

January 2012

The Patrician

The Victoria Flying Club ~ 1946-2011 ~ Celebrating 65 years

Happy New Year
from the
Victoria Flying Club



"Somewhere over the rainbow, skies are blue. And the dreams that you dare to dream, really do come true." ~ L. Frank Baum

Photo Credit: Yasuhiro Koide

Victoria Flying Club News

The Victoria Flying Club

cordially invites you to

The 2012 Wings Banquet

Saturday, January 21st

at the Wardroom (1586 Esquimalt Rd.)

Reception: 6:00 Dinner: 7:00

Attire is semi-formal

Everyone is welcome to attend!

RSVP

Victoria Flying Club

250-656-2833

no later than January 13

The Wings Banquet is a VFC event held annually to recognize the accomplishments of those who have earned their PPL, CPL, and Instructor Rating in the previous year. It is a well-attended evening which you will not want to miss, including a fantastic dinner, wings presentations, and awards (application form pg 12).

Each PPL, CPL, and Instructor Rating recipient will receive one free ticket. Other tickets are available at a cost of \$30. To reserve your tickets, please contact the Victoria Flying Club office at 250-656-2833 no later than January 13.



CELEBRATION OF LIFE

Lt-Col Jack William Kaiser:

June 28 1924-December 2 2011

Predeceased by his adored wife Gabrielle, Jack leaves to mourn his brother Jim, his 6 children: Chris (Diane), Gary, Candy (Alan), Laurie, John (Chantal) and Shauna, ten grandchildren: Christopher, Michael, Kelly, Kyle, Shannon, Jesse, Sebastian, Chelsea, Sarah and Adam and two great grandchildren: Nathan and Neavah.

Over the course of his career in aviation Jack logged about 30,000 hours and was awarded the Distinguished Flying Cross for his service in defending our great nation. He also trained thousands of our current pilots (both civilian and military), including the very first team of Snowbirds.

Please join family and friends in a celebration of Jack's life at 1 PM, at the Cadet Hall, 1979 Anson, North Saanich BC on January 14th 2012.

A ROOM WITH A VIEW...AND AIRPLANES TOO!

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Victoria Flying Club

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The Patrician has it Down Pat for Seventy Years.

By: Eleanor Eastick

Editor's Note: A number of newer VFC students and members have inquired as to the reason why our newsletter is called The Patrician. I've been able to give a vague explanation, but there is much more to the story. I knew Eleanor Eastick, longtime Victoria Flying Club member and previous editor of The Patrician for many years could give us some insight into a wonderful piece of local history. Many thanks, Eleanor!

Although I can find no meaningful origin of the term "down pat" used in the sense of exact or appropriate, I can at least explain the origin of the Victoria Flying Club's enduring newsletter, The Patrician.

Princess Patricia — "Patsy" to family and friends — was born on St. Patrick's Day, 17 March 1886. Princess Patricia came to Canada with her parents when her father, the Duke of Connaught was appointed Governor General in 1911. She accompanied him on his 1912 trip to Vancouver Island where Victorians became so enamoured of the beautiful princess that they renamed a bay on the west side of the Saanich Peninsula "Patricia Bay." It was reached by Patricia Bay Road.

Fast forward to 1936 when the first discussions of an airport at Patricia Bay took place: the site was chosen by the RCAF for its relatively level terrain for landplanes and the equally important potential for an adjacent seaplane base. Finally in the spring of 1939 work began on the now officially named Patricia Bay Airport. World War II was looming and "Pat Bay" became one of Canada's largest wartime stations.

By the fall of 1941 the first major detachment of RAF servicemen arrived at Patricia Bay Airport for training. Heavy rain turned the ground around East Camp into quagmires and dark, wet days which continued through most of the winter dragged down camp spirits.

Enter the very first Patrician! Two bright and creative young English airmen began to produce an entertaining, morale-boosting monthly newsletter, the first issue of the Patrician appearing in October 1941. Many of us older Victorians will know the names of its creators, Jerry Gosley (the Smile Show) and R.D. Hilton-Smith (the Adelphi Bookshop).I

knew both of them when they were old men, particularly Dennis Hilton-Smith, but alas, I was young and had no interest in flying at that time. Little did I know that I would follow in such famous footsteps as editor of the Patrician!

