

October 2011

The Patrician

The Victoria Flying Club ~ 1946-2011 ~ Celebrating 65 Years of Aviation Excellence

Monument Valley

Flying the Grand Canyon

By: Sarah Blackstone, pg. 5

Victoria Flying Club News

“Waiting for friends to fly in...”

Anne-Marie Deryaw captured these small winged friends as they kept an eye on the ramp in front of the Victoria Flying Club. While wildlife poses an obvious aviation risk, there is something to be said for taking a moment to appreciate the birds with whom we share the airspace.



“No bird ever flew nonstop from New York to Tokyo, or raced 15 miles high at triple the speed of sound. But birds do something else. They do not conquer the air; they romance it.” -- Peter Garrison

152 Rate Reduction

The hourly rate for rental of a Cessna 152 at the Victoria Flying Club is now as follows:

Regular Rate: \$106/hr

Block Rate: \$100/hr

Re: July’s Mystery Picture

There is a restaurant down here in Colorado Springs that features a KC-97, built into the restaurant. It is 'cluttered' with aviation memorabilia and the food is pretty good. You can actually eat in booths in the fuselage. Here is the link:

<http://www.coloradorestaurantguides.com/airplanerestaurant/plane.html>

Cheers
Darren Rich
VFC Member in Exile
Colorado Springs, CO



Thanks to Darren for the great link. And many thanks to Tim Martin for supplying our mystery aircraft photo each month.



Photo of the Month

This month's winning photo was submitted by:

Brett Wingerter

"Sunset at CYYJ"

Each month in The Patrician, you have the opportunity to win prizes from the pilot shop. Submit one aviation photo per month for your chance to win. Each photo submitted through the year is entered in a draw for a \$100 Victoria Flying Club gift certificate at the end of the year. If you submit a photo each month, that gives you twelve chances to win! Submit your monthly photo to: thepatrician@shaw.ca

New Members

Elissa Boyd
Shane Lanouette
Jon Weston
Matthew Vogel
Kyle Massey
Josh Tauson
Mike Criddle
Mason Selvidge
Mohamad Bilal Ezzeddine
Jared Kuchma
Michael Lecerf
Sara Riemer
Naomi Lovan
Gerald Gordon
Takayoshi Iwamoto
Jon Murray
Lindsay Mazzei
Mathew MacElwee
Erin Hyderman
David Groves
Liang Chen
Ross Kennedy
Luna Meresa

Achievements

First Solo

Todd Cuthbert
Kate Rosk
Jaber Almakhalas
Arianna Rumenovitch
Darby Houliston
Hayden Austin

PPL Written Exam

Mike Redgrave
Josh Aitken
BJ Caron
Len Hollingsworth
Clint Zhang

PPL Flight Test

Greg Sutton
JP Richard
Brett Wingerter

CPL Written

Janos Tronkos

CPL Flight Test

Mark Booth

Flying the Grand Canyon

By: Sarah Blackstone



Every summer my husband (Irv Engle) and I take off on a flying adventure in our 1967 Cessna 182 (N2625R). Over the years we have visited many beautiful places including the Grand Tetons, Yellowstone National Park, and Steamboat Springs, Colorado. My husband is the pilot and I serve as navigator and logistics officer, although soon I will be a licensed pilot in my own right and can help with the piloting duties as well. For this trip we loaded all our charts and airport information on my I-Pad2 (using the apps called ForeFlight and FlightGuide3) and tried it for both flight planning and navigation. It worked just great.

This year we took a grand tour of the American Southwest, taking two weeks to see the countryside and visit friends and family. Starting from Victoria, we flew to Chico, California (after a stop in Bellingham to clear immigration and customs) where we lived for seven years before moving to Victoria. We visited with friends and visited old haunts. Then it was off to Cottonwood Arizona, a small town near Sedona with access to the Grand Canyon and other amazing national parks and monuments. The airport in Cottonwood is operated by the city and has a good runway (4,250'

by 75') and self-serve gas. The airport manager was nice enough to offer us a ride to our motel (the Best Western Cottonwood Inn—very good accommodations indeed). You can also land in Sedona with a bit more challenging approach around large rock formations, and an airport that resembles an aircraft carrier because of its location on top of a narrow mesa. If you go to Sedona we recommend the Sky Ranch Motel just across the road from the airport. There are rooms with lovely views of the valley, but the only restaurant in walking distance is on the airport.

