

AVIATOR ACADEMY NEWSLETTER

APRIL 1, 2010



Welcome to our new March students...

Brian McMahon became our student on March 16, 2010

Lewis McMullen became our student on March 10, 2010

Weather station

Aviator Academy decided to get and install its own weather station at Edenvale Aerodrome. The weather station should start working on our website during the first week of April. We will inform all students and members via e-mail.

Ground school

Upcoming Ground School for PPUL will take place on **April 16 - 18, 2010**. Friday 6PM - 10PM, Saturday and Sunday 9AM - 5PM. This lesson will be the last one in a classroom setting. In the future, Ground School will be available to all students on a CD, so they can study in their own time at home. Once they complete all tests, they receive ground school confirmation letter. The study materials such books come with the CD.

For Members

All members have the opportunity to present their own business on our website. If you are a member and you are interested in this offer, send your logo in JPG file, contact, and URL link (if you have one) to our e-mail: aviatoracademy.ca@gmail.com. We will add it to our website on "our supporters" page (child of "about us" page).

We would like to remind all members, who rent Aviator Academy airplanes that ANY commercial use of these airplanes is PROHIBITED. Please read Rules and Procedures part 14. Aviator Academy will charge \$1000 penalty for the violation of this rule. This restriction is based on the Insurance Policy, which is clear in the commercial use of these airplanes. Only Aviator Academy is allowed to use airplanes for commercial purposes such as flight instruction and airplane rentals. Sight-seeing flights, aerial photo, flight instruction with instructor of other flight school etc. are not allowed. Thank you for understanding and enjoy your every flight!

Spring Events

Aviator Academy plans a few spring events to get ready for beautiful summer flying. To start off, once the weather gets warmer, there will be an "airplane wash" on a weekend in April. It will be a one day event when all our pilots will have a chance to come together and have a fun thing to do. Bob Pesta will give them a small practical lesson about the maintenance of an airplane and, of course, there will be snacks. We will let you know about one week in advance.

We are also preparing a "Radio Communication Course" for everyone to improve their radio communication skills. It will be a one evening event by the end of April or the start of May. Pilots and students who did not obtain Restricted Radio Operator Certificate will be required to take extra 2 hours of lecture in order to be able to apply for it. We will let you know about this course three weeks in advance.

Instructor Rating Course is the second upcoming course. This course includes 2 hours of ground school and 5 hours of flight lesson, which will be given individually to pilots who are interested in our regular instruction bases (\$160/hour dual and \$30/hour ground school).

Edenvale Aerodrome Changes

Aerodrome construction affected Aviator Academy and all operation has been temporarily relocated to hangar C5. Nevertheless, the phone line (705)428-3111 is still active for Aviator Academy and the on-line schedule is working without any interruption. There is also a portable restroom located right next to the hangar. Once the construction is done, Aviator Academy will relocate airplanes and office to hangar B where there is more space for the airplanes, office and a washroom. We apologize for any inconvenience and thank you for your patience. While the main building will be closed in April, there will be some refreshments in our office.

First solo

Let it be known that on **March 9, 2010 Mattheus Ueckermann** (instructor Bob Pesta) 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!

Frank Campbell first solo write up

March 21, 2010 was my Second - First Solo. My First Solo was July 23, 1970 in a Cessna 150. Yes do the math, that's 40 years ago (Bob wasn't even born yet!). I was a 17 years old air cadet with a scholarship for my Private Pilots License. Unfortunately like so many others, finishing school and then starting a family, put flying on the back burner. The \$24 hourly rental was hard to come by.

I've been interested in flying for as long as I can remember. My father was a mechanic working on Spitfires and Hurricanes at the end of WWII. I still have his note books and as a youngster would read them and dream about flying a Spit, but I had to settle for model building. In August 2007, my Dad and I went to the Gathering of the Classics here at Edenvale, and saw the SportStars on display and that rekindled my interest in flying again. In 2009 my work neighbour Kyle Lankin told me he was learning to fly at Edenvale, and that was all it took to get me motivated again and fulfill my dream.

The beauty of the Ultralight category for flying is the lower overall costs and less federal restriction than general aviation aircraft. The SportStar looks and acts like a real airplane (no offence to the Challenger owners). It is FUN to fly! Learning under Bob's wing was exciting and his encouragement made it easier when I'd mess up. "Just fly the plane" he would say. Thanks Bob.

For new student, it's been said before, but it is worth repeating, fly as often as you can and stay current. Don't let lapses of 2 weeks affect your learning. And most of all "have FUN!"

