

The Patrician

Victoria Flying Club

February 2007



VFC's *Tristan Nano* took this winter sky photo climbing out from runway 16, CYCD.

The 1000' ceiling lifted south of Ladysmith Harbour.

Inside

2
Short
Final

3
Letters to
the Editor

5
Bears
Air

7
In My
Travels

8
As Real As
It Gets

10
Income Tax
Form

15
First Canadian
Powered Flight

The Patrician

Newsletter of the
Victoria Flying Club

FEBRUARY 2007

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Eleanor's Short Final

Has Mother Nature thrown everything at us yet? No, no, there's still time for an earthquake and tsunami! Seriously, these past two months have seen just about every kind of weather possible – snow, ice, prolonged freezing temperatures, gale after gale, flooding rains, more snow, more ice, more below zero days and rain, rain, rain. It seems as if it will never stop. I'm really tired of it, getting Cabin Fever, as it were, and needing a few nice flying days. That's the cure for the winter weather blahs – a sight-seeing flight or a cross-country somewhere for lunch.

Now for a nice surprise! Ma Nature has come through with some spectacular flying days for the last week of January! A little cold and frosty in the early mornings to be sure, but what wonderful, clear, smooth afternoons. Wow! I really needed a good flight or two, as if you couldn't tell by all the exclamation points. Hope you all got out there to take advantage of those blue skies. Who knows what may be coming our way next, after two straight months of wild, record-shattering weather.

Passports at the Ready

The time has passed for a passport-free invasion of the US. There was certainly some interest in this novel idea from a VFC member, but there was no cooperation weather-wise. (See Great Idea, page 15, January Pat). Now we all must be sure to have our passports ready if we want to visit any US airport and there are certainly lots of them within an hour's flight of CYYJ. A trip to Friday Harbor and a bit of island-hopping is always a thrill; we must have the best panoramic scenery in Canada, if not the whole world. It's okay to brag!

Wings 2006

All of us at VFC offer our congratulations to the Wings 2006 grads.

The banquet was held on Friday, January 26th, just a little late to make this edition of the Patrician.

The next Pat will have more pictures and the names of the six bursary winners, as well as the Club's awards for Best Written Exam, Best Flight Test and Best All-Round Pilot.

Watch this space!



The 2006 Wings grads gather in front the fireplace in the bar at the Officer's Mess, CFB Esquimalt

Letters to the Editor



What a lot of mail there was about the January Mystery of the Month! Thanks everyone for writing! And thanks indeed to all who sent reference websites and information about this interesting aircraft.

The Pat is always online at the beginning of every month, so be sure to check the Club's website for it although you may not have received the e-mail notification.

Eleanor,

Wonderful issue as always. Your mystery machine is a Britten-Norman BN-2A Mk.3 Trislander. According to Airliners.net this aircraft can also be equipped with a 350lb rocket to assist T/O. "An optional 1.56kN (350lb) auxiliary rocket engine for use on takeoff was also offered"-Airliners.net specifications. I would like to be a passenger when the rocket is being used !!

Jeff Lightheart

To be exact about this it is a Britten-Norman BN-2A MK 111-1; 18 seat feederline transport. This is according to Janes all The World Aircraft.

Don

(The letter above for the ID of the "Mystery aircraft" is from one of the club's retired Engineers...Don Tack! Don was with the club with Bob Harrison for many years! That's his guess! - Al Whalley)

Hi Eleanor-

I don't usually send in my "guess the plane", but this is such a memorably homely a/c, ya' just gotta remember it!

And no, I didn't look this one up!

Seriously, Eleanor, each month the Pat looks fantastic.

Sean

Eleanor:

'Tis a Trislander, I'll wager. Last spring we featured (Vernon Flying Club newsletter) a three issue write-up by Rhys Perraton describing his single pilot ferry of a Trislander from Scotland to the Fiji Islands. It was quite interesting.

John

Britten-Norman TRIslander

Marie

Hey Eleanor,

I believe this to be the Britten-Norman Trislander BN-2A Mk III. I just happened to see a photo of this exact plane taken at Boeing Field from another aviation photographer. He thinks this one operates out of Port Angeles and is the only one operating in the USA! Sure is a weird looking bird.

