



## Winter 2007

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Editor: Douglas Therrien/Cathy Lamport

### The President's Message

Things are looking up. Six months after our fire we have a very nice temporary solution to our accommodation needs. With the combined efforts of a group of talented volunteers we have been able to transform the portable classroom into a facility with washroom, office, kitchenette and meeting/classroom. To all the volunteers and members who donated time, energy and materials to this project; Well Done!

There are also challenges on other fronts. The board of directors is looking at new ways to get more members involved in the club as volunteers. This year members will be asked to examine the areas where they may be able to offer talents and skills built up in their careers. So, be ready when the call comes. The many areas of club and airport operations offer lots of variety for your contributions.

After the lease of our two club owned Cessna 172 aircraft was terminated by the leasee on short notice at about the same time as our clubhouse fire, we have negotiated many obstacles to finally gain our Transport Canada flight training unit operating certificate. Our flight school is now certified to latest standards of the Canadian Aviation Regulations. We have deliberately set our rates for rental and training to be the lowest in Eastern Canada. But.....we need pilots and students to fly the aircraft. Without new students and club members flying the aircraft on a regular basis, we will not be able to continue. Now is the time to talk to your relatives, neighbours and co-workers about the wonder of flying and how easy it is to get started. We need every member to be a salesperson for the flight school and the airport.

*Ron MacEwen*

### Annual General Meeting

Our Annual General Meeting was held January 10<sup>th</sup> this year, and this was also the first membership meeting in our new temporary clubhouse. Close to 30 members were out and enjoyed coffee, donuts and fellowship. The main business of the evening was the elections of Officers for 2007. Jack Tedford and Bob Labelle ran the election part of the evening. Thanks Jack and Bob. The President's position is still held by Ron MacEwen as he is starting his second year of a 2-year term. Dave O'Blenis has taken over the Vice-President's position for me, and I have moved back to a Director's position. The only other change seen was the election of Cliff Watson to fill the vacancy left by Peter Wright. Welcome aboard Cliff and thank you Peter for your help in 2006.

### S.F.F.C. Executive for 2007

<b>President</b>	<b>Vice-President</b>	
Ron MacEwen	Dave O'Blenis	
<b>Past President</b>	<b>Secretary</b>	<b>Treasurer</b>
Floyd Graham	Bob Ungrin	Lorne Caldwell
<b>Directors</b>		
Bill Flint	Andrew Boyd	Cliff Watson
Brian Egan	Claude Brett	John Sims
Dale Lamport	Douglas Therrien	

### Christmas Party 2006

By Dale & Cathy Lamport

On December 15th we saw a near capacity crowd come together for our annual flying club Christmas banquet at the Legion. Once again the ladies of the Legion served up a delicious turkey dinner with all the trimmings. We would like to thank all members and to Adam Hunt of COPA who donated door prizes. The odds of going home with a gift were pretty good. Many thanks goes to Peter Ceravolo as well for the use of his projector so we could view a show of aviation scenes and pictures from previous club Christmas parties. Mark this popular event on your social calendar, as once again the Legion has been booked this year for Friday, December 14th.

### Next General Member Meeting

Currently we do not have a date set for our next General Membership meeting. We are working on some ideas and will let you know once we have the next one planned. If you have any ideas for topics or guest speakers please see any one of the Directors.

### Hangar Number Signs

As part of our ongoing airport safety system, one of our members pointed out that we have several hangars without the mandatory hangar identification number signage. The hangar numbers are important for emergency personnel and are required by the R & R 2(c)(ix) "**All hangar owners are responsible for clear and visible identification of the hangar site or owner. This identification must be placed on the taxiway side of the hangar and should have minimum 15 cm (6 inches) characters.**" If your hangar is without the required signage after May 31, the Board will have the identifications applied and you will be billed for the work. East hangar owners should consider having the identification on the north side of their hangars as well as the taxi side, but it is not mandatory at this time.

### 2007 Fly-In Breakfast

Set aside Sunday June 3<sup>rd</sup> for our annual Fly-In Breakfast fund raiser. As always members are asked to come out to this once a year event to help in any way they can. More information will follow later. The Board is looking for a member to help in the organization or to oversee the Breakfast this year. If you have the skills the Board will be happy to train you and provide all the help they can. Please contact myself or another Board member.

