

AVIATOR ACADEMY NEWSLETTER


JANUARY 1, 2010

"winter flying" course

There was the Winter Flying Course on Sunday December 20, 2009. Our students and members got many useful information about winter flying and tips on how to handle aircraft during winter time. Everyone was satisfied with the course and the following Holiday's buffet as well. Everybody had a fun and enjoyed that pre-holiday's evening. Here are some of the feedbacks:

The Winter Flying Course was extremely interesting, and if you come up with any other informative flying sessions, count me in. *Frank*

Thank you both Bob and Ted for a very interesting and well presented course. While the topic itself was extremely informative your added comments, insight and willingness to share your experiences made all the difference...thanks again...*Mike*

Welcome to our new December students!

Anabel Ueckermann is our student since December 31, 2009

Edward Helmich is our student since December 30, 2009

Eric Allan is our student since December 30, 2009

Michael Markicevic is our student since December 10, 2009

Matt Ueckermann is our student since December 3, 2009.

First solo

Let it be known that on **December 17, 2009 Dave Olston** (student of our instructor Ted Lee) without disruption of air traffic, this fearless, forthright, indomitable and courageous individual did venture into the wild blue yonder in a flying machine. Furthermore, this skillful individual did safely land said flying machine at Edenvale Aerodrome incurring no significant damage to self or machine. Thus completing a first solo flight.

We salute you!

The Maintenance

C-IEWU is ready to fly!

Upcoming course

Aviator Academy prepares **Survival Course** for **Sunday January 24, 2010 from 4PM to 8PM.**

Lecturer of the course is **Scott Edwards** and he will talk about survival in various weather conditions and in different environments, first aid, and much more. Everybody will get mini-survival kit with directions on how to use it. There will be, of course, separate lesson for pilots.

The price is \$60 for Aviator Academy students and members, and \$100 for non-members.



As usual, buffet will be ready!

Ground school

Upcoming Ground School for PPUL will take place on February 5 - 7, 2010. Friday 6PM - 10PM, Saturday and Sunday 9AM - 5PM. Ground School costs \$350+GST and includes all study materials.

HAPPY NEW YEAR 2010

We had a little celebration with everyone who came to fly between December 21, 2009 and January 1, 2010. Every pilot got a small gift from Aviator Academy to remember these wonderful holidays!

The New Year's Day is a great day to celebrate new year with flying! Take off into the year of 2010 with style!

HAPPY NEW YEAR 2010

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Interview : Dave Olston

about his first solo and his "pilot" dream

On December 17, 2009 I was able to check off an item on my bucket list. I made my first solo flight on a beautiful sunny winter day. A seed that was planted approx. 40 years ago had taken root. I first started thinking of flying when I was 12 years old. At 12, I had my first flight experience in a small home built of my father's friend. I was in total awe with the experience and since then, I always had the thought of getting a pilot's license sitting in the back of my mind. As with many things in life; I found other more pressing items always seemed to take the place of my dream of someday being a pilot.

Just over a year ago I flew up to Elliot Lake with a friend in his plane. On the flight back from Elliot Lake we passed over Edenvale Aerodrome, commenting on the newer facilities and location relative to Barrie. We talked at length about flying and how it was a big priority in his life. He talked about the incredible joy he has had with his passion. I was again hooked. It was time to make a decision. I later spoke with my wife Debby about flying, and to my surprise she was also excited about flying. I contacted the flight school in Edenvale for an introductory flight lesson for both Debby and myself. This introductory flight brought back all the excitement and awe I had when I was a child. The incredibly nimble Sportstar that Aviator Academy uses for training is an amazingly fun aircraft to fly.

I completed a few lessons in the fall of 2008. Being in Real Estate and with the market upheaval we had last year; prudence dictated that I put expenditures on hold for a period of time until the market again stabilized. What a difference a year makes! The market is stronger than ever and no more excuses! I restarted lessons again in the fall of 2009. I had expected to take a lesson every other week. There soon came the realization that the greatest learning advantage for my self came from the lessons being two to three times per week. What a fun and exciting fall I have had. What a great school of expert instructors. Both Ted and Bob are full of enthusiasm, experience and what seems to be limitless knowledge while Milena is always a friendly and helpful presence in the office.

On the day of my first solo, Bob took me around on three circuits as a check out prior to going solo. My nervousness was definitely evident on the first circuit of the check out but Bob's reassurances quickly helped and I soon fell into the routine of setting up for each phase of the circuit. During the solo, Ted stood at the side of the field with receiver in hand staying in radio contact. Circuit one went well but the anxiety was definitely evident. By the time I had completed the first circuit and all had gone well, I found myself surprisingly comfortable. All the hours of sitting with Ted in the cockpit and instruction he had given me was coming together. The performance of the aircraft was surprising to say the least. The aircraft seemed to leap off the tarmac. Usually climbing around 1,000 ft. / min.; with the lighter loading and cold air I was climbing at over 1,700 ft. / min. After landing and speaking with Ted and Bob my excitement had to be obvious to them. I felt like a kid again with a big new toy.

Being alone in the cockpit for the first time; ranks right up there as being one of the more exciting times in my life. One of the best decisions I have made for myself is to become a pilot! In the short term, I am working on obtaining my passenger carrying rating. A longer term goal is to obtain a flight instructor rating.

HIGHWAY LANDING (Ted Lee and Chip Pitfield)

The main actors in this tale are a fledgling pilot with a brand new ultralight pilot permit in his pocket and an instructor with over 1000 hours of ultralight instructional time. The new pilot was going to pick up a very nice Rans S7 Courier from another former student in Earlton, and was as excited as a kid anticipating Christmas. He was spring-loaded to the buy position and just needed a satisfactory mechanical inspection at Edenville to consummate the deal. The instructor was along to provide guidance in the art of flying a tail dragger, advice on cross-country procedures and general support for the long 3 hour flight back to Edenville.