Tristan

Now that's a strange bird. It's a Britten-Norman Trilander, a much less common aircraft than their better known B-N Islander. Don't recall whether I've ever seen the tri-motor version

Walt Salmaniw

Thanks for writing

My pleasure. Haven't lost my touch yet ;-)

Eleanor

Walt.

Thank you, Eleanor. As always keep up the excellent work. I for one, enjoy the Pat....always several good articles to read, and supplements my reading of the COPA newspaper.

Walt.

It's a Britten-Norman Trislander.

Shorry Adams

Hi Eleanor,

My research says the January mystery aircraft is a Britten-Norman Trislander BN2A MkIII.

Thanks,

Cal

None other than a BN-2A Mk III Trislander (make sure there's only one 'I' in the name)

It is most likely N411WA which apparently flew KCLM-KPWT-KBFI for Mountain High Aviation

Scott Brynen

Britten-Norman Trislander

Mathew Carlow

Take a bow, all you clever correspondents! **Ed**

Hi! Eleanor

Another super Patrician! Well done! The short story background for the Bursaries will give the readers a better idea of the history behind them!! Winston was "speechless" when he saw his picture in the January issue! Now that he's a celebrity he wants a mike and a jump suit :-----)

Cheers! Al

Winston was pictured sporting his new Mutt Muffs in the Jan Pat **Ed**

Hi Eleanor,

I hope everyone is well at the Victoria Flying Club. I sure do miss the gang at the Club. The Victoria Flying Club certainly exceeds anything available in Calgary! I have been flying a couple times since moving here, but nothing aerobatic yet. Perhaps when the Skybolt sells I will purchase a 1/12 share in a Super Decathlon. I may even fly it out to Abbotsford for the contest next July. Please give my sincere best wishes to everyone at the Club.

Cheers,

Cary Rodin

Britten-Norman Trislander The January 06 'Mystery Plane of the Month' is a Britten-Norman Trislander, more formally known as the BN-2A Mark III Trislander from the UK.

The 18-seat Trislander was based on the successful airframe of the earlier Britten-Norman BN-2 Islander, at least one of which may be seen daily at Victoria International Airport. The Islander fuselage was lengthened to accommodate the additional seating. Also, a third Lycoming O-540-E4C power plant was installed in the tail empennage which, in turn, needed a re-design. The resultant Trislander first flew on September 11, 1970 and remained in production until 1982 after a total of 73 aircraft were built.

The Trislander improved upon the Islander's good performance characteristics and became popular as shuttle or connector airliner. Several of the aircraft are still in service all over the globe. I remember the first time I saw a Trislander was here at YYJ at the completion of the 'London-to-Victoria Air Race' in July, 1971. It was one of the race participants but I can't recall its registration letters or place of origin.

Water Bomber Update

Timberwest, owners of the two surviving **Martin Mars** water bombers, announced in November that the planes are up for sale because of rising costs in operating them, costs amounting to more than three millions dollars a year. As part of the conditions of the sale, the buyer will be required to donate one of the bombers to the City of Port Alberni after it is retired from service.

The short listing of the prospective buyers will be made sometime in January; there is some stiff competition with 20 proposals from all over the world. This list will be pared down to three or four and the final decision is expected to be made next month. One serious contender is the Glenn L. Martin Aviation Museum in Middle River, near Baltimore Maryland where the Mars were actually built. The community interest is huge and fans include original employees of the Martin manufacturing plant. They want to "bring her home" to be the central piece to a whole new museum complex.

The **City of Port Alberni** is spearheading a drive to get the Liberal Government to buy the giant planes to keep them in BC. Aside from their importance in protecting BC's forests, the Martin Mars are a valuable tourist attraction to the area. (For the past five years, the Alberni Valley Flying Club has sponsored a well-attended fly-in to see "our" water bombers. Many VFC members have enjoyed a day at Sproat Lake and tours of the Philippine and Hawaii Mars.) The huge aircraft can deliver more water faster than any other fire-fighting aircraft and flew 300 hours during the disastrous fire season of 2003. A single water bombing from the Mars can cover 1.6 hectares. So far the provincial government has not been interested in financing the planes to keep them in BC.



