

AVIATOR ACADEMY NEWSLETTER

MARCH 7, 2010



Credit/debit card payment avoided

Aviator Academy has to avoid credit/debit card payments at this time because of a persisting problem with the provider of payment processing. Aviator Academy currently accepts cash and checks only.

We apologize for any inconvenience.

Ground school

Upcoming Ground School for PPUL will take place on **April 16 - 18, 2010**.

Friday 6PM - 10PM, Saturday and Sunday 9AM - 5PM.

Welcome to our new February students...

Regan Gorman has become our student on February 8, 2010

Cessna rental over

Aviator Academy had to remove Cessna 172 from the rental list because the owner of the Cessna decided to stop renting it.

Members with current membership who rented Cessna can use this membership for Evektor – Sportstar rental. Otherwise, Aviator Academy will refund and cancel unused membership.

Members who decide to cancel membership will lose all membership privileges at Aviator Academy but they can re-new membership anytime. Aviator Academy archives pilot's record for 2 years.

Benefit for members

Every member gets a free membership for one month because the Aviator Academy was closed from February 25 to March 6 and all flights at that time were cancelled. We would like to make our pilots happy, so their membership will be extended for about one more month.

Edenvale Aerodrome Changes

Aerodrome construction will affect Aviator Academy as well. Ted Lee temporarily moved his office to the Aviator Academy office for upcoming two months. Aviator Academy will move the office into the hangar office during March. We don't have any more details yet, but we will inform our students and members about all changes in advance. Please check your e-mail and our website.

We apologize for any inconvenience.

First solo

Let it be known that on **February 9, 2010 Michael Markicevic** (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!



Mike Markicevic first solo comment

People often ask, “When did you begin to think about becoming a pilot”? I can only answer that it was not in so much that I focussed on becoming a pilot but rather that I am constantly seeking out new life challenges. I get bored easily, so I very much enjoy learning something new and becoming proficient, to the best of my ability, in everything I do in life.

To this end I feel somewhat uncomfortable in referring to myself as a “pilot” given that aviation is a most challenging, multifaceted, ever-changing endeavour and while I may qualify as a “pilot” there is much to learn relative to both the art and science of flight.

I took my first lesson on December 12, 2009 and began to read everything available having to do with aviation/becoming a pilot. I was extremely fortunate to have selected “Aviator Academy” as my flight school and continue to be very impressed with their professional training/teaching program and emphasis on safety.

As for my instructor, Ted Lee, not only did he provide a clear understanding of the fundamentals of aviation, which, while grinning, he refers to as “drinking through a fire hose”, but more importantly given his 40 plus years of senior flight experience he continues to unselfishly share his vast experiences for the sole purpose of enabling others to have fun flying while becoming more proficient pilots.

Thank you Ted for going beyond the books/basics and providing your students with the invaluable practical real life lessons of aviation all pilots cherish.

Having completed my first Solo Flight on February 9, 2010 approximately two months after having started the program I found that by compressing the training I was able to more effectively build upon and transition my “lessons learned” as the training program progressed. While at times intense, I would suggest that my compressed training regime required a continuous focussed commitment toward my aviation goals and objectives with few distractions.

On the upside, a compressed training program prevents your mistakes from becoming stale and allows for such mistakes to be corrected in a timely manner before they become bad habits.

In terms of addressing new pilot-students...I would say...try it, understand it, use it and have FUN doing it and never settle for anything that’s only “good enough”.

Restricted Radio Operator Certificate Course

We had scheduled Radio Operator Course for Sunday March 7, 2010 from 1PM to 5PM, but not all signed students arrived. We will re-arrange this course for Sunday in April and we will let you know 4 weeks in advance.

It is important to obtain Restricted Radio Operator Certificate to operate a radio in an airplane. All our new students should take the course as soon as possible and pilots with Pilot Permit have to have this certificate to fly our airplanes.

Aviator Academy will remind everybody who didn't demonstrate Radio Operator Certificate to take this course.

Weather station

The weather link for weather station at Edenvale Aerodrome is working again! You can check the weather from www.aviatoracademy.ca or from the Edenvale Aerodrome web site *and* we don't need *this* forecasting stone anymore....

(Thank you Matt!)

