



The Antenna

December 2018



Dan Reilly with his Pietenpol Air Camper - just a little big & fast for indoor. Wayne Hopp in the background prepping his indoor quadcopter.

Next Club Meeting: Wed, Feb 6th 2019, 7:30PM at the **RED DEER FLYING CLUB!**
(Red Deer Regional Airport)

CARFF Flying Events: Indoor Flying, Dec 16, 13:00 - 15:00, Penhold Multiplex, \$10.00/pilot
Arctic Aviation Adventure, Jan 1, 2019, CARFF Field, ~10:00 to ~15:00

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Jan 1, 2019 "Arctic Aviation Adventure", CARFF Field, ~10:00 - 15:00

2019 Executive, Standing Committees and Contacts

CARFF EXECUTIVE

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Director Craig Parker, 403-346-2627, crgparker04@gmail.com,

CLUBHOUSE MANAGEMENT

TBA

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AUCTION

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NEWSLETTER EDITOR

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WEBMASTER

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COUNTY OF RED DEER BYLAW ENFORCEMENT

403-343-6301 (Call will be forwarded to member on duty).

Field GPS Coordinates: N52° 12' 6", W113° 42' 18" (N52° 12.106', W113° 42.304')

CARFF on Facebook <https://www.facebook.com/groups/1418503868392501/>

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Wings Theory, Guidelines, and Instructor Preparation

Written by Vince Mulhall

Credentials:

Commercial Pilot – for all single and multi-engine fixed wing aircraft 12,500 lbs. or less. IFR endorsed, and Airline qualified. Class 2 Flying instructor with about 3,100 hrs pilot in command time, with about 1,200 of those hours as a flying instructor. Federal Teaching Certificate with over 3,500 hrs classroom instruction.

Some types flown: DHC-6 Twin Otter, DHC-3 Otter, DHC-2 Beaver, Cessna models 185, 206, 172, 150, 140, 120, 310, 404, 402, North American Harvard Mk 4, Piper – Seneca, Navaho, Aztec, Comanche, Cherokee, Arrow, Beach – KingAir 100, Bonanza, and many more....

MAAC Qualified Instructor Wings level “D” – Issued 164 wings with over 350 students. Been flying R/C since 1973, control line since 1966. Former Canadian Champion at two Canadian Nationals in pylon racing, three Canadian Open Championships in pylon racing, and active on the Western Canadian Pylon and Pattern circuit for twelve years.

Instructor/Examiner Guidelines and MAAC Wings Program

Executive Summary

The intent of the Wings Program is to provide a flight training program that teaches members to fly Radio Controlled Models in a safe and proficient manner following the MAAC/club rules and Safety guidelines. This minimizes safety hazards and accidents through competency based training and by encouraging club membership and to develop better and more proficient pilots and flying habits.

As a charter member of MAAC, the club has the responsibility to provide proficient instructors that can fulfill the requirements of a demanding program. Some of these requirements of an instructor should include the following:

- Pilots that can demonstrate their proficiency in performing the minimum required flight manoeuvres as outlined in the "C" - Intermediate advanced level indicated below.
- Pilots that can demonstrate their proficiency and knowledge on Theory of Flight, and MAAC/Club Safety Rules and Guidelines.
- Pilots that can demonstrate their proficiency and knowledge in instructional techniques, learning process, patience and instructional verbiage.
- Pilots that have achieved the levels stated above and are available at least part of the time during flying season.

It should be noted the position of “*Instructor*” is not a level of status, but rather a responsibility to the student and the club. The instructor must be capable of delivering proficient, safe flight instruction in a timely and responsible manner. Instructors must be chosen carefully. Just because someone can fly well does not mean that they can pass on that knowledge to a student.

Some considerations for Instructor/Examiner designations:

- “Hotdog” flyers rarely make good instructors. A good instructor does not impress a student with his *flying skills*, but rather with his *teaching skills*.
- But at the same time, an instructor who has limited or weak piloting skills also has no business being an instructor.
- A willingness to commit their time to a student. The best approach for instruction is for both Instructor and Student to make a commitment to each other and a certain timeframe (usually within a 2 week period) where instruction can take place with an upwards sliding learning curve. Leaving lessons more than 3 - 4 days between lessons is impractical and is generally a waste of time for both individuals. If the timing is not right, it is recommended to wait until time permits. It is more damaging to stretch training out over long periods as it develops inadvertent bad habits that are difficult, and almost impossible to break. *(Picture yourself trying to take a 7 day course over a period of 7 weeks. How frustrating would you feel, having to be re-taught your previous weeks lessons every week.)*
- Preference should be given to those pilots who take the initiative to attend an Instructor/Examiner seminar.
- Some flyers that have the enthusiasm to instruct, but lack some of the skills or experience, may best fit a roll of “Instructor Helper”.

