

SEPTEMBER 2021

THE BEACON

Calgary Flying Club's Monthly Newsletter



Getting to know the Citabria

Ann Follinger, CFC Instructor



You probably know that CFC has a Citabria, the pretty little yellow plane. It is available not just for tail wheel checkouts but also for **Upset Recovery** and **Basic Aerobatic Training**.

Tailwheel flying is a great way to continue developing your flying skills after you get your PPL license, or even as part of your commercial training. It will instill great habits in the use of rudder and teach you to be straight and aligned with the centerline on takeoffs and landings. A great challenge when you feel like you have mastered the mighty Cessna 172.

HERE'S WHAT'S HAPPENING

CFC CITABRIA

MEMBERS

FLIGHT TRAINING



CONNECT WITH US!





Members

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

Upset recovery training is something we don't talk enough about in the context of flight training. Here we explore the edges of the plane's performance envelope and learn how to deal with unexpected events like wake turbulence. If you have ever felt hesitant about stalls, spins or steep turns this would be a great way to address those concerns and develop more confidence in aircraft control.

Aerobatics is not just for air show pilots. We can teach you basic aerobatics in the Citabria, which will also include aspects of upset recovery. If you ever wondered what it feels like to do a loop, this is something you want to try. Aerobatics training will get you working on precise aircraft control and let you experience what it feels like to transition through inverted flight. Spins in the Citabria are fun too, as it spins much better than a 172 and actually requires positive control inputs for the recovery.

If you're interested in learning more about Citabria training, call Dispatch at 403-288-8831!



Did you know...

R.H. Jenkins (president of the Club from 1949-50) flew a Lancaster bomber for the RCAF during World War II. After the War he bought his plane when it became Crown surplus, had it dismantled, and presented each of his former crew members the portion of the aircraft in which they had served. Some of those sections are now part of the Lancaster on display at the Hangar Flight Museum in Calgary - which is why the aircraft is named "Jenkins Express" on the right fuselage.





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Missing Events at CFC

Micaela Widmer, MRC

As you may have noticed, the 2021 Corn Roast has not been announced. While we are VERY excited to get back to normal, we want to ensure the safety of all of our staff, members and their guests.

After many conversations with staff and the Board of Directors, we decided to not host the Corn Roast in 2021.

We will continue to host Saturday Sortie's, start transitioning all of our ground schools to in-classroom, and we will look at mixing in a few in-person CFC Speaker Series events as well. Getting back to normal, slow and steady.

We have also started the discussions around hosting the Graduation Banquet in December 2021 to honour all graduates from 2020 and 2021.

As always, stay safe and healthy and see you at the club!

Upcoming Events

Private Pilot License Ground School
September 8 - November 17. \$400.00
IN CLASS [Register Here](#)

Commercial Pilot License Ground School
September 9 - November 18. \$500.00
IN CLASS [Register Here](#)

CFC Virtual Speaker Series September 23,
2021 7pm Aerobatics [Register Here](#)

Saturday Sortie September 25, 2021 Ram
Falls *Camping* Weather Permitting
[Register Here](#)

C-T182T Ground School - September 20 &
21 6:30 - 9pm IN CLASS [Register Here](#)



Flight Training

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

CYBW SAFETY NEWSLETTER



Volume 1 / Issue 4

Inner/Outer Tower and frequency changes

Pilots at CYBW may have noticed recently that there has been an increase in the use of the Inner/Outer Tower frequencies. In this issue, we'll take a look at how to avoid frequency confusion.

Why is there a different frequency now?

Historically, CYBW has operated with two different Tower frequencies to streamline arrivals and departures, and to decrease frequency congestion. Inner Tower was responsible for runway operations and the circuit, while Outer handled itinerants, approaches, and helicopter operations. In more recent years, staffing and the challenges associated with the COVID-19 pandemic resulted in only one frequency (118.2) being used, combining the duties of both. As new staffing strategies are implemented, we are hopeful that 120.7 will be in use more consistently. This will help us more efficiently accommodate aircraft traffic at CYBW.

Which frequency do I use?

Ground Control will always indicate which frequency to use. When both Tower positions are operating, fixed wing departures will be instructed to contact 120.7 at the Hold Short line. Aircraft remaining in the circuit will stay on 120.7, whereas traffic departing the control zone will be issued a frequency change to Outer on departure. Inbound traffic will continue to call on 118.2 (as assigned by Calgary Terminal), and will be issued a frequency change to Inner at a specific point. Helicopters will generally be kept on 118.2 in most (but not all) cases. Always listen carefully to which Tower frequency you are issued.

Flight Training

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

Departing on 120.7

The departure instructions from Inner Tower (120.7) are consistently very similar. When departing (not remaining in the circuit), pilots will be issued three important instructions in one takeoff clearance.

These are:

- Climb runway heading
- Climb to/not above 5000'
- Contact 118.2 airborne

These heading and altitude restrictions will keep you clear of other aircraft and allow the controllers to plan for an efficient flow of traffic. Deviating from these instructions without authorization (turning or climbing) will generally put you in conflict with another aircraft. The sooner you contact 118.2 after departure, the sooner they can break the restrictions and climb/turn you on course. It is important that pilots acknowledge and understand these restrictions, and the reasoning behind them.

Frequency congestion can lead to missed instructions, delayed responses, misappropriated instructions, and confusion.



ATPL & IFR GROUND SCHOOL SEMINARS

These IFR and ATPL/IATRA ground school seminars help you to gain the knowledge required to be successful on the Transport Canada exams and reach your aviation goals. They are taught by our team of highly experienced professional pilots. We have added the option to attend these seminars virtually as well as in a traditional classroom format. Current scheduled dates are listed below:

ATPL/IATRA seminar dates:

Virtual Classroom (5 days)

Oct 15-17 & 23,24 (MT)

Dec 3-5 & 11,12 virtual (ET)

Face-to-face classes (3 days)*

Sept 17-19 Toronto*

Sept 24-26 Calgary*

Oct 1-3 Toronto*

Nov 5-7 Toronto*

Nov 12-14 Vancouver*

Nov 26-28 Calgary*

IFR seminar dates:

Virtual Classroom (4 days)

Sept 11-12 & 18-19 (MT)

Nov 13,14 & 20,21 (ET)

Face-to-face classes (3 days)*

Sept 17-19 Calgary*

Oct 15-17 Toronto*

Oct 29-31 Calgary*

Dec 3-5 Toronto*

*Due to COVID-19 restrictions in-person courses maybe cancelled or changed, check for updates.

For more information call:

info@aerocourse.com or call:

1-800-461-8857 or (905) 271-8857

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