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You Never Forget Your First Love

BEAR'S AIR
Barry Meek



You never forget your first love. That's what they say. But it really is debateable. It may have been a woman who said it. Women are more intuitive, sensitive, and in many ways, more intelligent than men, but they seem to get all mushy and gushy about stuff like that. They keep old love letters stashed away in boxes. They talk to each other about how their "first" made their heart beat faster, butterflies somehow got into their stomachs, how it was meant to be, and of the one that got away.

Personally, and I think I speak for most men, it wasn't like that at all. But that's only if we're talking about the first love of a woman. Switch topics to airplanes or cars, and most men will tell you all about their first loves, and in great detail.



FUFU and me

The act of flying is of itself, something born of love. Pilots don't keep old letters stashed away, but we'll often keep the books. "From the Ground Up" comes to mind. Many of us still have our E6B flight computers, our first headset, the Raybans, and an old flight bag. When pilots talk about love, we talk about flying. Only the airline guys would describe love as the score of zero in a tennis match.

Like so many others, I learned to fly in a Cessna 150. It was slow, didn't climb fast, wouldn't carry much weight or go too far. But then, it didn't matter. I was flying. I was enjoying my first love. My first car was a Volkswagen Beetle. It too was slow, didn't accelerate fast or carry much weight. But it didn't matter either, because I was driving. That was another first love.

Years passed, cars and airplanes came and went. I drove and flew more powerful, faster machines, logged many hours and miles. I worked as a driver and as a pilot. The "love" I felt initially somehow faded, but you keep on doing it because it's turned into a career, or more of a necessity.

We eventually reach a point in life which has been known to be described as a mid life crisis. That's when guys will go ahead and buy something they've overtly or otherwise, craved and drooled over for years. The Harley Davidson motorcycle, the sailboat, the sports car. Some of us will go shopping for an airplane. For me it was a natural move to want back into a Cessna 150. Not just because it was so familiar ... there was more. It brought back memories of long ago. That airplane represented freedom, and a giant step toward manhood. Learning to fly was one of the most important and exhilarating things I've ever done. Back then and even today, the ability to control an airplane and soar above everything and everybody, somehow elevates the mind and spirit as nothing else can. The little 150 unlocks that for me, and therefore draws me back to enjoy the ride. It's a great little plane, and I've owned or been partners in several.

Cars are another source of expression for the mid-lifers. For guys who express themselves with four wheels on the ground, often they will revert to something from the past. And it could be back to their first love. The '55 Chev. The '63 Pontiac. Maybe a '57 Ford. For me, it was a '59 Volkswagen. Not brand new, not fast, not even classy back then, it didn't matter. It was wheels. I was mobile in high school, and that meant a lot to me and my friends. Times have changed too for the modest little Bug. Today, there are hundreds of fine examples of restored VW's which sell for many times what they were worth brand new back in the '60's and early '70's. Most are owned by fellows who, like me, have more than just a casual attachment to them. They have history, and even spirit. Carmakers today are cashing in on that with "retro cars", vehicles that resemble those from the past.



1959 Volkswagen Bug

In our society today, it seems important to own items that represent more than just utility. We're spending our cash on memories, items that have the spirit of our youth woven in. Airplanes and vehicles, having played such a huge part in the shaping of our lives, will always be in our future, particularly the ones that were a part of our individual past. It's really not the actual machines, rather it's what terrific things they did for us, for our egos and our spirit, that we'll always remember. Our first love was the emotion, and is what we'll never forget.

Barry Meek bcflyer@propilots.net

Regulations for Operation Of Aircraft Commencing January, 1920

United States of America War Office Department of the Army

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of the machine with the motor running until the pilot relieving you can reach the motor controls.
6. Pilots should carry hankies in a handy place to wipe off goggles.
7. Riding on the steps, wings, or rail of the machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open the throttle.
20. Don't attempt to force the machine onto the ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.