### Hangar Sites

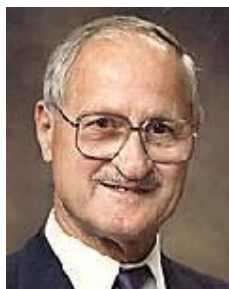
We have had several complaints about the condition of some of the hangars on the field as well as damage done to grass around other hangars. We are asking for all members to respect the area around each other's hangar and to not park on unapproved spots.

### Point of Sale Terminal

Well it is here and working. Our Club now has a POS, which will allow members and FTU customers to pay bills with a Credit Card or by Interact. So if you would like to pay your hangar taxes, lease or membership bills, come on out to the clubhouse and we will be happy to take your payment, of course you can still pay by cheque if you like. Also if you are thinking of making any purchases from VIP remember that the Club has an account with VIP and we can save you some money. We will accumulate orders and send them in all at once every so often. See one of the Directors and we can help you out there as well. Being a member of the SFFC has many advantages.

### Final Flight

The Club has lost a Founding father of the Russ Beach- Smiths Falls/Montague Airport when Wes Steenburgh passed away on Tuesday Feb. 20/2007. Wes was also an Honorary member of the SFFC and was active on the Board for many years. Wes received his private pilot licence back in 1957. He passed his enjoyment of flying on to his son Mark (a Club member) who now makes his living as a commercial pilot for Air Canada. On behalf of the Club and it's members we send our condolences to the Steenburgh family.



### Membership and Lease Invoices

We had hoped to have our 2007 membership invoices out in 2006 but like many good plans they sometimes go astray. You should have received them by the end of February. We ask that you return your fees as soon as possible. If you wish, you can stop by the clubhouse and pay by credit card on our new POS terminal that should also be up and running.

### Membership Database

Have you recently changed your email address or do you now have email? If so please update our Club records by contacting Dale Lamport at 613-326-0365. You can also send us the information through our website, [www.smithsfallsflyingclub.com](http://www.smithsfallsflyingclub.com)

### SFFC Receives FTU Certification

By Dave O'Brien

On the 12<sup>th</sup> of January the SFFC received its Transport Canada Operating Certificate as a certified Flight Training Unit. This is the result of months of hard work by Ron MacEwen and some helpers. We are now able to offer pilot training to Recreational, Private, and Commercial license standards. We also will conduct endorsement training for Night, VFR Over The Top and Instrument ratings. Our Private pilot ground school will be conducted on-line and will be self-paced; we hope that this will make it easier for busy folks to prepare for their Transport Canada written exams. More information on training offered will be posted on our web site, including costs for various license and ratings.

We are operating our two Cessna 172 aircraft for training and rental, with what we believe to be the best rates around. Ron MacEwen is serving as the Chief Flying Instructor, with Andrew Boyd and Dave O'Brien also currently licensed as flight instructors. We are looking to recruit one or two additional instructors to ensure availability. Andrew is in the process of installing an on-line aircraft/instructor booking system, but in the meantime paper-booking forms are posted in the Clubhouse. You may also call or e-mail one of the instructors to coordinate your booking.

Instructors are available to do re-currency check outs in the club aircraft or in private aircraft for Club members. Just give one of the instructors a call or e-mail.

Ron MacEwen 613-284-2396(Hangar), 613-284-1892 (Home) [ronmacewen@hotmail.com](mailto:ronmacewen@hotmail.com)  
Andrew Boyd 613-284-4274 [acboyd@gmail.com](mailto:acboyd@gmail.com)  
Dave O'Brien 613-853-6698 [oblenis@gmail.com](mailto:oblenis@gmail.com)

### Aircraft Insurance

In the market for aircraft insurance, besides COPA, another source you may want to look at is Bill Davidson, his website is <http://www.natlaviation.com/> or e-mail Bill at [bill@jsdavidson.ca](mailto:bill@jsdavidson.ca) phone 1-800-463-0754

### 1977 C150M for sale

Peter Ceravolo has his beloved CGTLL up for sale. You can see all the details on his website, <http://www.ceravolo.com/tll/tllforsale.htm> . Or call Peter at 613-295-0107 Don't wait too long!!