We spent about a half hour going over the aircraft with the owner, being extremely meticulous as you might expect. The owner himself had filled the fuel tanks with fresh gas but his runway was a little short and in zero wind I didn't like the idea of a near max gross weight takeoff. I took the aircraft over to Earlton, put the other guy in the front seat and away we went.

About half way to North Bay we noticed that the right fuel tank was not feeding and I put that down to a blocked fuel line. The owner had told us that the endurance with full fuel was 4 hours so there was no problem, we could always stop and get more at North Bay.

However, as we pressed on, it became obvious that the left tank quantity was decreasing more rapidly than it should. There is a small clear tube in each wing root that shows the fuel quantity and that became the focus of our attention. The level was bobbing up and down with the light turbulence but it was definitely going down rapidly. I checked the NRST function on the GPS and North Bay was the nearest runway, so we were committed at that point.

As the situation got worse my co-joe suggested we reduce throttle because he had done his homework and knew that there was significant increase in range with throttle reduction. We pressed on, not sure what time we had left and eyes glued to the fuel gauge. I don't know whether it was unconscious or not, but I had the distinct impression that he was flying with the right wing slightly low so as to make the fuel situation look better. I suggested we look for a section of the highway where there is a passing lane so that we could safely land without endangering oncoming traffic. We went by a couple of those, ever hopeful but still unsure whether we would make it.

We got to within 12 miles north of North Bay when the occasional disappearance of fuel in the indicator tube became more prolonged. I was used to the fluctuations, but now the fuel in the tube was disappearing completely for seconds at a time. We were only 12 miles away, but I had no idea of how much fuel was left. The section of 3 lane highway we were right over was looking a lot better, it was very lightly travelled, and there was an access point where we could drag the aircraft and get it off the roadway. If we set down then and there, we would have the engine and an overshoot capability if necessary. If we pressed on and the engine quit, we would be nearer residential areas where fields would be less likely and traffic on roads heavier and we would have no overshoot option. Not being much of a gambler, I took the sure thing. We were on the ground in short order and within 3 minutes of touchdown the aircraft was off the highway.

I checked the fuel quantities right away and with a non-graduated stick I determined that there was $\frac{3}{4}$ inch of fuel left in the left side. I have no idea what that is in litres. The right side was full and the root of the problem was immediately evident. The fuel cap has a small diameter tube sticking out of it and the tube bends in a 180° arc to point straight down. If the tube is oriented forward, the tube provides positive pressure to assist fuel feed. If the tube is oriented rearward, it provides negative pressure, i.e. suction. The right tank was siphoning fuel out of both tanks.

Eventually the OPP officer who could make decisions arrived. He was taking direction from his superiors who wanted to contact Transport Canada for authorization to let us depart. The answer came back that no such authorization would be given so the OPP officer told us we would have to trailer it out because the OPP would not take responsibility for the decision. You can imagine the looming problem for us and it was only with a good deal of discussion with the officer that we were able to persuade him otherwise.

The crux of the problem was that neither the police nor Transport Canada people who were contacted knew the precise regulations covering the situation. In the aftermath, Will Boles of system safety in the Toronto Transport Canada office provided me with the definitive reference from the Ontario Highway Traffic Act:

Removal of aircraft from highway after emergency landing

187. (1) Where an aircraft has made an emergency landing on a highway, the pilot in command thereof, if he or she is physically capable, shall, as soon after landing as is reasonably possible, remove or cause it to be removed from the roadway.

Aircraft take-off from highway

187. (3) Where an aircraft has landed on a highway because of an emergency related to the operation of the aircraft, the aircraft may take off from the highway provided,

- (a) a licensed commercial pilot, not being the owner of the aircraft, who is qualified to fly that class and category of aircraft, and the pilot in command of the aircraft are both satisfied that the aircraft is airworthy and that there are no physical obstructions on or over the highway which would make such take-off unsafe;
- (b) the pilot in command of the aircraft is satisfied that weather conditions are satisfactory for the purpose and that the minimum requirements are met under the visual flight rules established by the regulations made under the *Aeronautics Act* (Canada) or, if the flight is to be continued under instrument flight rules, that adequate arrangements can be made for obtaining a clearance from an air traffic control unit prior to entering instrument flight weather conditions;
- (c) traffic control is provided by the appropriate police force; and
- (d) the police force consents to the take-off.

We complied with all of the above (I have an ATPL) but I am sure the OPP officer felt he was going out on a limb to let us go the way, neither of us looked at the fuel caps on the pre-flight inspection. The owner told us he had filled the tanks so we did not dip them. For the rest of the aircraft inspection we kept our eyes below wing level.

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Pilot jokes

Pilot to tower: "I am 300 miles from land. 600 feet over water and running out of fuel. Please instruct! "
Tower to pilot: "Tower to pilot. Repeat after me, 'Our Father, which art in heaven...'"

RULES OF THE AIRWAYS

Takeoff's are optional. Landings are mandatory.

Flying is not dangerous; crashing is dangerous.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man. Landing is the first!

Everyone knows a 'good' landing is one from which you can walk away. But a 'great landing is one after which you can use the airplane again.

The probability of survival is equal to the angle of arrival.

Passenger: "was that a landing or were we shot down?"

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Trust your captain.... but keep your seat belt securely fastened.

Be nice to your first officer, he may be your captain at your next airline.

Any attempt to stretch fuel is guaranteed to increase headwind.

A pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

Try to keep the number of your landings equal to the number of your takeoffs.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

Gravity never loses! The best you can hope for is a draw!

Gravity SUCKS!!



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