



Fall/Winter 2005

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Editor: Douglas Therrien

President's Farewell Message

Well it has been the best part of two years since I became President of the Club and the time has flown swiftly past. As most of you know by now, the term of President was determined under a By-Law change in 2003 to be 2 years. This limit was set to ensure that no one would get trapped in the job and at the same time would allow the opportunity for new people to aspire to and secure the "much sought after position".

The past two years have been good years for the Club and for the Airport:

We installed our awesome Credit Card fuel system that is the envy of other airport operators for hundreds of miles around. Our business levels and profits have increased substantially and the Flyer Satisfaction levels are the best in years. We are open 24 / 7, the flyer doesn't need to struggle with the paper work out in the cold and wind, we have Member discounts and the bookkeeping and funds transfer is painless. Our profits to date, combined with the \$8000 contribution from the Airport Commission will see us paying off the total cost by year end. This project could not have been completed without the help of many volunteers. For those who were not intimate with the job virtually everything was accomplished by volunteers save for the Electrical cabling and the hook up and programming of the computer fuel management system.

We instituted a new policy allowing persons to build and buy hangers without having been a member for two years. This has worked out well as we have 2 great new hangars owned by good members with less than 2 years tenure. Over the two years we have 4 modern new hangers built.

We have had great service from our canteen operators over the last 2 years, including our newest operators Alena and Ian. Many thanks to our operators.

As in the past, our Fly-in this past year was a great success. Our volunteers, the great weather and the loyal patrons made it happen. What about our awesome Christmas parties?

Our club membership ranges around 140 and recently we have aligned our Club with COPA and have been approved as COPA Flight 100, with all the benefits of a COPA flight.

In closing I need to thank all those who volunteered and those who patronized our Airport, including our gas pump and canteen service. A personal thanks to my Directors and a special thanks to Jack Tedford who was always there to help me get up to speed and to Douglas Therrien for his untiring work. If we had a few more like Doug, the Airport would be in perfect shape. And thanks to the Members of the Airport Commission for their financial support and strong belief that our community airport is a treasure to protect.

S.F.F.C. Executive for 2005

President Floyd Graham	Vice-President Douglas Therrien
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Secretary Bob Ungrin	Treasurer Lorne Caldwell
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Directors Andrew Boyd Richard Buckley Dale Lamport	Ron Patterson Steven Vokey Peter Ceravolo
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Winter, is it here already!

Glen Davies, Steve Bennett and Bill Williams have been seen working on the big yellow blower. That has got to mean, snow is not far off. This year the blower is having it's fuel injectors serviced after we had problems last year with a cold cylinder. We will also have to do some repairs to the front engine exhaust system. We are looking for the members that received blower training last year to again help us out this year. If you feel that you could, please contact Glen before he heads down to Mexico where he is kept busy moving snow down there.

With the cold weather we also want to remind all of our aircraft renters to take extra care when starting our C172s. The aircraft is to be left plugged in and engine covered at all times in cold weather when not in use. Never start the engine without a pre heat, as damage could lead to an early overhaul.

Flightline Café Holiday Hours

Alena and Ian would like to inform the members that the Flightline Café will be open the weekend on Dec. 17/18. They will then close for the holidays and re-open on the weekend of Jan. 7/8 2006. Alena and Ian send all the members a big Merry Christmas and a Happy New Year and look forward to seeing every one at the Christmas party where Alena will be served dinner instead of making it.

Membership and Volunteers

By Floyd Graham

I would estimate that fewer than 20% of our members volunteer. I don't think that this is a good arrangement for those who regularly come out and give freely of their time and sometimes material, not to mention the fuel they burn traveling back and forth. Some might suspect that these people have nothing else to do and enjoy donating their time. I need to clear up this suspicion. They do it because they feel strongly that their Airport is important to them and to the community and they know that volunteering keeps the costs down and makes Smiths Falls a most affordable place to fly from and to house their valuable toys. There are very few airports that are as well maintained and as clean as ours and I can tell you that the budget of our airport is among the lowest in Ontario. Few airports of our size in Canada are "Certified" by Transport Canada. A status to be treasured. This year and last, several of our regular volunteers spent many hours working to maintain our instrument approach and our "certificate" and these volunteers have lots to do without coming out to the Airport.

My message is specifically directed at the HANGAR OWNERS and RENTERS. Where else can you find shelter for your AC and other toys at the price you pay for your hangar? Have you checked out the cost of renting at Carp, or the cost of a lease for a hangar at Brockville? Do you know anyone at YSH that gets paid? Why do you think that it is so affordable at our Airport? Two reasons - volunteers and the fact that the municipalities recognize the effort and keep our leases low. Do you support the hiring of staff and the related side affects? Or are you willing to come out and help those who are doing the work. The work isn't always manual labour. We need people to stand as Directors, to help with the Newsletter, to work on our Web site, to help with Public Relations / Publicity etc. If you have a disability or are in some way are not able to help out physically there may be some other ways that you could help us.

So I would invite you to step up and help. Any Director or your new President, VP or active member would be pleased to welcome your help and I know that the Club and Airport would be the better for it.