In My Travels

by
Larry
Dibnah



Barkley-Grow-T8P-1

A few people have recently asked me "so just what the heck is a Barkley-Grow?" Well, I must confess that at one time I too had to ask the same question of my more senior colleagues at the BC Aviation Museum. I remember seeing photos of a familiar-looking aircraft on floats or skis while leafing through old bush plane files and articles at the Museum but assumed that these aircraft were either Beech 18's or Lockheed model 10's.

After the aircraft had been described to me in detail by my colleagues and upon closer examination of the photos, the Barkley-Grow and its story began to emerge. The aircraft did indeed bear a strong resemblance to the Beech 18 and Lockheed model 10 but was in no way related to either one. The common features were only coincidental - twin Pratt & Whitney radial engines and a twin tail configuration. In fact, the Barkley-Grow had a smaller, third fin located between the two main vertical stabilizers, sort of like a miniature Lockheed Constellation. Another distinguishing feature of the Barkley-Grow was its fixed, non retractable landing gear – mains and tail wheel. As it turns out, this feature was an asset for the Northern operators because it facilitated the process of switching from wheels to pontoons or to skis and back again.

In 1937 the **Barkley-Grow Aircraft Corporation** was formed by Archibald Barkley and Harold Grow of Detroit, Michigan. By 1940 the owners were given approval of their design and began construction of the Barkley-Grow T8P-1. The design incorporated a geodesic, ribless wing construction with two X-spars similar to that used in the Vickers Wellington bomber of WW2. The Barkley-Grow was powered by two Pratt & Whitney Junior Wasp radial engines of 450 hp each, had a wing span of 50'-1", a length of 36'-2" and a useful load of 3100 lbs. Performance figures included a range of 750 miles, a service ceiling of 24,000 ft and a cruising speed of 141 mph.

Only 11 **Barkley-Grow T8P-1's** were produced before the company was acquired by the Aviation Manufacturing Corporation (AVCO) later in 1940. Soon after that, AVCO was in turn, absorbed by the Vultee Aviation Corporation. Seven of the Barkley-Grows were sold to Canadian companies, including three to the Yukon Air Service and two to the MacKenzie Air Service, both in the Edmonton area. The Royal Canadian Air Force had also acquired one Barkley-Grow T8P-1 for use as a transport in the early part of WW2.



The first Barkley-Grow to arrive in Canada, CF-BLV, has been completely restored and is now on display in the Alberta Aviation Museum in Edmonton. Also, the Aerospace Museum in Calgary, Alberta has two Barkley-Grows. One is complete and the other is under restoration.



At least two Barkley-Grows were eventually flown in British Columbia during the early 1950's. Photo records show that CF-BQM and CF-BMW were flown by *Canadian Pacific Airlines* and later on by *Pacific Western Airlines*.

References: The Alberta Aviation Museum in Edmonton; the Aero Space Museum in Calgary; the RCAF homepage; and *The Bush Pilots, a Pictorial History of a Canadian Phenomenon*, by J.A. Foster.

Photos: The Alberta Aviation Museum and the Ron Dupas collection.

As Real As It Gets

Microsoft Flight Simulator X

by Doug Marin

"Qantas 2011 Heavy, cleared for take off". You heard the "virtual" Air Traffic Controller say; then you advance the throttles of the Boeing 747 you're in command of out of Perth, Australia bound for Vancouver. You've set your Flight Director to take you on a Great Circle Route and the Direct Flight progresses smoothly. Right up until you run out of Jet A somewhere over the Pacific. You see, there are no Boeing 747 jet liners that can make that distance non-stop.

Microsoft has been branding their Flight Simulator software "**As Real As It Gets**" for years now. So there is no getting away from Flight Planning. Oh sure, you can set it up so you have perpetual fuel, but what fun would that be? Successfully gliding your 747 into Honolulu reminds you of that Air Transat flight in 2001 that made it into the Azores on zero fuel. Talk about forced approach practice!

