc.

OTHER NEWS

- * PPL written exam passed - Anton Pop - 4 March 98 - Congratulations
- * the clocks change in Ontario on the first Sunday in April (Ref CFS page A-42)
- * just a reminder that our club has a CFS subscription, the current copy is kept at the desk of D.Lye (and can be borrowed for taking copies as required).
- * Youth Flight Canada- for info :- Hal Sabeti-Mehr (905)478-2741 or Ext 3650
- * Before leaving an aeroplane at the tie-down area, please check that
 - INSIDE - ALL switches are OFF, control lock is ON, and compass is covered
 - OUTSIDE - aeroplane is well tied down & chocked, with Pitot cover in place.
- * If any licenced & current pilot would like to take a ground school student for a flight, please go ahead. See the distribution lists above for names. Remember the rule of 5 circuits in the last 6 months before carrying passengers. Cost sharing negotiable.

de Havilland Employees' Sports Club - Flying Section
Newsletter #18 by D.Lye 7 Aug 98
DISTRIBUTION

via e-mail (57 names)

Jorge Abando, Chris Basham, Jay Bittner, Andrew Bolton, April Clausen, Dany Couture, Pat Cowan, Anthony Dunne, Ian Fejtek, Brian Flint, Bryce Gormley, Shahan Helvadjian, Charlie Honey, Alison Gover, Fred Gray, John Hakner, Jonathan Jilesen, Sharon Kailan, Robert Klessens, Tim Kunica, Jack Langelaan, Jeff Langford, Foley Lau, Lisa Lepschi, Richard Libby, David Lye, Barry MacKinnon, Adam Mason, Neil McNeill, Seyed Miri, Dan Oswald, Jim Palmer, Dennis Pyle/Barbara Moser, Zoran Pasic, Anna Patterson, Robert Perri, Eugene Pieterse, Anton Pop, Gordon Pratt, Jay Rotsch, Hal Sabeti-Mehr, Robert Sandwell, Dennis Simo, Rae Simpson, Andy Smith, Mark Suppanz, Angelo Susi, Justin Tiplady, Jennifer Van Vlaenderen, Humberto Villalobos, Bob Waller, Greg Watkin, Robert Weekley, Tom Whitfield(cc), Mike Karsseboom(cc), Manny Garyfalakis (cc)

via Richard Libby & snail-mail (23 names)

Gabriel Bensusan, Ed Bleka, Mike Davy, Mark Edinger, David Franks, Victor Guerreiro, Jason Hamp, Gus Jainudeen, Mike Kingston, Art Kitching, Marco Mariotti, Nelson Martin, Beltran Peralta, Petar Petrovic, Shawn Pittman, Mauro Scorziello, Roy Slaughter, Edmund Smith, Joe Uebelacker, Alan Vincent, Rob Virtue, Earl Wells, Richard Wyles

FLIGHT TRAINING REPORT

Some recent highlights, since the last newsletter :-

- PPL Flight Test Passes - Jay Rotsch (11 April), Anton Pop (25 April), Lisa Lepschi (13 June) & Barbara Moser (29 July)
- PPL Written Exam Passes - Jay Rotsch, Barbara Moser & Lisa Lepschi

April Clausen and Jack Langelaan have now started flight training. Jack is the first student from the recent 97/98 groundschool to start, but there are still some higher up on the list, who declined the slot that Jack was able to take.

New Instructor :-

We welcome Robert Klessens, a Class 1 Instructor who has recently joined the company (in Flight Operations, as a Dash 8 pilot) and who has now also joined the Flying Section. He can be reached on extension 5183, or at home in Barrie on (705) 735-2413. Robert has over 8,000 hours, including well over 2,000 hours of instructing experience from Western Canada.

AIRCRAFT STATUS REPORT

QKX has had its nosewheel torque link (scissor link) serviced, with new bolts & bushings, which seems to have eliminated the shimmy problems. The engine starter clutch failed recently, which meant that the starter would still operate and turn, but as the clutch would not engage, the engine crankshaft would not move. A new starter clutch was bought (for about \$900!) and has now been fitted. These clutches do wear out over time, and prices have escalated greatly. Pilots can help prolong the life of this clutch by avoiding excessive use of the starter. Give it a break for a while if the engine doesn't start first time. QKX is temporarily operating without an ELT, and is placarded accordingly (see below).

CZJ has been operating smoothly. The landing & taxi light bulbs have recently been replaced. The right door handle has been repaired. The ELT came due for recertification (new battery needed). To allow CZJ to travel freely, the ELT from QKX (identical but still within certified service life) was moved to CZJ.

New ELTs. Both our aircraft happen to be fitted with DEFT-1 units. These are rapidly becoming obsolete. For a while, replacement batteries were completely unobtainable. Now they are in production again, from a single source, and the price has shot up to \$210 (just for a battery with a 3 yr life). Because of this, the Executive decided that it makes more sense to upgrade to new Ameri-King ELT units, that use standard Alkaline D cells. These new units are initially more expensive, at \$475, but in 6 years we'll be well ahead with the new units. These new units have a small remote panel containing an ON-OFF switch and also a light to indicate when the unit is transmitting. This type of ELT also has a socket for a microphone jack, to allow for voice transmissions.

FLIGHT OPS - IMPORTANT REMINDER

Mike Karsseboom has asked us to remind our members that before they go flying they MUST call Flight Ops Dispatch at 375-3933 to advise one of the dispatchers of their intentions and to get an update on airport activity (as per our rule C5). The Dispatch Office provides 24 hour coverage, 7 days a week, by forwarding calls (when the office is closed) to a cell phone system, so there will always be a dispatcher to talk to.

Also, if any member needs to just walk out to the club aircraft (not to fly), Flight Ops must be advised. The tiedowns are in a restricted area and if someone enters this area without Flt Ops permission, Security staff will be called.

REVISIONS TO CLUB RULES : New Version is dated May 1998

B-2 Remuneration. This has been changed to limit remuneration paid to pilots for costs incurred on a trip. Now only fuel and oil costs will be repaid. The old rule did permit landing fees to be repaid (if fuel was bought), which dated back to times before we had fuel at Downsview, and when Buttonville had a small (\$6?) landing fee. The Executive decided that it was fairer to let the PIC be responsible for all fees, except for fuel and oil. With CZJ sometimes being used for long trips, and some places having significant fees (eg Pearson, Hamilton etc) and many other places having no fees, it just didn't seem right for the club to have to pay.

The Executive also considered whether to impose a minimum payment per day (eg 3 hrs) for extended trips away, as many other clubs do. The consensus was that this should NOT be imposed. To have such an imposition would tend to lead to problems with the rental costs interfering in flying decision making. The expected usage on a trip is still a factor in the approval decision.

- C-12 This rule said that during normal operations, pilots should not enter the Pearson (YYZ) Class F airspace. Some months ago this airspace was changed to Class C, and now of course CZJ has a Mode C encoder, so this rule has now been deleted entirely. Pilots must obviously comply with all applicable rules and procedures (see CFS etc).
- C-2 Note about Adam Mason being moved to Wichita
- C-7 New phone number for Alan Vincent Ext 4131

EXTENDED DAYTIME BOOKINGS, EXCEEDING 5 HRS, WITHIN CANADA; & NIGHT FLYING

Club rule C-5 specifies that any non-training flight booking, except for daytime flights within Canada of 5 hours or less, shall require the specific approval of an Instructor. A note to define the policies & guidelines for approval of these flights was created by the Instructors in 1991, and has been revised again (File FLTOKAY.DOC). The current version is dated May 98, and a few copies are now kept in the booking sheets binder, and the aircraft Tach sheets binders. The policies have not really changed, there has been some editorial updating and the latest version includes a note to clarify that in general it is up to the PIC to return an aeroplane to Downsview after a long trip (even if held up by weather).

OTHER NEWS

- * Youth Flight Canada- for info :- Hal Sabeti-Mehr (905)478-2741 or Ext 3650
- * QKX Weight & Balance, there was a small error in my "kneepad" familiarization sheet for QKX.
The Empty Moment should be 35.6 in.lb./1000 (not 36.9) Sorry.
- * This year is the 25th year of continuous operation for the DHESC-FS
- * So far, 75 pilots have graduated from the DHESC-FS with a PPL

de Havilland Employees' Sports Club - Flying Section
Newsletter #19 by D.Lye November 98
DISTRIBUTION

via internal e-mail (54 names)

J.Abando, J.Bittner, A.Bolton, A.Clausen, D.Couture, P.Cowan, A.Dunne, I.Fejtek, B.Gormley, S.Helvadjian, C.Honey, A.Gover, F.Gray, J.Hakner, J.Jilesen, S.Kailan/A.Kailan, R.Klessens, T.Kunica, J-C Lamy, J.Langelaan, J.Langford, F.Lau, L.Lepschi, R.Libby, D.Lye, B.MacKinnon, A.Mason, N.McNeill, S.Miri, D.Oswald, J.Palmer, D.Pyle/B.Moser, Z.Pasic, A.Pop, G.Pratt, J.Rotsch, H.Sabeti-Mehr, R.Sandwell, D.Simo, R.Simpson, A.Smith, K.Steele, M.Suppanz, A.Susi, J.Tiplady, J.VanVlaenderen, H.Villalobos, R.Waller, G.Watkin, T.Whitfield(cc), M.Karsseboom(cc), M.Garyfalakis (cc)

via external e-mail (5 names)

C.Basham, R.Perri, E.Pieterse, R.Slaughter, R.Weekley

via Richard Libby & snail-mail (20 names)

G.Bensusan, E.Bleka, M.Davy, M.Edinger, D.Franks, V.Guerreiro, J.Hamp, G.Jainudeen, M.Kingston, A.Kitching, M.Mariotti, N.Martin, B.Peralta, P.Petrovic, S.Pittman, M.Scorziello, E.Smith, J.Uebelacker, A.Vincent, R.Virtue,

AVIATION TRIVIA

How many flying hours is a lot? What's the record? 20,000 30,000 40,000 ??

See the end of this newsletter for the answer.

FLIGHT TRAINING REPORT

Some recent highlights, since the last newsletter :-

- First Solo - April Clausen (21 August) Jason Hamp (29 September),
 - CPL qualifying cross-country - 300nm radius - Shawn Pittman - September
- Congratulations

AIRCRAFT STATUS REPORT

QKX has had a new ELT fitted, with a remote control panel (mandatory on new installations). The remote panel is just left of the transponder, and shows a red light if the ELT is transmitting, as well as an ON button & RESET button. The Weight & Balance report has been amended, but the change is not significant (less than one pound). The radio frequency display unit failed recently, after 5 years service, and was replaced (\$471.50). The radio itself continued to work just fine, but without a display the user has to count clicks on the selector knobs. QKX is down for annual/200hr inspection at present, work includes ADs on valve stem wear & carb economizer valve. Also work on the rotating beacon, 1000hr tank inspection, Voltage Regulator, intake manifold & seat repairs. One cylinder shows signs of oil leakage & possible overheating. The transponder & altimeter have had 2yr checks done. A complete new exhaust system was also needed.

CZJ has just been through its annual/200hr inspection, which included a new ELT (as for QKX), and four new seat rails. The #1 VOR has been removed for testing. A Carbon Monoxide indicator has been fitted. Two small leaks on the exhaust were welded up, and the window catches have been repaired.

TIPS ON ENGINE OPERATIONS

(Ref Textron Lycoming Service Instruction No.1094D, TCM Pilot Operational Awareness Note & TCM Form X30548

Tips on Engine Care, C-150M & C-172M POHs)

- Use full rich mixture below 5,000' density altitude
- In cruise, use 65% rated power or less for maximum service life (less \$\$/hr)
- At high altitude, leaning to get peak RPM will produce best power
- On the lean side of peak RPM, fuel consumption drops, but CHT rises (\$\$\$\$)
- Operating at high CHT leads to reduced life of engine top end (valves etc)(\$\$)
- Lycoming says to NEVER operate on the lean side of peak EGT.
- A mixture that's too lean causes slower combustion, power loss & rough running
- QKX doesn't have an EGT gauge, only CHT (which peaks differently)
- Periodic checks are a good idea, maybe every 20 minutes, such as FEEGI

FUEL - Contents OK

ENGINE - T&P, Suction, Mixture

ELECTRICS - Overvoltage light, Ammeter, Switches

GYRO - Check against compass

ICE - Check RPM, select carb heat (for maybe 10 secs) then recheck RPM

WINTER OPERATIONS

See Cold Weather Operation, in Section 2 of the appropriate Owner's Manual. It is a good idea to pull the propeller through a few times during the pre-flight inspection, especially in cold weather when the engine hasn't run for a while. The main benefit is to 'loosen' and circulate the oil. It's also a good idea to 'suck-in' the priming fuel, by turning the prop by hand (with mags off). Both of these actions make the engine easier to start & should reduce the drain on the battery.