## **Clubhouse Update: SFFC Volunteers Do It Better**

By Dave O'Blenis

As most know we purchased a used portable school room (the PORTABLE!) in September to be used as an interim clubhouse while working toward a permanent replacement for our Clubhouse loss to fire in June.

While the portable was sound, it was far from meeting our needs for the winter. If you have not been out recently you should come and see the results of the transformation! You will be amazed at what has been accomplished by the tremendous group of volunteers. Major work included the construction of an addition for the entry and washroom, installation of an insulated skirt, a new deck complete with a wrought iron railing, a new large window, a small office, complete rewiring and interior redecorating. This was accomplished by our dedicated team of volunteers who contributed their skills and several thousand hours of their time. Just shows the tremendous "spirit" of SFFC members who were determined to "rise successfully from the ashes"! Well done to all who contributed. Leaders in this volunteer effort included Floyd Graham, Bill Flint, Glenn Davies, Douglas Therrien, Bob Ungrin, Claude Brett, Ulrich Bollinger, Brian Egan, Jack Tedford and Dave O'Blenis. We owe thanks to the many others who pitched in as well.

We now have a nice, heated entry, a warm and roomy washroom with hot and cold water, an office, kitchenette cupboards complete with double stainless steel sink and stocked with dishes, pots and pans and silverware, a fridge stocked with drinks and snacks, an electric stove, a microwave, coffee maker, electric kettles, fire extinguishers, smoke alarm, "new" tables and chairs, a new computer terminal about to be hooked up to the internet for weather info, a weather station, a water cooler and a host of other items that make the portable a great place to visit with fellow Club members. Except for the cupboards themselves virtually everything was donated by SFFC members. At the risk of missing some contributors here are the names of some of those who, through their generosity made this happen; Hartley Marsh, John Sims, Norm Hull, Brad Smith, Darren Raycroft, Douglas Therrien, Tim Lee, Ron Patterson, Bill Flint, Jose Mergulhao, Dale and Cathy Lamport, Mike Richard, Phil Caiger-Watson, Dave O'Blenis, John Simpson and many others.

Folks are beginning to gather at the "new" (interim) clubhouse on the weekends to talk flying and help out with finishing touches. If you have not been one of those to do so, why not come out and enjoy the camaraderie. Some days a pot of soup or chili magically appears for all to sample. Can hardly wait for the warmer weather so we can fire up the barbecue on the deck, enjoy outdoor food and score the landings!!

The tragedy of our clubhouse fire has once again brought out the best in volunteerism and giving from the members of the SFFC. Our success would be impossible without this spirit: there will be lots more things to do as the spring and summer flying season cranks up, and our volunteers will rise to the occasion. If you have not been involved please come out and help if you can. It is fun and rewarding. Thanks to those who have made this club such a success in the past. It is nothing short of awesome!!

Before I forget I would also like to thank members Peter Wright for building and installing the new gate that closes off access to the ramp from the old parking lot. This was an item that we had talked about in our safety bulletins. Also member Jarvis Peacock of Jarvis Design in Kemptville has been making up some of the new signage that you will notice around the airport in the coming months. Thank you Peter and Jarvis.

## **LIN and KLA need renters.**

As you have already read, both of our C172's are ready to go. We believe we have some of the best rental rates around, but to make the operation worth while we need to be renting these aircraft. Come on out and get flying. Rates will never be better.

Licensed pilots:	Student pilots:
Wet rental \$99.00 per hour	Dual \$136.00
Dry rental \$70.00 per hour	Solo \$104.00
Dual rental \$131.00 per hour	

Need a plane for a day, week, or month, then KLA is for you. With a new engine it is ideal for long cross country flying. Thinking of going down south, why not fly down? Please contact the FTU at 613-283-1148

## **Safety news**

By Dave O'Blenis

New Transport Canada Directives require the SFFC, as operators of the Russ Beach Smiths Falls Montague Airport, to have a Safety Management System (SMS) and a Safety Management Plan (SMP). These two documents have been created and submitted to Transport Canada. They call for, among other things, the incorporation of a safety program, which we are now in the process of implementing.