The latest Version "X" software takes Computer Flight Simulation to a whole new and unprecedented level of sophistication. It also means you'll need a very powerful computer to realize all the visual potential the program can offer now and well into the future. In this new version, you can actually see shadows behind the rivets on a Cessna 172 with a suitably equipped computer system.

Flight Simulator "X" was made to run best on Microsoft's new Operating System called Vista, (available February 1st) although will run very well using high end MS XP or 2000 systems. The detail is nothing short of "As Real As It Gets".

Bob Mace and I went to Oshkosh for the 2006 show and after we got to our seats on the Northwest Airlines flight from Seattle to Minneapolis found out we were sitting with Shawn Firminger, who has been the Studio Manager for MS Flight Simulator for the last 25 years. He was on his way to unveil the software to the public for the very first time and WOW was he was PUMPED! By the end of our flight so were we! Microsoft had a wonderful display at Oshkosh, but a local Computer Dealer here in Victoria has a better one. Head over to Sneakers Computers on Douglas Street and try out Flight Sim X using three screens!

cont'd page 9

Microsoft Flight Simulator X

TRIPLE SCREEN COMPUTER SYSTEM



As Real As It Gets!

**TRY IT!
FLY IT!
BUY IT!**



SNEAKERS COMPUTERS

2950 Douglas Street Location Only • On Demonstration Now 383-3755

All this is well and good, but not everybody is going to flock to FS "X" right away.

At home, I run FS 2004 and it is very good also. In fact last year, I spent a month learning IFR Procedures for airports around our local area using the software and then booked a 3-hour flight with Scott Eichel to see if I could pull it off in our VFC 172 - TQQ. I'm just a casual VFR flyer with about 400 hours. After a lot of reading, and practice with the software, Scott would tell you I did pretty well flying IFR as a novice who picked up experience using Microsoft Flight Simulator. Certainly the best \$500 bucks I've spent since I joined the club. Scott handled the radios and flight plan, and I flew all the procedures under the hood. For me, it was a total hoot! My navigation confidence went up about 10 fold. It was certainly very rewarding "breaking out" at minimums at Abbotsford and seeing the runway right there after an NDB approach....just like I'd practised with the software.

Another club member: Jim Sutherland has literally thousands of hours flying commercial jets using MS Flight Simulator but also practises new IFR approaches before he sets out in his Piper Comanche. You can do the same anywhere in the world regardless of your current ratings.

An investment in Microsoft's Flight Simulator is an investment in improving your flying skills especially when you are lamenting about how much you'd like to fly a real aircraft today, except the weather is just too lousy. Go out and buy yourself the software and start flying in your underwear soon!



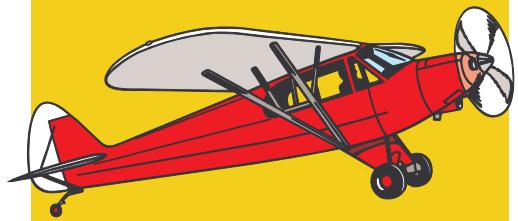
Hi Eleanor,

When I saw the Cessna CF-DSY on the cover of the Dec. 2006 Patrician, I remembered flying DSY many years ago. On checking my log book I found that Max Perkin, a Victoria Flying Club instructor at that time, gave me a check flight in it on June 1, 1952. The Club had just recently acquired DSY. On our 2nd circuit of take-offs and landings, while on the downwind leg for R/W 13, the motor quit. I trimmed for glide and landed. Max was a bit surprised at how calm I was. So I told him I learned to fly originally in gliders on Lansdowne Field in Victoria, and DSY was just like a glider to me when the motor quit!

The mechanic later on said, "The A/C was previously owned and flown in Alberta. The mechanics in Alberta had possibly adjusted the mixture a little leaner there because of their higher altitude". Because we were flying closer to sea level here, the atmospheric pressure had changed just enough to make the mixture too lean, by then, for our flight.

Bill Taylor

A number of outside tie-down spaces are now available.
Phone Dispatch at 656-2833 for details.



