

OCTOBER 2007

SKYTALK



Volume 1, Issue 7

300–11465 Baynes Road, Pitt Meadows, BC V3Y 2B4

Flying Insights....from Erissa

Some are here and some are gone... Pilots and Air shows that is!

.... And folks, that is how I started out writing the Sept. Issue of this newsletter last month. When Airshows go, they come back next year, but when pilots go, they leave us forever. I am really really sad this summer. It has not been a good one for me emotionally. I look back this month and ask myself, "why?" why has there been so many crashes and fatalities involving our passionate hobby, among our friends in the industry? I had an "aha moment" and I would like to share my humble insight.

Humans created Airplanes. Humans know how an airplane flies. Humans attribute their characteristics to airplanes. And so, they install an Attitude indicator and an heading indicator and a compass in the instrument panel.

Every so many years, the higher power that be, (as in Transport Canada), mandates us to have the attitude indicator and the H.S.I checked. Without them working properly our aircrafts gets wrong readings and we fly a wrong attitude and you know what happens with that. When our heading indicator is off, we don't get to our destination.

So, that is why we are told by our early instructors all the time to "adjust our attitude". Or WATCH YOUR ATTITUDE. Where am I going with this?

Well, where I have *been to* this month is where I am *going to with this*, and with you. I don't mean to preach. I am going to preach. I want to share this.

ATTITUDES. { *Attitude is everything* }

The biggest motivator for my learning to fly was my attitude. I wanted to be a pilot. I wanted the status and pride of being a pilot. I wanted the joy and freedom of being a pilot. I HAD to be a pilot. When I was little, I had no toys, I just had dreams. In the course of learning to fly, I met a lot of attitudes. Big ones, strong ones, wrong ones and ones that led me astray a few times. I meet them on the field and in airports all across the country and the world. Attitudes that cause good pilots with good intentions to become complacent in their flying. In short bad attitudes changed good pilots into bad pilots. They start to develop a poor attitude about who they have become. Learning stops, training stops, they continue doing what they have always done. They break their personal barriers, they live to brag about it. They violate the law of gravity, they live to brag about it. They violate the law of nature and they live to brag about it. They violate the law of physics. They live to brag about it. They violate the POH and the Law And stop braggingforever. They are gone....forever. Unlike the air shows.



And all that remains are sad lessons from which you and I get to learn. I learn this month from Oprah, that when God first talks to you, he whispers. (However way you want to interpret "God". Mine is my own spirituality and God is my higher power from within). If you don't listen to the whisper, he will then nudge you, and if you don't heed the nudge, he will hit you over the head (kinda like a lot of pilot's wife methods of operandi)! When we survive a violation, it is God whispering to us. Learn from it. I violated the Law once. I am a VFR pilot, I flew into IMC. I confessed. I lived. I Learned. I adjusted my attitude. I hope I continue to check my attitude daily.

My daily mantra is "Power and attitude = performance". My inner power plus my correct attitude will fly the plane. I won't need to muscle the control. You know it.

My very good friend (yes, still a very good friend), Sparky Imeson, suffered a bad crash in the mountains of Montana in June this year. He, of all people, should never ever crash doing something he does everyday. Preflight of plane 100%. Checklist on takeoff 100%. Pilot attitude 50%. Never fly with 50% unless you want to live 50/50 only. Sparky has become complacent in the mountains. He is the best. He teaches the stuff. He tempted the law of nature one too many times and thank God, he only suffered a broken back and ribs. God only nudged him. He whispered a lot in the past.

I know, I flew with Sparky all over Utah, Wyoming, in the Tetons, and in Colorado and Arizona. If you doubt. Get out!. God is whispering. I have been asked to climb the face of canyons in Utah in a Cessna 180. A maneuver which I know only an Extra 300 can do. I signed out. I did not check out !! Call it God, call it intuition, perceptions or God whispering.... Call it anything you want, but trust it. Men like to say it is their "instinct". Or voice of experience. Call it that, and you will live. My young friend on his flight to Squamish violated the IMC and other laws and he did not survive. 3 of his passengers survive to continue listening. We have many vignettes to draw from...