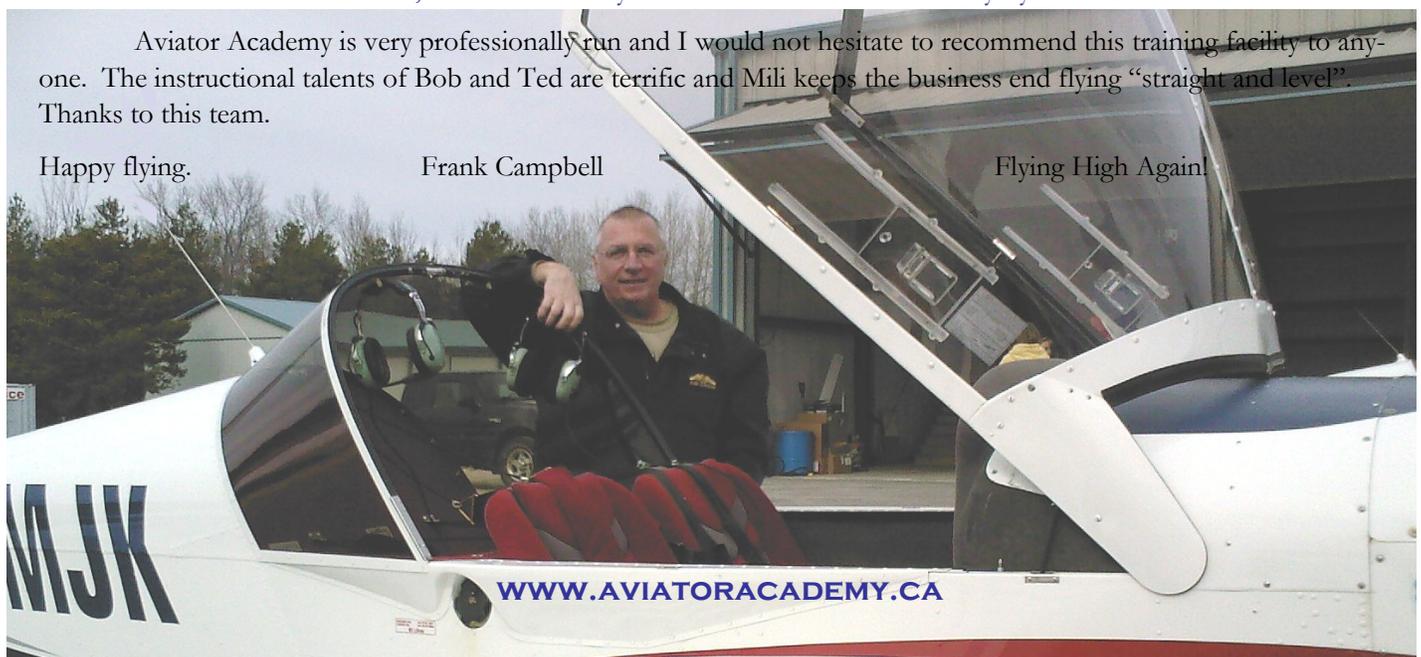
Future plans call for an Instructors Rating so my wife and I can fly to the USA. There are a lot of sites we want to visit in the north eastern states, as well as visit my father in Florida. And someday fly to Oshkosh with Bob.....

Aviator Academy is very professionally run and I would not hesitate to recommend this training facility to anyone. The instructional talents of Bob and Ted are terrific and Mili keeps the business end flying "straight and level". Thanks to this team.

Happy flying.

Frank Campbell

Flying High Again!



