

JUNE 2021

THE BEACON

Calgary Flying Club's Monthly Newsletter



Easing Restrictions at CFC

Micaela Widmer, Member Relations Coordinator

It looks like all of the COVID-19 madness might be coming to an end soon, which I'm sure we are all looking forward to!

I wanted to thank all of our members, students, renters and supporters for your patience and understanding with restrictions and changing rules. We will be keeping all of our current COVID-19 protocols in place until AHS allows us to change them and we feel that easing restrictions is the safest thing to do for our community.

We are looking forward to eventually getting back into the physical classroom, in the groove with Saturday Sortie's and other fun in person events!

In the meantime, check out our Upcoming Events section of this newsletter and if there is CFC Speaker Series that you missed and are interested in seeing, let me know and I can send you the recording!



membership@calgaryflyingclub.com

HERE'S WHAT'S HAPPENING

COVID-19 UPDATE

MEMBERS

FLIGHT TRAINING



CONNECT WITH US!





Members

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

Gone West



Robin Gill 1955 - 2021

It is with great sadness that we bring news of the sudden passing of Robin Gill, on May 15, 2021, from a fall in his home.

Robin was a Calgary Flying Club standing board member for the last 3 years, and an active member since 2012.

Robin will be lovingly remembered by family; his wife Jennifer, his brother Peter Gill (Pilot), and his three other brothers living on the West Coast. He will also be forever remembered by the 'Pilot Pub Gang'; Janet, Julie, Shawna, Bob, Brent, Kevin, Geoff, Rod, Ron, Scott along with many members of the Calgary Flying Club.

Robin was the 'Gentleman Pilot and Professional', always passionately sharing his infinite knowledge and stories. Forever social and always positive, the Robin we knew and loved was always willing to step up and help whenever needed. We were blessed with his humble humor and will be deeply missed.





Members

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

Gone West

Spencer Thompson 1953 - 2021

It is with heavy hearts that we announce the passing of our aviation friend, Spencer Thompson, to the COVID-19 pandemic in Seattle while returning from a winter home in Costa Rica.

Spencer was life-long aviation enthusiast rooted at Springbank airport and most recently at Salmon Arm, BC.

Spencer owned and flew an array of aircraft. More recently, he owned a FI Rocket, a Maule Amphibious Float Plane and lastly a Mooney 231 with his son.

The photo on the right is from a Calgary Flying Club group fly-out (Circa 2010) originally headed to an EAA event in Quebec but diverted to the Reno Air Races for weather.



Spencer Thompson

1953 - 2021

Gone West - May 1, 2021

Members

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

Keeping Current at CFC

To ensure that all of our members are aware of the Transport Canada and Calgary Flying Club currency requirements, we will be posting them in this newsletter from time to time. We are also working on updating the website to ensure that ALL important information is posted in an easy to find and easy to read format.

PPL Holders - Must have flown within the past 90 days to rent. If this has been exceeded, a COT with an instructor must be conducted. To rent at night, a night COT must be completed with an instructor. If a night COT has already been completed, the pilot must have flown at night within the last 180 days AND flown within the past 90 days.

CPL Holders - Must have flown within the past 180 days to rent. If this has been exceeded, a COT with an instructor must be conducted. If they would like to rent at night, they need to complete a night COT. To rent at night, a night COT must be completed with an instructor. If a night COT has already been completed, the pilot must have flown at night within the last 180 days.

When a renter completes a night COT they are able to fly during the day provided they keep their currency up. Daytime COT's only permit the renter to fly during the day until a night COT is conducted.

All pilots, regardless of license type must complete an Annual Check-Flight to rent from the Calgary Flying Club.

When booking, we will be asking more questions to renters about their currency as so that we can book a COT if required. *This is NOT meant to "check-in" on renters*; it is just a proactive step to ensure that members do not end up in a situation where we have to cancel a flight due to currency requirements not being met.

If you have questions regarding currency, please email DispatchManager@calgaryflyingclub.com

Flight Training

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

CYBW SAFETY NEWSLETTER



Volume 1 / Issue 1

The “5500” restriction – what you need to know

A frequent source of confusion at CYBW is the 5500' restriction issued by ATC for inbound aircraft. Here we will focus on common misunderstandings surrounding this issue.

Why am I restricted to 5500'?

As one of the busiest VFR airports in the country, CYBW has implemented specific routes and procedures to provide an efficient and safe control service. Inbound aircraft are restricted to 5500' to keep them clear of circuit traffic, and helicopters, both of which operate at an altitude of 5000'.

So when can I descend?

Descent is only authorized when the restriction is explicitly cancelled by ATC. Being cleared to a point in the circuit (downwind, base, final) does NOT include a descent to circuit altitude. A clearance to descend may come in different forms, such as “Descend when ready”, “Altitude restriction cancelled”, or “Altitude/descend at your discretion”.

I've spotted my traffic. Can I descend to follow?

Controllers will often point out traffic to follow in the circuit. Spotting your traffic does not mean you are cleared to descend, even if that traffic is at a lower altitude.

When in doubt, ASK!



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Communication is key

Flying in busy, controlled airspace can be intimidating, and overwhelming. The most important thing to remember is that ATC is here for YOU, the pilot. If any instruction is unclear, it is a pilot's responsibility to seek clarification. Controllers would rather repeat themselves, or re-explain an instruction, than have to issue collision avoidance instructions. If you can't remember being cleared to descend, query the controller.



Upcoming Events

CFC Speaker Series - Topic TBA - June 24, 2021 7pm

[Register Here](#)

**PPL Online Ground School
June 21 - August 31**

[Register Here](#)

**CPL Online Ground School
June 22 - September 14**

[Register Here](#)