A FEW
PAVED SPACES
AVAILABLE!

If you require a 2006 income tax receipt for your training, fill in the form and return to Dispatch by February 1, 2007. Your tax receipt will be prepared by February 28th.

VFC 2006 Income Tax Procedure forms are also available at Dispatch.

Victoria Flying Club 2006 Income Tax Procedure

Please Note: Canada Customs and Revenue Agency (CCRA) has recently been requiring proof of enrollment in the Commercial Pilot Program before allowing a deduction for the hours under the Private Pilot Licence. A letter from the Club confirming enrollment in the CPL is available to students actively pursuing a CPL (i.e., a Category 1 Medical, enrollment in Commercial Ground school, working towards a Night Rating or actively completing the dual requirements of the CPL). Members are reminded that all deductions taken are the responsibility of the person claiming the deduction on their tax return.

Instructions: Complete all areas of this form. There is no need to complete the form if you reached the maximum hours per course in 2005. Mail/fax/or drop off this form to Dispatch.

Allowable deductions: As outlined by Revenue Canada Taxation
875 Heron Road, Ottawa, Ontario K1A 0L8

Licence or Endorsement: Private Pilot Licence
Commercial Pilot Licence
Instructor's Rating
Night Rating

Allowable Tuition Fees (Please read carefully):

Private Pilot Course

Any number of dual flying hours. Solo hours to the extent that dual and solo hours do not exceed a total of forty-five hours. Revenue Canada in 2005 has been requiring proof of enrollment in the Commercial Pilot Licence program prior to allowing a deduction for the PPL. (See above)

Commercial Pilot Course

Any number of dual flying hours. Solo hours to the extent that dual and solo hours do not exceed a total of sixty-five hours (Commercial Licence).

NO CREDIT MAY BE TAKEN FOR TIME BUILDING OR HOURS IN EXCESS OF THE TRANSPORT CANADA MINIMUMS.

Private Pilot Course Only

Ground school Jan 1 to December 31, 2006 \$250.00 \$ _____

_____ hours dual Jan 1 to Dec 31, 2006

_____ hours solo Jan 1 to Dec 31, 2006

_____ hours dual and solo claimed in 2005 and earlier re private licence

_____ **TOTAL CLAIM** in hours (CANNOT EXCEED 45 HOURS)

Commercial Pilot Course

Ground school Jan 1 to December 31, 2006 \$495.00 \$_____

Ground school Retread \$ 50.00 \$_____

_____ hours dual Jan 1 to Dec 31, 2006

_____ hours solo Jan 1 to Dec 31, 2006

_____ hours dual and solo claimed in 2005 and earlier

_____ **TOTAL CLAIM** in hours (CANNOT EXCEED 65 HOURS)

Other Ratings

Rating: _____ Hours: Dual _____ Solo _____

To Be Completed By The Student

I, _____ certify that:

I intend to work in the occupation of _____ and that I was enrolled
in the course entitled _____ in order to furnish me with skills in that occupation **OR**

I am qualified as a _____ and that I was enrolled in the course entitled
_____ in order to improve my skills in that occupation.

My hours claimed for 2006, when combined with hours claimed in 2005 and earlier does not exceed the
maximums outlined of 45 hours for private and 65 hours for commercial course.

Signature of Student

Date

Do you wish your tax form mailed or picked up? _____

Tax Forms received by Victoria Flying Club prior to February 1, 2007 will be completed by February 28, 2007.

For Office Use Only

Date received _____ Course _____

Hours: _____ Dual \$_____

_____ Solo \$_____

Ground Briefing: _____ Dual \$_____

Ground school: _____ \$_____

Total Hours Claimed: _____ Private _____

Victoria Flying Club was founded in nineteen forty-six
Just after the turmoil of World War Two was put to rest.
During the past sixty years hundreds of student
pilots have gone to greater things.
This is what dedication, knowledge and patience
of an instructor brings.

Students have come here to VFC from various parts
of the world
To be trained in powered flight and receive a pair
of wings of gold.
Behind the scenes, the mechanics, office staff,
directors and others have worked
To achieve that magic of the "First Solo" flight
of excitement untold.

