

FEBRUARY 2021

# THE BEACON

*Calgary Flying Club's Monthly Newsletter*



## One Club Initiative Update

*Board of Directors*

On behalf of the staff and Board of Directors at the Calgary Flying Club, THANK YOU for taking the time to fill out our 2021 Member Survey. We received over 280 responses and are currently reviewing all of the results and prioritizing areas that we can improve based on your feedback.

We are thrilled with the engagement that we have seen so far with our CFC Speaker Series events and additional educational opportunities and are looking forward to being able to provide more face-to-face events when we are allowed, and it is safe to gather again.

As always, we are happy to hear from our members. If you ever have ideas or suggestions for our club, please send an email to our Member Relations Coordinator, Micaela Widmer, at [membership@calgaryflyingclub.com](mailto:membership@calgaryflyingclub.com).



HERE'S WHAT'S HAPPENING

ONE CLUB INITIATIVE

MEMBERS

FLIGHT TRAINING



CONNECT WITH US!



# Members

Event highlights & announcements, training information & anything else YOU need to know!

## CFC Speaker Series

by CFC GM & CFI, Terry St. George

Our January Speaker Series introduced CFC members and supporters to Matthew Oliver, CD, P.Eng. Matthew presented on the Regulatory and Engineering Failures of the BOEING 737 Max. After serving in the Canadian Armed Forces for 20 years as an aerospace engineer, Matthew is currently the Chief Regulatory Officer and Deputy Registrar at APEGA.

With our highest number of participants yet, the presentation was engaging and very informative. THANK YOU Matthew for spending an evening with the CFC!

As part of the One Club Initiative, we are aiming to have two speaker series events a month; one focused in flight training/education and one focused on general aviation topics.

Join us on February 11 for our webinar on the Garmin GTN 750 GPS System.

[Register Here](#)

### 737-8 Ground Rules

- Change limited to that required for the Significant Change (Engines/Noise)
  - Maintain current 737NG Stability & Control (S&C) handling characteristics ←
  - Maintain manual reversion of primary flight controls
  - No engine interchangeability/intermix required with existing 737 family
  - No degradation to interior noise
  - Maintain Code C wing span; less than or equal to 118 feet.
  - No change in passenger cabin length from 737-800
  - Flight Crew Difference training level no greater than level B from 737NG family ←
  - Design weight increases only to accommodate OEW increase of New Engine and to achieve Payload-Range capability equivalent to 737NG family.
  - No change to Maximum Cruise Altitude
  - No change to Maximum Cruise Speeds
- 2013 Boeing presentation to Southwest



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## Gone West In Memoriam

Lifetime Member and former CFC President Dr. Johann van der Merwe passed away on January 27, 2021. Johann was passionate about aviation and made a significant contribution to the Calgary Flying Club by spending multiple years as a Sustaining Member and volunteering on the Board of Directors. He was always one of the first people to sign up for an event that supported the aviation community. We will miss his good nature and sense of humor.

CFC member Carl Picken passed away at home on December 29, 2020. Carl was a true adventurer and enjoyed learning about the history of aviation at Calgary Flying Club events in order to quench his never ending thirst for knowledge.

On behalf of everyone at the CFC, we would like to send our sincere condolences to both families.



Dr. Johann van der Merwe 29/08/1958 - 27/01/2021



Carl Picken 05/11/1966 - 29/12/2020

# Flight Training

Ground School Info, Private Pilot's License, Commercial License & Other Ratings

## CFC from a Students Perspective

*featuring Michal Bystersky, Current CFC Student*

We asked current student Michal Bystersky a few questions about his experience at the Calgary Flying Club. Here is what he had to say!

### What made you decide to come to CFC for your flight training?

The CFC has great resources for learning and studying, as well as a positive workspace for prep work and study! The staff are also very friendly and will help you or find someone who can help you if you need it! I left the CFC with a feeling of “I belong here” and “people actually care about me”, so this is ultimately what made me end up choosing the CFC over other flight schools!

### Did you know...

Calgary Flying Club Instructor and Board Member Lenora Crane was awarded the 2020 Chief Flight Instructor's Award for her contribution to Aviation Solutions' Flight Instructor Refresher Course, their schools, students colleagues, the aviation community and industry at large.

**Congratulations Lenora!**



Photo by Michal Bystersky

# Flight Training

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## **What are your goals after your flight training is completed?**

My main goal has always been to be a teacher of some sort, and since I love aviation and want to teach, being a flight instructor is a job I believe I would really enjoy and excel at! My goal towards the future is to complete as many ratings as I can, each rating has specific knowledge criteria that you must learn and understand, and this will allow me to understand more information that I likely wouldn't otherwise! I also love mechanics and how machines work. I will likely go back to school to study Aircraft Maintenance Engineering or a vehicle mechanic! I think it could really help me be a better flight instructor knowing more about aircraft systems and the general engine and aircraft operation!

## **Do you think your training at CFC is preparing you in a meaningful way?**

Yes! The CFC has put in time and effort to ensure the students receive the best possible training they can. To start, we fly in a very high traffic airport, which by the time training is complete, you will feel confident to fly in and out by yourself! The instructors also have meetings where they discuss ways they can improve the training and safety experience! Also, the instructors have a lot of experience flying and want to help you succeed in your training and do well! Their knowledge and experience goes a long way, from helping you debrief and work on areas where you didn't do so well, to little suggestions on how you can improve and some fun facts along the way! And the instructors will always strive for you to be a better pilot, even if you're quite good! This is a very important aspect of training anywhere because you never stop learning, and you should never stop putting in effort to perfect your skills! This aspect alone will set up students for success, whether they want to fly commercially, or recreationally!