When I joined VFC about 20 years ago, the Patrician was the club's newsletter, an 8-page, Xeroxed, stapled-together black and white production. By 1995, the name Patrician had been dropped and the newsletter renamed the Airmail. Why? Well, perhaps "patrician" sounded rather too aristocratic or upper-class and might give the wrong impression of what is a friendly organization of people who love to fly. By then, the Patricia Bay Airport had long been known as Victoria International and the connection with the name Patricia was becoming distant.

In 1999 the VFC newsletter was revamped and once again became the Patrician, harking back to its original roots. It was still black and white, eight pages and stapled together but by now it was professionally printed and looked as classy as it was. Still no photos, though! That was about to change!

Modern technology brought a new format to the Patrician. After 60 years as a printed black and white production, the Pat went on-line in 2001. For the last decade the much-loved newsletter has expanded in size with glorious photos and up-to-date information from VFC.

2012 marks the 65th anniversary of the Victoria Flying Club while the Patrician quietly passed its 70th birthday in October, 2011.

Reference: Wings Across the Water by Elwood White and Peter L. Smith



**Princess Patricia of
Connaught, 1901**

First Solos



Mike Criddle
Instructor: Tyler Bishop



Peter Dibben
Instructor: James White



Mark McKinnon
Instructor: James White



Josh Tauson
Instructor: Tyler Bishop

“Without disruption of air traffic, these fearless, forthright, indomitable and courageous individuals did venture into the wild blue yonder in flying machines. Furthermore, these skilful individuals did safely land said flying machines at Victoria International Airport, incurring no significant damage to self or machine, thus completing first solo flights.”

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By VFC.

in 2012,
resolve to learn
more about
weather.

of winter weather

the intimate relationship between the geography,
climate and winter weather of British Columbia

a new groundschool event

presented by adastra[™] and VFC instructor Simon Dennis

Weather to fly.

Welcome to an intensive one-day groundschool designed to explain the *why* of BC's winter weather. Starting with a review of important theory, from foundations to weather hazards. Then, an in-depth exploration: from large-scale relationships, to local airport weather patterns. From case studies to geography. Go beyond learning just to pass a written test. Learn with freedom, and take the time to see the big picture that is weather with a focus on the southern province, including the south coast, Thompson-Okanagan and Columbia-Kootenay regions. Simply put, this course is designed to help answer the most important question in aviation, in one of its most dynamic environments. Weather to fly.

When. Where.

Saturday, January 14 2012 from 0900-1600, in the main classroom, will mark the first ever one-day intensive look at BC's winter weather held at VFC. Do not delay, and reserve your place now. Class size will be limited to 30 participants.

Who.

Designed for recreational flyers to airline transport license holders, all will benefit. For pilots who want to further their weather knowledge and have it immediately realized on their next flight.

Please note: it is recommended that due to the intensive nature of this course that attendees have, at a minimum, flown solo and have completed a private pilot meteorology groundschool.

Cost.

\$125 for VFC members.
\$145 for non-members.
Price is inclusive of all course materials including course manual and access to online material.

How to register.

Contact VFC dispatch.
250.656.2833
info@flyvfc.com
or
Contact Simon Dennis.
250.893.7723
simonvdennis@gmail.com

Resolve to learn.

Don't just know the answers to weather. Know why they are the answers.

Register now.

for more information regarding adastra, contact Simon Dennis | 250.893.7723 | simonvdennis@gmail.com

Moving to the Electronic Age

Flight Planning and Navigation on the I-Pad

By: Sarah Blackstone

Recently, there have been many articles about the new applications available for pilots on the I-Phone, smart-phone, I-Pad and android tablet devices. One company has recently added Canadian charts to their subscription, making this technology even more attractive for Victoria Flying Club members. As an early adopter of this technology I thought my experiences might be useful to readers of this newsletter.

Last summer I purchased an I-Pad 2 and began exploring how it could be used in the cockpit. There are some decisions that need to be made when you make your purchase if you want to get full utility from your device. First, you want as much memory as you can afford because charts and flight planning take up a fair amount of memory on your device. I opted for 60 GB and that is plenty—even with all the other things I load on this amazing device. If you don't have a lot of music or games you may be able to get by with less. You also need to decide if you want the device to have 3-G or 4-G capability. You don't have to invest in a SIM card right away, and applications work just fine without it where you have wi-fi access. However, you need a SIM card and a data plan over your cellular network if you want to keep everything as up-to-date as possible while in the air. The SIM card will allow your I-Pad to connect to the internet anytime it receives a cell phone signal. Once the I-Pad connects, it will update airport information, weather maps, TAFs and METARS, and other information in your flying applications.