PURPOSE OF THE WINGS PROGRAM

1. To provide an interesting and challenging flying achievement program that will encourage individual club members to improve their overall flying ability.
2. To develop a membership of competent flyers to assist new club members regarding all aspects of the sport that pertain to powered flight.
3. To minimize safety hazards and accidents by encouraging all club members to develop better and more proficient, yet safe, flying habits.
4. To make radio control flying a more meaningful, safe and satisfying experience for all club members.
5. Provide a paper trail that demonstrates a pilot's abilities to fly in a safe and proficient manner within the Safety Guidelines provided by MAAC and the local club.
6. To provide member sustainability and purpose to the club or organization as well as the Model Aeronautics Association of Canada.

FLYING PROFICIENCY LEVELS

There are four flying proficiency levels, as indicated below. After successful examination at each level, beginning at Level "A", a candidate will receive a certificate for the appropriate wings level.

The following is a list of levels and flyer status:

- **"A"** - Basic Wings Level
- **"B"** - Intermediate Level
- **"C"** - Intermediate Advanced Level
- **"D"** - Advanced Level

The current flying proficiency level attained by each club member will be recorded in a membership list and copies of all examination paperwork will be kept with a designated club member or location in the event of proof of training is required by enforcement personnel or insurance investigators. This should be outlined in the club “Constitution”.

GENERAL RULES AND CONDITIONS

1. Qualified instructors of the club will be appointed as examiners after meeting the minimum requirements for the purpose of granting various Program Wings. All other members wishing to participate in the judging are welcome and are encouraged to qualify.
2. To qualify as an Official "Instructor/Examiner", the member must attain their "C" level Wings.
3. The above qualification is good for marking "A" and "B" levels only. To mark "C" and "D" levels one of the two examiners must hold a "D" level wings certificate.
4. Two examiners are required for "B", "C" and "D" levels. To ensure that all members have an opportunity to obtain the required "A" level one qualified examiner will suffice if two are not available. However the candidate's instructor should not be the sole examiner if possible. It should be understood that this is not always practical.
5. Examinations may be taken at any time, however to ensure that an examiner will be on hand a candidate should contact the Chief Instructor so that arrangements can be made. During an examination it is recommended that no other aircraft shall be flying or running in the pits. This is to ensure every advantage to the candidate. All manoeuvres will be judged out of 10 points. A minimum of 6 points for each manoeuvre and 60% for each flight is required for a passing grade. Two successive flights must be made and both of them must be successful (and attain at least 6 points in each manoeuvre).
6. Judging for "A" levels will tend to be softer than for the other categories. This is to account for trainer type aircraft and nerves. However, the other 3 categories will be marked in the same manner as at a contest. When a pilot achieves a given wings level - they can be proud of them and the achievement required to obtain that level!
7. Candidates may, if they wish, have an assistant to aid them in the pit area and call the manoeuvres out during the flight.
8. If there are 10 or more planes waiting to fly - approval from all pilots is required before test may commence.

CARFF "A" Wings supplement

For the purposes of SAFETY, student proficiency, and in light of the new technologies in higher performance, both in engines, radios, and aircraft, a few simple manoeuvres have been added to the basic "A" Wings Program from MAAC. Please see the CARFF Fixed Wings Pilots Rating. This practice is seen at most clubs across Canada as it increases the level of safety at the club level, bestows further confidence in the student, and builds an overall better flyer that is more apt to stick with the sport of model aviation in the future.

Why have instructors programs?

1. **The desire for personal gain, either the acquisition of knowledge, skills, possessions, or status, is a basic motivational factor for all human endeavours.** An individual student seeks out this acquisition of knowledge and skills through instructors, and others displaying superior knowledge of their desire to achieve growth.
2. **Students** are like typical employees in **wanting a tangible return for their efforts**. This is why instructors must have certain skills prior to taking on students. For instructional motivation to be effective, students must believe that their efforts will be suitably rewarded, and they must have total confidence in their instructors. Remember, a student will figure out very quickly if an instructor has what it takes to teach them.

