

JULY 2021

THE BEACON

Calgary Flying Club's Monthly Newsletter



Renting the C-T182T

Greg Morsky, CFC Treasurer

As I pushed the throttle full forward on the T182T, the smile grew across my face as the engine instrument read a full 32" and propeller raced above 2400 RPM. Pilots are aware of standard atmospheric pressure being 29.92" of mercury, the turbo charger on this aircraft was artificially increasing the internal pressure inside the engine well above ambient, allowing it to combust more fuel than a naturally aspirated engine, resulting in more power and performance. Even with only 1,547 feet between the piano keys on this runway and some trees beyond that, the power and acceleration gave me comfort the aircraft would clear the obstacles. Soon after the wheels left the pavement, the rate of climb indicator showed an initial climb of 1,000 fpm. The procedures after clearing the obstacle at the end of the runway until reaching cruise are more complicated than a flight training aircraft, yet far more rewarding. The additional weight of the control surfaces felt on the yoke let you know this was a larger plane than its 172 cousin.

To quote my flight instructor, "the modern Cessna 182 has a very fancy flight deck for a not so fancy airplane" making it the perfect airplane to fly beyond the practice area. With a TAS of 140kts, the airplane has the best cost per mile of the CFC fleet when you are ready to go further afield. Airbus and Boeing aircraft don't even have a touch screen GPS like the Clubs T182T.

HERE'S WHAT'S HAPPENING

CESSNA T182T

MEMBERS

FLIGHT TRAINING



CONNECT WITH US!



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I've progressed from flying to Sundre with Club Cessna 172's to flying across Canada and even into America. It was a large mental hurdle to move from an easy four hour rental booking to an overnight adventure at an airport in a different province. I still remember the excitement of tying down C-FMTF at CZNL before walking into town with my overnight backpack. My passengers also loved the excursion more than flying touch-and-go circuits. I did have some trepidation the next morning, planning my return departure and talking on the phone with the weather briefer. The flight training provided by CFC gave me the tools to make good decisions and flexibility in my booking to only fly when I felt comfortable.

Flying is more than a short return flight from CYBW; it's about travelling to different airports and locations. The Clubs' rental T182T is the perfect airplane to progress your flying. The experience of flight coupled with the freedom to travel the less beaten path and see the world from altitudes few have the privilege and opportunity to.

Over the past year, the Calgary Flying Club has invested in a C-T182T to provide comfort and performance to its members and their passengers. To our knowledge, this is the only commercially rentable T182T in Canada. The Calgary Flying Club T182T rental program will only be a success if members complete their Check-Out on this fantastic machine and rent this summer. As mentioned, the price per mile is the best in the fleet at cruise. Your rental budget for the year could easily be less than a comparable Cessna 182 owners Annual Inspection.....and they haven't even left the ground.



JULY 2021 RENTAL PROMO

**10% OFF FOR ALL SOLO
RENTAL FLIGHTS AFTER
6PM FOR THE MONTH OF
JULY.**

INCLUDES ALL AIRCRAFT





Members

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

Planning for the Future

Bill Beaton, CFC Building Task Force



CAV - OK GRILL NOW OPEN!

**MONDAY - SATURDAY 10AM - 3PM
SUNDAY - CLOSED**

The leadership of the CFC Board of Directors and Sustaining Members continue to investigate facilities and aircraft needs to serve the objects of CFC as a not-for-profit organization.

A Building Planning Task Force was formalized in early June with the following Sustaining Members serving: Bill Beaton, Mike Anderson, Gerry Galambos, Harvey Fairfield, Paul Holscher and Neil Rutherford.

The Task Force is currently focused on Needs Assessment and understanding financial and other constraints. To get input into this phase, the Task Force plans to have a meeting with Sustaining Members in July followed by a “Town Hall” for all Members and interested stakeholders. We value all input and will plan multiple opportunities for members to be involved as we plan for the future facilities. Watch for updates and announcements.





Members

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

Filing Flight Plans at CFC

Our team is constantly working towards providing the safest and most efficient environment that we can. Our most recent process improvement has to do with flight plans for our fleet.

The Safety Team at CFC has set up master flight plans for our fleet. When filing, please ask for the master profile for the aircraft you are in.

As these aircraft are used by many people, please be mindful of filing with Foreflight or the online system on the CFPS website as this will create a new template that may be used by the next person who files under that registration.

