



Tailspinner

2006 - 01

Waterloo Wellington Flight Centre

Coming Events

- ✓ June 14 Conestoga College Graduation
- June 17 GPS Ground School
- ✓ July 2 – Aug 16 Air Cadets
- ✓ August 12 2006 Aviation Day
- ✓ August 21 – 25 Youth Camp
- ✓ September 5 Welcome New Conestoga Class
- ✓ September 18 Commercial Groundschool
- ✓ September 19 Private Pilot Groundschool

WWFC AGM held January 24th

The current board of directors was re-elected by the club's sustaining members at this year's AGM.

This year's board members are:

President Mark Schaefer
Vice President Bob Bechtel
Treasurer: Charlie Nelson
Secretary:
Directors: Dick Hewitt, Paul Hossack, Dave Marcella, Graham Downer, & Blake Steels

Aviation Day 2006

It's confirmed... Saturday August 12th is Aviation Day. The Warplane Heritage Museum great aircraft will be here and proceeds from this year's event will be donated to support the museum. Mary Lou Schaefer is coordinating the planning effort, and volunteers are needed... So get involved and help make the 2006 edition even better than last years. Email Mary Lou at the club & we will be back in touch with you....

robin@wwflightcentre.com

Runways Cafe

Our Restaurant has reopened effective May 29, 2006. WWFC would like to wish Vera Lepener every success as she takes over from Anna Celan who retired in December

2005. The café is licensed and the Patio is now open so come up and meet Vera and the staff and get an excellent meal at the same time.

Restaurant Hours will be 8:00 am to 3:00 pm

Wings Banquet

Our annual Wings Banquet was held on March 25, 111 members received recognition for their success over the previous year.

Private Pilots	39
Commercial	20
Multi Engine Rating	27
Instrument Rating	16
Instructor Rating	9

This year our guest speaker was Mr. Ted Lowry a retired school teacher. Mr. Lowry joined the Museum in memory of his father who flew Dakotas in Burma during the war.

One of Mr. Lowry's main functions as the museum is a writer and you can look for his informative articles in the COPA Newsletter.

Congratulations to our Major Award Winners

Stuart G. McLean Private Pilot Award Highest score in flight test and written exam:

Mr. Tim Francis

Keith McPhail Multi-engine / Instrument award highest flight test and written exam on the Multi IFR:

Mr. Bryon Bullock

Canadian Airlines Commercial Pilot award highest flight test and written exam:

Mr. Warren Turk

Canadian Regional Outstanding Student Award:

Mr. Chad Chipcase

WWFC Instructor Pilot graduate Award flight test and written exam:

Ms. Jennifer Bunghardt

WWFC Instructor of the Year Award:

Mr. Philip Brasher

WWFC Most Outstanding Member award, for her Exemplary work and to also recognize her entire family for the terrific assistance at Last year's highly successful Aviation Day:

Ms. Lindsay Marshall

WWFC Staff Member of the Year Award, for contributions over the past year:

Mr. Kyle Green

Here are actual maintenance complaints submitted by pilots and the solution recorded by Engineers:

P. Left Inside main tire almost needs replacement
S. Almost replaced left inside main tire

P. Friction locks cause throttle levers to stick
S. That's what they're for

P. Something loose in cockpit
S. Something tightened in cockpit



Award Winner Kyle Green

Maintenance Matters

Your aircraft maintenance department is staffed by Peter Griffioen, Mo Haniff and Ian Van Wyk. In this article I'll address some issues that come up from time to time.

In general the aircraft can take quite a bit of punishment that student pilots dish out, especially early in their training. Some of the interior plastic parts though are quite light and fragile. The doorpost covers & glare shield can't take being yanked on and the armrests are for resting your arm on only – not to pull the door shut with. The main landing gear can take a lot, but if the aircraft lands nose wheel first, the oleo o-rings are bound to twist and break and it will have a flat oleo with red fluid leaking out.

An ongoing problem has been missing fuel cups, control locks and dipsticks. After the walk-around these items should be returned to the seat pouch, not left on top of the wing, in the fuel sample can or in your flight bag.

Radio snags are not uncommon, but much of the time the problem is "finger trouble". Common examples are; speaker/phone switch in the center "off" position; headset jacks not in all the way; squelch turned down too low; wrong frequency or radio selected. Get help from an instructor or maintenance person if you still can't get it to work. If you have a headset problem, or a push-to-talk switch that's acting up, remember the hand mike for a backup.

When doing walk-arounds during the day, check the landing and nav. lights as well. If there is a burned out bulb, maintenance staff can be notified and the bulb replaced before someone needs them for night flying.

Sometimes there are questions about oil levels. The C152, C172 and the PA44 all hold 6 quarts full. Between 4 & 6 quarts is an acceptable level. When they are topped up, they are filled to the 6 qt level. The C172RG and C172S (FNET & FAKH) hold 8 quarts, but we also fill these to 6 quarts. Between 5 & 7 quarts is an acceptable level for these aircraft.

When taxiing in to park watch your prop blast. Cowlings and other parts have been blown down by aircraft turning around in front of the maintenance hangar. Shut down, and then use the appropriate towbar to put the aircraft in a parking spot.

When retuning from a flight that ends after hours be sure to park the aircraft in a tie-down spot, tie it down securely and put control lock in place and insert the cowl plugs. Towbars are hanging on the outside of both hangars.

The birds have been busy building nests this spring – sometimes in our aircraft, so when the aircraft are being parked for the night put the cowl plugs in. Also the Seminoles have foam plugs for the rudder openings – the birds like to build nests there too.

During the day when aircraft are flying there is no need to put in the cowl plugs now that the weather is warm. We actually want the engines to cool down in between flights.

If anyone has questions or comments about the maintenance of our aircraft, feel free to contact one of the maintenance staff.

Professional/Career Pilot Programs:

The recruiting process for September's **Conestoga College Aviation Program** intake is underway. If you know of someone who is considering a college aviation program, let them know about the WWFC/Conestoga program. The application deadline is early February through the Ontario College Application Service (OCAS). More info can be found on our website or call Bob Connors at the flight centre.

Comings and Goings

The following employees have all left us over the past few months.

Jenn Bunghardt	Rob Schell
Sean Brittany	Chad Chipcase
Rachel Ratsep	Michael Schanzenbacher
Ryan McKee	Cindy Garland
Rob Henderson	Rob Brunnemeir

Welcome to

Warren Turk	Mike Leavey
Dave Verbinnen	

IFR Groundschool:

February 15 to March 23 Tuesday & Wednesday 7-10
Cost: \$350.

To register for any of these, please call dispatch or add your name to the sign-up sheet on the bulletin board at the club.

Upcoming Groundschool & Seminars **Private Pilot Exam Prep**

6:30 to 10 PM Friday; and 9AM to 4PM Sat & Sun
Cost: \$100.

GPS: An introduction to understanding & using GPS systems.
Saturday February 12, 9 AM to 4PM Cost: \$50.