

AUGUST 2021

THE BEACON

Calgary Flying Club's Monthly Newsletter



Seaplane Rating Update!

Sean Fowler, CFC Instructor

Sean has been heading up the Seaplane Rating program at CFC this summer and we asked him a few questions about the experience so far.

Walk us through a first Seaplane lesson!

After an initial ground-briefing and familiarization with the airplane, we head out to the Practice Area to become accustomed to the airplane with some upper-air work including Steep Turns, Slow Flight, and Stalls. Once the student is comfortable with the way that XPW feels on floats, we descend down for an inspection of the lake to determine the most desirable spot to conduct some circuits by assessing wind direction, water conditions, and boat traffic. Once we have our spot picked out, I will demonstrate seaplane circuit procedures and then Touch-and-Go, followed by the student being walked through their first seaplane landing. After a few tries at this, we'll move onto a Stop-and-Go, so the student can see how the airplane gets off-of, and on-to, the "step". Once they've had a demonstration of this and tried it themselves a few times, we'll head back to CYBW for a circuit or two on wheels, before a post-flight debrief.

HERE'S WHAT'S HAPPENING

FLOAT RATING

MEMBERS

FLIGHT TRAINING



CONNECT WITH US!



Members

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

Are there common areas of challenge that you're finding with your current students?

Our biggest challenge this season thus far is the conditions. The smoke seems to be ever-present, and seaplanes (especially 172 amphibians) don't like 6000'+ density altitudes!

Why should someone get their seaplane rating?

I believe people should consider getting their Seaplane Rating because it is a type of flying that is unlike any other. The freedom of being able to pull the aircraft up onto a beach for lunch and a swim is fantastic, and really allows you to get out in-to nature in a way that is unique in aviation.

As an Instructor, what is the best part of teaching this rating?

My favourite part of teaching the Seaplane Rating is being able to introduce students to this unique type of flying and being challenged every time we head out. The weather, water, and boats guarantee that no two days are alike.

Are there any advantages to getting this rating at CFC as opposed to somewhere else?

An advantage to doing your Seaplane Rating at CFC is the ability to do so on an Amphibious Seaplane. Having landing gear in the floats adds another layer of complexity and it is a rarity to have the opportunity to fly an aircraft like the one we have at CFC.

CAV - OK GRILL NOW OPEN!

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

Looking for a career in aviation?
Check out the listing at
Executive Flight Centre!

[Job Listings](#)

**Executive
Flight Centre**

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Become a CFC Sustaining Member

Micaela Widmer, MRC

If you are an aviation enthusiast and willing to volunteer time to support the not-for-profit purposes of the Calgary Flying Club, becoming a Sustaining Member is for you!

In addition to volunteering your time to support Club events and goals, Sustainer's are also voting members. This allows you to have a voice at the monthly sustainers meetings, as well as at the Annual General Meeting in December.

In order to apply to become a Sustaining Member, please contact me at membership@calgaryflyingclub.com and I'll forward your expression of interest onto the appropriate folks on the selection committee! They will be able to provide more information about the role, expectations and selection process.

Upcoming Events

**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](#)**

**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 3

Common frequency areas & updated routes

With the recent publications of the Calgary VTA and CFS, many changes have been put in place in order to make the airspace around Springbank and Calgary safer and easier to travel within.

- The back of the VTA now contains additional maps and provides extra information about routes, procedures and high traffic areas.
- The VTP chart in the CFS has been enlarged and decluttered.
- On all maps, obsolete routes have been removed, existing routes have been extended further out, and routes that were used but not depicted on a map are now included.
- Common Frequency Areas were created in the Cremona and Pigeon NDB locations. These CFAs are depicted on the VTA and in the planning section of the CFS, are not on itinerant routes and have a discrete frequency published. This will allow itinerant pilots to avoid those areas and reduce frequency congestion on 126.7.
- The North West Practice Area (CYA 226/227) now also has a published frequency.

Common Frequency Areas

CFAs are not training areas and do not extend into class C airspace. CFAs provide two main purposes. They identify areas of high use so that aircraft who wish to avoid those areas may do so, and they provide a discrete frequency for use while in those area, which will greatly reduce frequency congestion on the en-route frequency. For these CFAs to work as intended, pilots need to broadcast on the CFA frequency, as well as monitor any other appropriate frequency (ATC/ATF/en-route).

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Routes

The routes have been cleaned up, extended further out, and modified to avoid CFAs. With the exception of the North/South Ghost routes, they are used for both inbound (at 6000') and outbound aircraft (at 5500').