Flying Challenger is a challenge

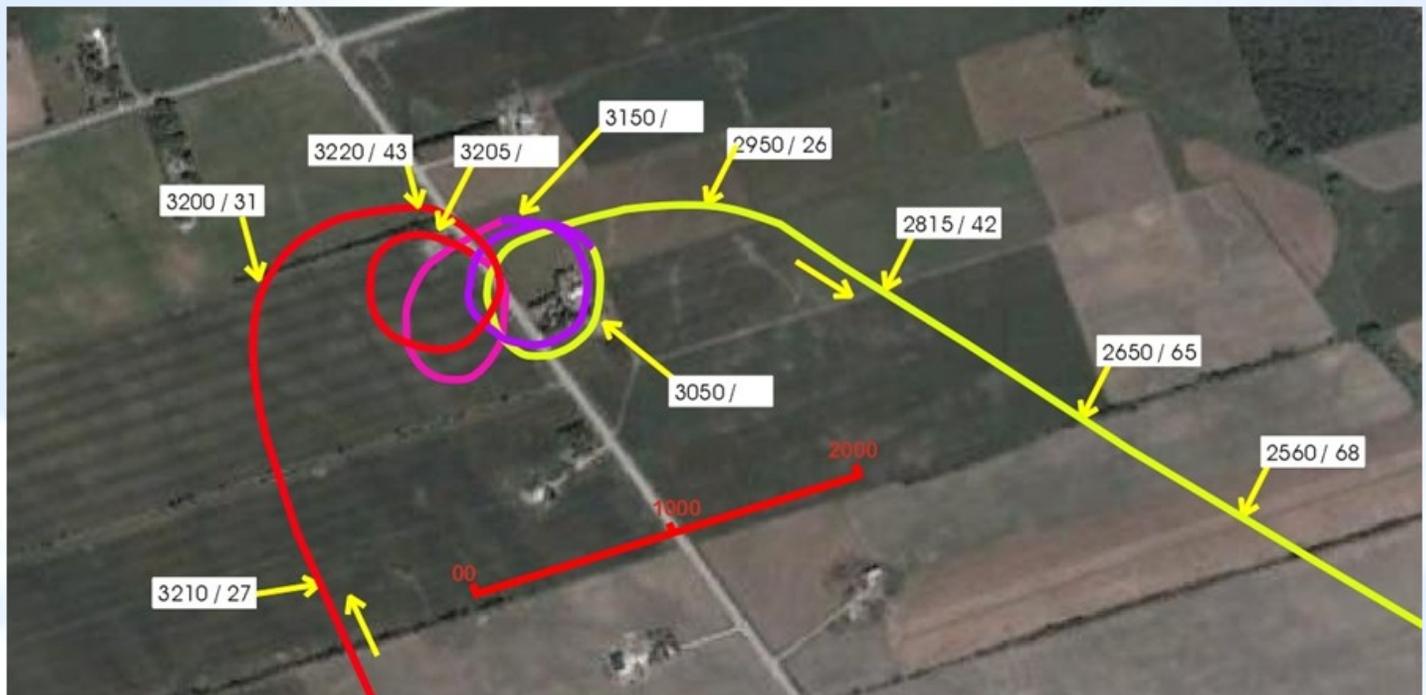
Mike Jones's story

On March 7, 2010, I had plans for a local cruise while my daughter, Melissa, completed a lesson with Bob Pesta. I'd recently solo'd in the Challenger and took off at about 5pm with 5-10mph wind from the northwest. My company has a worksite near Duntroon so I thought I'd pass the site overhead at ~3500', and then fly north along the escarpment near Blue Mountain. As I approached the Niagara Escarpment, the turbulence increased and I noted that the wind at altitude was 30 to 35 mph, a little higher than is comfortable in a Challenger, at least for a novice pilot. I turned south towards New Lowell, and then to Wasaga Beach. From there, I intended to turn back towards Edenvale and approach on a really long downwind, gradually descending from 3000' to circuit height.

As the right turn started, things became a little uncomfortable. The left wing continued to rise to about 45° as the turn became sharper, as if blown by a gust. I tried to counter with left stick and left rudder but the plane was non-responsive. I centred the controls and tried again to no avail. After my second 360°, I called "Mayday" over the radio, which I'm sure was a surprise to Melissa and Bob while they were practicing emergency maneuvers.

The plane continued in its high banked turn, and I felt like I was along for the ride. I wasn't losing altitude so I pushed both the throttle and stick forward, and gave it full left rudder. The plane wings returned to a more comfortable alignment and I descended at a rate of about 1500 fpm, and flight leveled out at 2500'asl. The plane track is shown on the GPS image shown below. The image labels show altitude and ground speed along the track.

We've done a thorough post-mortem to try to establish the cause of the event. While it isn't obvious, there are a few possibilities. The plane has been checked, and there is no evident mechanical issue. First, when I noticed there were 35mph winds, I should have returned to the aerodrome or at least to a lower altitude where the winds were less strong. The Challenger has fairly significant adverse yaw, and requires coupled aileron and rudder input for a coordinated turn. The combination of adverse yaw and turning momentum may have caused a turning moment that the rookie pilot had difficulty correcting. Alternately, when the first turn steepened, I was surprised and may have pushed, instead of pivoted the rudder pedal, thus effectively doing very little. It was one of the few times I haven't mounted my video camera on the wing – too bad!



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.

Circuit Procedures Incident

L. Edward (Ted) Lee

March 17, 2010

This incident highlights a few points that are worth repeating just to remind everyone that nasty situations are out there and regardless of whether the root causes are rule violations or pilot complacency, the end result can be disastrous.

INCIDENT NARRATIVE

The time is about 1330 local, the runway is 31, the wind is light and the visibility and ceiling are unlimited. The players involved are two local pilots, one in a Challenger and the other in a Sportstar, and a visiting pilot in a Merlin Nova registered as a basic ultralight.