For safety ALWAYS handle the prop as though the ignition is live, ensure that you have a good footing clear of ice, and that the aircraft is secured, and swing the prop 'forwards'.

The Club has an engine pre-heater, stored in the shed. It operates rather like a propane barbecue with a fan on it. It's a good idea to use the pre-heater if it's below about zero C. Instructions are on it, but the procedure in brief, once the unit is in position near the engine, is to :-

- 1) connect the wires to the battery, with clips
- 2) turn on fan
- 3) turn on propane bottle (but do NOT adjust red pressure regulator)
- 4) press & hold red button to open fuel supply
- 5) click the ignitor to light the burner
(red button needs to be held for about 30 seconds till the unit gets hot)
- 6) use heater on engine for perhaps 10 minutes : then
- 7) turn off propane bottle & wait for burner to extinguish
- 8) turn off fan
- 9) disconnect battery

If the outside air temperature is below -7 C (20 F) Cessna recommends that "Winter Kit" blanking plates should be fitted, to partially blank off some of the engine cooling inlet area. If it is warmer than -7 C then these plates should be removed. The Pilot in Command is responsible for checking these items, and for installing or removing them as required. For QKX a screwdriver & extra screws are required (kept with the plates). The plates should be kept in the back of the aeroplanes when not installed. For CZJ, the plates are secured by Dzus type 1/4 turn spring locking fasteners (no tools required).

If the battery is too weak to start the engine (but still has some life in it) then you could choose to swing the prop to get the engine started. This is not for everybody, but is quite possible for many members with some training as required. Both the C-150 and C-172 can be started by hand by the same method, but the C-172 does require more strength. If the master switch has been left on and the battery is COMPLETELY flat, then it's NOT worth swinging the prop to start up, as the alternator can't come on line to charge the battery if the voltage has dropped low enough to open the battery contactor (see Owner's Manual).

A short amateur video is available, showing the pre-heater, the inlet baffle plates, refuelling, and prop-swinging. Contact Dennis Pyle or David Lye if you want to borrow this video.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of January 1999, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as WEDNESDAY 20 JANUARY 1999. The location is probably the Conference Room near John Hakner's office on the second floor of the Main Office area. Watch the notice boards for more news after Christmas.

TRIVIA

According to the 1998 Guinness Book of Records, John E. Long has logged

62,654 hours as a pilot, from May 1933 to April 1997. I believe most of it is on Super Cubs, patrol flying for a utility company in the South-Eastern US. This is an average of about 980 hrs/yr, or 19 hrs/week, for 64 years !

DISTRIBUTION

via internal e-mail (58 names)

J.Abando, J.Bittner, A.Bolton, A.Clausen, D.Couture, P.Cowan, A.Dunne, G.Fellmayer, I.Fejtek, B.Gormley, A.Gover, F.Gray, J.Hakner, J.Hamp, S.Helvadjian, C.Honey, J.Jilesen, S.Kailan/A.Kailan, R.Klessens, T.Kunica, J-C Lamy, J.Langelaan, J.Langford, F.Lau, L.Lepschi, R.Libby, D.Lye, B.MacKinnon, M.Mariotti, A.Mason, N.McNeill, S.Miri, D.Oswald, J.Palmer, D.Pyle/B.Moser, Z.Pasic, A.Pop, G.Pratt, J.Rotsch, H.Sabeti-Mehr, R.Sandwell, D.Simo, R.Simpson, A.Smith, K.Steele, M.Suppanz, A.Susi, J.Tiplady, J.VanVlaenderen, H.Villalobos, R.Waller, G.Watkin, T.Whitfield(cc), M.Karsseboom(cc), M.Garyfalakis (cc)

via external e-mail (5 names)

C.Basham, R.Perri, E.Pieterse, R.Slaughter, R.Weekley

via Richard Libby & snail-mail (18 names)

G.Bensusan, E.Bleka, M.Davy, M.Edinger, D.Franks, V.Guerreiro, G.Jainudeen, M.Kingston, A.Kitching, , N.Martin, B.Peralta, P.Petrovic, S.Pittman, M.Scorziello, E.Smith, J.Uebelacker, A.Vincent, R.Virtue,

ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 20 January 1999. Only seven people attended, the Executive Committee + 2 others. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand for election, so the results were : -

Chairman	- John Hakner	Ext 3259
Treasurer	- Richard Libby	Ext 5091
Activities Co-ordinator	- Dennis Pyle	Ext 4305/3322.

A report was presented on aeroplane usage during 1998 :-

QKX Air Time	= 2931 - 2758	= 173 hrs
CZJ Air Time	= 2552 - 2332	= 220 hrs
Total Air Time during 1998	= 393 hrs	(380 in 1997)

This slight increase, and good balance between the aircraft is encouraging.

A flight training report for 1998 was presented. During the year, the following students were in flight training :- Jay Rotsch, Anton Pop, Lisa Lepschi, Barbara Moser, April Clausen, Jason Hamp, Marco Mariotti, Jack Langelaan & Dany Couture. The first four in this list all graduated during the year with a PPL. The last four listed are the first flight training students from the recent groundschool which graduated in March 1998. We expect at least 4 graduates in 1999. Some simulator training in the DHC-6 Twin Otter continues.

There are 12 students still on the flight training waiting list, namely Andrew Bolton, Robert Sandwell, Tim Kunica, Humberto Villalobos, Mark Suppanz, Rob Virtue, Nelson Martin, Sharon Kailan, Jennifer Van Vlaenderen, Petar Petrovic, Seyed Miri & Jay Bittner.

The Flying Club could use the services of more qualified Flying Instructors (Class 3 or above) if there are any in the company.

A financial report for 1998 was presented, showing Receivables of \$31,309 and Expenses of \$31,091 with a balance at the end of 1998 of \$10,066. Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines would be approximately \$14,200 at the end of 1998. Therefore we are about \$4,000 low, compared to where we should be.

Based on this financial report, the Flying Section Executive has determined that the rental rates need to be increased slightly, to \$68 for the C-150M and \$76 for the C-172M, to be based on tach time as before. The previous rates were \$65 & \$72. This decision was not taken lightly, but we have to accumulate and maintain a reserve fund for engine overhauls, and our last rate increase on the C-150 was at least 8 years ago. These new rental rates come into effect on Monday 1 Feb 99.

ANY OTHER BUSINESS

John Hakner gave a report on accomplishments during 1998, including YouthFlight Canada activity, and an outline of goals for the future. One near-term goal that was proposed is to get an electric fuel pump installed on the 500 gallon tank.

Jean-Christophe Lamy led some discussions about getting some of our pilots (& prospective pilots, family & friends) together for shared flights, with a variety of destinations. Look for more news on this subject from Jean-Christophe, or contact him if you have any suggestions (Ext 4236 or at jlamy@dehavilland.ca).

AIRCRAFT STATUS REPORT

QKX has had a lot of work done recently, with one cylinder being removed for repairs (~\$700) including a new exhaust valve & cylinder honing. It is operating on mineral oil to seat the new piston rings. It also has a new exhaust system & a new Voltage Regulator. It should not be doing circuits until the new piston rings have been properly run-in (about 10 hours). Look for notes in the aircraft about the current status of the "break-in". It is important that **ONLY MINERAL OIL** is used for this "break-in" period. As of Monday 25 Jan, it had flown once since this maintenance, but needed carb adjustments etc, before being signed-off and released for service.

CZJ has had it's #1 VOR overhauled. An intermittent problem with a connector was also found in the radio wiring, which has now been fixed.

REVISIONS TO CLUB RULES : New Version is dated November 1998

C-3 New limit of 3 advance bookings, except for training, as below.

3) Aircraft bookings for training and recreational flights are made on a "first-come first-served" basis. A training flight shall not take priority over any other booked flight, except in the case of a Flight Test. Except for PPL & RPP training, a pilot may not at any time have more than 3 bookings for future flights; only one of which may exceed 5 hours (or overnight).

C-4 & C-12. Relaxed rules for Night Flying, as below. When current at night, a pilot does not need Instructor approval for each night flight.

12) For night currency, a pilot must have flown at night (PIC or checkout) in the previous 6 months. For Check Pilots this limit is 12 months, and for Instructors it is 5 years. Currency transfer rules between C-150, C-152 & C-172 types are the same as in rule C-1. Before night flying at Downsview, a pilot must have had a night checkout at Downsview. Before night flying at Downsview, the PIC must (before 4pm on the day of the flight) contact the dispatch office on (416) 375-3933, for use of the ARCAL on 122.15.

OTHER NEWS

* the clocks change in Ontario on the first Sunday in April (Ref CFS page A-43)

* Before leaving an aeroplane at the tie-down area, please check that

- INSIDE - ALL switches are OFF, control lock is ON, and compass is covered
- OUTSIDE - aeroplane is well tied down & chocked, with Pitot cover in place.

DISTRIBUTION

via internal e-mail : A.Bolton, A.Clausen, D.Couture, P.Cowan, G.Fellmayer, J.Hakner, P.Herfray, S.Kailan/A.Kailan, R.Klessens, T.Kunica, J-C Lamy, J.Langelaan, R.Libby, D.Lye, B.MacKinnon, N.McNeill, S.Miri, D.Oswald, Z.Pasic, A.Pop, B.Price, D.Pyle/B.Moser, J.Rotsch, H.Sabeti-Mehr, D.Simo, C.Spitzer, P.Stolz, M.Suppanz, J.VanVlaenderen, H.Villalobos, A.Vincent, (cc to T.Whitfield, M.Karsseboom, M.Garyfalakis)

via external e-mail : C.Basham, S.Pittman, H.Sosniak, R.Weekley, R.Waller,

via Richard Libby & snail-mail : J.Bonner, J.Branch, M.Edinger, D.Franks, B.Gillies, V.Guerreiro, J.Jilesen, A.Kitching, M.Mariotti, N.Martin, B.Peralta, P.Petrovic, B.Porter, E.Poulin, R.Virtue. Also sent to selected alumni around the world.

FLIGHT TRAINING REPORT

Some recent highlights, since the last newsletter :-

- First Solo - Jack Langelaan (28 March 1999)
- First Solo - Tim Kunica (actually a repeat, after a gap of some years)
- PPL Flight Test - Jack Langelaan (5 August 1999)

Rob Virtue is the most recent student to start flight training. Only 5 students are now waiting to start flight training. There will be no ground school this winter.

AIRCRAFT STATUS REPORT

The transponder in QKX has failed, the cavity tube died & together with other faults, it is not worth repairing. A new unit will be fitted soon, possibly with Mode C. The intermittent Overvoltage light problems seem to have been cured with the fitting of a new Voltage Sensor. QKX has only done about 75 hours so far this year, with much of the training being done on CZJ.

CZJ has been flying quite a lot this year, which is good. A new Push-to-Talk switch has just been fitted to the left hand control yoke. A new exhaust muffler assembly was fitted on the last 100 hr inspection. A new Master Switch and a new Battery Contactor solenoid have been fitted (sometimes when the Master switch was turned on, the electrics stayed dead as if the battery was flat).

IMPORTANT NOTE ABOUT NIGHT FLYING AT DOWNSVIEW

The ARCAL system at Downsview is deliberately not mentioned in the CFS. It is a private system, intended for company use, and the Flying Club also has permission to use it. The frequency is 122.15 Mhz, and this frequency is noted in the Club Rules Sheet (Item C-12). Copies of the Rules Sheet are kept in each aircraft, but it's a good idea to write this frequency on your map, or kneeboard. It takes 7 clicks to turn it on. It can be turned off with 3 clicks, but it is better to just leave it to turn itself off after 15 minutes. If you are planning to use the ARCAL (and you've had a proper night checkout as per Rule C-12), it's a good idea to check with dispatch that the ARCAL is operating, when you call them on the phone before flying, BUT please don't ask for the frequency on the phone or over the radio, or ask for instructions over the radio. It is a private system, and the company does not want lots of aircraft traffic from 'outside' using the system during the night. This was a problem before, with the previous ARCAL here. This is why the dispatchers will not want to broadcast the frequency. They expect our pilots to be properly checked out and properly prepared.

REMINDER ON EXTENDED TRIPS

Rule C-4 makes it clear that any BOOKING by a licenced pilot, EXCEPT for VFR flights within Canada for periods of 5 hours or less, requires the specific approval of a Flying Section Instructor. See separate policy note (FLTOKAY.DOC) for details. Licenced Pilots using the aircraft are only covered by our insurance when they follow ALL club rules, such as this one (and of course currency periods). Please check with an Instructor BEFORE making such a booking, not afterwards! E-mail is useful for this purpose, then you can get approval in writing, for your own protection (how else could you prove that you have not taken the aircraft without permission?). We try to allow extended trips whenever we can, subject to our policy note, and subject to the needs of the students and other club members.