...and one of which is a recent crash and death of our very dear Aero club member, Peter Garrison. Bless him. 60 years of flying is a long time. It is more years than most of us have in our whole life time. I am sad beyond words. But I will speak and I will write if it only reach and save one life from premature death. I am sadden. I must learn from the tragedies of others. I only have one life here and now. We must learn from the mistakes of other. We can't live long enough to learn it all. Mistake is non judgmental and is non shame based. That is all what "MISTAKES" is. You just missed the take. No big deal, learn from it, so next time, you can take without missing.

I would love to set up a PETER GARRISON Memorial FUND for a scholarship for AIR-MANSHIP to a YOUNG EAGLE who Has a vision for Fine Flying. Please help me do it.

I have not been flying my plane this last month. Others have....Look at *Peter Olivieri* below He is always checking his attitude. I love it. I learn from Peter a lot, in all aspects of life and flying.



Peter in CF-GSQ.

(Peter sent me this photo with the Caption, “There are pilots and there are classy pilots.” I love it).

Peter is a man who knows his limitations and his possibilities and he balances it. He is my Hero. He is my lesson.

Peter had taught me so many lessons about the meaning of life without even moving his lips, at times. I just observe.

What I learn about life I learned from FLYING

I learn that the stall horn is GOD whispering to me... If I don't listen to it, it will hit me over the head. (Nose down, recover at the whisper stage, or the stall and spin comes).

I learn that I have to apply Pitot heat if I don't want to have a “stuck” airspeed indicator. So, If I have to progress in life, I need to move forward and get “un-stuck” and move to my “purpose” in life. Find out what your driven purpose in life is.

I learn that I must always adjust my DG to align with the compass if I want to stay “on course” toward my purpose (intended destination).

I learn that if I need to land in a short field, I need to use my FLAPs to make a steep approach. Sometimes in life we have to make steep approaches even if we prefer a nice smooth ride.

FLAPS means Fill Life Abundantly with PURPOSE.

I learn that sometimes we have to SLIP to a landing...when I slip in for a landing, a non-pilot watching might think I am flying crooked and it looks crazy... But the slip has a purpose. It gets me to my destination. SLIP means Savour Life In Purpose.

I learn that I have to lean my mixture if I fly high because flying high in life is “heady” and I need to conserve energy so I don't foul the sparks in my body. So that is why I am not always around the Aero club to help out more than I should. I need to lean out and meditate too.

I learn that when Transport Canada requires me to maintain my AI and my DG it is because they want me to “fly my plane” right so I can get to my purpose (destination).



BUT I have been flying high in my quest to find myself this month and hence this delayed issue. There is a time and place for everything. I could not have written this issue if I had not been on this journey. I found answers to a lot of my question : “WHY?”

My analogy in life is this.....

I checked my attitude and adjusted my heading indicator and decided that my heading indicator was off and that if I want to go to where I want to go to, I needed to adjust it and have it be congruent with my destination and my purpose. I learned this month that I am a soul with a body and not just a body with a soul. I know some of you might not get it... And others will know right away what it is I am talking about. Its. OK.

Everyone of you that I have met in the Aero club came into my life to teach me a lesson and it is up to me to discover what that lesson is. I have discovered many. Flying has been my greatest teacher.



I learn that if my attitude is too high (ego filled) I need to “nose down” and accept humility so I don’t crash and burn.

I learn that as PIC I am in charge of “flying the plane” and that no one else is responsible for my happiness, my pain and my sorrow. I AM RESPONSIBLE for all that I AM. How I fly my plane (my body, and my life) defines what kind of pilot (purpose) I manifest.

All the instructors who keeps shouting at me when I gingerly learned to fly will now know how much those 3 words “FLY YOUR PLANE” means to me.

I learn to stay out of SUCKER HOLES because they are just distractions and Naysayers that take you away from your purpose (destinations). So I learn not to Scud –run.

I learn that AEROCLUB means: if ALL ENGINES ROAR OUT CONSISTENTLY, we can LIVE UNDIVIDED BLESSINGS.

So, let’s roar together to our higher good and pitch in to make the Aero club it’s best ever. I envision 1000 members with a beautiful new Clubhouse and Planes lining up everyday for our fuel pumps !!

A great teacher, James Allen, once said: “ Dream lofty dreams, and as you dream, so shall you become. Your vision is the promise of what you shall one day be”.



MY “white friends” at our Aeroclub !!! YEAH!!

