



RFC's Crosswinds

Winter 2008

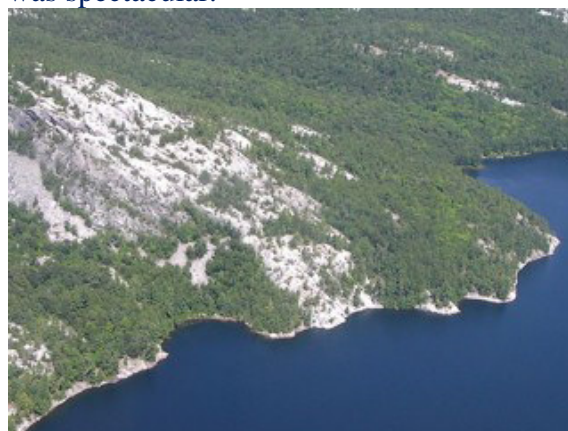
A Summer Weekend in Killarney – by Alison Hobbs

If winter's limited flying opportunities frustrate you, one way of dealing with it is to relive your memories of last summer's adventures, and another antidote is to anticipate the flights you could make next summer. Perhaps the following report might encourage a few day-dreams along these lines.

On August 4th last year, eight of us from the Rockcliffe Flying Club set off from CYRO to fly via North Bay to Killarney (CPT2), in the northeastern corner of Georgian Bay. It was a hot, dry, breezy day, and on our second leg, beyond the western end of Lake Nipissing, Chris reported a forest fire we'd spotted. As we came closer, we could see fire fighters already trying to put it out by means of the water bombers that circled overhead, releasing their load of water, then descending to the nearest lake to scoop up some more in their pontoons. During our stop for fuel at North Bay, we'd seen one of these aircraft being prepared for take-off, a Turbo Beaver.



As we flew on between the white quartzite hills of Killarney Provincial Park and the pink granite islands of Georgian Bay, the scenery on our approach to Killarney airport was spectacular.



The runway at Killarney is 3500ft long, long enough for a Cessna Citation to land there. It's important to bear in mind that this municipal airport is not always manned to provide fuel, the only "facilities" on the field being a tool shed with a pay phone on the outside wall, from which you may call Sault Ste. Marie Flight Service (1-800-463-6377) to close your flight plan, if you have not already done so in the air with Sault Ste. Marie RCO (Remote Communications Outlet) on the 122.5 or 126.7 MHz frequency. You may call Killarney Mountain Lodge (705-287-2242) if you need accommodation at the Lodge or a ride into town. Chris and I have only taken advantage of this service once, in 1997, when we spent a night at the Lodge (<http://www.killarney.com>) on our Wedding Anniversary, when we didn't mind treating

ourselves to this extravagance. The other times we've landed at Killarney we have simply walked the kilometre or two into town and back. Last August, after tying our aircraft down, all four couples from Rockcliffe set off together on foot down the sandy road, carrying our bags over our shoulders and wearing our sunhats for protection from the glare.



Carol had taken the responsibility of making the arrangements for our overnight accommodation and had booked us in at the Killarney Bay Inn (tel. 705-287-2011) by the golf course on the edge of town.

After checking in, it was another short walk to Herbert's "world famous" Fish and Chips sold at the wharf, the whitefish freshly caught somewhere in Lake Huron. They were worth the wait.

In the afternoon we walked to the lighthouse at the entrance to the Killarney Channel—the stretch of water between the village and George Island—and scrambled or sat on the pink rocks there, washing our toes in the waves. On the way back, Jill found the carcass of a baby snake, squashed by a passing vehicle.



Killarney doesn't have a great many eateries to choose from, so we decided to have supper back at our lodgings. Besides, that gave us the opportunity to congregate for *hor d'oeuvres* in one of the bedrooms, sharing the wine and cheese that some of us had thought to bring along. At the end of the day the sky was still crystal clear. Chris and I stood star-gazing from the golf course, before the local mosquitoes got the better of us.

After our cooked breakfast the following morning the Bay Inn kindly lent us a van to help transport our luggage and let us have the use of this vehicle until after lunch. Don took the opportunity to drive the rest of us (squashed among the plastic crates in the back of the van) a short way up the road to the Municipal Beach, where we could swim in the clear water of the local lake. We missed a visit to the Municipal Dump, where bears are said to congregate.

We went back down to the main street for a last chance to enjoy the peace and quiet of the place before taking to the air again. We found a gallery selling framed photographs, one of which Chris and I bought, and picked up some snacks for lunch at the General Store on the waterfront, which we consumed while sitting on some steps.



On the way home from Killarney airport we flew at 6500ft. The four pilots conferred to plan their route, part of which took us along the shore of Georgian Bay and its myriad of rocky islands. This is a delightful flight in fine weather, probably risky in marginal conditions, however, as there are few options for emergency landings on that terrain.

One of our waypoints was the airfield at South River, which would make a safe haven in a storm. Our aircraft, CFPTN, did once land at South River, an experience that Chris often mentions in his ground school classes. I remember it as the grass strip that revealed a "Plague of Locusts" crickets, actually, the remains of which were stuck to our fuselage for the next several months.

