



Issue
December

Newsletter Editor: Erisa Yong-Wilson

Dear members

(Estimado Socio)that's Spanish for the same.

This is my first Newsletter writing job. I can write, but I don't have the ability nor the patience at this time to do this newsletter in a "real newsletter" format. I spent half an hour today trying to figure out how to use Microsoft Publisher, and needless to say I need more time to learn the program. So, I am going to do this first newsletter of mine my way coz it is for now, the "free way". I am not about to pay someone good money to do a non-paying job. You'll agree!

If any one of you would rather do this job that I volunteered here in our last Annual general meeting, please speak now or forever hold your peace. I am willing to quit now. I won't quit once I figured out how to use the Publishing program.

O.K.

First thing is first.

I am going to paste here the photo of our newly elected directors of THE CLUB. Hopefully, if you have been around the club you will know is who. Here it is.



O.k. in case you haven't been around.....they are:

From left to right....

Rene Keller (membership); John Grindon(Clubhouse); Molly Galbraith (entertainment); Peter Olivieri (Archives); Chris Georges (Education); Donna McIntosh (Secretary); Don Hague (Vice President); Jim Zeilstra (EL PRESIDENTE); Erissa Yong (Newsletter)
Missing from the pose is Ron Johnson who is the new Treasurer.

Future newsletter will not have the minutes of the monthly meeting of THE CLUB. It is loosely agreed upon by some of us that the minutes will be available and emailed to all members by Donna McIntosh once a meeting had been held.

Future newsletters will have the following headings:

- 1) **WHAT WAS?** This will be news and events that have occurred around the club and the airport in the last month since the last newsletter
- 2) **WHAT IS?** This is what is going on now as a matter of interest to the members. Airport news and gossips. Hopefully I will be nose enough to find out what's happening around the aviation patch and on 26L&R as well as on 18 and 36 and along the shores of all the taxi ways. I hope to dig for stories from you , our members, so don't be surprised if you get a call from me. Please feel free to email me with your stories.
- 3) **WHAT WILL BE?** Future events and happenings worth mentioning. Events of benefits to the member.
- 4) **MOLLY'S FLYING MOMENTS.** Molly our **LIFETIME ACHIEVEMENT** member will be contributing stories for us each month in this corner.
- 5) **MEMBER'S MEOW.** My favorite corner. Here is where I will publish stories of all other Member's Piloting and travel stories and pictures. We want to hear from you. We also want slide shows and videos !!
- 6) **A WORD FROM THE PRESIDENT.** In this corner, we will have Jim Zeilstra's word of wisdom.
- 7) **AVIATION HUMOUR .** Copyrighted or not, we want you to send me jokes, pictures and any write-up that will make a member laugh or cry !!
- 8) **FLY OUTS AND FLY IN NEWS.** I hope to be able to inform all members of all events of interests that they would like to attend.
- 9) **EDUCATION.** I hope to get Chris Georges to contribute a paragraph about any "higher learnings" going ons around town.

CHRISTMAS PARTY IS ON DEC. 9, 2006

ALL MEMBERS ARE ASKED TO CONTRIBUTE SOME SIDE DISHES. CALL DONNA TO FILL IN THE FORM FOR YOUR CONTRIBUTION.

WE NEED HELPERS AND HELPERS AROUND THE CLUB AND KITCHEN BEFORE, DURING AND AFTER THE PARTY.

ALL MEMBERS TO BRING A GIFT OF \$10. 00 WORTH.

IF YOU CAN HELP ERISSA WITH THE EDITING OF THE NEWSLETTER AND MAKING IT A FIRST CLASS READING MATERIAL FOR ALL THE MEMBERS, PLEASE EMAIL HER AT ERISSAYONG@AOL.COM

THANK YOU !!

For a start.... Attached is the latest story from Erissa re. her recent Mexican adventure....

ENJOY!!

I just got back from the Mayan Riviera. Mexico, after 8 days of sun, sand and flying.....and YES, skydiving too!



Getting ready to jump out of a perfectly good plane ! This is XB-EOI (Mex. Registry).

Don't know why
But just gonna try!

3 years ago, my dear partner Dave, told me I don't have guts enough to jump out of a plane. A dare that won me a crisp \$100 bill. Needless to say, he made a dare devil out of me because since then, I have earned my pilot license and have become addicted to speed and height. Two elements, that when combined, is better than Prozac!! O.K. I am not saying I needed Prozac, but the adrenaline rush you get from flying and jumping out of a plane is why so many thrill seekers seek the sports.

Look at this face and you can savour the experience if only vicariously!



Jumping out at 12, 000 feet over the Caribbean Sea.



**I am not a certified jumper yet. But you may think I am “certifiable” (as in Coco-
loco)!**

Flying in Mexico is lax. That is why we love to go to Mexico. It is lax, it is relaxing and the easy going attitude of the inhabitants there is what makes it so attractive to us, the anal-retentive, cool, Northern birds! It must be the sun and the salt air and salsa that make the people hot and happy. They are not too bothered with procedures, when it comes to flying, like we are!! I suppose there is good and bad to be said of that attitude.

Unlike flying in Canada, my experience last week while flying in Mexico was a humorous, fun filled, yet sobering experience.

My friend Gonzalo, who was strapped to me 3 years ago in my first sky-jump in tandem, has an amigo who owns a flight school in Playa Del Carmen. I told him I have earned a Canadian pilot license and would like to rent a plane to go flying while I was in Cancun. I would like to fly the 150 nautical mile triangle between Playa Del Carmen, Corzumel (an Island) and Cancun (the Yucatan Mainland). The flight school wants to know if I would like to rent the Cessna 206 or the Cessna 182. I said, “NO, Mi Amigo, I only fly a Cessna 172, or else I would need an instructor with me for the Cessna 182 or the Cessna 206”.

