

February 2007

▶ Volume 1, Issue 2



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

**Blue sky... blue sky ...**

... Wherefore art thou ??

Just when I asked you all to go FLY MORE, the big person in the sky says “hold your airplanes.” YIKES. I hate this cold damp weather, which is why by the time you are reading this, I have flown the coop (Pun intended) to Malaysia. It is damp there too, but at least it is also warmer. The heat will not get me, but the humidity might !!

I promise to share some interesting stories with you if I get to fly there this trip.

Last year I wanted to fly, but it was the monsoon season when I was there and pilots I talked to were reluctant to fly for fear of unpredictable mid-day thunderstorms. So, my yearn to take to the Borneo sky in search of great white sharks, lurking in the South China Sea, from the air above did not materialize. Oh well, life could be better, but who’s complaining !

I grew up at zero degree latitude. That place where the troposphere is the highest and most weather in December and January is phenomenal. Daylight is from 0600

hours to 1830 hours each day predictably but the rain and thunderstorms come and go throughout the day unpredictably. RAIN is like some one throwing buckets of water at you, and thunder and lightning come like the roar of many dragons (at least that is what I think dragons do)! Within minutes the sky would clear and the sun would come out brighter than a silver mine. And the temperature is always around 37 degree Celsius.

The gods are schizoid at the Equator.  
BUT I LOVE IT !



Erissa Yong (a cold start in Gimli, Manitoba).

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**•Aeroclub Executives for 2007**

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

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“A lot of people like snow ... I find it an unnecessary freezing of water.”  
Carl Reiner.

**Freezing of water and Hailstorm ... Oh no, not a good flying day!**

**Stay clear of Hailstones!!**



## Molly's Corner (Molly is a life-time member)

This month, I sat down with Peter Olivieri for an enjoyable trip through his history of flying. It was so much fun I decided to share it with my readers. So I'm excited to introduce to my readers one of the most experienced and interesting pilots that I have ever met flying at Pitt Meadows Airport. We sat down with a bottle of Peter's choice of fine wine, to chat about his flying career. And just to start with .....

**Interview:**

**Molly:** "Let's start today Peter and find out what you have been doing lately?"

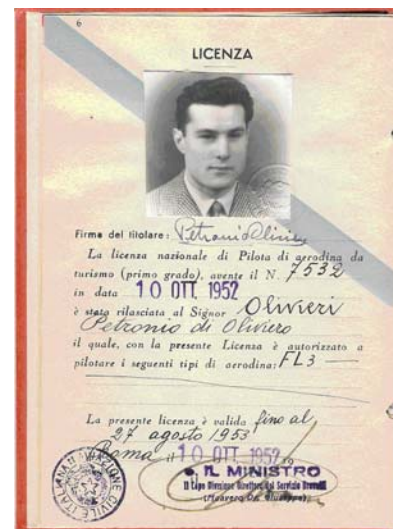
**Peter:** "Well Molly, lately I flew with Chris Georgas in his Cessna 172 CF-BZQ. Also I have flown with Erissa Yong and Wilf Chernesky, in her Cessna 172 CF-GSQ and a highlight lately was a flight with my old friend Commer-

cial Pilot Reno Stradiotto in his Piper Warrior C-GRIE at Boundary Bay Airport. In one of my latest flights I had the "Honor" to have as Co-Pilot the honorary member "Lady" Molly Galbraith. Yes, Molly Galbraith, you have more Aviation History than me in my entire career."

**Molly:** "Oh Yeah Peter, sure, let's compare notes; go back to the beginning and tell us about yourself and how you got involved in flying."

**Peter:** "Well Molly, Petronio Olivieri is my legal name. I earned my first Pilot National License (Grade one) in 1952 at the "Aero Club Friulano," Campoformido, Italy.

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Have you ever seen a pilots license like this one? (Peter's License)

## Aviation Humour

### "Carpe Flyem"

You will never see an airplane parked in front of a shrink's office !!

How's my Flying?

Call 1-800-BUZZ-OFF

... in a go-around....