We rented a car in Cottonwood and spent several days seeing the sights on the ground. We drove from Cottonwood to Flagstaff up an absolutely stunning canyon and had a very nice brew once we arrived. One evening we drove up the steep highway to the old mining town of Jerome (now a destination for tourists and bikers) for a lovely New Mexican style dinner and incredible views of the valley). We spent another happy day visiting the Montezuma Cliff House (see picture) and a collapsed cenote called Montezuma's Well (which also has small cliff houses along its sides). The weather was beautiful, but very hot.

Flying out from Cottonwood we took a lovely air tour of the Grand Canyon. The airspace is tightly controlled to avoid conflict with the many helicopter and plane tours offered by commercial companies, so be sure to purchase the specific Grand Canyon chart before attempting any flights over or around the canyon. There are four cross-over corridors along the length of the canyon. We flew from Cottonwood to the south rim of the canyon, then along the canyon to the Fossil Corridor, north across the canyon (what spectacular views!), along the north rim to Tuckup Corridor, and back south across the canyon, finally returning to Cottonwood happy and amazed. The entire trip took about two hours from take-off to landing. It is best to take your tour early in the day before the rising heat from the ground causes turbulence (and difficulties focusing your camera). Throughout our trip we used our oxygen canister periodically, and especially before landings, to be sure the high altitude flying didn't compromise our airmanship, and we were careful to brief density altitude procedures so we were ready for the diminished performance of our 182 on take-offs and the increased ground speeds on landings. Runways are very long throughout the high mountain west, so you should have no difficulties if you are prepared.

Finally ready for a new locale, we left Cottonwood headed for Cortez, Colorado, one of the gateways to Mesa Verde National Park. Along the way we overflew the famous meteor crater near Winslow, Arizona (see picture). This is quite a sight from the air and worth a bit of a detour. Our main objective for this flight was a visit to the famous rock formations in Monument Valley. Unlike the national parks in the US (where you must remain 2,000 feet AGL), Monument Valley is part of the Navaho Indian reservation, and there are no restrictions (beyond standard VFR restrictions) on your flight. This is a popular destination for both small aircraft and gliders though, so keep a sharp lookout for other airborne tourists. There are no words adequate to describing this valley. The dark red formations come in weird and wonderful shapes jutting up from the flat valley floor for several square miles. We flew around and among the formations gleefully shooting pictures and feeling we could reach out and touch the rocks (see pictures). Again, turbulence can be a real issue on this flight and an early start is strongly recommended. There are a number of websites (and UTube videos) dealing with Monument Valley if you want to stay somewhere a bit closer than Cottonwood. However, our trip from Cottonwood to Cortez, complete with sightseeing, took less than 3 hours. *cont'd...*



After our tour of Monument Valley we flew on to Cortez, Colorado (a very good airport and shuttle service to the Best Western motel in town). We had to skip a drive up to Mesa Verde (we had both been there before) because our time was limited, but I can assure you a day or two to visit the cliff dwellings in the park is an excellent way to spend part of your vacation. An easy flight took us from Cortez to Denver, Colorado (where my brother lives) though the La Veta pass (a high but relatively easy pass across the Rockies). We use the Centennial Airport in Denver (on the far southern side of town) and the Denver Jet Center will take good care of you and your aircraft if you decide to land there. This is a very busy airport in a busy air-space, so be sure to brief the airport and the terminal chart before you arrive.

Two days of flying brought us back to Victoria. The first day was almost six hours—Denver to Boise, with a short fueling stop in Rock Springs, Wyoming. The second day was a bit over three hours—Boise to Victoria via Kelso-Longview, Washington for fuel. We were glad to see the familiar runways at CYYJ and the hustle and bustle at the Flying Club, but we are already thinking about our next flight to faraway places. If you are interested in trying a flight like this and would like more information, please let us know and we'll be glad to share what we have learned.

Sarah Blackstone
 sjb@uvic.ca



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October Mystery Aircraft

September Mystery Identified

This is the Nord Noratlas freighter of which 425 were built in France in the 1950s, being designed to replace the post-WWII C-47s and Ju52s then in service. Power supplied by licence built Bristol Hercules radials of 2040 hp. Biggest operators were the Armee de l'Air and the Luftwaffe.

A Challenging Mystery Aircraft, Correctly Identified By: Philip D'Angelo, Daryl Williams, Eric and Kurt Alisch.