Next General Meeting

Our next General meeting is Jan 11th. 2006, and is the night of the election of Officers for 2006. This year will see the election of a new president as Floyd moves into the position of Past-President. Yours truly will not be moving up to the position of President and if I can find someone with an interest in the Vice-Presidents position I would like to fall back to the Director level as I am finding it to difficult to keep up with all of my other responsibilities and jobs outside of the Flying Club. We also have a few other Directors that will not be running again for different personal reasons. Now is the time for members that haven't been on the Board to step up and help with the running of our great little club. Hangar owners are greatly encouraged to step forward. All active members should come out and vote for the people that they feel will help move the club forward into the future. Any active member interested in running for a position on the board should make it known.

The meeting will start at 7:00 PM with the reading of the financial report and other general information, followed by the election of officers.

Kingston Flying Club's Annual Christmas Social

Greetings all,

Just to let you know that tickets are now available for the upcoming Big Aviation Social Event of the year, to be held on Nov. 26. A sumptuous buffet of beef and turkey and all the trimmings, along with special guest speaker, Garth Wallace, aviation humourist, author and former publisher of COPA, is not to be missed! This is a chance to get together with all your old and new friends and catch up on all the news in the aviation world and have a good time. We have had fellow aviators from Kingston, Picton, Westport, Ottawa, FSS, Transport Canada, and COPA and all points in between attend in past years. If you are interested please contact me as soon as possible and no later then Nov. 21.

Lois Tisdale
24 Weller Ave
Kingston, ON
K7K 2S9

Tickets are \$20 per person.

For more info you may phone me at 613-548-3753.

2005 Christmas Party

By Peter Ceravolo

This year's Christmas dinner set for Dec. 16/2005 will once again be held the Royal Canadian Legion, 7 Main St. E., in Smiths Falls. Come and enjoy an evening of great conversation with fellow pilots and their spouses, a turkey dinner by the Ladies Auxiliary with wine and great door prizes - all for \$13 per person, or \$25 per couple. Festivities start at 5:30 pm with a cash bar and dinner will be served at 6:30 pm. After dinner Floyd Graham will update us on the happenings within the club and the airport. Last year's very successful banquet was promoted by word of mouth and a phone-calling blitz resulting in a capacity crowd of just over 70 people. Don't be surprised if you get a call this year! If you commit to being present please be aware that you will be charged for your dinner tickets whether you show up or not!

Flying at night, are you ready?

By Andrew Boyd

It's that time of year, when the days are getting shorter and the temperatures are cooling off. And now that we've set our clocks back (we're now UTC - 5) it's getting dark ridiculously early. Most of us don't do very much night flying over the summer, so when autumn comes, we need to get night current again. But before we go flying, we should do a quick preflight on our airplanes and check some equipment we haven't used much lately.

Turn on your master switch, and then turn on your navigation lights. You should have a green light on the right wingtip, a white light on the tail, and a red light on the left wingtip. These are all legally required for night flight. Turn off your nav lights, and turn on your beacon. You should see either a white flashing strobe, or a red rotating beacon.

Either one is acceptable, and at least one is required. Turn off your beacon, and briefly turn on your taxi and landing lights, which draw a lot of amps and can drain your battery. These are not legally required if no passengers are carried on board, and you should be trained and prepared to land without them in case they burn out in flight, but it would be foolish to take off if they aren't working. Also check your instrument and panel lights. Often people leave these on during day flying and burn out the filaments. You are legally required to carry at least one flashlight on board - I prefer the black mini-Maglites that have 2 AA batteries and a red lens.

I should mention that a functioning turn & slip or turn co-ordinator is legally required for night flight - check it in the turns as you taxi out. Also, a functioning heading indicator is legally required if you intend to leave the circuit at night. Although a functioning attitude indicator is not legally required for night flight, I personally consider it suicidal to fly without one.

Also, a functioning VHF comm radio is not legally required for night flight, but you would have great difficulty activating the ARCAL runway lights without it, so it is really required as well because it is illegal to land on an unlit runway.

With the cooler temps, you probably are going to pull your cabin heat on. Remember that it comes from a cover around the exhaust - any cracks in the exhaust, and you're breathing Carbon Monoxide. Consider a cheap, disposable CO detector, like ones found on the Aircraft Spruce website, <http://www.aircraftspruce.com/catalog>

One regulation that I suspect is frequently contravened in Canada is CAR 602.60(2)(b) which requires that current pubs and charts be carried for night VFR flight. For us, that means a current Canada Flight Supplement and a current Toronto VNC. Even if they aren't current, try to carry at least an outdated CFS & map. Last night, I was flying to Brockville, and I heard someone frantically trying to key the runway lights on the UNICOM frequency of 123.00, which of course didn't work at Brockville. The CFS tells us that 123.30 and 123.50 are the frequencies for activating the light there. These frequencies haven't changed in a long, long time. Obviously this guy didn't even have an outdated CFS. At Smiths Falls, the ARCAL is on 122.90, and the intensity is controlled by 3 clicks for low, 5 clicks for medium and 7 clicks for bright, which is guaranteed to blind you on final. Don't panic if you're a long way out and the ARCAL doesn't work - the squelch is set so that you must be around 10 miles to trip the ARCAL on 122.90 at CYSH. Look for the rotating white beacon east of the city - you can see it for many miles.