South River is a short way "inland" from the eastern shore of the Great Lake.



From the air we could see large tracts of Algonquin Park with no sign of human interference. The water in the muskeg gleamed with light. No wonder Tom Thomson and the Group of Seven painted scenes from this part of Canada with such enthusiasm!

I highly recommend both the route and the destination –only don't forget to stop at North Bay either on the way out or on the way home, as this may be your only opportunity to refuel.

Another little point worth mentioning is that when Chris asked me to find Killarney (CPT2) in the database of our on-board GPS, the avionics first began pointing us toward Killarney, *Manitoba* (CJS5). If our estimated distance remaining and time en route hadn't been such a give-away, or if we hadn't been paying attention to that, either, we could easily have headed off from North Bay in the wrong direction.

Editor's Note: The lovely Killarney trip photos were taken by Alison Hobbs and Carol Hinde.

CONGRATULATIONS!!

First Solo



- Above, Doug Biesenthal (Nov. 19, 2007)



- Above, Luke Copland (Nov. 26/07)
- Henri Monnin
- Tara Raymond
- Martin Sefzig
- Tom Tyson

RPP

- Carrie Spencer

Private Pilot Licence (PPL)

- Johnathan Daly
- Patrick Drolet
- John Weidemann

Night

- John Bennet
- Jeremy Brown
- Nicole Harris
- Mike James
- Harrie Jones
- Manon Simard
- David Smith
- Adam Whitehorne

CPL

- Pushkar Godbole

Instrument

- Barry Stratton

Multi-Instrument

- Oliver Javanpour
- Louis Lavigne
- Andrew Murton



Upcoming Events

Casino Night - March 1, 2008, from 7 PM to 11 PM, at the Gloucester Sports Club, Youville Drive, Orleans. You can purchase food and drinks from their menu.

Tickets can be purchased - \$ 10 for members, \$ 15 for non-members. All ticket holders will be given \$ 1,000 in “funny money” to play with during the evening. (Activities include Black Jack tables; crap table; poker table).

HISTORY OF AVIATION QUIZ

1. What type of business did Orville and Wilbur Wright operate when they made the world's first successful piloted airplane flights in 1903?
 - a) Hot-air balloon tours
 - b) bicycle manufacturing
 - c) kite and hobby shop
2. Who built the world's first military plane?
 - a) The Wright brothers
 - b) Howard Hughes
 - c) William E. Boeing
3. In what year did the world's first regular airplane passenger service begin?
 - a) 1904
 - b) 1914
 - c) 1919
4. In the 1920's, what was the U.S. government's main interest in aviation?
 - a) To improve mail service
 - b) to strengthen the military
 - c) to provide speedy passenger service
5. What country flew the first jet aircraft?
 - a) United States
 - b) Japan
 - c) Germany
6. Aircraft production first became the world's leading manufacturing industry during what period?
 - a) World War I
 - b) World War II
 - c) Korean War

See the Spring 2008 Crosswinds for the answers.

Exciting News – New RFC Website being Unveiled!

Notam! Notam! Webmaster Jean René de Cotret has been working hard to create a new improved version of the RFC website for your use. Check it out at www.rfc.ca

Fern's Skor Squares – Yummy!

[Everyone wanted this recipe at the Christmas party, so here it is...]

1 box Ritz crackers (Original) (250g)
1 can of Eagle brand sweetened condensed milk (300ml)
1 pkg. Hershey Skor Toffee Bits Chipits (220-225 g. package)

- Crush crackers into crumbs. (*You can use a bag and rolling pin*).
- Mix with Eagle brand milk and $\frac{3}{4}$ pkg. of Skor Chipits.
- Lightly grease a 9x12-baking dish. Pat down the cracker/milk/chipits mixture into dish.
- Bake for 15 minutes at 325.
- Let cool, then top with cream cheese icing (see recipe below)
- Sprinkle the rest of the Skor chipits on top.

Cream Cheese Icing

2 ½ cups of icing sugar
½ cp. Butter
125 g package of cream cheese (Half of the 250 g package of cream cheese.)
1 tsp. Vanilla

Cream butter and cream cheese together. Add vanilla. Beat in the icing sugar gradually.

Pilot Hiring at the Airlines, by Louis Theriault



Airline hiring in Canada, in the U.S. and elsewhere in the world, continues to be strong. This is especially true in China and India. A demand cycle for pilots commenced in early 2005 and all indications are that this trend will likely continue for some time to come. Currently, there are almost 3,500 pilots at Air Canada. Female pilots account for 4 per cent of the total. Since July 2005 Air Canada has hired a total of 684 pilots of which 286 were hired in 2007. (This does not include those pilots hired by its regional carrier Jazz.) Although it is anticipated that hiring at Air Canada will continue during the current year, it will likely be done at less aggressive pace. Three new hire courses are planned for the first quarter of 2008. This represents approximately 30 new pilots between the months of January and March of this year. An average of 100 pilots every year will be retiring at Air Canada over the next five to six years and these vacancies will need to be filled. This does not take into account pilot requirements due to expansion of route structures. Such momentum will hold true if no significant economic downturn occurs in the foreseeable future. Hiring at Jazz is also reported to continue throughout 2008.