When I was little living in a mud hut in BORNEO, I dreamt of flying (very lofty dream to me at that time, which has no reality). And as a child, when I was beaten down and bullied by the “white” men who dominated us, I told myself, someday I will go to Canada (WHY?) and make many “white friends” (very lofty dream, and non-reality based). When my mother told me to stop dreaming and “get real”, I said: “NO”.

All I had was my dreams. I had no toys.....

.....

I came to Canada, I learn to fly.. I fly and I fly... And I have many “white” friends today. My mother was just a “sucker hole” in my cloudy sky And I know now that if I wait, the sucker holes and the clouds will pass and that blue sky is there once the clouds pass. So, Blue skies and tail winds....

P.S. Stay tuned for my story of “tail winds.....”LOL.

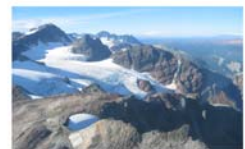
604-465-3328 www.cobaltaviation.com

Why learn to fly?

Learning to fly ... is a demanding and challenging endeavor that allows you the personal freedom to escape the limits imposed by time and distance. You can go where you want, when you want ... for an hour, for a day, or for a weekend!



Take your friends on exciting excursions and share the cost of flying with them.



Gain a new perspective on your world ... experience the exhilarating thrill of flight.

604 - 11715 Baynes Road, Pitt Meadows Airport

I believed in my dream.... Dream lofty dreams...and a pile of dirt became my reality !!!

Doug had a dream.....



**CANADA's Newest Airport....
Doug's dream which he put into action....is ...OIE...
Check out the CFS ... Doug Stead is the Operator.**



When this "villa" was built in the 18th century, in Italy, Leonardo Da Vinci thought we might fly....but ??
If there is a WILL there is a WAY. The spruce goose did fly.. Even if it was for a brief moment.... And remember the last words of Howard Hughes in the *AVIATOR...??*
.... "*JET ENGINES, JET ENGINES, JET ENGINES...*" just a *dream* that Rolls Royce bought into that will bring us the A380 !!
Remember the *Wright brothers* dream ?

**DREAM
BIG DREAM**



Joanne Toasting to a successful flight and life.... She is living the *vida vola !!!*

Meet Joanne Mckracken...Our Newest Aero club Member....
Re- FIRED (as opposed to Re-tired) School teacher.Living her dream NOW at 69 (and holding). She is getting her pilot license... She went into a "sucker – hole" and did not live her dream till now. SHE was always meant to be a PILOT.

She is so passionate living her dream now she joined The Aero Club and the BC 99 ners and is hanging around the Lunch Doctor and all the flight schools in the vicinity to **LEARN** all she can when she can.

What are you waiting for?? Dream and live your dream today. (Remember, sucker holes are distractions from your true purpose). We must avoid them "sucker holes" !!!!

Special people have dreams too and we must not be their sucker holes...
Help put their dreams into actions.



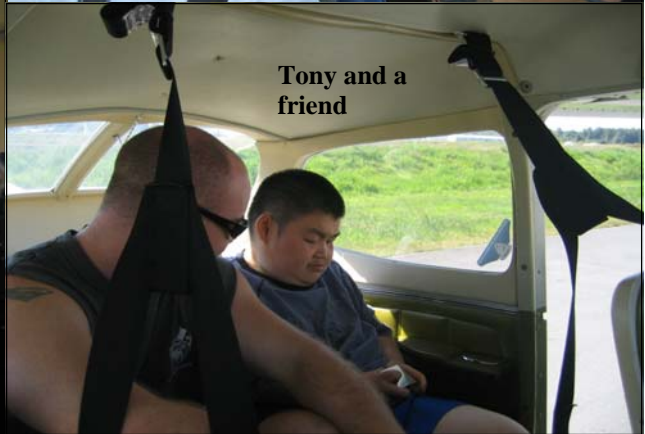
GOLDEN EARS Mtn.
(The North Face)!!



Dean and
Friends.



Lisa



Tony and a
friend

.... And the EAA Young Eagles program was created from someone who had a dream of fulfilling some child's dream.....

And we make it happen. Who is your young eagle today? Who is his/her sucker hole to-day?.... Put a finger to your temple now and say HMMMMMMMM !!



FLYING YOUNG EAGLES



A PILOT HAD A DREAM ... 94 YEARS AGO...!!!



We are on the web.
AeroclubBC.com

We are located at the south side of the Terminal and we have avgas 100 LL at the fuel pump at a competitive price.