## Fly-ins..... Fly-outs.....

Check out these websites for fly-in and fly-out dates at :

[www.copanational.org](http://www.copanational.org)

And [www.aopa.com](http://www.aopa.com)



Jamie Ursulak of Cobalt Aviation checking out the Light Sport Aircraft (CTsw 2006) call sign CT-IZEY last summer when it flew in with owner Ernst Schneider to CYPK. Ernst is out of Springbank, Calgary.



## Member's Meow:

Our honorable member, Mr. Brent Hughes, who was our past Newsletter editor and present Hangar Development project chairperson was interviewed by our local Community Newspaper, *The Maple Ridge, Pitt Meadows TIMES* in early January.

Brent was asked about his piloting and his contribution to the EAA Young Eagles Program. Brent, like some of us contributes his time and plane

to flying young children (as Young Eagles) as part of an introduction to viewing the earth from "low-and-slow" and up above.

Check out:

**[www.youngeagles.org](http://www.youngeagles.org)**

to read more about the program. You might find your name recorded in it.



## Message from the President:

The AeroClub of B.C. is always looking for ways to make itself more valuable to its members and to General aviation. For the members this is done by keeping membership fees very low and providing aviation fuel, fifteen tie-downs and five hangars to members at very competitive prices. Also, at many meetings we feature an educational period to help us stay informed. POTLUCK dinners are very much enjoyed by all. Just look at the turn outs for these dinners. This is a good time to mention that February 7th's meeting is a POTLUCK dinner meeting and it starts at 18:30.

Some events reach out to other groups. One of them is The NINETY-NINES. A few days ago we received a letter from The Ninty-Nines written by Raeleen Ranger (who is one of few women commercial pilots flying for a Regional Airline). Part of the letter reads:

QUOTE ... "However, our most successful event was the Poker Run ! We can not thank you enough for the use of your AEROCUB location; it is truly perfect for our event and is definitely a main factor in the success of our Poker Run. This year's Poker Run was one of the most jubilant! The sun was shining, the location was ideal, and Mr. Olivieri was making Pasta !! We also must give a GIANT thank you to Wilf Chernesky and Peter Olivieri and their families for their pasta donation and for all the kitchen cooks and helpers for their time and hard work. Everyone loved the pasta. It was a huge hit".

We hope to be able to make our facilities to the Ninety-Nines available this year again.

*Jim Zeilstra*  
Club President





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.**



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(Erissa)

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By Wilf Chernesky:

## Recency requirement on the Transport Canada Website.

As per the TC-AIM, TP 14371E (2006-2), Effective 0901Z, October 26 2006 to 0901Z, April 12, 2007, and the Transport Canada Aviation Safety Newsletter, both online in the PDF and HTML version.

Section LRA, Recency Requirements, 3.9(b)(iv) complete the self paced study program in the Transport Canada Aviation Safety Newsletter.

There are 40 reference based open book questions on Pages 43 and 44, in preparation for you next possible Ramp Check.

P.s.....Please feel free to peruse the latest Aviation Safety Newsletter in your mail box !!

### More on Education:

Check out Nav Canada ( Don't tell Irwin Jo.. LOL) website for the new VFR Local graphic forecasts (LGF). There are three new ones and can be found on the site under Aviation weather website (AWWS).

Check out wuz happenin' at the WWW.BCAviation.org too !!

**\*Fuel sale and Hotdog day is on the 2nd Sunday of each month\***

## Molly's Flying (from page 2)

My license number was 7532 . I flew a low-wing Italian aircraft FL3. In 1953 I graduated with International Pilot License (Grade Two), license number 5333. There I flew an Italian Aircraft MB 308 (Macchi 308), high wing.

