

AVIATOR ACADEMY NEWSLETTER



FEBRUARY 1, 2010

Volunteers needed!

Aviator Academy needs about 100 volunteers for spring/summer 2010 (three times event). Anybody interested in flying and dancing can help and have a fun! No age limit!

High school students can use it as a community hours. We plan to make Flight School exhibition in Georgian Mall in April, on air show at Edenvale Aerodrome in August and also some nice day on the Wasaga Beach's beach in July. To make this exhibition more interesting and more memorable we created a simple dance of 116 people. They will dance around all that place and we need those people. There will be 10 practices once a week in March and April.

Please fill out Volunteer Application and send it to our address. (you can e-mail this application). Tell your friends as well!

Thank you for your support!

Welcome to our new January students...

Andrew Dunlop has become our student on January 4

Joe Taliana has become our student on January 23

...and members!

Mike Dorion has become a member on January 13

Victor Beiley has become a member on January 24

Blaine Losier has become a member on January 29

Ground school

Upcoming Ground School for PPUL will take place on **February 5 - 7, 2010**. Friday 6PM - 10PM, Saturday and Sunday 9AM - 5PM.

Signed up students:

Frank Campbell

Paul Svastal

Douglas Svastal

Michael Markicevic

Andrew Dunlop

Joe Taliana

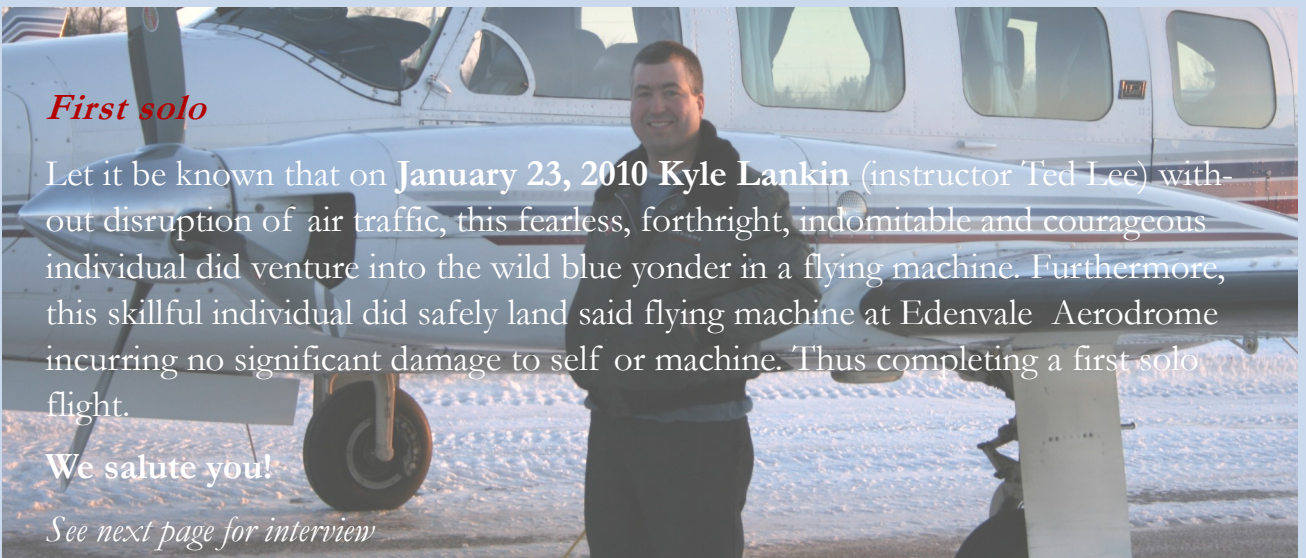
Instructor: **L. Edward (Ted) Lee**

First solo

Let it be known that on **January 23, 2010** **Kyle Lankin** (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!

See next page for interview



Happy Birthday!

Did you know the Saturday February 6 is a birth day of our instructor L. Edward (Ted) Lee?

Kyle's Rant

Interview : Kyle Lankin

Well, I finally did it. On January 23, 2010, I made my first solo flight. A very important milestone that I had initially thought would be stressful and scary, was actually very enjoyable and fun. Once I left the ground, I knew that there was no turning back, and all that I had to do was apply what Ted had taught me over the past several months.

I started my first lessons with Ted in June, after taking an introductory flight on a very windy day a couple of weeks earlier. Initially, there was a lot to learn in those first few lessons, and at times seemed rather overwhelming. But, as things progressed, each lesson became a little easier as I became more comfortable and the important things became committed to habit. Although it has been difficult for me to make time to fly as often as I would like, due to work and family commitments, both Ted and Aviator Academy have been very accommodating to my schedule.