Can you identify the aircraft shown below?

Email: thepatrician@shaw.ca



A funny thing happened on approach into Abbotsford

By: Don Goodeve

Airshows have become a bit of a family tradition. I took my eldest son to his first airshow (and mine actually) at Comox when he was 5. It was a long drive and a hot day out on the air base – but it was a great event. Then came a couple of years when the Snowbirds graced local skies in Victoria down at Clover point. After that and with pilots license in hand I decided the next year we would do it in style.

In 2008 I rented a 172 for the Friday, thinking this would avoid the weekend rush and be a good day to get over. The NOTAMs required us to have wheels down by 10am at CYXX and so we set off at about 8:20am. Unfortunately the weather Gods that rule the Strait of Georgia had dictated the presence of multiple cloud layers between the water and 6,000ft. My passenger was fairly experienced in small aircraft so I detailed to him the job of making sure we kept the ground in sight whilst I looked for a hole through the clouds. After a few minutes of searching around above Saturna we found a gap through to Point Roberts and headed that way, subsequently turning and descending toward White Rock once we were clear.

However the coast had its own cloud layer based at some 1000' or so which led us to make an orbit to get low enough to run underneath. It was very nice to be on Radar and talking to Terminal. Chart and the XX NDB dialed up, we headed on for CYXX and landed without further incident. I made a mental note to, until I had an instrument rating, not to plan to fly that route to Abbotsford at that time in the morning. Had I been able to wait an hour, it would have been easy.

After that the next couple of annual pilgrimages to the Abbotsford airshow were done by car with tent, camping on the north side of the airfield with easy early morning access into the airshow itself. This is a great option and of course meant we could have a party of five or more.



Photo: Don Goodeve

Last year, 2010, was a slow one for my flying career. I made the excuse that work was keeping me too busy and so except for an aerobatic refresher over the summer I remained with my wheels on the ground. At the end of the year I finally got my act together, got my new documents sorted out and medical up to date and spent an hour with an instructor. Then as luck would have it I did not fly again until April when I went up again with an instructor and practiced some spins and other dramatic bits of technique in a hole between clouds and through the persistent rain. By the way – if you have never entered a spin in a rain-shower I recommend the experience sometime; the rain momentarily reverses direction. It is very cool to watch although it did throw both of us on board the first time we saw it...

Since then I have logged a good few hours and some decent cross-country time, so I again feel up on my flying game and ready to travel.

About 6 weeks ago I decided that this year we ought to do Abbotsford in style and fly in. So I planned to take

my two sons and a friend over in a 172, and booked (before all the planes were gone) C-GUKI for the trip. The plan was to fly over on Friday evening (in the nice clear weather), camp overnight, see the show and then fly back in the nice clear evening weather.

Now the astute reader will realize that C-GUKI, one of the 172M models on lease for the summer, has a max gross of 2,300lbs. Calculating back from the empty weight (1,439lbs) this gives a useful load of roughly 850lbs. I knew weight could be an issue, but I refrained from putting myself and the kids on starvation rations. Tight but not quite that tight.

On Thursday I sat down with pen, paper, loading charts and the truly wonderful 'co-pilot' application on my iPod touch (thoroughly recommended flight planning tool) to figure it out. I wanted, if possible, to avoid the busy-ness of refueling whilst away and so planned on $\frac{3}{4}$ tanks, with the option of reducing to $\frac{1}{2}$ if necessary. I got out a bunch of stickers and my bathroom scale, bagged everything up and marked on the weights rounded up to the nearest pound. Once sleeping bags, food, plates/pots/pans, tent, bed-rolls, blankets, water, pillows, clothes, flight bag were all tallied up I managed to get it in 83lbs. I called my friend and told him he had to keep it down to 20lbs which he duly did – so 103lbs in baggage area 1. So far so good. Add to this my 220lbs, friends 190lbs, and my kids (81 and 76) and the worst-case (heaviest kid plus friend in the back) I calculated up my weight and balance. Worst case loaded 45.7in (47.3 max) at 2269lbs; a 1.6in margin on balance and 39lbs on weight. Tight but within limits; however probably the furthest rearwards loading I have ever flown with.

I had a couple of curve-balls thrown on Friday. The first was being switched from C-GUKI into C-GWJP. After a

momentary panic, checking the weight and balance data gave me an additional 20lbs of useful load. Breathing again I headed for the airport.