For contact :

Phone: 604-880-8683

Fax: 604-469-4984 (Erissa)

E-mail:

James_Zeilstra@telus.net

or

Email :

Erissayong@aol.com

(to contribute Newsletter material)

•Aero Club Executives for 2007

- President: Jim Zeilstra
- Vice President: Don Hague
- Secretary: Donna McIntosh
- Treasurer: Ron Johnson
- Archives: Peter Olivieri
- Newsletter: Erissa Yong-Wilson
- Membership: Rene Keller
- Education: Chris Georgas
- Clubhouse: John Grindon
- Entertainment: Molly Galbraith

ELECTION DATE IS NOV 7TH 2007 AT THE NEXT AEROCLUB MEETING. PLEASE ATTEND TO ELECT YOUR NOMINEE...

Safety check:

A lesson in aiming for perfection.

I met A great pilot not long ago at my Hangar... And he told me this.

“Erissa if you can fly with + 100 or -100 (as in the altitude control for level flight maneuver for the pilot’s flight test), you can fly with + 0 and - 0”.

Brilliant. Once I understood that, I fly plus / minus zero all the time. Once we aim for perfection in flying We become safe pilot. There is no room for compromise in flying. There is no 50/50 . If ALL conditions are not 100%, stay home. That great pilot is *Jeff Durand* (Class one instructor and a TC designated Flight Examiner). He is the best because he practises what he preaches. And he raised my consciousness and my standard. He made me a safe pilot because he demanded perfection.

Hey, want to know a secret ? Psssst..... Jeff is also my Hero !!

QUIZZ answer from September Issue of this Newsletter:

The airport is Hailey, Idaho also known as SUNVALLEY. Close to KETCHUM in the Sawtooth mountains. GORGEOUS home of the new FLYUTAH author: GALEN HANSELMAN. He would love for you to fly in to share some barn storming tales with him. He is the world’s best pilot story teller !!! You must order his new book !! If you honestly got the answer right.... Stop me when you see me ... Don’t pass GO.... Instead, ask me for your winning..... A whole \$10.00 worth.



Club news..... Activites for grounded pilots.....a garage sale ?? This is our brilliant non-flying pilot idea from Dave.

Wow! Feast your eyes on all the wonderful colour nature is presenting to us at this time of the year! It appears Summer is behind us and Fall is definitely here. Soon to follow will be the Wetcoast' version of Winter....YIKES! Makes me think of Spring already. Speaking of Spring (as in "spring cleaning") how many of you folks would be interested in getting together at our hanger in '08 for a "Garage/Hanger Sale"?

We could have it once or regularly. We have some tables, it could be outdoor or indoor, I think it could grow to be quite a community event. If you're interested and/or have any ideas or suggestions give me a call at 604-469-8484.

Best of the Season to you all.

Dave Wilson

Erissa is bringing all her junk, her emotional baggage, and her 1980's clothes to sell. Bring yours too. Coffee is free, always. Hugs and bragging might cost you !! (oh well, just a little).



Fire burned off the 1959 Piper PA-22's fabric skin and destroyed the Interior. The pilot made two fixes (one fix was from a clamp he bought at Wal-Mart), before a third landing and the fire.....

He did not hear the whisper the first time... Or heed the nudge the second time...!!

WHAT kind of attitude is that ??

Doug Stead sent me this picture with the caption : ***“DO you think this pilot should fly?”***

Well, it is the story of **3 Emergency landings before plane fire.**

A story for the Modesto Bee Newspaper, CA Sept. 03, 2007 see the story at [http:// www.modbee.com/local/story/57854.html](http://www.modbee.com/local/story/57854.html)

Doug said to add this to the Newsletter as a :

“WHAT WE CAN LEARN FROM THIS/OR COULD I EVER BE THIS STUPID?” SECTION.

In light of this, I think we should have all the members submit each month a story to the newsletter new column Called: **COULD I BE THIS STUPID?** I love the idea. So, please submit your article to the editor, Erissa.

Thanks.

Please read all your Aero Club news sent out by our secretary Donna to keep up with what Is happening with events in the Club. It is redundant for me to print it here. Check out [www. AeroclubBC.com](http://www.AeroclubBC.com) to news about YOUR CLUB too. We are all responsible for our club.