WINTER OPERATIONS

See Cold Weather Operation, in Section 2 of the appropriate Owner's Manual. It is a good idea to pull the propeller through a few times during the pre-flight inspection, especially in cold weather when the engine hasn't run for a while. The main benefit is to 'loosen' and circulate the oil. It's also a good idea to 'suck-in' the priming fuel, by turning the prop by hand (with mags off). Both of these actions make the engine easier to start & should reduce the drain on the battery.

For safety ALWAYS handle the prop as though the ignition is live, ensure that you have a good footing clear of ice, and that the aircraft is secured, and swing the prop 'forwards', so that the oil circulates properly.

The Club has an engine pre-heater, stored in the shed. It operates rather like a propane barbecue with a fan on it. It's a good idea to use it to warm up the engine compartment if it's below about zero C. Instructions are on it, but the procedure in brief, once the unit is in position near the engine, is to :-

- 1) connect the fan motor wires to the battery, with clips
- 2) turn on the fan switch
- 3) turn on the propane bottle (but do NOT adjust red pressure regulator)
- 4) press & hold the red button to open fuel supply
- 5) click the ignitor to light the burner (red button needs to be held for about 30 seconds till unit gets hot)
- 6) use heater on engine for perhaps 10 minutes : then
- 7) turn off propane bottle & wait for burner to extinguish
- 8) turn off the fan switch
- 9) disconnect the fan motor wires from the battery

If the outside air temperature is below -7 C (20 F) Cessna recommends that Winter Kit blanking plates should be fitted, to partially blank off some of the engine cooling inlet area. If it is warmer than -7 C then these plates should be removed. The Pilot in Command is responsible for checking these items, and for installing or removing them as required. For QKX a screwdriver & extra screws are required (kept with the plates). For CZJ, the plates are secured by Dzus type 1/4 turn spring locking fasteners (no tools required). The plates should be kept in the back of the appropriate aeroplane when not installed.

If the battery is too weak to start the engine (but still has some life in it) then you could choose to swing the prop to get the engine started. This is not for everybody, but is quite possible for many members with some training as required. Both the C-150 and C-172 can be started by hand by the same method, but the C-172 does require more strength. If the master switch has been left on and the battery is COMPLETELY flat, then it's NOT worth swinging the prop to start up, as the alternator can't come on line to charge the battery if the voltage is too low for the battery contactor to work (see Owner's Manual).

A short amateur video is available, showing how to use the pre-heater, the inlet baffle plates, refuelling, and prop-swinging. Video is available from David Lye.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of January 2000, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as WEDNESDAY 19 JANUARY 2000. The location is probably the Conference Room near John Hakner's office on the second floor of the Main Office area. Watch for an update after Christmas.

DEATH OF A RECORD BREAKER

As some of you may know, John E. Long of Montgomery Alabama has recently died, after logging over 65,000 hours since May 1933. Most of it was flown in Super Cubs, patrol flying for a utility company. He flew an average of about 19 hours a week for 66 years !

OTHER ITEMS

- If you want to visit the aircraft without going flying, you should still phone the dispatch office on 3933, or visit that office, to let them know.
- Any members who have e-mail at home, but not at work, can send a message to dlye@dehavilland.ca to get put on the electronic mailing list.

DISTRIBUTION

via internal e-mail : A.Clausen, D.Couture, P.Cowan, K.Deme, G.Fellmayer, J.Hakner, P.Herfray, S.Kailan/A.Kailan, R.Klessens, T.Kunica, J-C Lamy, J.Langelaan, R.Libby, D.Lye, B.MacKinnon, N.McNeill, M.Mariotti, S.Miri, D.Oswald, Z.Pasic, A.Pop, B.Price, D.Pyle/B.Moser, J.Rotsch, H.Sabeti-Mehr, D.Simo, C.Spitzer, P.Stolz, M.Suppanz, J.VanVlaenderen, H.Villalobos, A.Vincent, (cc to T.Whitfield, M.Karseboom, M.Garyfalakis)
via external e-mail : C.Basham, S.Pittman, H.Sosniak, R.Weekley, R.Waller,
via Hardcopy : J.Bonner, J.Branch, M.Edinger, D.Franks, B.Gillies, V.Guerreiro, A.Kitching, N.Martin, B.Peralta, P.Petrovic, B.Porter, E.Poulin, A.Tadjik, R.Virtue. Also sent to selected alumni around the world.

ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 19 January 2000. Ten members attended in total. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand for election, so the results were : -

Chairman	- John Hakner	Ext 3259
Treasurer	- Richard Libby	Ext 5091
Activities Co-ordinator	- Dennis Pyle	Ext 3322.

A report was presented on aeroplane usage during 1999 :-

QKX Air Time	= 3023 - 2931	= 92 hrs	
CZJ Air Time	= 2796 - 2552	= 244 hrs	Thus Total = 336 hrs (393 in 1998)

A flight training report for 1999 was presented. During the year, the following students were in flight training :- April Clausen, Marco Mariotti, Jack Langelaan, Dany Couture, Humberto Villalobos, Mark Suppanz, Tim Kunica & Rob Virtue. Only one student, Jack Langelaan completed a Flight Test in 1999. He is number 76 for our club. We expect at least 3 PPL/RPP Flight Tests in 2000. Some simulator training in the DHC-6 Twin Otter continues.

There are 5 students still on the flight training waiting list, namely Nelson Martin, Sharon Kailan, Jennifer Van Vlaenderen, Petar Petrovic & Seyed Miri. If all goes well, most or all of these will begin Flight Training in 2000.

A financial report for 1999 was presented, showing Receivables of \$30,213 and Expenses of \$22,477 with a balance at the end of 1999 of \$17,802. Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines would be somewhere in the range from \$19,600 to \$29,800 at the end of 1999. The higher figure uses new overhaul costs provided by Leavens (\$19,200 for O-200A & \$20,600 for O-320). Therefore we are low, but no increase in rental rates is planned, for now, they remain at \$68 & \$76 for the 150M & 172M respectively, based on tachometer time. Richard Libby is now using Quiken software for club finances & billings.

ANY OTHER BUSINESS

There was some discussion, led by J-C Lamy, of the Hope Air organization. For more details contact J-C, or visit www.hopeair.org. Hope Air has some similarities to YouthFlight Canada, in that pilots flying for these charities may receive tax receipts for the 'dry' rental rate, and funding for fuel used.

There was also some discussion, led by Rob Klessens, of perhaps moving the aircraft booking sheets, and keys, over to the Flight Operations / Flight Dispatch area, and also discussions of using some form of electronic booking process. In exploring these options, several snags or potential snags were uncovered, including access (at all times, for all members), and internet/intranet firewalls. For now at least, it was agreed that the present set-up would continue. Rob Klessens also advised that there was likely to be quite a bit of Flight Ops use of the 172, for unusual attitudes training, and also for transport to YTZ for access to a Zlin. This means that you may see quite a lot of daytime bookings on CZJ for Flight Ops use, with a phone number (usually 5185 for Rob Klessens). However, because of the nature of Flight Ops work, with schedules changing at short notice, it is possible that the aircraft may not in fact be used. In these circumstances, pilots should feel free to call the number indicated, to get the latest status, if they want to use the aircraft.

A first solo certificate was presented to Mark Suppanz.

The AGM ended at about 6:30pm.

AIRCRAFT STATUS REPORT

QKX has had a new transponder fitted, with Mode C (\$4025). The nosegear oleo seems to have a very tiny (possibly intermittent) leakage problem. It seems to get worse in the cold weather, but at other times it will stay pumped up for weeks. This is being investigated. Please check the oleo carefully before flight. When all the air has gone, there's no 'bounce' to absorb shocks. The strut will not however be completely flat, it will not sit on the metal stops, unless the oil leaks out as well.

CZJ has been quite active lately, with no major problems. The right hand door has had some trouble with an internal latch linkage (now fixed, again). If the right hand door is not closed properly (not enough slam) then when the chrome handle is pushed forwards there is a lot of resistance because the lock cannot engage properly at the rear of the door. This has led to breakage of the linkage inside the door. The #1 NAV is still a bit peculiar in its habits, but it works most of the time, on most of the frequencies, in my experience. #2 is more reliable. Incidentally pilots can check the glideslope on #1 NAV when departing North from Downsview using 111.50 (ILS of YYZ 24R). CZJ pilots may wish to look closely at the front of the engine cowling, to see where paint has been scraped away by contact with the rotating propeller spinner ! This was caught on the last maintenance inspection, and a broken rubber cowling mount was replaced. No damage (except cosmetic) was done, but it makes one wonder whether this might have made a really horrible and unusual sound. This just serves as a reminder to all of us to be vigilant on the pre-flight inspection, and to be alert after start-up for anything that doesn't look, feel or sound right.

On both aircraft, there have been occasional problems in radio reception through the intercom, when using headsets. It's always a very good idea, after start-up, to prove to yourself that you are receiving properly before you use the radio to transmit. Sometimes this is easy, by simply hearing other transmissions. At other times perhaps you hear nothing at all. If you've just started up, at the tie-downs, and you hear nothing on 126.2, it's a good idea to tune to 127.1 (YKZ ATIS) which both aircraft can usually receive at our tie-downs (though you may need to cancel the auto-squelch by using the TEST function). Or you could try another frequency, from YYZ. If you hear nothing, try flipping to speaker. If the speaker confirms that the radio receiver is fine, then you probably need to check the (larger) headphone jack, where the intercom is plugged into the aircraft wiring (under the master switch on CZJ, near the trim wheel on QKX). Unplugging & reconnecting often restores the contacts.

One other note about aircraft status, and communication. If you, as pilot, discover a snag, then please communicate it fully and appropriately. If it's a serious airworthiness matter (eg magneto fault, cowling touching the spinner, etc) then the pilot should enter the snag in the Journey Log, and follow the procedure in our rule (C-7), copies of which are kept in each aeroplane & in the booking sheets binder. Also, each aeroplane contains a white-painted metal 'AIRCRAFT UNSERVICEABLE' plate, to hang from a wing root ventilator. Ref CARs 625.10, 605.94 etc.

If the defect or snag is minor, and does not affect Day-VFR airworthiness, then it should still be communicated in an appropriate way. For some things, for example the recent breakage of the RH rear seat ventilator knob in CZJ, just making a clear note on the Tach Sheet may be enough (Ref Rule C-8). Then when Dennis Pyle picks up the Tach sheets, and checks them, he can call Dave or Alan to advise them. An entry in the Status Sheet, or in the Journey Log, may be judged unnecessary, but a pilot may do so if desired. CAR 625.10 makes it clear that a snag entry in the Journey Log does not necessarily ground the aircraft, it is up to each subsequent PIC to judge.

In some other cases, eg Landing Light(s) burned out, it is a good idea to contact Dave or Alan directly. Sometimes we see some items noted in the Status Sheet only (such as landing lights) but nobody informs the AMEs, so it doesn't get fixed.

One last note, if the tires are soft, please feel free to use the pump & pressure gauge kept in the shed. Correct pressures are ?....inside back page of POH.

(Sorry if this all sounds like preaching & lecturing, it is just meant as tips & advice to improve safety as well as keep things running smoothly)

OTHER NEWS

- * FIRST SOLO - Humberto Villalobos 28 Oct 1999 Mark Suppanz 9 Jan 2000
- * CPL Flight Test Completion - John Hakner 18 (&24) March 2000
- * New Instructor! Karen Deme, a Flight Ops pilot (ext 7418) Welcome !
- * New Checkout Pilot! Brian Price, also a Flight Ops pilot (ext 7399) Welcome !
- * YZD frequency 126.2 has been made the Mandatory Frequency (MF) no longer an ATF.
- * To be added to my e-mail list, please send a message to dlye@dehavilland.ca.

DISTRIBUTION

via e-mail : S.Adam, S.Addis, C.Basham, A.Clausen, D.Couture, P.Cowan, K.Deme, G.Fellmayer, B.Gormley, W.Grainger, J.Hakner, P.Herfray, C.Honey, J.Kahn, S.Kailan, R.Klessens, T.Kunica, J-C Lamy, M.Leroux, R.Libby, D.Lye, B.MacKinnon, M.Mariotti, A.Mason, N.McNeill, S.Miri, D.Oswald, J.Palmer, B.Peralta, P.Petrovic, S.Pittman, A.Pop, B.Porter, E.Poulin, B.Price, D.Pyle/B.Moser, H.Sabeti-Mehr, S.Sider, D.Simo, H.Sosniak, K.Spackman, C.Spitzer, K.Steele, P.Stolz, M.Suppanz, P.Szwaj, B.Tsang, J.Van-Vlaenderen, H.Villalobos, A.Vincent, R.Waller, R.Weekley (cc T.Whitfield, M.Karsseboom, M.Garyfalakis)

via Richard Libby & snail-mail : J.Bonner, J.Branch, L.Daniels, D.Dasilva, M.Edinger, D.Franks, A.Gafour, B.Gillies, V.Guerreiro, A.Kitching, N.Martin, J.Rotsch, J.Sargo, A.Tadjik, R.Virtue. Also sent to some alumni around the world.