In the clubhouse you will note an orange safety bulletin board. On it are Safety Comment forms. These are to collect, from all airport users, ideas and experiences that will improve the safety of operations at our airport. If you have an idea or see a hazardous activity at the airport please jot it down and put the form in the Safety Comment box. Alternatively you may give the comment to Ron MacEwen or me (Dave O'Blenis) and we will engage the Board of Directors for evaluation and action.

### Safety news con't

In addition, the safety board contains safety posters on topics of interest. Please take time to have a look. From time to time I will issue Safety Bulletins on issues that have been raised and e-mail to all members.

This is Safety Bulletin # 1:

It has been noted that we have a lot of vehicle traffic on our aircraft movement areas. We have very little control over who operates vehicles on our apron and taxiways, and if some of these vehicle operators do not understand aircraft movements and right of way rules we have an accident waiting to happen. To reduce this risk we want to minimize vehicle traffic and ensure that the vehicle operators understand that aircraft have the right of way.

To do this we are asking all members to adopt the following procedures:

1. When operating vehicles on aircraft manoeuvring areas display your vehicle warning hazard lights. This makes you more visible, and it identifies you as a Club member who has a requirement to be on the airport. Flashing hazard lights will signal to pilots that you are familiar with the airport, that you know you are on an aircraft manoeuvring area and that you are aware that aircraft have the right of way. Vehicles not displaying hazard lights will stand out as potential high-risk non-members, with potentially no need to be on the airport. If you see vehicles not displaying hazard lights please remind them to do so, and if they are not Club Members ask them to refrain from driving on the airport. If they fail to comply please note their license number and put the incident on a Safety Comment form, and the Club executive will follow up.

When operating your vehicle on the airport remember to take care in selecting where you park to ensure your vehicle is not obstructing aircraft movements. In particular, be alert to hazards created by parking too close to our taxiways.

2. We will minimize vehicle -aircraft conflicts by eliminating unnecessary vehicle traffic on our apron and taxiways. The road from the old clubhouse parking lot to the refueling apron has been gated, signed and restricted to emergency and refueling vehicles. Access to East End hangars will be via the road behind the hangars, and access to the West End hangars will be via the road in front of the new clubhouse. Vehicle travel on the refueling apron will be restricted to front row West End Hangar users, with vehicles keeping to the west edge of the apron.

Please spread the word to all Club members and be alert for vehicles not complying with our new procedures. Thanks.

One of our members has pointed out that we currently have no clear means of displaying to emergency vehicles how to get to a specific hangar in the event of an emergency. To rectify this we will be installing signs near where the old clubhouse location indicating directions to the East and West hangars. We are asking hangar owners to ensure that their hangars are clearly marked with the appropriate hangar number. For the east hangars it is important to identify the hangars on the back (roadway) side so that emergency response vehicles can identify them more quickly.

#### SAFETY TIPS

I have received two safety tips that I will pass on:

First, we have had recent aircraft conflicts on the runway between aircraft landing on rwy 06 and aircraft taxiing for backtrack 06. These occurred when the taxiing aircraft did not hear the circuit calls of aircraft in the circuit or the landing aircraft was NORDDO. This is a particular hazard for high wing taxiing aircraft who may not be able to see aircraft on base leg. Suggested remedy is to turn/cock taxiing aircraft west prior to taking the runway, to better see aircraft on base for 06, or better yet do a lookout 360 when leaving the apron.

Second, several folks have reported aircraft taxiing to the buttons of 24 and 06 prior to conducting runup. The extra pavement at the runway ends are not "runup bays": they do not provide sufficient clearance from landing aircraft. This occurrence tends to happen during busy periods, exactly when conflicts with landing aircraft are most likely. Remedy is simple; do your runup prior to entering the runway.

Fly Safe and often to become a more proficient and professional pilot! Our SFFC Flight Training Unit is up and operating with instructors who are available to do currency and license upgrade/endorsement training. The best airplane in the world is?..... the one you are flying well, right now !

#### SMILE FOR TODAY

Remember, the three things you, as a pilot, do not need: runway behind you, altitude above you and fuel in the bowser!..... the only time you have too much fuel in the airplane is when it is on fire !