

OCTOBER 2021

# THE BEACON

*Calgary Flying Club's Monthly Newsletter*



## Planning for the Future

*Bill Beaton, CFC Sustaining Member*

Your Building Plan Task Force has been working to develop long term recommendations for facilities at Springbank Airport. The Task Force is comprised of Sustaining Members Bill Beaton, Mike Anderson, Neil Rutherford, Gerry Galambos, Paul Holscher and Harvey Fairfield. A number of focus groups and a survey are planned to obtain input from CFC Members. If we miss you please don't hesitate to reach out to a Task Force Member or any CFC Director to have your voice heard.

The benefit of needs analysis, option development and feasibility assessment will begin this fall. The Task Force is planning to present recommendations by December 2021. The building lead times at CYBW are typically long, so we are hoping an addition, new building or renovation could be in the works to celebrate the 100 year anniversary of CFC in 2027.

CFC is also considering additional, short-term hangar space to get more aircraft under cover. The Task Force provided assistance to the evaluation effort for an adjacent building that may be available. Our Clubhouse will also be getting focused repairs following the completion of an independent building condition assessment.

## HERE'S WHAT'S HAPPENING

**BUILDING TASK FORCE**

**MEMBERS**

**FLIGHT TRAINING**



CONNECT WITH US!





# Members

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

## Updated Fleet Rates



These rates will go into effect October 1, 2021.

AIRCRAFT	PRICE/HR
Cessna 172 & 172S	\$175.00
Piper Seneca II	\$340.00
Cessna T182T	\$225.00
Citabria	\$155.00

All flights will be subject to a \$4.00 per hour fuel surcharge.

## Fall Promo

ALL FLIGHTS after 6pm will receive a \$10.00 per hour discount!

## Did you know...

Following a fire in 1954 that completely destroyed the Club at YYC, the members moved and rebuilt a WWI French hanger that was in High River to use for aircraft storage. Soon after, the Club was given the old Air Force Sergeants' Mess which was converted into the clubhouse complete with restaurant and lounge. Being invited by a Member to go to the Club for dinner was considered something of a privilege - something like being invited to the Ranchmans' Club or Petroleum Club is today





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## Meeting CFC's Oldest Living Former Employee

*John Mader, CFC Instructor*

I have been hooked on airplanes and flying since my childhood in the early 1960's. I owe this to one man, **Edgil Dauphinee**, always known as Edge to me and my family. My father was for many years the Chief Engineer of the Nova Scotia Power Commission, which had many hydro dams in poorly accessible places and therefore needed a floatplane.

After trying charters for awhile using a Seabee, my father, on Edge's advice, was able to convince the Power Commission to purchase a Beaver on floats for this work. Edge found a Beaver through his contacts, and he was hired to fly it. He became a friend of our family, and used to send his aviation magazines to me and my three brothers once he had read them. This, plus the occasional flight when there was a spare seat in the Beaver, got me started on a lifelong passion for aviation.

## Upcoming Events

**CFC Virtual Speaker Series October 21, 2021 7pm CADORS with CFC Safety Officer Mindy Benson**

[Register Here](#)



John & Edge at his 100th birthday. Nov 30, 2019



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Edge learned to fly on Gipsy Moths in 1937 at the old Halifax Municipal Airport, now long gone. During World War II he and some of the other commercial pilots around the Halifax Flying Club signed up with the RCAF, dreaming of the fighters they would fly. Instead, like many of the experienced pilots at that time, he was sent to instruct as part of the British Commonwealth Air Training Plan (BCATP). Although disappointing to those involved, strategically this allowed their skills to be leveraged by passing them on to countless numbers of new aircrew. Initially, he instructed at #5 Elementary Flying Training School (EFTS) in Lethbridge on Tiger Moths. It was common for EFTS units to be operated by civilian flying clubs. Lethbridge was no exception, as it was run by the Calgary Flying Club. Although they had joined the RCAF, instructors such as Edge were transferred to the Club and therefore became civilians once more, at least temporarily. Edgil is therefore likely the oldest living former employee of the Calgary Flying Club.

At Lethbridge, Edge worked with well-known other pilots such as Jock Palmer, Joe Patton and CFC's Bill Smith. In 1941, before #5 EFTS moved to High River, Edge was transferred back to Stanley, Nova Scotia, which allowed him to be closer to home (and his girlfriend Olive, whom he later married). By 1944, the BCATP was winding down, and Edge got his chance to go to Europe. He was based at Evere outside of Brussels with RCAF Squadron 416, flying Spitfire Mk XVI's. After the war, Edge returned to civilian life, married Olive, and flew charters until being hired by the Nova Scotia Power Commission. As part of flying for the power commission, Edge also pioneered water bombing of forest fires using the Beaver and water tanks developed for this purpose. Eventually Edge progressed to flying helicopters, which he loved to do. He retired in 1986.

Throughout his long career, Edgil has always projected the image of a consummate professional, a competent, capable pilot, who could make the airplane perform to the limits of its capabilities, but if he said something wasn't a good idea, no one would think to question it. He has been a mentor to me in my flying career, and I still consult with him occasionally on instructing problems. I try to visit him whenever I am in Halifax; most recently, this past August. Today he is approaching 102 years of age, and I feel I am very fortunate to have access to someone with first-hand knowledge of so much of our aviation history.



# Flight Training

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

## Night Rating at CFC



**Have you ever wanted to see the city lights by night?**

After a long, hot and bright summer, it's that time again - when the days get shorter, the wind is a bit cooler and there is a good chance your coffee is a bit pumpkin-spicy!

Autumn is the time of year that night flying is more of a reality and we want to make sure that you are prepared. Check out a few questions from a from [Transport Canada](#) quiz below.

The night rating at CFC includes 10 hours dual and 5 hours solo, all of which can go towards your Commercial Pilot's License training.

Call us at 403-288-8831 to take advantage of the Night Flying Promo! \$10 discount per hour after 6pm!





# Flight Training

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

1. What is the official definition of night? (according to the Canadian Aviation Regulations (CARs))
2. You are allowed to take off from but not land at an unlighted aerodrome at night.  
True or False?
3. In addition to the operational and emergency equipment required to be carried on board the aircraft, what extra piece of equipment must also be carried at night?
4. An aircraft operated in night visual flight rules (NVFR) shall carry an amount of fuel that is sufficient to allow the aircraft to fly to the destination aerodrome and to continue flying for a period of \_\_\_\_ min at normal cruising speed.
  - 1.30
  - 2.45
  - 3.20
  - 4.60
5. The minimum flight visibility required to operate an your aircraft NVFR at less than 1000 ft AGL is
  1. not less than one mile;
  2. not less than three miles;
  3. not less than half a mile; or
  4. not less than two miles.
6. For night vision, it takes time for our eyes to fully adapt to the dark. In general, approximately how long will this process take?
  - 1.15 min
  - 2.30 min
  - 3.45 min
  - 4.60 min

**Check your answers [HERE](#)**

# 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](mailto:info@aerocourse.com) or call:

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

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