FLIGHT TRAINING REPORT

Some recent highlights, since the last newsletter :-

- First Solo - Rob Virtue (21 May 2000)
- First Solo - Marco Mariotti (9 July 2000)
- PPL Flight Test pass - Humberto Villalobos (25 August 2000)

Humberto is graduate number 77 for our club. Brad Porter is just about to upgrade from a Class 4 to a Class 3 Instructor Rating, and when that is all done he plans to join our instructing team. He is about to be checked out as a club Checkout Pilot. He can be reached on Extension 5158, or on his cellphone 416-562-6042. Dan Oswald has decided to retire from his role as a checkout pilot. As we still have students on the waiting list, there will be no ground school this winter.

AIRCRAFT STATUS REPORT

QKX has been flying regularly, without much of significance to report. The hours are up a bit compared to last year. As of 23 October, it's down for inspection.

CZJ has been flying quite a lot this year, which is good. Please don't grab the window latches to shut the doors, as they are easily broken. The door lock has broken, and some pins in the LH pilot seat have broken (parts on order). Transponder has a snag, to be removed & tested.

REMINDER ABOUT NIGHT FLYING & RADIO PROCEDURES AT DOWNSVIEW

The ARCAL system here is deliberately not mentioned in the CFS. It's a private system, for company use, and the Flying Club also has permission to use it. The frequency is 122.15 Mhz, as noted in our Rules Sheet (Item C-12). Copies of the Rules Sheet are kept in each aircraft. It takes 7 clicks to turn it on. It can be turned off with 3 clicks, or just leave it to turn itself off after 15 minutes. If you are planning to use the ARCAL (and you're legal, with had a proper night checkout as per Rule C-12), it's a good idea to check with the dispatch office that the ARCAL is operating, when you call them on the phone before flying. Please don't ask for the frequency on the radio. It is a private system, and the company does not want lots of aircraft traffic from 'outside' using the system. This was a problem before, with the previous ARCAL here, so we do not want to broadcast the frequency. Dispatch expects our pilots to be properly checked out and prepared.

On the subject of radio procedures, dispatch has noticed one or two of our pilots sometimes missing some necessary calls recently. YZD has an MF (no longer an ATF) so pilots SHALL follow the rules. Ref AIP RAC 4.5.2, 4.5.4, 4.5.6, 4.5.7. Note that you need to announce you're intentions (eg full stop, stop-and-go etc). If you're unsure on some aspect, get help (from any Instructor, or talk to a dispatcher)

WINTER OPERATIONS

See Cold Weather Operation, in Section 2 of the appropriate Owner's Manual. It is a good idea to pull the propeller through a few times during the pre-flight inspection, especially when the engine hasn't run for a while. The main benefit is to loosen and circulate the oil. It's also a good idea to suck-in the priming fuel, by turning the prop by hand (with mags off). Both of these actions are recommended by Cessna in cold weather (as it says in the Owner's Manual) to make the engine easier to start.

For safety, if touching the prop ALWAYS handle it as though the ignition is live, ensure that you have a good footing clear of ice, and that the aircraft is secured, and swing the prop 'forwards', so that the oil pumps and circulates properly.

The Club has an engine pre-heater, stored in the shed. It operates rather like a propane barbecue with a fan on it. It's a good idea to use it to warm up the engine compartment if it's below about zero C. Instructions are on it, but the procedure in brief, once the unit is in position near the engine, is to :-

- 1) connect the fan motor wires to the battery, with clips
- 2) turn on the fan switch (check that you hear the fan running)
- 3) turn on the propane bottle (but do NOT adjust red pressure regulator)
- 4) press & hold the red button to open fuel supply
- 5) click the ignitor to light the burner
(red button needs to be held for about 30 seconds till unit gets hot)
- 6) use heater on engine for perhaps 10 minutes : then
- 7) turn off propane bottle & wait for burner to extinguish
- 8) turn off the fan switch
- 9) disconnect the fan motor wires from the battery

If the outside air temperature is below -7 C (20 F) Cessna recommends that Winter Kit blanking plates should be fitted, to partially blank off some of the engine cooling inlet area. If it is warmer than -7 C then these plates should be removed. The Pilot in Command is responsible for checking these items, and for installing or removing them as required. For QKX a screwdriver & extra screws are required (kept with the plates). For CZJ, the plates are secured by Dzus type 1/4 turn spring locking fasteners (no tools required). The plates should be kept in the back of the appropriate aeroplane when not installed.

If the battery is too weak to start the engine (but still has some life in it) then you could choose to swing the prop to get the engine started. This is not for everybody, but is quite possible for many members with some training as required. Both the C-150 and C-172 can be started by hand by the same method, but the C-172 does require more strength. If the master switch has been left on and the battery is COMPLETELY flat, then it's NOT worth swinging the prop to start up, as the alternator can't come on line to charge the battery if the voltage is too low for the battery contactor to work (see Owner's Manual).

A short amateur video is available (on loan) showing how to use the pre-heater, the inlet baffle plates, refuelling, and prop-swinging. Contact David Lye (x3806).

HOPE AIR UPDATE

In the Spring of this year, since the last newsletter, Bombardier gave a charitable donation to Hope Air, to be put in an account, to cover the full costs of DHESC-FS flight operations that are in support of Hope Air missions. This was not the same arrangement that was mentioned as a possibility in the last newsletter, based on discussions at the last AGM. For more information contact Jean-Christophe Lamy or John Hakner, or visit www.hopeair.org. Hope Air needs more pilots.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of January 2001, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as WEDNESDAY 17 JANUARY 2001. The location is probably the Conference Room North of John Hakner's office, on the second floor of the Main Office area (North East corner, above Local 112 office). Watch for an update after Christmas.

AGM REVIEW & DISCUSSIONS ?? - CLUB DIRECTION - POLICIES - RULES - etc ??

There have been a few questions & concerns raised recently, on various subjects, including Hope Air, and policies on extended trips & visits to the US. Do we want more Hope Air flying ? Or less ? Should we have new 'regulation' of it ? If so, How?

Some licenced pilots may say we don't allow enough freedom for their long trips.

Some students may say we allow too much freedom for 'training aircraft' to leave YZD. The AGM is an ideal forum for all interested members to have their say. Please come.

OTHER ITEMS

- Garbage. The two steel drums near the tie-downs are not for our garbage. No-one should need to pick up after us. All FS waste (oil bottles, etc etc) needs to be bagged up and hauled down to the main plant for disposal. Please help.
- Oil. Just a reminder that we always keep oil in the shed for our aeroplanes. We use Phillips X-C 20W-50 Multigrade (unless we're breaking-in new cylinder(s)).
- Min & Max quantities are 4-6 US quarts for QKX, and 6-8 US qts for CZJ
- Any members who have e-mail at home, but not at work, can send a message to dlye@dehavilland.ca to get put on the electronic mailing list.

DISTRIBUTION

via e-mail : S.Adam, S.Addis, D.Band, C.Basham, L.Biderman, A.Clausen, D.Couture, P.Cowan, K.Deme, G.Fellmayer, B.Gormley, W.Grainger, J.Hakner, P.Herfray, C.Honey, J.Kahn, S.Kailan, T.Kunica, J-C Lamy, M.Leroux, R.Libby, D.Lye, B.MacKinnon, M.Mariotti, A.Mason, N.McNeill, S.Miri, D.Oswald, J.Palmer, B.Peralta, P.Petrovic, S.Pittman, A.Pop, B.Porter, B.Price, D.Pyle/B.Moser, H.Sabeti-Mehr, S.Sider, D.Simo, H.Sosniak, K.Spackman, C.Spitzer, K.Steele, P.Stolz, M.Suppanz, B.Tsang, J.Van Vlaenderen, H.Villalobos, A.Vincent, R.Waller, R.Weekley (cc T.Whitfield, M.Karsseboom, M.Garyfalakis)

via Richard Libby & snail-mail : J.Bonner, J.Branch, L.Daniels, D.Dasilva, M.Edinger, D.Franks, A.Gafour, B.Gillies, V.Guerreiro, A.Kitching, N.Martin, J.Sargo, A.Tadjik, R.Virtue. Also sent to selected alumni around the world.

ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 17 January 2001. Thirteen members attended. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand for election, so the results were

Chairman	- John Hakner	Ext 3259
Treasurer	- Richard Libby	Ext 5091
Activities Co-ordinator	- Dennis Pyle	Ext 3322.

A report was presented on aeroplane usage during 2000 :-

QKX Air Time	= 3157 - 3023	= 134 hrs	
CZJ Air Time	= 3095 - 2796	= 299 hrs	Thus Total = 433 hrs (336 in 1999)

A flight training report for 2000 was presented. During the year, the following students were in flight training :- April Clausen, Marco Mariotti, Dany Couture, Humberto Villalobos, Mark Suppanz, Tim Kunica & Rob Virtue. Only one student, Humberto Villalobos, completed a Flight Test in 2000. He is PPL number 77 for our club. We expect several PPL/RPP Flight Tests in 2001. Some simulator training in the DHC-6 Twin Otter continues. There are 5 students still on the flight training waiting list, namely Nelson Martin, Sharon Kailan, Jennifer Van Vlaenderen, Petar Petrovic & Seyed Miri.

A financial report for 2000 was presented, showing Receivables of \$34,573 and Expenses of \$25,821 with a balance at the end of 2000 of \$26,555. Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines would be somewhere in the range from \$27,000 to \$34,000 at the end of 2000. The higher figure uses recent overhaul costs provided by Leavens (\$19,200 for O-200A & \$20,600 for O-320). Therefore we are slightly low, and fuel has increased in price, but no increase in rental rates is planned, for now, they remain at \$68 & \$76 for the 150M & 172M respectively, based on tachometer time.

An aircraft status report was given

QKX still has a minor (intermittent) leakage problem with the nose gear oleo. It seems to get worse in the cold weather, but at other times it will stay pumped up for weeks. Please check the oleo carefully before flight. When all the air has gone, there's no 'bounce' to absorb shocks. The strut will not however be completely flat, it will not sit on the metal stops, unless the oil leaks out as well. The aircraft tachometer was found to read a bit low, compared to our new optical calibrated tach, so the tachometer will be repaired or replaced.

CZJ has just gone through an inspection. The flaps were re-rigged. One terminal of the ammeter was cleaned, so now the meter works properly. A new door lock has been fitted, but in order to retain the same key for the door and the ignition, the new lock was fitted in the baggage door. One copy of the new baggage door key is now labelled & kept inside (& attached to) the front left ashtray. If you need to use this door, just push down on the catch inside the ashtray, to slip out the ashtray (with key attached) and then replace the ashtray afterwards. With any luck, pilots will not inadvertently walk away with the ashtray. The aircraft tachometer on CZJ also found to read a bit low, so it will be repaired or replaced soon. The inspection report in the Journey Log shows the discrepancies found.

The AGM ended at about 6:15pm.

NEW PADLOCKS & OTHER NEW KEYS

The old padlocks on the 500 gallon tank, and on the headset box, had become difficult for getting new keys cut. Three new identical weatherproof Master padlocks have been bought, along with sufficient new keys. So now the headset box has the same lock as the fuel pump (and the flip cap on the tank, for dipping & filling). Thus one key can replace two, on the key rings kept at the guardhouse. The FS Executive will always aim to keep 4 sets of keys at the guardhouse. When you use a set of keys, PLEASE put it back again. If you really feel you need a set of keys, that can be arranged, for a very small fee. Contact David Lye, Dennis Pyle, or John Hakner.

HOPE AIR

Hope Air has a Volunteer Pilot Program, to help people who need to travel for medical reasons. A relatively quick flight in a light plane can often be a welcome alternative to many hours on the road. In 2000, Bombardier made a charitable donation of \$7,400, to the Hope Air Organization. This amount was to cover all expenses when any Flying Section members flew missions for Hope Air with CZJ. One of our members, Jean-Christophe Lamy, flew about 70 hours last year on Hope Air missions.

For 2001, the company has announced a \$10,000 donation, with some welcome improvements to the arrangement. Starting now, any suitable aircraft may be used for these missions, to be reimbursed from this fund, not just our C-172. An aircraft may be rented from a private individual, or rented commercially. An aircraft which is owned by the pilot can also be used, with appropriate operating expenses being refunded. This \$10,000 fund is to be used by pilots who are members of the DHESC-FS, OR who work at Bombardier. If not using CZJ, the pilot does not need to be a member of the DHESC, nor the Flying Section.