Then, the chance to fly with eagles was within
everyone's grasp,
So, thank you VFC, I will always remember the
first time I buckled the strap.
I will never forget nine eleven when my training
came to a stall,
How strange it may have seemed when on
nine fourteen, for a flight test, a foreign
named chap got the call.

Thank you VFC, I will always wear my
Recreational Pilot wings with pride.
Please carry on, and on and on, and may
your runways be very wide.

Sonny Shah has been a big ray of sunshine at VFC since 1999 when he joined to pursue a life-long dream of getting a pilot's licence. He's well-known for his fantastic Island curries shared with fellow pilots at Caribbean Night and other parties.

FOR SALE: One Half share in Nanchang CJ6A

Due to a move to Ottawa I am reluctantly selling my share in CJ6A GYKK (the blue one). This X Chinese air force basic trainer is the best warbird bang for the buck. It has approximately the same performance of a Harvard but at half the acquisition cost and one third the running costs. YKK was completely restored by Victoria Air Maintenance and has a host of desirable upgrades including:

- detailed cockpits
- hooker harnesses
- long range fuel
- engine preoiler
- pulse lights
- skymaster nose wheel
- brake pressure gauge
- IFR equipment and certification
- Aerobatic certification



This aircraft has been kept in a heated hangar since its restoration and has been carefully maintained. The other share is owned by a meticulous and highly experienced airline pilot and he would prefer a relatively experienced pilot interested in a long term stable partnership although all inquiries are welcome.

Please contact **David Gagliardi** at **613 241 4540**.

PRIVATE PILOT Groundschool

Classes held Monday and Wednesday, 1900-2200

	DATE	TOPIC	INSTRUCTOR
Feb	05	CARS	Steve Mais
	07	CARS	Steve Mais
	12	Meteorology	Bryon Thompson
	14	Meteorology	Bryon Thompson
	19	Meteorology	Bryon Thompson
	21	Meteorology	Bryon Thompson
	26	Meteorology	Bryon Thompson
	28	Human Factors	Jason Stewart
Mar	05	Flight Operations	James Zacks
	07	Flight Operations	James Zacks
	12	Navigation	Jason Stewart
	14	Navigation	Jason Stewart
	19	Navigation	Jason Stewart
	21	Radio and Electronic Theory	Jason Stewart
	26	Review (Tower Tour/Written Seminar)	Marcel Poland
	28	Review (Tower Seminar)	Marcel Poland

Achievements

First Solo

Patrick **LeBlanc**

PPL Flight Test

Alexis **Pryor**

Garry **Robb**

Brian **Spahn**

Laurie **Leavett-Brown**

PPL Written Test

Russ **Kerr**

Nick **Lindsay**

Rod **Payne**

Private Pilot License

Laurie **Leavett-Brown**

INRAT

Jeff **Lightheart**

Steven **Mais**

Welcome New Members!

Jim **Smith**

Michael **Harrison**

Russel **Popel**

Wayne **Clifton**

Trevor **Young**

Maria **Kirley**

Allan **Mactier**

Allen **Crandell**

Eric **Deutscher**

Marshall **Hayward**

Melanie **Rosling**

Jason **Neufeld**



COMMERCIAL GROUNDSCHOOL

Feb 9-11, 16-18, 23-25, Mar 3-4, 2007

Feb 9, 2007	1700-2100	CARS	Steve Mais
Feb 10, 2007	0830-1700	Navigation	Jessica Hamstra
Feb 11, 2007	0830-1700	Flight Operations	James Zack
Feb 16, 2007	1700-2100	PDM	Marcel Poland
Feb 17, 2007	0830-1700	Crew Resource Management	Marcel Poland
Feb 18, 2007	0830-1700	Crew Resource Management	Marcel Poland
Feb 23, 2007	1700-2100	Airframes & Engines	Steve Mais
Feb 24, 2007	830-1030	Airframes & Engines	Steve Mais
	1030-1700	Licensing Requirements	Steve Mais
		Theory of Flight & Aerodynamics	Etienne White
Feb 25, 2007	0830-1130	Systems & Instruments	Steve Mais
	11:30-1700	Radio & Electronic Theory	Jessica Hamstra
Mar 3, 2007	0830-1700	Meteorology	Bryon Thompson
Mar 4, 2007	0830-1700	Meteorology	Bryon Thompson