Whilst I directed my friend to pack baggage area 1 as effectively as possible, I did my walk around. To my dismay I found full wing tanks. A little edgy, I toned down my potentially feisty rhetoric to get some help from the ground staff with getting 40lbs of fuel out of the aircraft. All went fairly smoothly, but several calls were required revising my intended up-time to Kamloops. An hour after intended departure, we boarded the plane and prepared for the off.

I briefed myself on what to expect on takeoff – one of the things I was wary of was if the balance was too far rearward, I would not be able to keep the nose down without a lot of control pressure. I decided to do a quick 'abort' check before takeoff rotation – to check I had positive control of pitch whilst in the takeoff roll. Basically I pulled the nose up and gently dropped it down a couple of times to see what the controls felt like; perfectly normal as it turned out. I kept the nose up and away we went.

The next thing I expected was a sluggish climb – I did not expect quite how sluggish. I had flown UKI a couple of weeks before and in that case had got a decent 700ft/min off the runway. In this case I peaked at about 500ft/min and it dropped to 400 and then 350ft/min at altitude. I had to keep checking my tendency to bring the nose up and worked to get it at the 76-74KIAS climbing sweet-spot and carefully leaned for power. By the time we approached East Point we had just about made our 5,500ft over-the-strait altitude and I spent the next few minutes checking the engine and figuring out where to glide to if needs be. East Point to White Rock is a big expanse of open water...

The rest of the run in to Abbotsford was uneventful and beautiful, approaching a rising full moon over an inversion and the majesty of Mt. Baker in the background. It was getting a little late and, concerned to get my passengers some food and the tent up before dark, I was grateful when Abbotsford switched the active to 07 and cleared me straight in.

I remember, during flight training my instructor (hi Graham) drilling me every time we came in to land to use a different technique; no flap, full flap, short field, soft-field, short-soft field and occasionally 'what to do



Photo: Joshua Goodeve

if there is no field'. Since having my license and having a desire to fly into short strips occasionally I have a personal preference for doing short-field type approaches wherever I go. If it is a long runway this normally keeps tower happy by allowing me to get off the runway and clear for other traffic fast. It is a habit, a conscious habit, but nevertheless a habit.

So it was when I set up for my long straight-in approach from overhead XX to the threshold of 07 I set up for 70KIAS with 10 degrees of flap, followed by full flap on short final at 65KIAS. Now the 172M has 40 degrees of flap so I was trying to time the flap extension toggle switch to not-quite max out the flap. I think it needs some practice to get it absolutely right.

On 1 mile final I put out my 'almost full flap', compensated with some nose down pressure and increased throttle to keep my nice stable 350ft/minute going. After a few seconds I noted the nose-up control pressure increasing as the flap extension completed and I slowed to 65KIAS for final and put in increasing nose down trim to compensate. I recall adjusting trim several times as I approached the numbers and then completed the normal round-out and touch down. We exited easily at C4 and started our taxi up to the fly-in camping area. The memory of the control pressure remained; not being able to trim it out slightly concerning – but for the moment put to the back of my mind.

Once we had taxied up and shut down and started to unload, I caught sight of the elevator trim tab in an unusual 'full up' position. I checked with the trim wheel which was at full extent. To neaten things up I set it back to level and put in the control lock and proceeded to puzzle out what I had just experienced. The thought in my mind was that if I had let go of the controls (which of course I would not do), then the plane was poised to go nose up, lose serious airspeed at low altitude and... well you know the rest.

My pidgin-aerodynamics understanding of what was going on was that the downwash from the flaps was hitting the elevator, increasing the effective angle of attack and thus pushing the tail down. The nose-down control pressure, aided by the trim tab was counteracting this as it should, maintaining longitudinal stability where I wanted it. However combining this with the rearwards C of G, the combined moment was overpowering the capability of the trim tab to provide sufficient force on the elevator at 65KIAS – hence I had to provide the

extra force by pushing on the yoke.

I concluded a couple of things. Firstly, I could have anticipated this kind of effect and secondly, that slow full-flap approaches with this type of loading might be eroding my safety margins. On return to Victoria I resolved that 10deg of flap would be plenty for my approach and landing.

The return flight after the show on Saturday – which was one of the best I have seen – was uneventful but spectacular. We stayed high on the return and requested a routing taking us over downtown Victoria whilst we descended from our over-the-straight 6000ft cruising altitude. Again – that is a lot of water on the southern routing; 4,500ft is not enough 'up'...