3. The deeper the knowledge of a particular area, the better the instructor is at conveying that information. For example - *a flying instructor teaching basic flight instruction will probably be only able to teach at a minimally satisfactory level if the instructor had only the same training level as that being taught.*
4. If an instructor already demonstrated good knowledge, and was asked a question that exceeded the instructor's knowledge, the instructor should research the answer and get back to the student. It would be much better if the instructor, through experience or additional training, was prepared to answer the question initially though! This also is demonstrated though the instructors flying ability. If a pilot normally fly's his own aircraft with unsafe, bad pilotage or dangerous flying characteristics and skills, what knowledge is he/she really going to pass on to a student who does not know better? **This is why more advanced demonstration of a pilot's flying ability is required in order to become an instructor.** Additional knowledge and training will also bolster the instructor's confidence and give the instructional presentation to a student, more depth.
5. The instructor must be careful to put adequate information into the presentation without providing excessive information. Otherwise, the essential elements could get lost in a depth of presentation more suited to an advanced course on the subject. This comes with instructional experience, but starts with instructional knowledge passed on from experienced instructors.
6. In order for pilots to fly within the MAAC Safety Code at clubs – What other mechanism is in place to achieve this, other than a proper Wings Training Program, taught by those that demonstrate it, and follow it? **There is no other mechanism available!** It simply is difficult for a pilot with limited flying skills to be able to conform to the "Safety Code".
7. Pilots with above average, or superior flying skills, are the ones that some students will strive to become. As a result, the Sport of Model Aviation persists with a legacy and with purpose. Without – Clubs would have a tough time keeping members beyond the 5 year mark.
8. To achieve and encourage SAFETY PRACTICES, CAMARADERIE, FLYING SKILLS, and MODEL AVIATION as a "SPORT" and "WORTHWHILE" Activity.



Margaret & George Rehman have made a new windsock, modelled here by Rob McCoy. The sock will go up in spring. Thanks Margaret & George!!!!

EDITOR'S SOAPBOX

Eraldo Pomare

It's been a very sad and shocking November for our club and some long time members: Jon From's wife Tracy, Rob McCoy's wife and CARFF treasurer, Gale and Ron Ditchburn's wife Bev all passed away last month. Truly tragic; they'll all be missed. Our condolences to Jon, Rob & Ron and their families.

The CARFF AGM was held on Dec 5th, and a new executive elected for 2019. The new executive looks an awful lot like the old executive: thanks to Will Gross the outgoing member and thanks to Craig Parker the incoming member. Thanks too to Wayne Hutmacher for stepping in as interim 2018 treasurer; Rob McCoy takes over in 2019.

Rob McCoy is once again hosting the January 1 "Arctic Aviation Adventure" at the club field from 10:00AM to around 3:00PM. Come out and fly or just sit in the warm clubhouse and tell tall hangar tales! At the very least, get your 2019 key to the field and clubhouse. All you need to do to get a new key is: return your 2018 key and pay your 2019 membership dues (if you haven't already paid). Simple!

It's indoor flying and building season! John Ferguson has the drop on most of us having recently finished his "Peggy Sue II" model (pics below). As you can see on the cover, Dan Reilly has been working on some models, as have I.

Thanks Vince Mulhall for the instructor focused training material; I've published the first instalment this month and will be publishing more material over the next year or so.

I hope to see you all at indoor next Sunday, Dec 16 and if not there, at the Jan 1 event.

Note: "The Antenna" needs your articles, photos and sketches! Previously published articles must be accompanied by a release (permission) from the copyright holder.



**John Ferguson's
"Peggy Sue II"**



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Jan 1, 2019 "Arctic Aviation Adventure", CARFF Field, ~10:00 - 15:00

CARFF Annual General Meeting December 5, 2018

In Attendance: Brian Davis , Chris Warner, Craig Parker, Rob McCoy, Jon From, Vince Mulhall, Wayne Hutmacher, Wayne Hopp, John Cameron, Dan Reilly, Adam Tomalty, Mike Trevors, George Rehman, Tony Lindhout, Ron Hall, Eraldo Pomare, Randolph Janssen, Tim Hergert, Dallas Havervold, Jolon Martin and John Bampfield. (Proxy votes John Ferguson) non member Anna Franz

The meeting was called to order @ 7:38 by Jon

Agenda: Additions -None.