Est. 1946



February Mystery of the Month

This spiffy high performance kit is for the serious homebuilder and has a hefty price tag to suit. Its performance may not quite get you up as far as the International Space Station but it will allow you to chase a few stock P-51 Mustangs and Hawker Sea Furies around the clouds.

**Send your educated guess(es) to
PatricianEditor@shaw.ca.**

VFC Smile Cards

The Victoria Flying Club is very excited to partner with Thrifty Foods in their successful **Smile Card Program.**

Pick up your Smile Card today and 5% of all your Thriftys grocery purchases will go towards creating scholarships and awards for VFC members.

To date, we have been able to create three new bursaries!

Pick up cards for your family and friends too. This is a great opportunity for VFC members.

We thank you for your support!



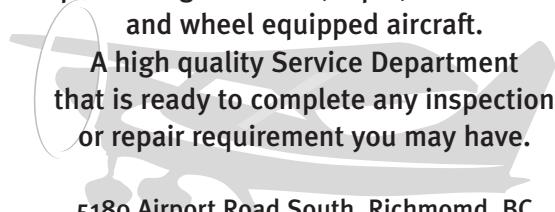
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FIRST CANADIAN POWERED FLIGHT 98 YEARS AGO

On February 23rd, 1909, the first powered flight not only in Canada, but in the whole British Empire took place at Baddeck, Nova Scotia, under the auspices of the AEA. The Aerial Experiment Association was the brainchild of Alexander Graham Bell, who divided his time between Hammondsport, New York and the Bras d'Or Lakes of Cape Breton Island. He had recruited four early day aviators into his group, among them Glenn Curtiss because of his expertise with engines and Douglas McCurdy for his enthusiasm about flying. Although powered flight was now over five years old, there was still plenty of room for invention and improvement, and Bell had designs of his own that he was eager to try. Flying machines were still known as aerodromes and some of Bell's inventions look bizarre in the extreme, notably his Cygnet II, a collection of hundreds of tetrahedral kites stuck together to form a huge wing.

The Cygnet II was pushed out onto the ice of Baddeck Bay on February 22, and in three attempts at flight, never got off the surface. The following day, the Silver Dart was brought out with McCurdy selected as pilot. He was a Canadian citizen and the only man ever to fly the Silver Dart. Glenn Curtiss made a quick check of the motor and the "aerodrome" rose gracefully into the air under McCurdy's control and was piloted to a beautiful landing on the ice. Most of the town of Baddeck turned out to watch the historic event and the signatures of 145 witnesses were taken and preserved.

The next day, the 24th, McCurdy went "circumdroning" Baddeck Bay in the Silver Dart and the whole country became flying machine crazy. His most impressive day of flying with the AEA. came on March 10, 1909, when he flew two circular courses over a total distance of 20 miles. McCurdy and F.W. (Casey) Baldwin, the first Canadian and first British subject to pilot a public flight (in Hammondsport, New York with the AEA) formed the Canadian Aerodrome Company, Canada's first aircraft company.



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Notice of the Annual General Meeting of the **Victoria Flying Club**

Please be advised that the
Victoria Flying Club
Annual General Meeting
will be held

Friday March 9th 2007
in the Member's Lounge.

Wine and Cheese at 6:00
Meeting at 7:00

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VFC

Aerobatics



ATC Appreciation Day / Movie Night

Saturday March 3, 2007

Meet and mingle from 3 – 6pm

Come on out to the Club and meet old friends,
fellow pilots and new students.

Mingle with ATC staff and express your appreciation
for their services.

FOOD, MUNCHIES, DRINKS, MOVIES

**Movie Night –
starting around 6 PM –**

two movies with a flying theme.

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