My dream was to become an Airline Pilot. I read somewhere that the western part of Canada is a pilot's paradise. Consequently I came to Vancouver in 1957. I checked with the Aero Club of B.C. at the old Vancouver International Airport (Now called the South Terminal). Jim Kennedy then CFI, said that my Pilot's license was not recognized in Canada. I was very disappointed. Not having much money, I limited myself to one flight here and there with an instructor. In 1959 I became a member of the Aero Club of BC and started working toward my Pilot's License. I had Mr. Terry Finney for the ground school instruction and D. Clarke as flying instructor. I was flying out of CYVR. Being short of money, I had to slow down occasionally but eventually received my Canadian Private Pilot License in 1963 at CYPK, on a Fleet 80 Canuck. My License number was 7745. Mr. Harry O'Reilly, CFI for the Aero Club of



*Air Cadets in front of the aircraft FL3 on their 1952, graduation day for Italian National Pilot License at Campofornido Airport Italy.*

B.C. (who later became the owner of Altair Aviation), gave me a P.P. Test. By then, I had more money than time so I started working for different endorsements.

In 1964 I qualified for a float endorsement under Instructor Mr. Weslocasky, on Aircraft, PA-11 – MNX and PA-18 JGC, at Fort Langley. In 1965 when the CYPK was the busiest Airport in Canada for takeoffs and landings, the gliders, part of the Aero Club, had to move to Hope. There I flew a few hours with instructor Mr. Vic Shobridge, aircraft 222, LYY. In 1966, at the Aero Club of BC, I received my multiengine endorsement, on a PA-23 under Instructor Mr. Vanhee.

Then I heard that Skyway from Langley Airport

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Message from the Secretary  
**Donna McIntosh...**



Hello Everyone !!

I hope you have been able to get your head above the snow by now. I am sending along the minutes of the January meeting with a reminder that Feb. 7th will again be a Pot Luck Dinner so I hope you'll put your thinking caps on as to what you could contribute, and come prepared to ENJOY the evening. ANOTHER REMINDER too, to anyone who has not paid their 2007 annual membership dues, it would be a good time to connect with our membership director, RENE, and catch up.

Hope to see you there, and if you are flying you might want to bring skis >>>>>>> !!!

Donna McIntosh.

**OUR CLUB meeting is on the 1st Wednesday of the month at 1930 hours at the CLUB-HOUSE. (Molly serves up great cookies.)**

**Molly's Flying (from page 4)...**



had replaced the old aircrafts with a brand new Piper PA-28. I was enthusiastic to fly low wings at a reasonable price so I flew with them and in the same year, graduated with a Commercial license (VRC 8151, now changed to C000504). The Commercial test examiner from DOT (then, MOT and now Transport Canada) was Mr. J. Kennedy. I flew my exam in PA-28 -UFP. In 1966/67/68, for the Aero Club, I was flying the Sky Divers with the Cessna 172 - JYH (eventually bought by a member of the Aero Club, Rene Keller), and flying the Air Cadets with the twins PA-23 -SUY, IJX and DTS. Up to date I flew over 30-different types of aircraft. One of the interesting ones is shown below.



*It was a home built put together by one of my friends R. Vanwoerden. The aircraft was a "Stits 65 Continental", (later converted with a 85 Continental). For this aircraft I was the "daring" test pilot.*

Because of the "poor?" design and paint job, it was called "The Wheel Barrel," call sign CF-FDY, out of Delta Airpark.

So that is my flying career in a capsule. I have flown in Italy, Slovenia, Morocco, Thailand, U.S.A. and Canada. (Not yet in Iraq or Cuba Ha! Ha!) The conclusion is that I didn't become an Airline Pilot but I created a job that gave me the possibility to fly anytime I wanted ... EXCEPT... now ... in the year 2007... I fly any time the weather "ALLOWS" me to ..."

**Molly:** Very impressive Peter, I didn't know we were hanging out with such an impressive guy. Peter the Test Pilot, the Glider Pilot, etc, etc, etc. Peter is good at everything he does. he first time I tasted Peter's Pasta it was so good I thought, "I bet Bruna made this." But then I saw him make it himself, and it was darn good, so he really is a good looker and a good cooker as well as a good pilot.

**PETER'S EXPLOITS TO BE CONTINUED!**