All pilots flying Hope Air missions must be registered with Hope Air, and meet the standards set by Hope Air which are :
- minimum 200 hrs PIC, 30 hrs PIC on type, 3 hrs PIC on type in last 90 days, and one cross-country flight in last 60 days.
For some missions, additional qualifications &/or experience may be required. All Hope Air flights in this area are arranged by the Regional Coordinator, who is Karen Adams. She can be reached on 416-818-5609 or on email, karen.adams@realtimetools.com.

For more details on Hope Air, members can speak to J-C Lamy, or Karen Adams, or visit www.hopeair.org. Volunteer Pilots who do not work at Bombardier are also being sought by Hope Air, but those pilots will not be reimbursed from the Bombardier fund, they will pay for the flight and receive a tax receipt.

OTHER NEWS

- * Clocks change on the 1st of April. More daytime for flights after work.
- * PPL written exam passes ! Humberto Villalobos (Nov 2000), Mark Suppanz (Feb 2001)
- * Issues 1-21 of this newsletter, covering 1990-1999, are now available in one compiled Word document ! Living history! Read all about it. 220 Kb, 40 pages. Drama & Intrigue - what year did we get fuel on the field? How many hours did we put on UHG, and how many years did we operate it ? How & why have our rules changed over the years. Who was the last Treasurer ? If you want a copy, contact David Lye.
- * To be added to my e-mail list, please send a request to dlye@dehavilland.ca.

IN MEMORIAM

As many club members will know, in November 2000, Rob Klessens died suddenly at only 36 years of age, while playing hockey in Montreal. He was a very experienced Class 1 Instructor, who keenly joined our club in 1998, as soon as he became an employee here, as a Pilot. Lessons with Klessens, sadly cut short. He will be remembered.

DISTRIBUTION

via e-mail : S.Adam, D.Band, C.Basham, L.Biderman, A.Clausen, D.Couture, P.Cowan, L.Daniels, K.Deme, P.Durdey, G.Fellmayer, T.Girard, B.Gormley, W.Grainger, J.Hakner, T.Hashmi, P.Herfray, C.Honey, J.Kahn, S.Kailan, J-C Lamy, M.Leroux, R.Libby, D.Lye, B.MacKinnon, M.Mariotti, N.Martin, A.Mason, N.McNeill, S.Miri, D.Oswald, J.Palmer, B.Peralta, P.Petrovic, S.Pittman, A.Pop, A.Portelli, B.Porter, B.Price, D.Pyle/B.Moser, H.Sabeti-Mehr, J.Sargo, S.Sider, D.Simo, H.Sosniak, K.Spackman, C.Spitzer, K.Steele, P.Stolz, M.Suppanz, A.Szekely, B.Tsang, C.Tzembelicos, J.Van Vlaenderen, H.Villalobos, A.Vincent, R.Virtue, R.Waller, (cc T.Whitfield, M.Karsseboom, M.Garyfalakis)
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Also sent to selected alumni around the world.

FLIGHT TRAINING REPORT

Since the last newsletter :-

Mark Suppanz passed the PPL flight test - 10 May 2001 Congratulations !

Shawn Pittman passed the CPL flight test - 9 May 2001 Congratulations !

Beltran Peralta has now successfully renewed his Class 3 Flight Instructor Rating (FIR), and has also decided to accept an early retirement package from the company. Like all retirees, he can continue to be a member of the DHESC and the Flying Section, and he will have more time to instruct now. Brad Porter has been instructing at Toronto Island, while progressing from the initial Class 4 FIR to the Class 3 level. He has now achieved the Class 3 FIR (after 100 hrs instructing, with 3 students sent solo and with 3 students passing the flight test) so now he is able to act as a freelance instructor in our club, in co-operation with David Lye, Chris Basham, Beltran Peralta & Karen Deme. David Lye has now moved up to a Class 1 FIR, and is interested in hearing from any pilots who have held a Class 3, 2 or 1 FIR in the past (now lapsed) who are interested in regaining the FIR, in order to instruct in our club.

As Dan Oswald decided to withdraw from check pilot duties last year, John Hakner has recently been trained for check pilot duties, joining Hal Sabeti-Mehr, Art Kitching & Brian Price. John leaned to fly with our club, gaining his PPL in 1982, and he has been flying here (and elsewhere) every year since then, gaining his CPL in 2001.

This year, the club's policy on PPL ground school has changed. Our 'traditional' procedure was to conduct a groundschool class of 15 students, from September to March, whenever we were ready for a new intake of students. We would always be heavily oversubscribed, and so we would hold a lottery to select the 15 students, with preference given to any re-applying students who had been turned away in previous lotteries. This worked OK for many years, but because of the small capacity of the flight training resources here, it would take at least 3 years for all of the graduating class to move into flight training. Our last PPL groundschool ran in 1997-1998.

The new plan is to arrange for prospective students to take a PPL groundschool class outside the company, a few at a time, at any flying school that holds a TC Operating Certificate (such as Buttonville, Brampton, Oshawa, etc).

Our club carefully maintains a detailed list of students who have made previous written applications for groundschool training, in response to noticeboard postings. When we have held lotteries in the past, in 1992, 1994 & 1997, we have written down the draw number of every applicant (we drew all the numbers, not just the first 15). This list (currently 7 names) is still to be respected, now and in the future.

The plan now is to have annual postings on the noticeboards, after the summer shutdown (for at least 4 weeks), asking for new and repeat applications, and giving a date for the annual Waiting List Meeting. Applications must be in writing (internal mail, or e-mail, to the Chairman of the DHESC-FS), or in person at the meeting. The annual meeting in the fall will close the application 'season', and the Main Waiting List will be renewed and made public at the meeting. There will be a lottery at this meeting to set the order of any new applications for training, which will be added to the end of the list. If a person on the previous year's list re-applies in writing, the name stays in position on the list; but if no repeat application is received, the name drops off the list. Sometime after this fall meeting, the Flying Instructors will decide how many new students are likely to be needed within the next year, and a certain number from the top of the list will be asked to enroll in a PPL groundschool. People graduating from groundschool will then move onto a very small Flight Training Waiting List (first-come, first-served).

The DHESC-FS has always had very strict policies against queue-jumping in any form, and that will remain, to respect the fact that several employees have been trying for many years to learn to fly with our club. If a prospective student of the DHESC-FS has already done a PPL groundschool, or even some flight training, this does not affect the position on the Main Waiting List at all, BUT when this person rises to the top of the list, the groundschool may not have to be done again (at the discretion of the Instructors, depending on the date of the previous training).

UPDATES TO RULES & POLICIES FOR LONGER TRIPS

The club rules were updated on 4 May 2001 (File Rules15.doc), with some minor mods, mainly to eliminate some 'old' procedural text for returning to YZD with a suspected radio fault. The 'old' procedures were effectively superseded by the CARs which govern operations in an MF area. The newest version of the rules is actually dated 5 September 2001 (File Rules 15a.doc) but the only changes in the newest version relate to names and phone numbers of Check Pilots and Instructors.

The club policy note for longer trips (File FLTOKAY.DOC) was updated on 2 May 2001, mainly to address a long-standing concern about flights to the US. Discussions with our insurer have led to the discovery that additional coverage for specific cross-border risks (lawful seizure, etc) can be obtained at extra cost. This additional coverage is not required for the club's primary mandate of Flight Training, and is not currently in place, but it could be added for about \$100. The cost of this extra insurance would be the responsibility of the pilot wishing to fly to the US. Whenever the insurance coverage is renewed, in the spring, if cross-border coverage costs more, it will always be dropped. See the Policy Note for further details. It is absolutely forbidden to fly our aircraft to the US unless this extra insurance coverage is in force.

Current copies of the rules, and the policy note, are kept in the booking sheets binder, for members to take a copy. There should always be at least one copy in each aircraft tach sheets binder as well.

JOURNEY LOG ENTRIES

The requirements for making entries are specified in CAR 605.94. For 'routine' flights, with no defects, CAR 605.94 stipulates that **ONLY** the air time of the flight, and the cumulative air time, are required. All other columns in the Journey Log are therefore optional. The PIC is responsible for these entries being made correctly, but it does not have to be the PIC that actually makes the entries. It's a very good idea to fill in the Date, and the Crew Names, and the From-To column, and even to provide a signature & licence number, but according to CAR 605.94 these could be considered optional. Pilots do not have to bother with entering Up and Down Times, nor with entering the Flight Time in the Journey Log (it is easy for this number to be confused with the Air Time). Weights are no longer required in the Journey Log, but it is still up to the PIC to ensure that weight & balance is within limits.

OTHER NEWS

- If you incur fees, like landing fees, that will be billed later via the mail, please remember to let our Treasurer, Richard Libby, know about this, with a note on the Tach Sheet, and/or an e-mail to him. This is just to avoid him having to run around to track down who is responsible for the bill, or whether there has been an error in aircraft identification (which has happened).
- Winter Operations. A note will come out later to remind pilots of our procedures for winter operations, and copies will be placed in the booking sheets binder, and Tach sheets binders.

DISTRIBUTION

via e-mail : J.Abando, S.Adam, D.Band, C.Basham, L.Biderman, A.Clausen, D.Couture, J.Cree, L.Daniels, K.Deme, P.Durdey, G.Fellmayer, B.Gormley, W.Grainger, J.Hakner, T.Hashmi, P.Herfray, C.Honey, S.Kailan, J-C Lamy, M.Leroux, R.Libby, D.Lye, B.MacKinnon, M.Mariotti, N.Martin, N.McNeill, S.Miri, D.Oswald,, B.Peralta, P.Petrovic, S.Pittman, A.Portelli, B.Price, D.Pyle/B.Moser, J.Sargo, S.Schmidt, S.Sider, D.Simo, M.Solomon, H.Sosniak, K.Spackman, P.Stolz, M.Suppanz, K.Symons, A.Szekely, B.Tsang, J.Van Vlaenderen, H.Villalobos, A.Vincent, R.Virtue, R.Waller, (cc L.Kessler, M.Karsseboom, M.Garyfalakis)

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AIRCRAFT STATUS REPORT

CZJ is now back in service. At the last inspection repairs were needed to the carb heat box, and a new oil cooler bracket was fitted, as the old one was cracked. A new tachometer has been fitted, because the old one was found to be under-reading, and was no longer within limits. A new ammeter has also been fitted, as the old one was not reading reliably. The Alternator was completely overhauled in September. A new first aid kit has also been fitted, which meets the requirements of CAR 602.59. The two-year check of the transponder, Mode C encoder, and altimeter, is due in February 2002. The ELT has just had its annual check.

QKX is down for inspection. The engine had reached 1800 hrs since major overhaul (SMOH) which is the normal time between overhauls (TBO) for the O-200A. One cylinder was found to have virtually no compression, probably a bad exhaust valve. The engine will be overhauled at Leggatt Aviation at Buttonville. How much does it cost to overhaul an O-200A these days ? About \$22,500 including taxes ! This will include all-new cylinders, and a new lightweight B&C starter which eliminates the troublesome and expensive starter clutch. The nosewheel oleo is being fully overhauled at the same time, and a new tachometer will be fitted to this aircraft, like CZJ. Also a new first aid kit will be fitted. The CHT probe has been on back order, but has now arrived and will be fitted. The ELT has just had its annual check.

FLIGHT TRAINING UPDATE

Hal Sabeti-Mehr has recently left the club, and the company, to work at Gulf Air in the United Arab Emirates. Brad Porter has also recently left the club and the company, to fly Twin Otters in the Caribbean.

Jorge Abando has now been checked out and approved as a club check pilot, and he is planning to regain his Class 3 Flight Instructor Rating (FIR) which he has allowed to lapse for a few years. Jorge has been flying since 1985, at Brampton, Gimli, Winnipeg, London & Waterloo, among other places, with several long trips flown throughout North America. He has about 900 hrs of instructing experience, mostly at London (YXU), and nearly 1300 hrs total time, including multi-IFR experience. Jorge can be reached on Ext 3006 ; or (416)626-8916 (home) or (416)524-6979 (cell phone). Welcome to the club, Jorge.

There was a flight training waiting list meeting on Wed 10 October, to update the existing list and accept new applications. Eight repeat applications were received, as well as 20 new applications which were ranked by a lottery at the meeting. Four of the students at the top of the list (Stefan Schmidt, Kelly Symons, Jonathan Cree & Mel Solomon) have now been invited to take a PPL groundschool at any convenient TC-approved flying school. Upon completion of the PPL groundschool, these four students will go onto our flight training waiting list. The plan is to hold these waiting list meetings annually, in the fall, to keep this list up to date. Notices will be posted each September, announcing how to apply to learn to fly with the DHESC-FS, and also announcing the date of the meeting, when the application period will close.