The Visitor had dialled in 122.7 for the Edenvale frequency so he was not on the correct frequency and was effectively NORDO. He joined the circuit and was number 2 on downwind behind the Challenger. The Sportstar pilot called joining the straight-in downwind and became number 3 but was unaware of the Visitor because of the lack of any radio call indicating his presence. He did see the Challenger and was following it, assuming he was number 2. The Visitor's aircraft was all white and roughly the same shape as a Katana but about 2/3 the size, so given the tail-on aspect and the clear bright sky conditions it is not surprising that the Sportstar pilot did not see it.

The Challenger pilot completed a full stop landing and cleared the runway at taxiway D. He looked back and saw the Sportstar and the Visitor on short final in extremely close proximity and advised an overshoot. One witness said the Visitor's aircraft appeared to be extremely slow and marginally under control. Both pilots did overshoot and went around for another circuit. The Visitor described the relative position with the Sportstar as similar to what a glider would see when on tow, i.e. roughly 200 ft separation. The Sportstar pilot was in front and never did see the Visitor.

After the overshoots and subsequent circuits, the Sportstar completed a full stop landing and as he rolled past taxiway D a transient pilot took the opportunity to go onto the runway and taxi back to the button of 31. We don't know what this pilot saw or heard because he departed the area. However, we do know that he was just barely able to get to the turnaround point and off the runway before the Visitor landed on 31. I think it is fair to assume that initially this pilot did not see the Visitor and of course could not hear him so felt confident that he could backtrack safely.

The Visitor proceeded to land on 31 with the Sportstar now backtracking 31 to clear at taxiway D but still far enough from it to cause the Sportstar pilot grave concern. The Visitor was able to stop and clear the runway at D and then taxied in. The Visitor stated that he knew he could be stopped before taxiway D and therefore decided to land even though the Sportstar was still on the runway. He stated that he felt he had to get on the ground because his left fuel tank cap was incorrectly positioned. There was no claim that this was an extreme emergency or that fuel was gushing overboard – he just felt he had to land. He maintained this position even when it was pointed out to him that landing on an occupied runway is a clear violation of CARs.

ANALYSIS

The first problem in this chain of events was the Visitor's failure to set the correct frequency. The radio was a hand-held radio and it was used in conjunction with the headset in an ex-military helmet.

Comment:

We would like to congratulate to Mike Ross who did a great job in a Sportstar mentioned in this incident.

Given that the only local 122.7 transmitter is at Lake Simcoe Regional, the Visitor's total inability to detect the wrong frequency leads me to believe that either he could not hear it very well or he was ignoring it. The aircraft was effectively NORDO.

The second link in the chain was the Sportstar pilot's inability to see the Visitor. Given the tail-on aspect, the sky condition and the colour of the aircraft I don't fault this for a moment and I think I would have been hard pressed to see it as well. Just ask yourself how many times you couldn't see the guy ahead of you even though you knew he was there! This also applies to the transient pilot who taxied back with the aircraft on final. The implication is clear - this is a problem that every pilot should expect to encounter at some time and if it hasn't happened to you by now, it will soon. The corollary to this is that you should take a quick peek to the right for every turn in the circuit just to make sure no aircraft has slipped in undetected. Just because it is illegal to join straight in to final does not mean that some pilots don't do it so a peek to your right prior to your left turn to final would be prudent.

The third link in the chain was the Visitor's decision to get so close to the Sportstar. He saw the Sportstar well before the overshoot call so what could he have done in that position? A successful landing was out of the question because the Sportstar would never be clear of the runway so why did the pilot not overshoot immediately when he saw what was developing? When following another aircraft for landing there are several variables that will determine your minimum separation distance, but being that close requires an overshoot in all cases.

The fourth link was the Visitor's decision to land when he knew there was another aircraft on the runway. There was absolutely no excuse for this clear violation of CARs. There is nothing left to say about this and it was obviously completely avoidable.

LESSONS

NORDO aircraft represent a significant problem in the circuit, period. If you don't have a radio or are forced into the NORDO situation by a radio failure, anticipate that you may figure prominently in a traffic conflict. The corollary is that if you are considering buying an aircraft, one of your most important investments will be a good radio.

There is always the danger of NORDO aircraft at uncontrolled aerodromes so don't stop your lookout when you have identified the positions of all the pilots you have heard on the radio. There could be more out there.

When you get close to someone else, one of you has to move away. Make the decision as to who should go, communicate this to the other pilot, and if in doubt take the initiative and move away yourself.

Unless faced with a valid emergency, or exceptional circumstances exist (like landing with the crowds at Oshkosh) never land on a runway that is not clear.

The last point was completely lost on this particular visitor. When you make a mistake, swallow your pride and say so. That takes the wind out of everyone's sails and you retain respect for your honesty and your integrity is intact. The pilot who declares that everyone else is at fault appears to be an idiot and leaves us wondering how much time it will take before he creates a major accident.