



Tailspinner

2006 - 02

Waterloo Wellington Flight Centre

Coming Events

- ✓ December 24 Closing at 15:00 hours
- ✓ December 25 Closed
- ✓ December 26 Closed
- ✓ December 30 Closing at 15:00 hours
- ✓ January 1 Closed
- ✓ January 23 Annual General Meeting
- ✓ January 23 Private Pilot Groundschool T&T
- ✓ February 5 Commercial Groundschool, M&W

Aviation Day 2006

Aviation Day was a huge success. We had over 5,000 guests to our day and at 9:45, 15 minutes before the gates opened; guests were lined up around the parking lot past the entrance way all the way to the Nav Canada building. This year we again had a wonderful exhibition when the aircraft departed for home. As always the Lancaster has a faithful following, but this year the World War One War birds, the Canadian Forces Aurora, and the Memphis Belle added to the excitement of the day.



The Lancaster always draws a crowd.

Planning for 2007

We have recently confirmed our Ground School Courses for 2007

Private Pilot Ground School Courses Cost \$250/ person

- PPL Ground School #1 January 23 – March 28
Tuesdays & Thursdays 7 – 10PM
- PPL Ground School #2 April 3 – June 7
Tuesdays & Thursdays 7 – 10PM

Commercial Pilot Ground School Cost \$400/ Person

- CPL Ground School #1 February 5 – May 9
Monday & Wednesdays 7 – 10PM
- CPL Ground School #2 September 10 – Dec 17
Monday & Wednesdays 7 – 10PM

IFR Ground School Cost \$350/ Person

- IFR Ground School #1 February 6 – April 12
Tuesday and Thursday 7 – 10PM

Fast Track IFR Ground School Cost \$ 350/ Person

- Fast Track Ground School #1 February 5 – February 23
Monday to Friday 8am to 12 pm
- Fast Track Ground School # 2 April 2 – Apr 20
Monday to Friday 8am to 12 pm



Maintenance Matters

Your aircraft maintenance department is staffed by Peter Griffioen, Mo Haniff and Ian Van Wyk. In this article I'll address some winter operating issues, as winter is almost here.

Aircraft engines are not very good at starting when the temperature is below freezing, especially the C152's and the PA 44's. At below freezing temperatures the engines will be plugged in overnight, so the engines will be easier to start in the morning. They also may need plugging in on cold days if there is a long time in between flights. C152's engines tend to quit in the cold until they warm up – to prevent this, put on carb heat and leave it on until the engine warms up and run the engine at 1200 rpm.

If you are attempting to start an engine and it doesn't start consider: how cold it is outside, how long it was since it was last running, and whether or not it was plugged in. If the engine is too cold it will not start. There is no use in continued cranking. The solution is to get the "Red Dragon" engine pre-heater and have it warm up the engine for about 10 minutes, then start the engine immediately after removing the heat. Call for one of the linecrew or maintenance staff for this.

Winter fronts will be installed when the temperature stays below -7. Remember to remove the cowl plugs before engine start. Cowling, winter fronts and cowl plugs can be damaged if the cowl plug gets drawn in the starter and flywheel gears. Worse yet is if you get flying with the cowl plugs in place as the engine will surely overheat. Remove them as part of your walk around.

If there is snow and ice on the wings and control surfaces, it will need brushing off and put into a warm hangar to be removed. For minor frost we have spray solutions that can be applied to remove it.

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

KEEPING CURRENT

You trained in a Cessna with a basic six-pack panel consisting of attitude indicator, airspeed indicator, altimeter, vertical-speed indicator, heading indicator, and electric turn coordinator. Which of the following instruments in this panel are normally powered by a vacuum pump?

- Altimeter
- Vertical Speed indicator
- Heading indicator
- Airspeed indicator

The Airplanes attitude indicator displays pitch, bank, and rate of turn.

- True
- False

While flying under the hood, shortly after liftoff you notice that the airspeed indicator registers zero, or as close to zero as it can read. All other instruments are normal. You're climbing. The altimeter and the VSI both indicate a climb. The engine sounds good and the tachometer reads normal for climb. You're holding heading and the heading indicator closely approximates the wet compass. What is/are blocked?

- Pitot tube inlet and static source
- Pitot tube, pitot drain hole, and static source
- Pitot tube inlet
- Static source
- Static source and pitot drain hole.

Comings and Goings

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

Warren Turk
Mike Leavey
Michael Berezuk
Michael Stephenson

Welcome to our New Instructors:
Shannon Cowie
Ted Dietrich
Lindsay Marshall

Welcome to our New Line Crew:

Chris Wilson

Kevin Benninger

Conestoga College Aviation Program

Recruitment is underway for the September 2007 intake in the Conestoga/WWFC professional pilot program.

Prospective students should apply through the www.Ontariocolleges.ca website...

University Of Waterloo launches new Degree programs

The Science and Environmental Studies faculties are launching new programs in partnership with WWFC this September. Students will complete both a UW degree and obtain their Commercial Multi IFR. Program details can be found on the University aviation website:

www.aviation.uwaterloo.ca

MERRY CHRISTMAS FROM YOUR STAFF AT WWFC

For planning purposes here is the outline of the topics covered at each ground school:

Private Ground School – Winter 2007

23 January	Theory of Flight
25 January	Airframes
30 January	Engines and Systems
1 February	Flight Instruments
6 February	Air Law 1
8 February	Air Law 2
13 February	Air Law 3
15 February	Meteorology 1
17 February	Meteorology 2
20 February	Meteorology 3
22 February	Navigation 1
27 February	Navigation 2
1 March	Navigation 3
6 March	Performance
8 March	Radio Navigation
13 March	Human Factors & Decision Making
15 March	
20 March	
22 March	Final Review
27 March	Exam Prep

IFR Fast Track Ground School – Winter 2007

5 February	Personnel Licensing and Airspace
6 February	Air Traffic Services and Regulations
7 February	IFR Departure Procedures
8 February	IFR En route Procedures
9 February	IFR Holding Procedures
12 February	IFR Arrival Procedures
13 February	IFR Approach Procedures
14 February	Charts and Publications
15 February	Route and Flight Planning
16 February	IFR Equipment and Emergencies
19 February	Instruments
20 February	Meteorology and Weather Radar
21 February	Human factors
22 February	Radio Aids and Navigation
23 February	Final Review and Exam Prep

IFR Ground School – Winter 2007

6 February	Personnel Licensing
8 February	Airspace
13 February	Air Traffic Services
15 February	Air regulations and Gen IFR Procedures
20 February	IFR Departure Procedures
22 February	IFR En route Procedures
27 February	IFR Holding Procedures
1 March	IFR Arrival Procedures
6 March	IFR Approach Procedures
8 March	Charts and Publications
13 March	Route and Flight Planning
15 March	IFR Equipment and Emergencies
20 March	Instruments
22 March	Meteorology
27 March	Weather radar
29 March	Human factors
3 April	Radio Aids
5 April	Navigation
10 April	Final Review
12 April	Exam Prep