If you don't have 5 night takeoffs and landings in the last 6 months, you can't legally carry passengers in Canada. Most aircraft owners in Canada come this time of year, head out to the airport in the afternoon just before sunset, and do some solo circuits during the late afternoon, and continue to fly circuits as the sun gradually sets, and finish off with 5 or more night circuits. This is legal and works well for most owners. What I might emphasize is the importance of getting on the attitude indicator immediately after a night takeoff. Establish a 10 degree (or so) pitch up attitude, keep the wings level, and cross-check your airspeed and vertical speed indicator. You might be theoretically night VFR, but in a dark area, you are practically IFR and must rely on your flight instruments. I might suggest that in the circuit, on downwind you re-activate the ARCAL on 122.90 to ensure that the timer doesn't expire and the lights go dark on short final. If that happens to you, please pitch 10 degrees up, apply full power and go around - do NOT try to re-activate the ARCAL at 100 feet at night and descending.

Respect the PAPI (or VASIS) on final - it's activated by the ARCAL. If it's red/red, add power and climb up. You don't know how close you are to the trees, or wires.

For navigation, I'm sure you've got a portable GPS, so there's not much that needs to be mentioned there, except to remind you to bring extra alkaline batteries. Wonderful devices, don't leave home without one!

On the subject of weather, well, I might suggest that you be bit more cautious about the weather during the night. Keep a careful eye on the dewpoint spread - use the Ottawa ATIS on 121.15 to get this information.

Have fun, and don't forget the most important rule: don't alter the appearance of the aircraft!

Vice-President's Message

Well I am sitting at the computer trying to think up what I should say. So many thoughts so little space.

First I want to thank the members that came out for the workday back in Oct. The group worked at splitting the wood cut last winter and spring from the approach to 06, as well as making repairs to the Club's hangar doors. We black topped the ramp and also cleaned up the mess left around the waste oil drum in that hangar. Tom Oakes has made arrangements to have the waste oil picked up by a recycler at no cost to us, but in the future if the members that use the barrel do not do so in cleaner fashion the barrel will be removed.

As many of you know, I try to get out to the airport every Sunday and work away at different jobs. One thing I have noticed is that many members are more than happy to help out but only if they are asked. It is important for all members to take it upon themselves to look for the little things they can do to help out. If you see something that needs doing and it is in your ability to do it, then just go ahead.

The runway lighting has been given the once over before the snow flies. Flags have been installed and as of Sunday all are working. We installed 3 new windsocks just last month so they should last until spring. The Commission is still hoping to get the last of the crack sealing done this fall at the end of 06. Runway painting will be done in the spring, but may happen this year if the Town has any road lines that need doing.

Our current fuel price is \$1.32 per litre but we should see a decrease shortly as the wholesale price has dropped and I will be ordering a load soon. It would be nice to see it below \$1.20, here's keeping our fingers crossed.

The Directors have decided to raise the Beach Hangar rental fee from \$100.00 per month to \$125.00. We currently have 5 aircraft in the hangar our price must be very competitive.

As the year comes to a close I want to remind all members that Lorne will be sending out membership renewal invoices in the new year, please return them with your fees as early as possible as in years past we have seen this drag on for months.

Don't forget about our upcoming Christmas Party on the 16th, if Peter misses calling you, please contact him.

Past General Membership Meeting

By Dale Lamport

The general meeting on October 12th, which was chaired by President Floyd Graham, saw a good turnout of members and their significant others. The meeting got underway with Shawn from Smith Falls Flight Centre speaking about their services. Shawn also spoke about their new web based aircraft rental system. It was mentioned that Bud Sinclair had donated a number of aircraft books that will be kept in the clubhouse for members to browse. It was announced that Big Sisters and Brothers were coming to the airport on the 20th of October for a tour. Joe Coombs introduced himself as a new member – welcome to the club Joe. A discussion of the aircraft movement logbook at CYSH was held. All aircraft should be registered, as this is important to help justify the use of the airport. There is a book in the fuel controller building and one in the clubhouse entrance room. Les Rowbottom gave a short presentation on the possibility of moving COPA Flight 100 from Ottawa to CYSH. In order to provide encouragement, members are asked to e-mail Les at lrowbottom@aol.com. Other airport related matters were also discussed such as taxes, hydro, treasurer's report etc. It was also mentioned about the need for a new President and Directors in the near year. Following the meeting, Alena and Ian presented a wonderful lunch of sandwiches and munchies along with a huge cake. During the meeting there had been a loud round of applause for the wonderful food that has been coming from the kitchen. After the lunch break, the always-charming Peter Ceravolo presented an excellent video on a solar eclipse adventure that he had been on. It could have been entitled "How Peter's Sock Saved The Flight". We hope to see more members out at future meetings and if anyone has ideas for the general meetings, please do not hesitate to contact any of the Directors.