Once I had the hardware in hand, I downloaded several different applications to support my flying habit. As a long-time member of AOPA I began with their Airports application (free with membership) which provides information on all the airports in the United States and some Canadian airports as well. The application includes radio frequencies, available services, runway diagrams, and other useful information. This application is very useful when traveling and trying to plan for fuel stops and find good overnight locations. However, the application has no charts or flight planning capability.

For charts and flight planning I tried two different apps—FlightGuide and ForeFlight. I much prefer ForeFlight for ease of use, and they have just added Canadian charts and terminal procedures. You can try it for free for 30 days so you can check it out for yourself. You'll have to fork over \$9.99 or more to try FlightGuide. Both applications have a range of service plans. FlightGuide provides a month-by-month or year-long options, but ForeFlight requires either a three-month or a year-long plan. You can select from VFR or IFR

with several different versions of each. ForeFlight includes seamless charts for the US and Canada which update every month (as does all the airport information). The subscriptions are roughly equivalent to what it would cost to buy new charts as they are issued. This app has easy flight planning tools, the ability to drag and drop your route to a new location on the fly and without entering any data (and the flight log automatically updates), terrific weather maps and features, a drop-down box for your flight log (all calculated automatically as you enter your flight plan), and a drop-down calculation of your groundspeed, altitude, and track (you can enter basic information on as many different aircraft as you like and then select the one you are flying on a particular trip to ensure all the calculations are correct).

The display moves with you as you fly and your location is marked by a moving plane icon. You can toggle between the chart and airport information. Airport data includes the METAR and TAF in both code and plain language and avg gas prices at each of the FBOs at any airport (although sometimes this data is out of date even with a SIM card). Current airport information—particularly weather will be up to the minute only if you have a SIM card and data plan for your I-Pad. Otherwise this data will be from the last time you had wireless access (probably at the last airport you visited). My husband and I have found a work-around to this. His smart phone can be made a wireless hotspot very easily. If he has cell coverage in the air, his phone will broadcast wirelessly to my I-Pad. We update weather information as we fly over population centers. This means you need only the phone data plan on the cellular network and save the cost of a plan for the I-Pad itself. Of course, the airport section also includes runway info, radio frequencies, hazard information, etc. in easy to access drop down formats. There are also links to nearby hotels, rental car locations, and restaurants. The application has other features including a scratch pad for note taking and a file and brief feature (if you are connected to cell phone service) that connects you directly to Flight Service stations.

Flight planning is a breeze with this application. You simply enter your route including departure airport, waypoints, fuel stops, and destination by listing the identifiers of each place you want to appear on the log. The application calculates time, distance, and fuel between stops and for the trip overall and creates a drop down box with a completed log on the I-Pad. The application also draws your route on the seamless chart (no folding and unfolding and matching chart edges for a long trip—just one huge map). If you want to tweak your route to fly over particular landmarks, check out a special mountain valley, or do other sightseeing you can simply drag the route line to the location and the log and route update automatically. A new feature has just been added that allows you to touch two points simultaneously and create a see-through ruler that gives you time, distance and fuel between the two points. No more need for those quick pencil calculations for diversions! The only thing missing in flight planning is 3-D terrain calculations.

You can buy peripheral hardware that works with the I-Pad. These include an external GPS unit (although the I-Pad has an internal GPS that seems to be quite accurate), and a satellite weather device. Both these devices broadcast continuously to your I-Pad either through its Bluetooth connection (weather) or because it is directly connected to the I-Pad (GPS). You must have a satellite subscription to keep the weather device continuously connected to the satellite. The unit will not work without the subscription. The GPS unit works without internet access or any subscription plan. While new planes have these types of displays built into the instrument panel, most of us have add-on equipment of one kind or another in our cockpits. While these I-Pad peripheral units seem a bit pricey, compared to a retrofit of your instrument panel they are a bargain for sure. We have not yet tried out any of these devices, but they are well reviewed elsewhere.