UNICOM NOTES & REMINDERS

Downsview has a full-time Mandatory Frequency, so we need to follow CARs 602.98–602.102. One part of these regulations is that the PIC must announce intentions before landing (602.101 & 102). Typically there are five 'standard' options :- full stop touch & go, stop & go, stop & backtrack, and overshoot. These are mostly self-explanatory, but to make things perfectly clear – a stop & go involves a full stop on the runway, then a brief pause in position to prepare for take-off, then a radio call for take-off. There is no backtrack. When there is other traffic, especially, it is important for the Airport Operations people (manning the Unicom) to know what we are planning to do, and then it is expected that we will do what we say we intend to do (consistent with safety). Safety is paramount, so if there is a reason to overshoot (big bounce, gust upset, etc etc etc) then take the overshoot and give a radio call when at a safe height.

An overshoot is sometimes announced as an intention for training purposes, or alternatively may be announced in order to get out of the way of other aircraft. For example, if you are in a Cessna on short final approach and the shuttle is ready to backtrack for departure, or a GX is closing fast behind you on final, then although you have the right of way to land, it would usually be a good idea to relinquish that right and announce your intention for a deliberate overshoot followed perhaps by a departure to the North, to hold over the Maple rail yards until the airfield is quieter again. This sort of thing is good airmanship, and good practice for us. The Airport Operations person on Unicom duty can of course say what he would like you to do, when you are in the air, so be ready to change your plans even after announcing your intentions on final approach.

The Downsview Unicom is manned whenever there are any company flight operations from or to either YZD or YYZ. The Airport Operations team (manning the Unicom) is led by Mike Karsseboom, with Frank Briggs, Steve Tinker and Robert Croskery. If there are ground operations planned (eg engine runs, with no flying) outside normal Unicom hours, then it is possible that there will be no Unicom staff on duty, but the MF is still in place as always.

For departure, CAR 602.99 says that the pilot-in-command of a VFR or IFR aircraft that is operated at an uncontrolled aerodrome that lies within an MF area shall report the pilot-in-command's intentions (on the MF) before entering the manoeuvring area of the aerodrome. Question – what is the manoeuvring area, and where is it defined ? Does it include the apron (or ramp) and taxiways ? Answer – see CAR 101.01 for the definition. It includes the taxiway, but not the apron. Our tiedowns are on the apron, and the taxiway (which is narrower than the apron, with blue night lighting) starts just by our shed. So, after engine start (whether the Unicom is operating or not) it is important to announce intentions on the MF, before entering the taxiway.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of January 2002, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as WEDNESDAY 16 JANUARY 2002. The location is not yet fixed. Watch for a reminder after Christmas.

OTHER NEWS

- There are new winter blanking plates for CZJ. The old ones became cracked, and could not be replaced. They have been superseded by a new design, which uses screws instead of the ¼ turn Dzus fasteners. These screws, and a screwdriver, are kept with the plates in the back of the aeroplane when not installed. They should be installed below -7C (20 F).
- Winter Operations. A separate one page note is being re-issued giving reminders on winter operations.
- Rules update : the new version is dated 26 November 2001, and labeled Rules15b.doc but the only changes are in phone numbers, with Jorge Abando being added, and Brad & Hal being removed.
- All club members should please be aware of the increasing pressure on Airport Operations and Flight Operations as we get closer to the end of the company fiscal year at the end of January. With the increased activities on the airport, under great time pressure, for engine runs, taxi tests etc, as well as flight operations, it is more important than ever for our flying to not interfere with company activities.

DISTRIBUTION

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ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 27 February 2002. Only nine members attended. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand for election, so the results were

Chairman	- John Hakner	Ext 3259
Treasurer	- Richard Libby	Ext 5091
Activities Co-ordinator	- Dennis Pyle	Ext 3322.

A report was presented on aeroplane usage during the 2001 calendar year :-

QKX Air Time	= 3323 - 3157	= 166 hrs	(134 in 2000)	
CZJ Air Time	= 3325 - 3094	= 231 hrs	(299 in 2000)	Thus Total = 397 hrs (433 in 2000)

A flight training report for 2001 was presented. During the year, the following students were in flight training :- Marco Mariotti, Dany Couture, Mark Suppanz, Rob Virtue & Petar Petrovic. Seyed Miri has now also just started flight training, in 2002. Only Mark Suppanz, completed a Flight Test in 2001. He is PPL number 78 for our club. There are now only 2 students from our last groundschool on the flight training waiting list, Nelson Martin & Sharon Kailan, with a small new intake of students soon to be signed up. For flight training in our club, RPP & PPL students must be registered owners of our aircraft (through lease agreements) and named on the C of R documents.

A financial report for 2001 was presented, and it covered a period of 13 months, in order to align the financial year of the Flying Section with the rest of the DHESC organization, and the Bombardier organisation (1 Feb to 31 Jan). This report showed Receivables of \$33,104 and Expenses of \$45,307 with a balance at 31 Jan 2001 of \$14,350. The expenses in 2001 included \$20,124 to Leggatt Aviation for the overhaul of the O-200A engine in QKX. Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines should be somewhere in the range from \$14,300 to \$19,800 at the end of 2001. There was some discussion of our financial situation, and it was pointed out that some of the costs of the recent engine overhaul may not have been fully captured in this statement (additional parts & labour), and the cost of refurbishing the two front seats in CZJ with new upholstery was also raised. New upholstery has now been purchased from Airtex and has been delivered. The cost of this refurbishment will be over \$1,100 Cdn. This led to discussions of aircraft rental rates, and a new assessment of break-even rental rates for our two aircraft was presented. The last rental rate increase was in 1999, when the rates of \$65 & \$72 were increased to \$68 & \$76. The Executive has determined that the rates do need to be adjusted upward slightly, to \$70 & \$80 for the C-150M & C-172M respectively (with a rate of \$85 for HopeAir missions in the 172). The rates remain based on tachometer time (not Hobbs time) with no tax. Our new rates are to take effect on 1 May 2002. Current rates at Toronto Airways are \$95 & \$105 per Hobbs hour (+ 7% GST) for similar aircraft. (About \$112 & \$124 per tach hr including tax)

An aircraft status report was provided by Dave Franks and Alan Vincent

QKX has now been flown with the newly overhauled engine. It is essential that the engine is 'broken-in' carefully, and so the aeroplane is only to be flown by pilots who have been properly briefed on the correct procedures (see below). The throttle, mixture and carb heat control cables are all new, and a new tachometer has also been fitted, and a new CHT probe. The oleo was fully serviced while the engine was out. It was dis-assembled from the engine mounting frame, to replace the top seal, (easier to do when the engine is out) and we hope this will fix the intermittent winter leakage problem. New exhaust stacks were fitted, and a new first aid kit. The 2-year recalibration of the transponder & Mode C encoder is now being done. The compass is just about to be serviced, to correct a small seepage of fluid.

CZJ has also just gone through its 2-year recalibration of the transponder & Mode C encoder. At the next 100 hr inspection, the plan is to remove the (very worn out) upholstery from the two front seats, and fit completely new blue upholstery, with new backing foam, as purchased from Airtex (www.airtexinteriors.com). The #1 Nav radio (Narco 122) has been intermittent for several months and is currently on the bench at High Tech Avionics at Buttonville. Testing has confirmed that the unit works as a receiver of localiser and glideslope signals, but not as a VOR. George at High Tech is seeking spare parts for repairs.

ANY OTHER BUSINESS - SALE OF SURPLUS AIRCRAFT PARTS

When the engine in QKX was overhauled, the decision was made to fit a new type of starter motor to the engine, from B&C (www.bandcspecialty.com). This is slightly lighter than the old unit, but more significantly it eliminates the starter clutch from the engine. Starter clutches wear out, are very expensive (over \$1,000) and can cause extensive and expensive damage to the engine if they fail (as we saw in 1990). Pilots should not notice any difference in operation of the starter. One consequence of buying this new equipment is that now we have a used but serviceable and certified starter motor and starter clutch for sale. These components will be advertised for sale locally, but if any club member can help in selling this equipment, please contact Dave Franks on 905-766-9820.

When this item was discussed at the AGM, the topic of wheel pants also came up, and the decision was taken to sell our wheelpants for the C-150M and C-172M. These are taking up valuable storage space and we do not use them. Some members think that they look great, and they might add a couple of knots to airspeed, but there are several practical disadvantages with them such as inspection of brakes and tires, inflation of tires, snow in the winter and rough grass fields in the summer, and paperwork in terms of weight & balance changes. We have a full set for the C-150M, but only the two main wheel fairings for the C-172M. These will be advertised locally, but again if any club member can help in selling this equipment, please contact Dave Franks on 905-766-9820.

The AGM ended at about 6:30 pm.

SUMMARY OF ENGINE BREAK-IN PROCEDURES

For the first 50 hours of operation since overhaul (approximately). This applies whenever new piston rings are fitted to one or more cylinders. The engine must be handled carefully and correctly during this break-in period, to ensure that the piston rings "wear-in" correctly against the cylinder walls. As the new rings wear-in against the new cylinder walls, friction is increased, causing increased localized heating. In extreme overheating cases, the piston may expand enough to touch and score the cylinder wall. The guidelines below are taken from Leavens Aviation published notes.

- | | |
|--|---|
| 1) Use only Mineral (non-detergent) oil. | BLACK BOTTLES instead of BLUE BOTTLES |
| 2) No circuits during first 10 hrs since overhaul | (need to avoid the extreme temperature variations) |
| 3) Keep ground running to an absolute minimum | (because of poor cooling airflow on the ground) |
| 4) Keep the mixture fully rich at all times in flight | (for cooler running) |
| 5) On take-off apply partial power, then at about 40 mph apply full power | |
| 6) After take-off, reduce power a bit (at a safe height) and keep airspeed 5-10 mph higher than normal | (for good cooling) |
| 7) Avoid large and abrupt power changes in flight | |
| 8) Cruise at 70-75% power, ref POH (not good to cruise at low power, need high pressure in cylinder to seat the rings) | |
| 9) Avoid power off glides, aim to keep at least 1500 rpm during approach | |
| 10) Allow engine enough time to cool between flights | (cool enough so you can safely rest your hand on the cylinders) |

These procedures are very important for the engine, and abuse may affect the warranty coverage, and may cause large costs to be incurred. When the oil consumption has reduced & stabilized, the oil will be changed from Mineral to the normal Ashless Dispersant oil, typically at about 50 hours since overhaul. Look out for placards or notices (eg inside the oil access door) that will advise of this change.

OTHER NEWS

- * Clocks change on the 7th of April. More daylight after work for flying.
- * Written exam passes ! Seyed Miri passed the PSTAR in March 2002, and has obtained his SPP.
- * Tires for the mainwheels of our aircraft have been upgraded from the standard 4 ply 6.00-6 to the optional 6 ply version of the same size tire. This gives much better tire durability for the same load. Maximum tire pressure for this 6 ply tire is 42 psi, compared to 29 psi for the 4 ply tire.
- * To be added to my e-mail list, at home or at work, please send a request to dlye@dehavilland.ca.
- * In July, World Youth Day is being held in Toronto, with some events on Downsview airfield (www.wyd2002.org) so our airfield will be closed for several days (currently 20-30 July is the expected closure period), with heavy security and maybe 1 million people on our airfield. The main question for us is, do we see the need to relocate one or both of our aircraft to another airfield, in order to continue flying. Would the additional cost (in tiedown fees) be justified? If you have strong views on this subject, please contact the FS Executive with your suggestions and/or your offers to help in the relocation.
- * As many will know, Mike Davy passed away on 8 March 2002. He was our first and only CFI, from 1974 to 1989. MCWD was one of the primary people who got our club going. He flew with dozens of our club members. He will be remembered.

DISTRIBUTION

via e-mail : J.Abando, S.Adam, C.Basham, L.Biderman, D.Couture, J.Cree, L.Daniels, K.Deme, P.Durdey, G.Fellmayer, D.Franks, B.Gormley, W.Grainger, J.Hakner, T.Hashmi, P.Herfray, A.Jahangir, S.Kailan, J-C.Lamy, R.Libby, D.Lye, B.MacKinnon, R.Magnaldo, N.McNeill, S.Miri, B.Moser, E.Pajnich, B.Peralta, P.Petrovic, B.Price, D.Pyle, J.Sargo, S.Schmidt, S.Sider, M.Solomon, H.Sosniak, K.Spackman, A.Szekely, B.Tsang, H.Villalobos, A.Vincent, R.Waller, (cc L.Kessler, M.Karsseboom, M.Garyfalakis)

via Richard Libby & snail-mail : J.Bonner, J.Branch, D.Dasilva, M.Edinger, A.Gafour, B.Gillies, V.Guerreiro, R.Jones, M.Kingston, A.Kitching, Also sent to selected alumni around the world.

