

# Vortices

January, 2006

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## Special points of interest:

- What to do now that winter is here
- Donation of toys made by Calgary Flight
- The walk around can save your life
- We sent them solo!

## Inside this issue:

Safety First	1
Ground School On-Going	1
Winter is Here!	2
Commercial Requirements.	2
The Walk Around	3
Dusty Wins Raffle	3
First Solos	4

## Safety First - Jeff Emro

At Calgary Flight, we are dedicated to maintaining an environment that is as safe as possible. We believe that safety control is not simply correcting incidents once they occur, but recognizing potential hazards to avoid them. Part of situational awareness is recognizing and avoiding scenarios that could eventually compromise safety. All of our staff is constantly on guard for hazards and reporting them if they're found. As a student and renter, we need your help to do the same.

Controlling hazards in this industry is a daunting task. One must consider safety from so many different angles. We must consider the safety in our school building and hangar. We must regulate ramp safety, and airport safety, both on the ground and from above. We must consider the safety in our practice area, enroute and at any destination. There are far too many scenarios for us to play them all out ourselves. That is why we need you to keep your eyes peeled. If you

recognize any potential hazard, feel free, in fact feel responsible, to report them.

One thing to keep in mind is that an incident does not need to be a "big deal" in order to report it. If you stubbed your toe on a door-frame let us know; that is the only way it can be fixed. We will consider everything; from aircraft snags to that tear in the rug that you keep tripping on. In some cases, we will take immediate action; in others no action is required. So feel free to fill out a report even if you don't think your hazard is a big deal. The more reports we get, the safer we can all be.

Reporting a hazard is simple and is non-punitive. We are not interested in punishing anyone for finding him or herself in an unsafe situation. In most cases an unsafe scenario is only a symptom of several issues. By punishing a person, we will never discover the actual weakness; we will close the lines of communication and discourage future re-

ports. We are more interested in considering the events that lead to the situation. From there we can avoid future incidents. A problem is not solved until all the issues are understood and dealt with. That has nothing to do with punishment and has everything to do with communication.

If you decide to report a hazard there are bank report forms available upstairs near the pop machine. Fill it out and leave it in the wall pocket beside the phone titled "Safety Concerns". You can include your name or make it anonymous. Our safety officer, Jeff, reviews them all and makes decisions about them. If you decide not to fill out the form, at least talk to Jeff. Whatever action is taken, you will be contacted and the issues will be explained to you.

Remember: a superior pilot is one who uses superior judgment to avoid the need for superior skill.

## Ground School is On-Going

Did you know that if you've paid for a ground school, you have the option of sitting in on it over and over again?

Think about kicking off some of the rust that has built up since the last time you sat through. It would be a great way to jog your memory

about all of the silly little things you've been forgetting. You have the license? You're still welcome to sit in. In fact, we encourage it. We'd love to see you again!

Our ground schools will be starting on the following dates:

Private: January 3, 2006

Commercial: March 4, 2006

GPS: January 21, 2006

IFR: date to be announced

## Vortices

Below: Dusty checks to see how far the nose wheel of BDH sits above the ground.



## Winter is Here!

Although we didn't manage a "White Christmas," the weather here in Calgary is always unexpected. One day will be the perfect flying day, the next we'll be snowed in with a blizzard.

When planning a flight in the morning, take into account such considerations as snow and ice removal. Not all of the aircraft will have been placed in

the hangar the night before.

And, along with winter, we get shorter days. If you've got your license, this would be the perfect time to start a night rating.

This rating consists of 5 hours dual at night, 5 hours solo at night, and a total of 10 hours instrument time. Your instrument time from your Private License counts!

Just think, you won't have to race the sun to get back to the airport in time! You can saunter in, take your time and watch that beautiful sunset before worrying about your approach!

Talk to your instructor to get started.

## Commercial Requirements

Look in section 421 of the CARs if you need more info on your Commercial License Requirements.

For those of you moving on to the Commercial License, here's what Transport Canada requires:

1. You must be 18 years old.
2. 200 hours total time in aeroplanes with 10 hours PIC and 20 hours x-country PIC.

3. 65 hours flight training including:

35 hours dual instruction (5 hours night, 5 hours x-country, 20 hours instrument)

30 hours solo flight

(25 hours toward improvement of flying skills, 5 hours solo night)

Make sure that when you move on to your Commercial License, you plan accordingly.