Of course a number of companies are eager to sell you kneepads and flight bags designed specifically for your I-Pad system. These are getting

better quickly as pilots test the new products and provide feedback. Be sure to read the reviews carefully before buying any of this gear as some of the products are junk. You can also buy battery extenders and chargers that work from your instrument panel or cigarette lighter. I find the battery lasts about 6 hours—so if you are going to fly longer than that without a chance to charge your battery, you should consider a backup of some kind. On occasion, in bright light conditions, it can be difficult to see the route of flight and the airplane icon. Changing the position of the I-Pad usually fixes this problem.

Sporty's Pilot Shop has a great on-line newsletter called Flying with the I-Pad with a free subscription. Full of good tips and instructions for the advanced features of your applications, this newsletter is a gold mine of good information. It's easy to sign up and shows up in your inbox on a regular cycle.

I love using my I-Pad for flight planning and navigation and find it easy and intuitive to use. Every pilot, of course, needs to be prepared for emergencies when chart, pencil and E6-B are your most reliable tools for navigation. We should never get so reliant on our gadgets that we lose our basic skills. I always keep the proper chart for each leg of the trip within easy reach so I can take it up if needed. It is also an excellent idea to pre-flight your I-Pad before every trip—being sure the device is fully charged, that your charts are downloaded and up-to-date, that your flight plan was entered correctly and the route is showing on the chart, and that you have a back-up charging system for the device that is in good working order. Adding this check-up to your pre-flight routine will ensure a safe flight.

If you would like to chat more about using the I-Pad for flight planning and/or navigation, please feel free to contact me at sjb@uvic.ca.

Sarah Blackstone

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JANUARY MYSTERY AIRCRAFT



DECEMBER MYSTERY IDENTIFIED



From Tim: This month is the Airspeed Ambassador which was designed at the end of WW-II as a DC-3 replacement (yes another one of those). It carried 47 passengers in a pressurized cabin and was powered by two Bristol Centaurus sleeve-valve engines of 2600 hp. Only about 20 were built and they soldiered on, mainly in the UK, until the late 1960s.

The December aircraft is a AS.57 Ambassador 2.
- Daryl Williams

AirSpeed AS57 Ambassador 2 is the plane in the Patricia - Gary Rumenuvich

I am pleased to identify the December Mystery Aircraft as an Airspeed Ambassador. The one pictured

was operated by DanAir (London) and as a kid I often watched it fly to and from Manchester Airport in the U.K. Nice bit of nostalgia for the Christmas season. Best to all at VFC - Rolf Hopkinson

I believe this is an Airspeed Ambassador and the photo was taken at MAN or GTW in the mid 60s. For yet more useless information and as it is the festive season, the sedan under the port wing is a Morris Minor and the dark van a Ford Transit. "Hurtling" across the apron is a blue/white Ford Anglia van.

- Cheers, Alistair Crooks

The December mystery aircraft is a Airspeed AS.57 Ambassador, first flight took place 10 July 1947 at Christchurch in the UK. Power was provided by two Bristol Centaurus 661 eighteen-cylinder, two-row, sleeve-valve radial engines of 2,700 h.p. each. Only 23 aircraft were built, 20 of which were delivered to BEA (British European Airways) who operated the type from 1952 to 1958.

- From Jim Fretwell, flying club member.

It's a British Airspeed AS.57 Ambassador twin-engine piston aircraft. Not very many were built.

- Kurt & Eric Alisch

New Members

Raed Al-Byanee

Alexander Terhart

John Goring

Landon Brown

Jamie Grimes

Kenneth Chiu

Robert Stitt

Tristan Hebden

Elton Clemence

Robert Smith

Jared Goring

Ernest Geoffrey Engelbrecht

Achievements

First Solo

Mark McKinnon

Peter Dibben

Mike Criddle

Josh Tauson

PPL Written Exam

Alexander Bogdanov

Graham Twigg

PPL Flight Test

Todd Cuthbert

CPL Flight Test

Thomas Phillips

Class IV Written

Takayoshi Iwamoto

INRAT

Dirk Pritchard

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The Victoria Flying Club is excited to partner with Thrifty Foods in their very successful Smile Card Program. Pick up your smile card today at the VFC office, and 5% of your grocery purchase will go towards creating scholarships and awards for VFC members. Thank-you Thrifty Foods!