AIRCRAFT STATUS REPORT

Since the last newsletter -

CZJ has had its #3 cylinder overhauled, involving new valves & guides, and re-honing, and the cylinder has been broken in with mineral oil. The Time-Between-Overhauls (TBO) for our engine is 2,000 hrs, and we are into the last quarter of that period now. Pilots should be aware that, with wear, cylinder compression is reducing and oil consumption is increasing. The engine is within limits for now, and with care may have a lot more hours before major overhaul. Please make sure CHT & Oil Temp stay within limits. New upholstery has been fitted to the two front seats. The #1 Nav radio (Narco 122) was bench tested and was found to work reliably as a receiver of localiser and glideslope signals, but not reliably as a VOR. It has been refitted and appropriately placarded. It still has some usefulness. It was not possible to repair the VOR function, as parts are no longer made for this unit. The #2 VOR still works fine. A new nosewheel tire has just been fitted, with a new inner tube.

QKX is in service. The nosewheel oleo seems to be holding pressure better now, in the cold weather, since it was overhauled earlier this year.

FLIGHT TRAINING UPDATE

Luke Biderman has now gained his Class 3 Flight Instructor Rating (FIR), and thus is now qualified to instruct in our club. Well done Luke.

The annual meeting to review and refresh the flight training waiting list did not take place in the fall. It is now planned for Wednesday 5th March 2003. This meeting is to update the existing list and accept new applications. Notices will be posted in the new year, announcing how to apply to learn to fly with the DHESC-FS, and also announcing the date of the meeting, which is when the application period will close.

The leases for the two aeroplanes are in the process of being renewed, with some names no longer required, and some new names being added, to permit some new students to receive flight training for the PPL & RPP.

Petar Petrovic achieved his first solo flight on 11 May 2002. Congratulations !

Seyed Miri achieved his first solo flight on 16 July 2002. Congratulations !

Humberto Villalobos and Ross Magnaldo have both achieved Night Ratings. Congratulations !

ACCESS TO OUR AEROPLANES DURING TEMPORARY LAYOFF

All employees who are working through the temporary shutdown should be getting stickers to attach to their ID badges. If you are not working here in this period then you will not get a badge, and you may not be able to get access to the site, unless accompanied by an employee who does have a sticker. The airfield is expected to be open for most of the period, as in previous years. Membership in the DHESC & Flying Section is not cancelled for employees who are affected by the current Temporary Layoff, so members may continue to fly. John Hakner has put out a separate email message on this subject with more details.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of February 2003, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as WEDNESDAY 26 FEBRUARY 2003, 4:30-6:00pm. The location is the Six Sigma Conference Room (Bay 1, Second Floor, South Wall, just West of the bridge to the Data Centre). There may be a reminder sent out after Christmas, with agenda, but you have now been advised of the place, date & time.

OTHER NEWS

- 20 years instructing ! Chris Basham has been instructing in our club since 1982 ! Well done Chris.

- Winter Operations. A separate one page note is being re-issued giving reminders on winter operations.

The winter blanking plates for the engine inlets should be installed below -7C (20 F).

- Pilots are reminded to make sure that all electrics are OFF when leaving the aeroplane, to avoid a flat battery (which we had recently after the Master Switch was left on).

- Pilots are also reminded to be cautious when assessing aircraft serviceability and airworthiness. If in doubt, it is a good idea to check with an AMEs (Dave Franks or Alan Vincent). Please follow our rules (C-7 & C-8) about reporting snags.

- If an unusually heavy landing occurs, this too should be reported, the AMEs can then conduct a special inspection.

- KEYS ! Please check flight bags, coat pockets, as we are mysteriously short of keys in the booking sheets binder .

de Havilland Employees' Sports Club - Flying Section
Newsletter #29 by D.Lye 7 May 2003

DISTRIBUTION

via e-mail : J.Abando, S.Adam, D.Band, C.Basham, L.Biderman, R.Caratao, M.Carter, D.Cisneros, J.Cree, L.Daniels, K.Deme, P.Durdey, G.Elliott, G.Fellmayer, B.Gormley, W.Grainger, J.Hakner, T.Hashmi, P.Herfray, C.Honey, A.Jahangir, S.Lahey, J-C.Lamy, R.Libby, D.Lye, B.MacKinnon, N.McNeill, S.Miri, B.Moser, J.Palmer, B.Peralta, P.Petrovic, B.Price, D.Pyle, A.Ristau, J.Sargo, H.Sosniak, K.Spackman, P.Stolz, A.Szekely, B.Tsang, G.Vanderham, H.Villalobos, A.Vincent, R.Waller, (cc L.Kessler, M.Karsseboom, M.Garyfalakis)

via Richard Libby & snail-mail : J.Bonner, J.Branch, D.Dasilva, M.Edinger, D.Franks, A.Gafour, B.Gillies, V.Guerreiro, R.Jones, M.Kingston, A.Kitching, Also sent to selected alumni around the world.

ANNUAL GENERAL MEETING REPORT

The DHESC-FS AGM was held on Wednesday 26 February 2003. Eight members attended. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand for election, so the results were

Chairman	- John Hakner	Ext 3259
Treasurer	- Richard Libby	Ext 5091
Activities Co-ordinator	- Dennis Pyle	Ext 3322

Also on the DHESC-FS Executive are David Franks (Chief AME) who can be reached on 906-677-9820, and David Lye (Instructor Representative) who can be reached on Ext 3806.

A report was presented on aeroplane usage during the 2002 calendar year :-

QKX Air Time	= 3409 - 3323	= 86 hrs	(166 in 2001)
CZJ Air Time	= 3620 - 3325	= 295 hrs	(231 in 2001)

Thus Total = 381 hrs (397 in 2001)

The flight training last year mainly involved the following students : - Petar Petrovic & Seyed Miri, both training for the PPL, and also Humberto Villalobos, Barbara Moser, Ed Pajnich & Ross Magnaldo, who achieved Night Ratings. Dave Franks did some training for the VFR-OTT Rating (completed in 2003).

There was a flight training waiting list meeting on Wed 12 March, to update the existing list and accept new applications. After this, the leases for the two aeroplanes were renewed. The following names were added to the leases and Certificates of Registration :- Jonathan Cree, Ronan Caratao, Arash Jahangir, Mark Carter, Graham Elliott, Gary Vanderham, Daniel Cisneros, Andrew Ristau, Sean Lahey & Dennis Pyle (for his daughters Katherine & Elizabeth).

The plan is to hold these waiting list meetings annually, in the fall, to keep this list up to date. Notices will be posted each September, announcing how to apply to learn to fly with the DHESC-FS, and also announcing the date of the meeting, when the application period will close. Access to the FlightSafety Twin Otter Simulator has been cancelled, but there are some prospects for future access to a fixed-base Flight Training Device (FTD) at Flightsafety.

A financial report was presented, covering 1 Feb 2002 - 31 Jan 2003. This report showed Receivables of \$30,279 and Expenses of \$26,042 with a balance at 31 Jan 2003 of \$18,588. Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines should be about \$26,000 at the end of 2002.

There was some discussion of our financial situation, relating to the fact that the DHESC has determined that it can no longer cover the entire cost of the insurance premium for the two aeroplanes, and increased fuel costs (\$1.10 per litre at last delivery). DHESC membership is down, and financial contributions from the company to the Sports Club, which have been a valuable help for about 30 years, have now stopped. One of the main things that pushes the insurance costs up is the fact that we are involved in ab-initio flying instruction, for the PPL and RPP. At the AGM, and at FS Executive meetings, there was some discussion of alternatives, such as selling one aeroplane, increasing rental fees and hourly rental rates, and adding a supplementary fee to the rental rates for instructional flights. The consensus at the AGM was that we should try to retain both aeroplanes, seek to reduce premiums by raising claim deductible amounts (taking more financial risk ourselves) and increase the annual FS dues, and the rental rates as required, with a supplement on the rental rates for instructional flights. The new rates have now been fixed, see below.

An aircraft status report was provided at the AGM :-

QKX is in service, with no recent issues.

CZJ has had a failure of the carb heat control, and this means that a new shaft was ordered, for the carb heat butterfly valve, together with new bearings and other new parts. The aircraft has now been returned to service.

NEW RENTAL RATES AND DHESC-FS ANNUAL FEES

As mentioned above, in the AGM report, it is necessary to revise the rates, to cover increased fuel costs and also to pay a portion of the insurance premium. The new insurance policy came into effect on 1 May 2003, and the best premium which could be obtained costs \$11,350. The DHESC-FS is contributing \$4,500 to the DHESC this year, as a partial contribution (40%), with the DHESC covering the rest. It is always the intention of the DHESC and the Flying Section Executive to keep all costs as low as possible for our members, but these increased rates are unavoidable, to break even.

The annual fee to join the Flying Section has been at \$20 since 1993 (when it was reduced from \$40). Now it is being increased to \$50, for all members including retirees. There will be no annual FS fee for people waiting to learn to fly, but the fee will be payable when flight training starts. The annual fee covers the calendar year, Jan-Dec, and there is no reduction for people who join part-way through the year. Our treasurer, Richard Libby, has already billed existing members \$20 for this year, but we can't afford to wait till January 2004 to put this into effect, so an additional amount payable will be added to all members accounts, to raise the annual fee for 2003 to \$50. This is still extremely reasonable compared to other flying clubs around Toronto.

The hourly rental rates are now as follows, based on tachometer time, starting at 12.01 am on Monday 12 May 2003 :-

C-150M QKX = \$80.00 per hour, for all flying except for RPP or PPL training

C-150M QKX = \$85.00 per hour, for RPP or PPL training

C-172M CZJ = \$90.00 per hour, for all flying except for RPP or PPL training

C-172M CZJ = \$100.00 per hour, for RPP or PPL training

If any flights are flown for Hope Air missions, an additional \$5 per hour is added to the rental rate, to cover the increased cost of fuel bought elsewhere. There are no plans at present to increase the instruction fee of \$15 per flight hour.

The tach sheet format has been amended, to start on 12 May, so that the PIC can easily identify whether a flight involved dual or solo training for the PPL or RPP.

OTHER NEWS

* To be added to my e-mail list, at home or at work, please send a request to dlye@dehavilland.ca.

* Alan Vincent's phone number at work is now 375-4586

DISTRIBUTION

via e-mail : J.Abando, C.Basham, L.Biderman, M.Carter, D.Cisneros, J.Cree, L.Daniels, G.Elliott, D.Franks, J.Hakner, A.Jahangir, A.Kitching, S.Lahey, R.Libby, D.Lye, B.MacKinnon, R.Magnaldo, N.McNeill, S.Miri, B.Moser, J.Palmer, E.Pajnich, B.Peralta, P.Petrovic, B.Price, D.Pyle, A.Ristau, G.Vanderham, H.Villalobos, A.Vincent, R.Waller
(cc L.Kessler, M.Karsseboom, M.Garyfalakis)
via Richard Libby & snail-mail : M.Kingston

Also sent to selected alumni around the world.

AIRCRAFT STATUS REPORT

CZJ is back in service after a couple of problems with the engine, which was running a bit rough, but only at low rpm. The magnetos were removed for bench testing, and repairs were made to both of them. That improved things, but it still wasn't idling properly. Then new gaskets and new hoses were fitted to the intake manifold, and all is well again. There was a small air leak, which has the greatest effect when intake suction is greatest, with the throttle valve closed. Also a new ADF antenna was fitted recently, when the old one snapped.

QKX has just been through it's annual inspection and has been released for service. There was evidence of a small intake fire, which had partly burnt the foam inlet filter, but which did not damage the carb heat butterfly valve or anything else in the area. (Have you read the POH procedures lately for dealing with an intake fire?).

QKX now has a new (very expensive) window latch on the RH side, with a new rubber window seal. Over time, the plan is to replace other window latches (on both aircraft) with the better new type (old type impossible to get). Please don't use the window latch to slam the door shut. Also the Nav-Com radio has a new display unit. Some surface corrosion under the baggage bay carpet has now been treated. New rudder stops have also been fitted (an AD kit) and the rudder hinge bushings have all been replaced.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of February 2003, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as Wednesday 25 FEBRUARY 2004, 4:30-6:00pm. The location is the Six Sigma Conference Room (Bay 1, Second Floor, South Wall, just West of the bridge to the Data Centre). There should be a reminder sent out after Christmas, with an agenda, but you have now been advised of the place, date & time. Please come if you can, to participate in your club.