Jose (pronounced “HOS-se” for us, not too fluent in the Spanish lingo) the flight school owner says, “No, no Cessna 172, just 182 or 206”. O.K. O.K. I opted for the 182. I have flown the constant speed with the variable pitch propeller bird before, I just like the 172 better especially flying in a strange and unfamiliar terrain. They like this a lot. This means I have to pay for an instructor to be on board with me. A \$150 an hour instructor, and that is in \$US!! D’PLANE costs another \$150. Also in \$US.

Comes the day to fly.....I can see the Cessna 182 sitting on the tarmac. Its call sign is XC- SOL (I like the registration call sign. “**SOL**” in Spanish Mexico means **Sun**. But in Canada, you and I know the acronym could mean “@#\$\$% **Out of Luck too!!**” I showed up and showed off my Canadian pilot license. I was so proud to point out all my hard earned paper work.....guess what ! NO ONE GIVES A #@&* about my paper work. ALL they wanted to see what my \$US300 CASH. Money talks bull-@#\$\$% walks.

Money changed hands. We walked to D’Plane. Jose jumped into the left seat. I looked at him and thought, what is wrong with this picture? I said I rented d’plane. I was gonna fly. I should be in the left seat. Jose said, “O.K. Amiga, you are the chief pilot today. You sit in the right seat, I talk to the tower and I control the take off and the landing and you fly the plane the whole time”.....in his “Spanglish” (broken English in Spanish accent). Now, I am not that foolish. I know if I am not in the left seat I am NOT the chief Pilot. Ive been had, I’d say. Anything goes in Mexico. So, she goes along with it!

I did what he asked. He jumped into the left seat.

I did not say he did any pre-flight inspection of d’plane, did I? Nope. I did not ‘coz he did not! I had the nerve to protest this to which his reply was, “Don’t worry, be happy”!! I took a cursory glance of the instrument panel from left to right and I saw familiar instrument gauges, but many had rusts on them. The throttle, the Prop, and mixture controls actually were rusty. My extreme urge to fly, to soar over the Caribbean, is now tempered by my urge to jump out of my seat and leave... but the thought of my having fork over three perfectly good \$100US bills made me remain in my seat. To which you say, “Is her life worth only \$300US”. To which I say, “When you are in Mexico do what the Mexican do”. Too late to think. Jose started up the engine, and before I could blink, we were barreling down this short, little, ill-maintained, bumpy runway, to back track for a short field take off into the blue sea yonder. No preflight checklist, no checklist of any kind. Nada, Nyet, Nema, Nine, NO, in any language, it is simply, NO CHECKLISTS !! Overhead, another plane was circling to land. Too close for comfort. A Cessna 206 Methinks, no doubt, with some rusted out nuts and bolts on the cowling covers and some in some other places too. The pilots actually conversed in Spanish with each other. What ever happened to ICAO English (that would be International Civil Aviation Organization to the non –aviator among us.)? The instructor in our plane also spoke Spanish to the flight towers in Cancun as well as in Cozumel. Did I not say anything goes in Mexico? I suppose our “Canuckian” commercial pilots flying the Jumbo jets into Mexico must *comprendo y habla* some “Spanglish” too.

The one hour flight was remarkable. As far as the eyes can see, to the West was the tropical jungle of the Yucatan, marked by the Tulum ruins of Coba (Mayan and Aztec pyramids) and to the North Lies the beautiful Cancun peninsula punctuated by huge hotel on the beach resorts and to the East, the Island of Cozumel with three huge cruise ships (I can see the Carnival line, the Royal Caribbean and the Princess line) all lined up to dock on the Island. To the North East is the *Isla Mujeres*, which in Spanish means the Island of women. Here they raise Sea turtles and is the fourth largest green sea turtle habitat of the world. To the South, we could see the water world resorts of XCARET and XEL-HA. (Pronounced, ISH-Ca-RET and SHELL – Ha). They swim with dolphins there. Three hammer head sharks (each about 20 feet long) were circling just among the coral

reef about 100 feet off- shore, and unaware swimmers were abound in the shallow, crystal clear, Turquoise blue, shallow waters just off Playa Del Carmen beach.

We only flew 1000 ft. MSL and it amazes me that they do this over the water as there was not enough altitude to glide to shore if there was an engine failure. Upon my protest of flying at such low attitude, Jose replied me with a smile and another, “don’t worry, be happy”!! We flew midfield over Cancun airport as well as Cozumel airport to avoid collision with incoming jets bringing more tourists to liven up the Mexican economy. The airspace to fly in was very limiting. We could not fly above 1000 ft. and not below 500 ft. either, as helicopters were flying below 500 ft. between Cancun and Playa to ferry tourists and business people along the coast. Upon my complaint about the limiting airspace guess what Jose’s reply was? JU GOT IT, AMIGO!!.... He said, “DON’T WORRY, BE HAPPY”!!

I could go on and on about the flight and the trip, but space is limiting here too. So, if you want to hear more about the flying, the skydiving or the whole enchilada of my trip to Mexico this time, then you must drop in at **COBALT AVIATION** and look me up so I can shoot more breeze with you. I have about 900 photos to share with you too. Thank God for Digital cameras.

Until then, here is **ERISSA** saying *ADIOS* and *HASTA LA VISTA* again.
Blue sky and tail wind to all you pilots and soon to be pilots out there.



Runway 29/11 Playa Del Carmen, Mayan Riviera, Mexico. Yucatan Jungle to the East and Caribbean Sea to the west.