I've wanted to fly my entire life. When I was young, I loved building models of aircraft, and wondered what it would be like to fly them. In my early teens, I was an Air Cadet, so I had the opportunity to be a passenger in both gliders and powered aircraft, with a ride in a C-130 Hercules being the highlight of those flights. Regrettably, I didn't stay with the Cadets long enough to obtain my pilot's licence. (For free!) Later, with other, more pressing matters (mortgage, young family, etc.), flying was put on the back burner. For a lot of years. However, as the young family grew older and required less maintenance, I felt that it was time to realize that dream that has sat dormant for so long.

The thing that appeals to me the most about ultralight flying is that it is more affordable to the average person than other forms of general aviation. As a mechanic, I like the fact that ultralight aircraft are user serviceable, as I have a problem with paying someone to do something that I could do myself. I think that the term "ultralight" is rather deceiving, as opposed to the term "light sport", as is used in the U.S. When many people hear the term "ultralight", they think of a hang glider with a snowmobile engine, and not an advanced aircraft such as a Sportstar. I believe that if it was more commonly known what an ultralight truly is, more people of average means would consider learning to fly.

The Sportstar is a very fun and confident aircraft to fly. Everyone at Aviator Academy is very friendly and accommodating. They have almost always been able to work me into the schedule, no matter how busy.

My next goal, after completing my pilot permit, is to learn to fly on floats. If I was to purchase a plane, it would most likely be a float plane, as I really like the idea of being able to fly into remote areas. Also, learning to fly a taildragger would be a lot of fun.

If I was to say anything to a new student, it would be to not feel overwhelmed in the first few lessons. There is a lot of information to absorb in the first few hours, but it quickly becomes committed to habit and routine. Also, fly as often as possible. If there is more than a week or two between lessons, it's more difficult to sharpen your skills as you get out of routine. However, once past the initially steep learning curve, the lessons become more fun as you become more relaxed in handling the plane.

Thanks to Ted's patience and experience, this student, who showed up in his office a few months ago, who hadn't even been in a plane for 18 years, (no kidding!) could take the controls and fly on his own. I now realize that in the world of aviation, the sky truly is the limit!

Kyle Lankin

Survival Course

We'd like to thank everybody who attended the Survival Course on January 24, 2010. Scott Edwards's conference was very interesting and, according to a survey, everybody was satisfied and the course met all expectations.

We would also like to thank Scott Edwards for his support of Aviator Academy.

PS: Message from Scott:

At the course I described how I had a good Compass get reversed by being beside a large magnet in my Backpack which I use for Ice Fishing. The Compass would now only point South, I resolved this by drawing a line on paper that was secured to the table and using a good Compass aligned it to North. I then put the broken Compass in the same spot but using a Magnet dragged the North Arrow to where it should be and left the magnet there so it would not swing away. I left it for a couple of days and this fixed my compass!

Story of the month

We would like to thank everybody for interesting aviation e-mails. Especially to dear Mike Ross for so many and so interesting stories. Survival Course attendants could already see a "Duck tape story", which we received from Mike.

Another very impressive story is about armless Jessica Cox. She is probably the only pilot in the world without arms!

She took her exam and flight test on October 10, 2008 and gained Sport Pilot license flying an Ercoupe plane in Arizona.

For more information visit her web site <http://rightfooted.com/>



If you have anything you would like to share with other pilots, send it to our e-mail: aviatoracademy.ca@gmail.com and we will publish it in the next Newsletter.

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Pilot jokes

Two planes arrived at a flight control at exactly the same time. Flight control said, "Delta, Continental, you both arrived at the same time. Who wants to go first?"

The Continental pilot immediately heard, "Go ahead, Delta, I'll wait!"

Aerial Photos

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!" The tense man sitting in the pilot's seat swung the plane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes." "Why?" asked the nervous pilot. "Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures."

The pilot replied, "You mean you're not the flight instructor?"

US Navy vacation:



Weather phenomena



Downward-bulging clouds like this are called **mammatus** clouds, and sometimes form beneath a thunderstorm anvil - high clouds streaming away from the core of the thunderstorm. Falling raindrops or snowflakes begin to evaporate as they fall into dry air below the anvil cloud, cooling the air. The cooled, dense air plunges downward until all the rain or snow evaporates.

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