NOTES FROM THE TREASURER

- Please indicate on the Tach sheet whether a flight is a training flight for PPL (or RPP) or for some other purpose. This can be sorted out in other ways, but it takes more time
- Please pay bills promptly when you receive an invoice, it shouldn't be necessary to chase club members for payment
- Note that each invoice covers only the period which is stated on it, so if the previous month's payment has not yet been made, you need to add it on yourself (but if payments are made promptly this will not be a problem)

OTHER NEWS & REMINDERS

- Winter Operations. A separate one page note is being re-issued giving reminders on winter operations.
 - The winter blanking plates for the engine inlets must be installed below -7C (20 F)
 - These plates are kept in a bag in the back of each aeroplane when not installed
 - Please use the engine pre-heater, as described on the Winter Ops note, it is very good for the battery & engine life
 - A new hose and thermocouple have been ordered for the pre-heater, should be here soon
- Please avoid excessive ground running, even in winter. It is normal for the oil temp to remain at the bottom of its range before take-off. The POH says the engine is warm enough for take-off after just 2-5 minutes, and as long as it accepts the smooth application of take-off power. Long ground running overheats the rear 2 cylinders (note CHT) & fouls plugs.
- It takes about 20-30 minutes at cruise power to get the engine thoroughly up to normal temperatures and boil off all the condensation, so please avoid short flights, especially in winter. Anything we can do to extend engine life saves money!
- First solo !! Mark Carter on 7 Dec 2003 Congratulations !!
- If you are one of the very few who receive this in hard-copy via our Treasurer, or from the booking sheets binder, and you would rather receive it by email at home or at work, please let me know at dlye@dehavilland.ca

DISTRIBUTION

via e-mail : J.Abando, C.Basham, B.Bateman, M.Carter, C.Contaldi, J.Cree, G.Elliott, D.Franks, J.Hakner, A.Jahangir, L.Kessler, A.Kitching, S.Lahey, R.Libby, D.Lye, B.MacKinnon, N.McNeill, B.Moser, E.Pajnich, J.Palmer, B.Peralta, D.Pyle, G.Vanderham, H.Villalobos, A.Vincent
(cc M.Karsseboom, M.Garyfalakis)

via Richard Libby & snail-mail : M.Kingston

Also sent to alumni around the world.

It has been a while since the last Newsletter of 17 Dec 2003, mainly because there was not much new to report, but now there is.

ANNUAL GENERAL MEETING REPORT (old news but better late than never)

The DHESC-FS AGM was held on Wednesday 25 February 2004. There were elections for 3 positions on the Executive Committee of the DHESC-FS. All incumbents stood again, and no other members chose to stand, so the results were

Chairman	- John Hakner	Ext 3259
Treasurer	- Richard Libby	Ext 5091
Activities Co-ordinator	- Dennis Pyle	Ext 3322

Also on the DHESC-FS Executive are David Franks (Chief AME) who can be reached on 905-677-9820, and David Lye (Instructor Representative) who can be reached on Ext 3806.

A report was presented on aeroplane usage during the 2003 calendar year :-

QKX Air Time	= 3518 - 3409	= 109 hrs	(86 in 2002)	
CZJ Air Time	= 3872 - 3620	= 252 hrs	(295 in 2002)	Thus Total = 361 hrs (381 in 2002)

There was a flight training report for 2003, with 5 students in training for the PPL - Petar Petrovic, Seyed Miri, Arash Jahangir, Mark Carter & Graham Elliott. Sean, Mark and Arash completed their first solo flights in our club in 2003. There were no PPL Flight Tests during 2003.

A financial report was presented, covering 1 Feb 2003 - 31 Jan 2004. This report showed Receivables of \$33,986 and Expenses of \$26,597 with a balance at 31 Jan 2004 of \$25,977. New in 2003 was a contribution of \$4,500 to the DHESC towards the insurance premium (of about \$11,000). For future years, it is anticipated that similar amounts will be paid by the Flying Section to the DHESC, as long as necessary. The Engine overhaul reserve fund calculations were presented, based on times since last overhauls. These calculations showed that a reasonable reserve fund for our two engines should be about \$31,000 at the end of 2003.

There was some discussion of our rental rates, but no change was made to the rates, for now at least. They remain at : -
C-150M QKX = \$80.00 per hour, for all flying except for RPP or PPL training; & \$85.00 for RPP or PPL training
C-172M CZJ = \$90.00 per hour, for all flying except for RPP or PPL training; & \$100.00 for RPP or PPL training
These rental rates are subject to change, depending on our costs. If any flights are flown for Hope Air missions, an additional \$5 per hour is added to the rental rate, to cover the increased cost of fuel bought elsewhere. Instruction fee is \$15 per flight hour.

FLIGHT TRAINING NEWS FOR 2004

Graham Elliott - First Solo 15 Feb 2004 ! PPL written exam pass 96% !

Seyed Miri - PPL Flight Test Pass ! - 14 August 2004 Congratulations ! PPL #79 for our club.

Mark Carter - PPL Flight Test Pass ! - 27 September 2004 Congratulations ! PPL #80 for our club.

Petar Petrovic - PPL Flight Test Pass ! - 3 October 2004 Congratulations ! PPL #81 for our club.

Graham Elliott - PPL Flight Test Pass ! - 28 October 2004 Congratulations ! PPL #82 for our club.

Luke Biderman decided to leave the company in October 2004, so we now have 3 Instructors who hold Instructor Ratings, and 3 Check Pilots who hold CPLs.

On Wed 22 Sept 2004, the annual flight training waiting list meeting was held, in the main cafeteria. Seven of the people currently on our list renewed their commitment, and there were nine new applicants, who were put into a lottery to set the sequence of these nine names.

AIRCRAFT STATUS REPORT

CZJ is in service, and has been getting a lot of use so far this year. There has been a transponder repair, and a repair to the wiring harness connected to the audio amplifier which sits on top of the glove box. The engine has now exceeded the nominal 2,000 hour Time Between Overhaul (TBO) interval, but like all privately registered light aeroplanes, the engine is maintained under the 'on-condition' program (Ref CAR 625 Appendix C). The engine is still well within its specifications for cylinder compression etc, and our AMEs see no reason, yet, to remove the engine for overhaul. It will be monitored closely, and conservatively. New parts have been ordered for the CHT gauge, as noted in the Journey Log, and this should be working again soon (not essential equipment, but nice to have).

QKX is also in service. There was a transponder repair with this aeroplane also, but nothing else significant to report.

UPDATES TO CLUB RULES (new version is dated 30 Oct 2004)

There have been two recent amendments to our club rules, as approved by our Executive Committee. One is to add a clause to the currency rule (C-1) which makes it clear that even if a club member stays current by flying similar a similar aeroplane elsewhere, some PIC time must be logged at Downsview, in the last 6 months, in our aeroplane(s) to stay current in our club.

The second change is to add a new rule (C-12, with later Items re-numbered) to require that if a pilot is delayed in returning to base, to the extent of exceeding the period that has been booked, then the pilot should (if possible) contact someone at Downsview, so that a note can be made in the booking sheets binder. We have had this requirement for years for extended bookings (eg overnight trips) but now it is in place for all flights. There have been one or two occasions recently where an aeroplane was late returning, without any explanation, and this can cause some concern for pilots who have later bookings, and others. If a pilot is delayed on the ground at another airport (due to weather, or delays in getting fuel, etc), then the pilot should call someone at Downsview, such as another club member, or possibly the Security Department (375-3044) or Airport Operations (375-3933).

Or, if airborne and delayed by avoiding weather (for example) it may be possible to contact Downsview advisory from many miles away. It is recognized that there may be times when it is difficult or impossible to communicate with 'home base' quickly, to get the message through, but this rule is still worth having, to make it clear what is expected. Pilots are also encouraged to fill in the Itinerary section of the bookings sheets, especially when planning a cross-country to another airfield, as a way to help keep people well informed of the whereabouts of our aeroplanes.

If delayed, a pilot may (or may not) also have to communicate this fact to amend a flight plan, or flight itinerary, as specified in the CARs (602.77 to 602.77). If using a Flight Plan or Flight Itinerary (for flights over 25nm) the need for communication to amend it depends of course on the ETA specified by the pilot, and also the Search & Rescue delay period specified by the pilot. A pilot may choose to set a relatively long SAR delay period, or a relatively short one, or not set one at all (in which case the default delay is 1 hr for a Flight Plan and 24 hrs for a Flight Itinerary).

OPERATIONAL INCIDENTS (& HOW TO AVOID THEM)

From time to time, as with Flight Operations everywhere, incidents of various kinds occur. It is important to inform our members of some aspects of them (but not necessarily all details) so that we can all learn from them. One type of incident relates to a simple mis-setting of the radio transmit switch in CZJ, with the pilot receiving clearly on 126.2, but transmitting on another frequency. Usually this is easily fixed if someone hears the transmission on the wrong frequency and corrects the pilot (but this doesn't work always, eg on ARCAL or ATIS freqs). A tip – for extra security in CZJ at Downsview both radios should be set to 126.2.

A second type of incident relates to the need to always check that the runway is clear before landing, especially when the advisory is closed. The runway may be occupied by ground traffic, aircraft or vehicles moving about, for many reasons (taxi tests, ground runs, runway inspection, etc) and while everyone is required to be on 126.2, it is wise to be cautious and not to automatically assume that the runway must be clear. If in doubt, especially at night, fly an inspection pass before landing.

Another incident relates to a 'stuck mike' problem. Our radios (except #1 COM in CZJ) have an indicator to show transmission. There is a small wire (often called a key line) which links the hand microphone and the intercom microphone, and which can have multiple routings to the radio(s) for redundancy. Any short to ground, anywhere on this wire, will lead to uncommanded transmission, which is detectable on the radio display. Something to be aware of. We had this problem with CZJ, and the intermittent fault has now been found and fixed. As there is a transmit select switch on CZJ, it was possible to receive normally, on one radio, as long as the transmit switch was set to the other radio which was turned off.

A reminder – all radio traffic on 126.2 is automatically recorded (24 / 7) which is frequently useful to help sort out what exactly happened after an incident occurs.

FLYING SECTION AGM - ADVANCE NOTICE

This must be held before the end of February 2005, and includes elections for the posts of Chairman, Treasurer, and Activities Co-ordinator. The date of the meeting has been set as Wednesday 23 FEBRUARY 2005, 4:30-6:00pm. The location is the Q Series Conference Room (Bay 1, Second Floor, North Wall, just East of the East stairway down to Bay 2). There should be a reminder sent out after Christmas, with an agenda, but you have now been advised of the place, date & time. Please come if you can, to participate in your club.

OTHER NEWS & REMINDERS

- Aviation Medicals at Downsview. Many of our members may remember DCIEM at the North side of the field, which is now one site within Defence Research & Development Canada (DRDC). The DHESC has long had a policy of allowing DND Downsview staff to join our Sports Club, and we have one new member from DRDC (Commander (Ret'd) W.A.(Bill) Bateman, MD, CD, Dipl.Av.Med., Co-Chair Central Medical Board). Also at DRDC is Dr. Gary W. Gray MD, PhD, FRCPC, Consultant in Medicine, who is interested in joining our club. Dr. Gray is qualified as a Civil Aviation Medical Examiner (CAME) and he has offered to provide Aviation Medicals for our members, for a fee of \$75 (or \$125 if being reimbursed by an employer). As a government agency, the DRDC does not actively seek civilian clients, but can provide a complete aviation medical service (including ECG) for any of our club members who do not currently have a CAME and who wish to use DRDC. For more information please contact Dr. Gary Gray directly, via Gary.Gray@drdc-rddc.gc.ca or 416-635-2015.
- DRDC TOUR. More information on DRDC Toronto is available at www.toronto.drdc-rddc.gc.ca and our members are encouraged to have a look over this site. In response to an offer by Bill Bateman, a DHESC-FS visit to tour this facility has been scheduled for 5-7pm on Monday 22 Nov 2004. To get to the site, turn South off Sheppard, onto Yukon Lane (at the first traffic lights West of Allen Road). Visitors (that means us) need to check in at the Guardhouse there. 5pm start time. Please contact D.Lye if you plan to participate on this tour (just so we have an idea of numbers).
- Winter Operations. A separate one page note is being re-issued giving reminders on winter operations.
 - The winter blanking plates for the engine inlets must be installed below -7C (20 F)
 - These plates should be kept in a bag in the back of each aeroplane when not installed
 - Please use the engine pre-heater, below about zero C, as described on the Winter Ops note, it is very good for the battery and for engine life
- Please avoid excessive ground running, even in winter. It is normal for the oil temp to remain at the bottom of its range before take-off. The POH says the engine is warm enough for take-off after just 2-5 minutes, and as long as it accepts the smooth application of take-off power. Long ground running overheats the rear 2 cylinders (note CHT) & fouls plugs.
- It takes about 20-30 minutes at cruise power to get the engine thoroughly up to normal temperatures and boil off all the condensation, so please avoid short flights, especially in winter. Anything we can do to extend engine life saves money!
- If you are one of the very few who receive this in hard-copy via our Treasurer, or from the booking sheets binder, and you would rather receive it by email at home or at work, please let me know at david.lye@aero.bombardier.com

----- End of Newsletter Series ----- Issue 1 to 31 ----- 1990 to 2004 -----