We came back in over Brentwood, waggled the wings to my wife waving from our deck and landed 'normally' in a 10deg flap and-a-bit-of-slip nicely trimmed approach to 27. Still no problem in getting off at Sierra. Apart from a bit of sunburn from the gorgeous airshow weather, back safe and sound.

Conclusions? Well – the 'running out of trim' was unanticipated, interesting to experience and something to be aware of in the future. If anyone has any comments about safety margins in this case I would be interested to hear them. Climb rate was thoroughly anticipated and it was good practice trying to 'nail' Vy on the climb and progressively lean to keep the power up whilst watching Ts, Ps and RPM very regularly. The final conclusion was, if you want to go to Abbotsford airshow, this *is* the way to do it. On the way over we were 32 minutes wheels up to wheels down. My friend bought his son over by ferry/car and took 4 hours on the way out with ferry delays. We saw the whole show and had an unhurried departure that got us back to CYYJ against headwinds at altitude in one hour, including a good tour of Victoria. Cost-wise, comparable especially as the fly-in camping was free with general admission to the airshow. The other thing to recommend is runway edge seating - \$10 a head gives you a place to drop your stuff whilst you tour the static displays, and guarantees an excellent view all day. Please note you will have competition from yours truly for early booking of a 172 for next years' show.

Don Goodeve
Sustaining Member, VFC
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First Solos



Arriana Rumenovich
Instructor: Simon Dennis



Rowan Stewart
Instructor: Kale Haley



Kate Rosk
Instructor: Simon Dennis



Jaber Almakhalas
Instructor: Kristen Ursel/Colin Brown



Hayden Austin
Instructor: Colin Brown



Darby Todd Cuthbert
Instructor: Dave Kupchenko



Darby Houliston
Instructor: Brad Fraser

Private Pilot Groundschool

Monday and Wednesday

1900-2200

Victoria Flying Club Classroom

DATE	TOPIC	INSTRUCTOR
Oct 03	Systems and Flight Instruments	Dave Kupchenko
05	Canadian Aviation Regulations	Kristen Ursel
12	Canadian Aviation Regulations	Kristen Ursel
17	Human Factors and Pilot Decision Making	Brad Fraser
19	Radio and Electronic Theory	Dirk Pritchard
24	Meteorology	Simon Dennis
26	Meteorology	Simon Dennis
31	Meteorology	Simon Dennis
Nov 02	Meteorology	Simon Dennis
07	Meteorology	Simon Dennis
09	Meteorology	Simon Dennis
14	Flight Operations	Yasuhiro Koide
16	Flight Operations	Yasuhiro Koide
21	Navigation	Clint Elliott
23	Navigation	Clint Elliott
28	Navigation	Clint Elliott
30	Written Exam Prep Seminar	John McConnachie
Dec 05	Review	Brad Fraser
07	Airframes and Engines	Dave Kupchenko
12	Aerodynamics/Theory of Flight/Licensing	James White
14	Systems and Flight Instruments	Dave Kupchenko
Jan 04	Canadian Aviation Regulations	Kristen Ursel
09	Canadian Aviation Regulations	Kristen Ursel
11	Human Factors & Pilot Decision Making	Brad Fraser
16	Radio & Electronic Theory	Dirk Pritchard

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

Commercial Pilot Groundschool

**Friday/Saturday/Sunday
Victoria Flying Club Classroom**

DATE	TIME	TOPIC	INSTRUCTOR
Oct 14	1700-2100	Radio and Electronic Theory	Dave Kupchenko
15	0830-1700	Licencing Requirements and CARS	Kristen Ursel
16	0830-1700	Theory of Flight and Aerodynamics	Koide / James
21	1700-2100	Meteorology	Simon Dennis
22	0830-1700	Meteorology	Simon Dennis
23	0830-1700	Meteorology	Simon Dennis
28	1700-2100	Flight Operations	Yasuhiro Koide
29	0830-1700	Navigation	Clint Elliott
30	0830-1230	Navigation	Clint Elliott
30	1230-1700	GPS	Graham Palmer
Nov 04	1700-2100	Airframes and Engines	Dave Kupchenko
05	0830-1230	Systems and Flight Instruments	Dave Kupchenko
05	1230-1700	Human Factors/Pilot Decision Making	Brad Fraser
06	0830-1700	Crew Resource Management	Brad Fraser

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