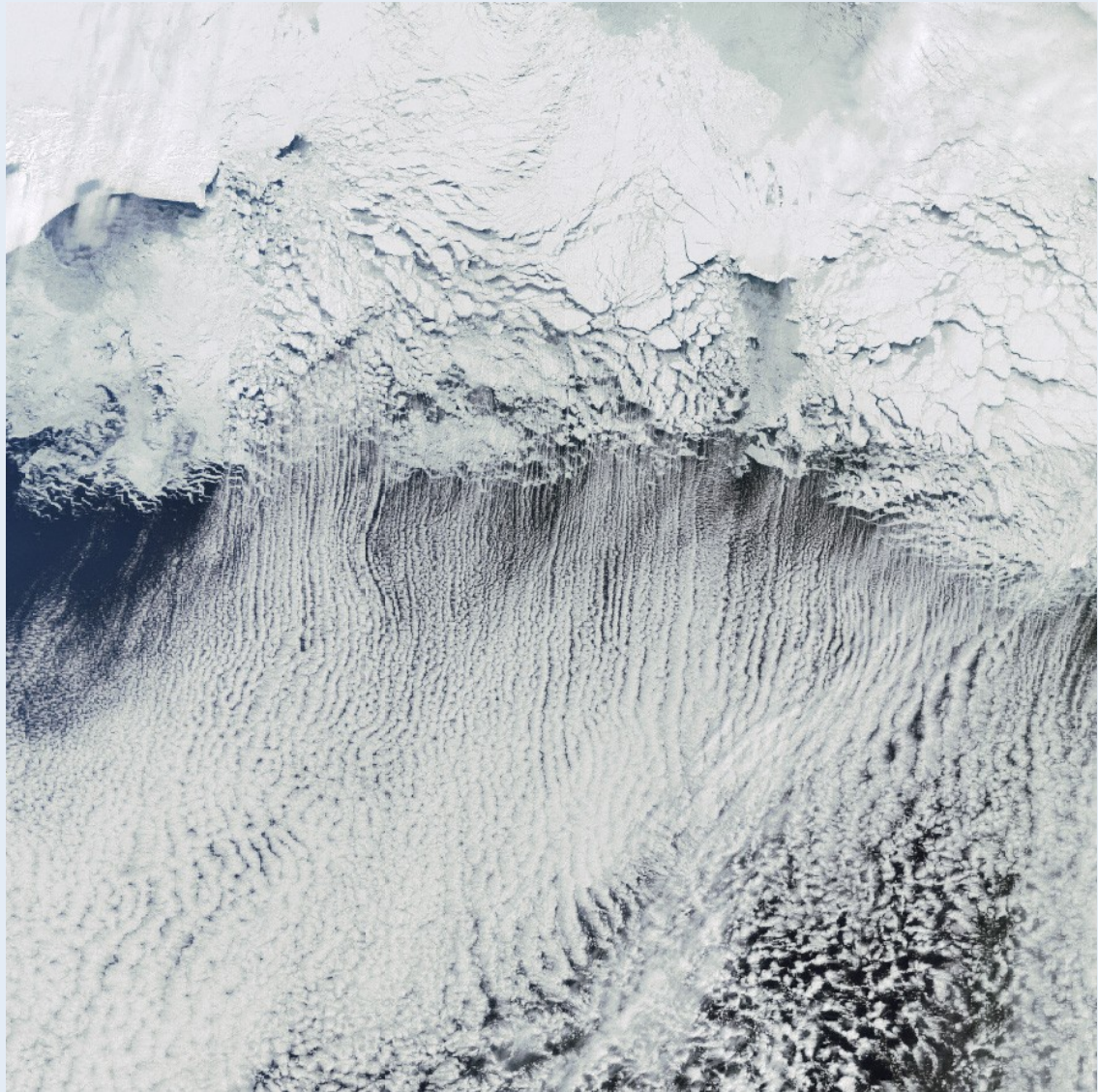


You can expect an interesting story from Mike Jones, who had a very valuable experience with his Challenger on Sunday March 7 .

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

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Weather phenomena



Cloud streets are rows of cumulus or cumulus-type clouds aligned parallel to the low-level wind. Here, many are visible above the Bering Sea, between Russia and Alaska.

The most favorable conditions for their formation occur when the lowermost layer of air is unstable, but is capped by an inversion-by a stable layer of air.

This often occurs when upper air is subsiding, such as under anticyclonic conditions, and is also frequently found when radiation fog has formed overnight.

Convection occurs below the inversion, with air rising in thermals below the clouds and sinking in the air between the streets..