To date, the Victoria Flying Club has received over **\$12,000** from the Thrifty Foods Smile Card program. These funds have been appreciated by all members of the club. Thank-you Thrifty Foods!

Victoria Flying Club

Flight Training Awards Application Form

Name: _____	
Home Phone: _____	Cell Phone: _____
Email: _____	

Please provide a brief statement describing how you plan to make use of the Flight Training Award, and also outlining your future aviation ambitions:

The Butler Flying Award

Claude Butler served as president of the Victoria Flying Club several times over the years. He was a successful businessman, inventor, and a man with many visions. His compassion and generosity knew no bounds. Claude always referred affectionately to his loving wife Jean, who was the Mayor of Central Saanich for several years, as "Her Warship." he asked "Her Warship," in his last moments, to do something memorable and worthwhile on his behalf for the Victoria Flying Club and this is how the Butler Flying Award was born.

Betty Wadsworth Scholarship

Betty Wadsworth joined the Victoria Flying Club in 1958 and was active in the support of general aviation all her life. As a director of COPA and a member of such organizations as BC Aviation Council and the Western Canada Aviation Museum of Flight and Transportation, her contributions have been recognized by numerous awards and citations. Betty Wadsworth maintained her connection with the Victoria Flying Club where she learned to fly, and when she died in April 1986 she left a portion of her estate to the Club. Since 1991, the interest from this grant has been awarded each year to further a member's training, qualifications, or skills at the Victoria Flying Club.

Michael Cooper-Slipper Award

Michael Cooper-Slipper was born in England January 11th 1921 and he joined the AF Squadron 605 equipped with Hurricanes, at the tender age of 17. At 19 he was awarded the Distinguished Flying Cross for valour during the Battle of Britain. After the war he joined AVRO Canada and test flew the CF-100, CF-102, and Orenda powered F-86. He also flew a modified B-47 as a test bed for the AVRO Arrow Iroquois engine. After his career as a test pilot he embarked on a career in aviation sales, first with de Havilland and then with Field Aviation. Mike is survived by his wife Rita who resides in Victoria.

**Please Note: only students/members of VFC are eligible to receive these awards*

Victoria Flying Club
2011 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 2010. 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 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 and 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, 2011 \$300.00 \$ _____

_____ hours dual Jan 1 to Dec 31, 2011

_____ hours solo Jan 1 to Dec 31, 2011

_____ hours dual and solo **claimed in 2010 and earlier re private licence**

_____ TOTAL CLAIM in hours (CANNOT EXCEED 45 HOURS)

Commercial Pilot Course

Ground school Jan 1 to December 31, 2011 \$495.00 \$ _____
 Ground school Retread \$ 50.00 \$ _____
 _____ hours dual Jan 1 to Dec 31, 2011
 _____ hours solo Jan 1 to Dec 31, 2011
 _____ hours dual and solo **claimed in 2010 and earlier re commercial licence**
 _____ 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 2011, when combined with hours claimed in 2010 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, 2012 will be completed by February 29,
2012.

For Office Use Only

Date received _____ Course _____

Hours: _____ Dual \$ _____

Solo \$ _____

Ground Briefing: _____ Dual \$ _____

Ground school: _____ \$ _____

Total Hours Claimed: _____ Private _____

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Private Pilot Groundschool

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1900-2200**

Victoria Flying Club Classroom

DATE	TOPIC	INSTRUCTOR
Jan 04	Canadian Aviation Regulations	Kristen Ursel
09	Canadian Aviation Regulations	Kristen Ursel
11	Human Factors/Pilot Decision Making	Brad Fraser
16	Radio and Electronic Theory	Dirk Pritchard
18	Meteorology	Simon Dennis
23	Meteorology	Simon Dennis
25	Meteorology	Simon Dennis
30	Meteorology	Simon Dennis
Feb 01	Meteorology	Simon Dennis
06	Meteorology	Simon Dennis
08	Flight Operations	Yasuhiro Koide
13	Flight Operations	Yasuhiro Koide
15	Navigation	Clint Elliott
20	Navigation	Clint Elliott
22	Navigation	Clint Elliott
27	Written Prep Seminar	John MacConnachie
29	Review	Brad Fraser

**To register for Groundschool, or to purchase your Groundschool Kit,
please contact the Victoria Flying Club Office at 250-656-2833.**