If you have questions regarding this new system please email safety@calgaryflyingclub.com



Upcoming Events

CFC Speaker Series July 22, 2021
Border Crossing Protocol Part 17 - 8pm
[Register Here](#)

CFC Speaker Series August 19, 2021
Border Crossing Protocol Part 2 7 - 8pm
[Register Here](#)

Saturday Sortie to Cutbank, MT, USA
August 21, 2021
Details TBA; Book your aircraft today!
[Register Here](#)

C-T182T Ground School August 16 & 17
6:30 - 9pm both nights
[Register Here](#)

Reno National Championship Air Races
Group Fly out to Reno, NV, USA
September 15 - 19, 2021
Please Register for Border Crossing Sessions for more information.

Flight Training

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

CYBW SAFETY NEWSLETTER



Volume 1 / Issue 2

Effective Communication at CYBW

The key to a safe airspace is effective communication. This not only helps prevent potentially dangerous misunderstandings, but makes the entire operation more efficient. In this newsletter, we will review a few tips for effective communication with ATC.

What do I say, and who do I say it to?

Who you are talking to will determine what information is important at that moment. Here is a summary of what each controller is expecting to hear at each initial call.

Outbound from CYBW

Ground (121.8) - Make your initial call with all the pertinent information for your flight. This includes: type, full ident, location, ATIS received, and destination/altitude. Example: "Springbank Ground, this is Cessna 172 GABC on Delta with information Bravo, requesting Madden at 6500." Your taxi instructions will include which frequency to contact for departure. This could be 120.7, OR 118.2. Listen carefully for which one is given! A full readback of taxi instructions is not necessary. We only expect the readback if the clearance includes a "hold short" instruction. Otherwise, your ident is sufficient as an acknowledgement. If the clearance includes crossing a runway, or something irregular, it wouldn't hurt to include that too. "Taxiing across RWY 26, tower holding short, GABC."

Inner Tower (120.7) - Once your run-up is complete, taxi to the Hold Short line, and make your call from there with any special departure requests. The assumption is that if you're at the line, you are ready. "Tower, GABC is holding short RWY 35, ready for departure, requesting a short delay."



Flight Training

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

*Keep in mind, some days you will be given 118.2 for departure. Follow the same script above in this situation.

Outer Tower (118.2) – Once you have been cleared for takeoff, the standard departure instruction is to climb on RWY heading, not above 5000'. As soon as safely able, check in on 118.2 with your position, and passing altitude. "Outer tower, GABC is airborne off RWY 35, climbing through 4200". Tower needs to verify your altitude readout before you switch frequencies to Calgary Terminal, so providing your altitude on initial contact saves an extra transmission (and reduces frequency congestion).

Terminal (128.7) – On initial contact with Calgary Terminal, provide your ident and requested altitude. They will already see your destination and routing, as you gave this information to Ground.

Inbound to CYBW

Terminal (128.7) – Inbound to CYBW, provide Terminal with your ident, current altitude, and request (landing, simulated approach, other special requests).

Outer (118.2) – After being switched to 118.2 by Calgary Terminal, check in with your type, ident, position, altitude, and request. "Outer tower, Cessna 172 GABC over Cochrane at 6000', requesting circuits". If you are conducting approaches, tell us the approach you are currently on as well as what you wish to do next. "Outer tower, Seneca FABC 10 south at 6000' on the ILS35, another ILS35 next." Listen carefully for communication transfer information. Again, providing your altitude on initial contact helps avoid extra transmissions.

Inner (120.7) – Give your ident, and your position. That's all the information the inner controller needs, as you should have already stated your intentions to the outer controller. "Inner tower, GABC inbound, crossing highway 1A".

Ground (121.8) – Once you've cleared the runway, pull well forward to make room for another aircraft to exit behind you. When you're ready to taxi, call ground with your position, and destination on the field. "Ground, GABC on A1, requesting taxi to south Delta."

Flight Training

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When in doubt, more information is better than not enough!



Don't Be THAT Pilot!

Frequency congestion can be very frustrating. Even more frustrating is having to repeat yourself because another pilot stepped all over your transmission. Before making a transmission, take a moment to listen to what's happening. Did the controller just issue an instruction to somebody? Are they calling an aircraft? Let the aircraft being addressed answer the controller before keying your mic. It'll make everybody's life easier. Nobody likes to be blocked!

"Hold Short!"

Every "hold short" instruction requires a FULL readback. Your aircraft ident is not sufficient. "Holding short" without your ident is not sufficient. When issued an instruction to "hold short", read back the hold short instruction verbatim, with your ident.

"Tower, GABC is holding short runway 17, ready for takeoff."

"GABC, negative, hold short runway 17."

"Holding short runway 17, GABC."