# Flight Training

Ground School Info, Private Pilot's License, Commercial License & Other Ratings

## What is your favorite part about being a student at CFC?

My favorite aspect of being a student at CFC is the instructor knowledge that the CFC instructors have. Every now and then something pops up that you can't answer yourself and you can't find an explanation for. I have asked many of these types of questions, and there will always be someone there who can answer your question and explain it in depth, or help you look for the answer and then explain it to you!

## How has COVID impacted your flight training experience?

Covid has impacted many people and industries for the worse. For flight training itself, we ended up being quite fortunate that training can continue! And apart from the mandatory mask and extra sanitation, which are minor annoyances especially in the summer (it gets very hot) and the social distancing of course, it didn't really take away the training aspect much. However, it does take a huge hit especially for time building or taking up friends flying. Because of Covid, only family members are allowed to fly with the pilot. Many instructors have taken up friends and neighbours and split the bill with them during their time building for their commercial license. That is not currently possible with the restrictions, which is quite a blow in the fact you're paying for all the flying, and you can't take up friends flying. This is a big deal for students who need to have a student loan in order to fly, any amount you can save will help you greatly, and especially with flying being so expensive.



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# Flight Training

Ground School Info, Private Pilot's License, Commercial License & Other Ratings

## CADORS and SMS; Systems Working Together for a Safer Flying Environment

by Mindy Benson, CFC Safety Officer

On January 10th, a Calgary Flying Club aircraft, departing runway 26 was issued a standard departure, South Ghost Route (climb runway heading to intersect Hwy 22, turn NW to Jumping pound, continue until over Ghost Lake Village.). The aircraft turned and was observed a ½ mile north of the departure path. Aircraft flying inbound on the North Ghost Route could have potentially been a conflict. On January 12th, another Calgary Flying Club aircraft was given runway heading on departure and deviated from that restriction. CADORS were issued for both of the above incidents.

CADORS, Civil Aviation Daily Occurrence Reporting System, collects abnormal aviation occurrences on all Canadian registered aircraft. Abnormal can be defined as deviating from what is normal or usual. Two examples are listed above but anything out of the ordinary, such as an aircraft that needs to shut down during taxi or return for landing due to magneto problems, would also fall under the abnormal category and would result in a CADORS. The reason this information is tracked is to improve and ensure a safer flying environment for everyone.

# Flight Training

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The examples above are two of the most common CADORS issued at Springbank airport and fall under the navigation error category but potentially involve a greater risk for conflict. Springbank airport has published arrival and departure procedures for VFR traffic which can be found in the CFS under the procedures (PRO) section. When ATC issues a clearance that differs from one of the published routes, it is often due to other traffic in the area and to ensure safety, this is how separation is provided by ATC. An altitude restriction is often issued along with a takeoff clearance and must also be followed. Just as when flying inbound, aircraft will often be restricted to 5500ft until circuit traffic is spotted.

At the Calgary Flying Club, safety is a priority. CADORS help us identify areas where safety could be improved. The CADOR system, along with our SMS (Safety Management System), allows us to highlight common errors and work as a group towards a

reduction in those errors. The two incidents above can be attributed to memory failure and could have been avoided by copying down ATC clearances, instructions, and restrictions.

We encourage all pilots to note deviations from the norm, whether that be repeating instruction, copying them down or, ideally, both, allowing all of us to work towards a safer flying environment.

Please contact [safetyofficer@calgaryflyingclub.com](mailto:safetyofficer@calgaryflyingclub.com) if you have any questions!

## Upcoming Events

**Garmin GTN 750 Webinar with John McEwen** - February 11, 2021 7pm [Register Here](#)

**Rusty Wings Webinar with Zeina Ellahib** - February 18, 2021 6pm [Register Here](#)

# CFC Classifieds

## *2008 Cessna Turbo 182T Skylane*

**Serial Number:** T18208816

**Registration:** CFVVZ

**Condition:** 9/10 Exterior & Interior

**Location:** CYBW, Always Hangared

**Last Annual:** May 2020

**Description:** Cessna T182T Skylane with G1000. Very well maintained and is in great condition. No damage history. Garmin G1000, SVT, ADS-B Out, GFC700 Autopilot, WAAS. Long range fuel (87 US Gals. Or 7 hours), 20,000 ft max operating altitude (725 FPM climb at 20,000 ft and 3100 lb. gross weight). Excellent IFR Aircraft.

**\$345,000 USD**

Contact Al at 403-819-7611 or Bob at 403-807-5151 for more information.

The CFC is not responsible for any transactions that take place between CFC Members.

## CFC Trivia

In 1929, we were the second largest flying club in the World with 1100 members. That was about 2% of the City's population. To put that in perspective, if we had the same percentage today the Club would have 26,000 members.

The Club's predecessor was the "Calgary Aero Club" which operated from 1919 to 1925. Fred McCall was involved in the organization of both clubs. On August 8th, 1919 Captain Ernest Hoy made the first flight across the Canadian Rockies from Vancouver to Calgary. He arrived in Calgary after sunset and members of the Club set out small fires to mark the airfield so Hoy would be able to land safely.