The Ghost routes are one way and switch depending on the active runway. It is important to note that the Petro Can reporting point is only ever used for departures to the South Ghost from runway 17, never from departing runway 26 or as an inbound reporting point, unless otherwise specified.

Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas.

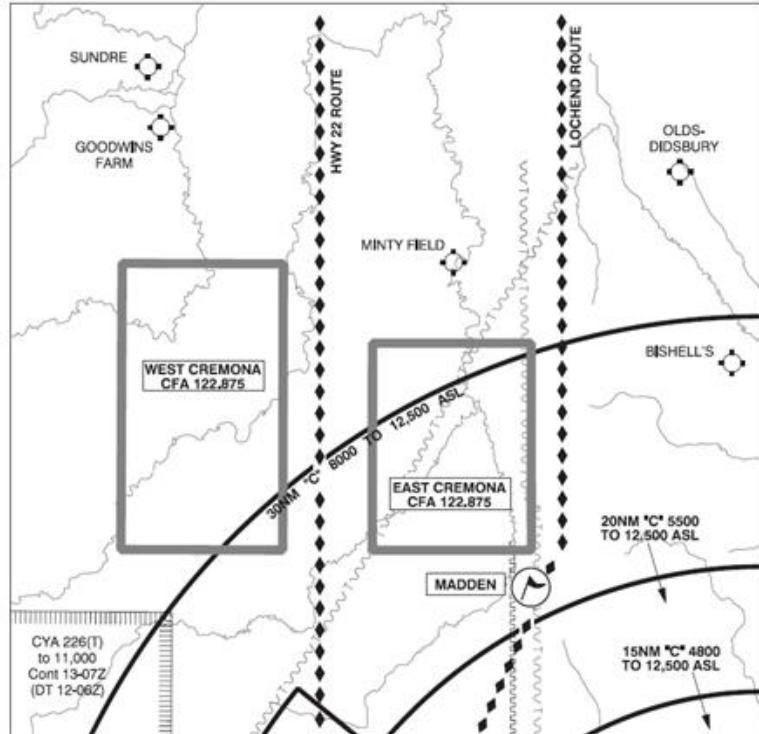




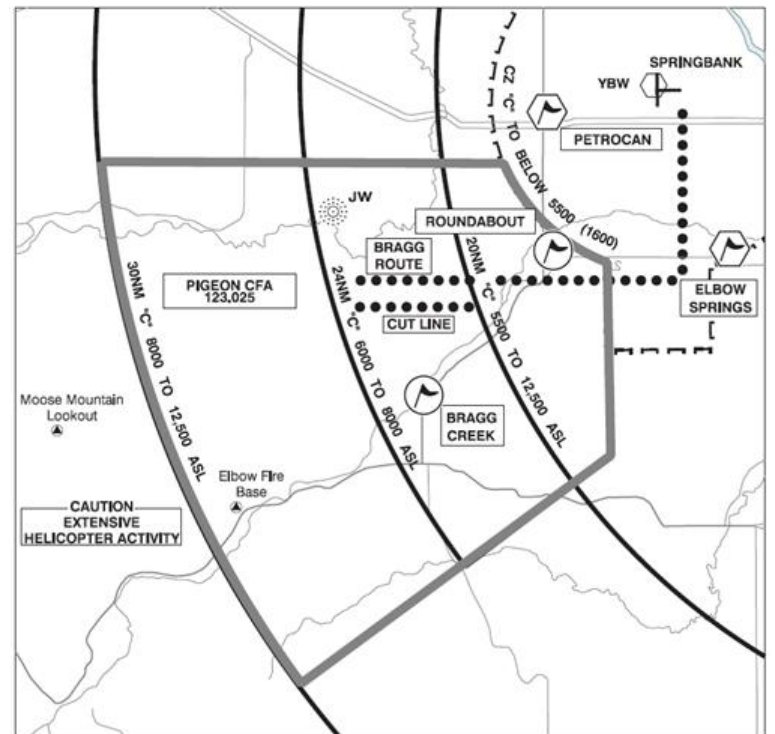
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CREMONA COMMON FREQUENCY AREA



PIGEON COMMON FREQUENCY AREA



When requesting a flight to the Pigeon CFA, specify whether Bragg Creek or the Pigeon NDB is the initial destination as it will affect your outbound route and method of conflict resolution. Use caution in the Pigeon CFA as there is extensive helicopter activity 6000 feet and below (Class C airspace). From May to September, extensive helicopter activity to and from the Elbow Fire Base and Moose Mountain Lookout.