Too many applicants are turned down because one of the previous requirements has not been met.

And don't forget about the written and flight test!

## Calgary Flight Training Staff

### Executives

Johnny Sorensen - President & PRM

Christine Forgac - CFI

Joe White - Director of Student Services

### Flight Instructors

Kevin McGovern

Dusty Aubin

Jeff Emro

Aaron Shilton

Aaron Miles

Gordon Stewart

## The Walk Around

Don't forget the walk around!

Now that winter is upon us, the mercury is dropping, the days are getting shorter and so is the walk around. As it gets colder outside, the walk around is less pleasant to do, but before you neglect it, there are a few things you should consider.

When you sign out an aircraft you are agreeing that it is airworthy. If you don't return it in this condition, we can only assume you are responsible. Even if it really was damaged by the person who flew before you. The other more serious thought is the implication that a damaged aircraft could have on you in the air. Your walk around is the only chance you have to notice a problem before it becomes a dangerous one. Once you're up, it is too late to add a quart of oil or replace the flap that fell off. Some instructors will booby trap an airplane before a walk around to see if the student will notice.

Maintenance can also booby trap an airplane; usually accidentally. On October 7, 2005, a student noticed a set of needle nose pliers inside the engine cowl of one of our aircraft. After an investigation, it was found that those pliers had

been there since early September. The aircraft had flown 23 times and luckily the pliers did not cause any damage. Would you have noticed the pliers? Did you fly the airplane with the pliers inside the cowl?

The best way to ensure you are doing the proper walk around and staying safe is to consult your POH. It explains in detail how to do a proper walk around. Make sure that when you are doing the walk around you are not rushed. This means getting here before your booking starts. If it is cold, make sure you are warm. If you cannot stay warm long enough to do a good walk around it is probably too cold to fly anyways.

Here are a few items that are commonly missed during the walk around. First, start with the cabin. Do you have the required first aid kit, and is your fire extinguisher charged and ready to go. And what about your engine? You can't see under the cowl, but you can see quite a bit if you look hard enough. Look inside all of the openings; this means in the oil access panel and even kneel down and look inside the opening underneath the engine. Look at your wheels for bald spots and proper inflation, but also pull the aircraft forward. What if it is sitting on a

bald spot? There are many other things to consider, and I know that when you do a walk around every day it eventually gets boring. But this is the type of complacency that kills people.

At CFTC, our staff is required to do a 360 degree walk around immediately before getting into the airplane. The hazard that we are trying to address is that most people do their walk around, fuel up, go inside and do a number of things, go back out, jump in and go. But in that time, things can change. So before you hop in, just walk a full circle around the airplane. Look for the really obvious things like tie downs, wheel chocks, fuel caps, seat belts; anything that looks out of the ordinary.

Jeff Emro

Company Aviation Safety Officer



“On October 7, 2005, a student noticed a set of needle nose pliers inside the engine cowl of one of our aircraft.”

## Dusty Aubin Wins Raffle

Thank you to everybody who supported the Calgary Flight Training Centre's gift raffle.

Because of your generosity, we were able to

raise over \$60.00. This money was used to purchase many toys that were donated to charity.

The lucky raffle winner was Dusty Aubin, one of Calgary Flight Training Centre's flight instructors.



A sampling of some of the toys purchased.

## Calgary Flight Training Centre

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WE'RE ON THE WEB!

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Located in one of the most beautiful cities in the world, Calgary Flight Training Centre has offered training services in Calgary for over 30 years.

Calgary Flight Training Centre is located in the south-east corner of the Calgary International Airport (CYYC), and is a Transport Canada certified flight training facility.

Calgary Flight Training Centre is open 7 days a week for your flying pleasure.



## Congratulations on Your First Solo!

**These are the students who managed their first solo flight in 2005!**

Thaea Palmer

Diane Davidson

Brent Kruyssen

Jonathan Kinsey

Jordan Zurbruegg

Ivo Dekker

Peter Jacobsen

Jeffrey Hendren

Bart Doan

Paramvir Buttar

Jonathan Gagnon

Mike Marsten

Jordan Glass

Bob Glass

Thomas Hills

Chris Yeryk

Jonathan Tuff



We're all very proud that you made it up yourself - but we're prouder that you made it down!