Motion made by Tony, Seconded by Dallas to approve agenda. Carried.

Minutes:

Motion was made by George, Seconded by Vince to adopt the Nov minutes as published in the newsletter. Carried.

Financial Report:

The balance in the bank account is \$10,463.81 and a GIC of \$ 15,618.63 for a total of \$26,082.44

Motion made by Wayne, seconded by Eraldo to adopt the financial report. Carried.

Wayne made a motion to have Vince and Eraldo Auditors of the 2018 Financial Books, Seconded by Dallas. Carried

Old Business:

Indoor Flying Started at the Penhold Multiplex, Need more flyers.

Next indoor flying is Dec 16, Please see the newsletter.

New Business:

Jan 1st Fun Fly at the CARFF Field.

CARFF Air Show Aug 4, 2018 (Long Weekend)

Eraldo made a motion to have no meeting Jan and March , seconded by Vince. Carried.

No Meeting Jan , Feb meeting for the budget review, No Meeting March

2019 Election hosted by Eraldo.

CARFF Executive for 2019

President	- Jon From
Vice President	- Ron Hall
Secretary	- Chris Warner
Treasurer	- Rob McCoy

CARFF Directors for 2019

Brian Davis
Craig Parker
Tony Lindhout

Open Discussion:

Locks will be changed Jan 1, 2019

Gravel for the driveway 25 yards.

Adjournment: Motion by Eraldo at 8:26 that the meeting adjourn. Carried.

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Jon From's sister-in-law has set up a GoFundMe account:
 Link to: [GoFundMe account for Jon & Tracy From's five children](#)

2018 Calendar of CARFF Events

Dec 16, 2018 (Sun) Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot

2019 Calendar of CARFF Events

NOTE: In 2019, there will be no planned January or March Club Meetings. *The February Meeting will be for 2019 Budget Approval.* It will be held at the Red Deer Flying Club's clubhouse, just north of the tower at the Red Deer Regional airport. A pre-read notice will be emailed to members.

Jan 1, 2019 (Tue)	Arctic Aviation Adventure, 10:00 - 15:00 - Organizer: Rob McCoy
Jan 6, 2019 (Sun)	Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot
Jan 20, 2019 (Sun)	Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot
Feb 3, 2019 (Sun)	Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot
Feb 6, 2019 (Wed)	Club Meeting, 7:30 PM, Red Deer Flying Club - Red Deer Regional Airport
Feb 24, 2019 (Sun)	Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot
Mar 10, 2019 (Sun)	Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot
Mar 31, 2019 (Sun)	Indoor Flying, Penhold Multiplex, 1:00PM to 3:00PM, \$10/pilot
Apr 3, 2019 (Wed)	Club Meeting, 7:30 PM, Red Deer Flying Club - Red Deer Regional Airport
May 1, 2019 (Wed)	Club Meeting, 7:30 PM, CARFF Field Clubhouse
May 4, 2019 (Sat)	CARFF Auction, Sylvan Lake, 08:00 - 20:00; Organizer: Rob McCoy
May 11, 2019 (Sat)	Show & Shine, CARFF Field, 09:00-17:00, Organizer: Ron Hall
May 25/26, 2019 (S/S)	Sailplane Weekend, CARFF Field, 10:00-16:30, Organizer: Eraldo Pomare
Jun 5, 2019 (Wed)	Club Meeting, 7:30 PM, CARFF Field Clubhouse
Jul 3, 2019 (Wed)	Club Meeting, 7:30 PM, CARFF Field Clubhouse
Aug 4 2019, (Sun)	Airshow CARFF Field; Organizers; Jon From & Vince Mulhall
Aug 7, 2019 (Wed)	Club Meeting, 7:30 PM, CARFF Field Clubhouse
Sep 4, 2019 (Wed)	Club Meeting, 7:30 PM, CARFF Field Clubhouse
Oct 2, 2019 (Wed)	Club Meeting, 7:30 PM, CARFF Field Clubhouse
Nov 6, 2019 (Wed)	Club Meeting, 7:30 PM, Red Deer Flying Club - Red Deer Regional Airport
Dec 4, 2019 (Wed)	Club Meeting, 7:30 PM, Red Deer Flying Club - Red Deer Regional Airport <i>(Election Night for 2020 Executive)</i>

NOTE: If you know of other clubs who would like to have their events listed in the CARFF newsletter, please have them send the info to the [editor](#)

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