Air Canada has over 5,000 applicants on file. Minimum qualifications as stated on the company website are 1000 hours total time

on fixed wing aircraft, a Commercial Pilot License, a current Instrument Rating, a Multi-Engine endorsement, a valid class 1 Medical Certificate and a high school education. However, in reality, pilots recently hired by Air Canada had at least 2,500hrs total time, they possessed either a college or university degree, held an Airline Transport Pilot License, and had either previous airline, corporate, charter or military experience. The average age of pilots hired in the last few years by Air Canada is 35 years. However, as pilot demand continues to increase, the level of experience of candidates being hired will most certainly diminish. In the mid 1960s and late 1970s, Air Canada hired pilots who possessed a Commercial Pilot License, Multi-Engine endorsement, an Instrument Rating, and a minimum of 250 hours of flight time. Of course, back in those days, airlines operated aircraft which required a flight engineer or a second officer to operate the systems panel behind the Captain and First Officer seats. This was a great way for a low time pilot to integrate himself/herself with seasoned flight crews and gain invaluable experience. As jobs opened up, Second Officers would then move to a right seat position. With today's technology and training methods, it has become possible to operate large aircraft with only two pilots: a Captain and a First Officer.

Ideally airlines like to hire pilots who have a good level of experience. However, this practice is based on the supply and demand of pilots. Recent statistics indicate that in the U.S alone, airlines will struggle to fill 12,000 jobs this year and are looking to fill another 20,000 openings by the end of 2009 because of retirement and other factors. Regional carriers in the U.S. which are being especially hard hit by shortages are also lowering experience requirements from

1500 hours total time to 250 hours total time which is the Federal Aviation Administration (FAA) minimum. Some regional operators have reportedly hired Bombardier CRJ First Officers with a minimum of 250 hours total time (Commercial License, Multi-Engine endorsement and Instrument Rating).

Although similar types of statistics could not be found on this side of the border, some smaller Canadian operators using twin turbo prop equipment such as the Metroliner, King Air and the like, are known to have recently hired First Officers with total flying experience ranging between 250 and 700 hours.

As the larger carriers continue to hire at a steady pace, the smaller operators are faced with a continual demand for pilots, as they often see their experienced crews leave for the better paying jobs. Training costs for the smaller companies can be significant. This may not spell good news for air travelers as these higher operating costs may thin out profit margins and will likely work themselves into ticket prices.

Retirement Age

On November 23, 2006, the International Civil Aviation Organization (ICAO) approved a standard stipulating that the mandatory retirement age of pilots flying for large international carriers move from age 60 to age 65, provided the other pilot on the flight deck is under 60. In the United States, this new standard may help reduce the pilot shortage somewhat; however the legislation still has to move through Congress to become law, a process that may take up to two years. These days, many pilots in the U.S. aged 60, and forced to retire from large carriers, are seeking employment overseas. For many it is necessary to work beyond 60

so as to help offset pensions lost during the series of bankruptcies in early part of this decade. United Airlines eliminated its employee pension plans in 2005, a move that cost some pilots up to 75 percent of their retirement income. Aviation information sources in the U.S. estimate that four out of ten pilots would work beyond the age of 60.

In Canada, changing the mandatory retirement age of pilots has not occurred per say. The new ICAO standard has not moved Air Canada to change its mandatory retirement age of 60 for its pilots. Two Air Canada pilots, who lodged complaints with the Canadian Human Rights Tribunal (one in August 2004 and the other in March 2006) claiming that the Air Canada Pilots Association (ACPA) collective agreement was discriminatory in that it imposed a mandatory retirement age of 60, lost their bid in August, 2007. Following the dismissal of the complaint, a legal resource group stated:

The decision arose in the context of the specific provisions of the Canadian Human Rights Act because Air Canada falls within the federal jurisdiction. While a number of provinces have now announced, or implemented legislation to end mandatory retirement, other Canadian jurisdictions have yet to follow suit. The federal context, governed by the Human Rights Act, is one such jurisdiction.

Furthermore, the legal statement went on to say that “it found that age 60 is the normal age of retirement as defined in the Human Rights Act, for pilots flying regularly scheduled international flights on wide-bodied aircraft with major international airlines.”

Although Air Canada maintains the age 60 rule, future pilot shortages maybe such that the biggest air carrier in the country may be compelled to shift its mandatory retirement age for pilots to perhaps 62 or maybe even 65. Other Canadian carriers such as Jazz, Skyservice, Air Transat, Canjet and Zoom do not meet the definition of large international commercial operators as promulgated by ICAO . As a result, the age 60 issue has never been a consideration and the normal retirement age remains at 65 for these Canadian carriers.

As the baby boomers leave the airways and move closer to the retirement hangar over the next several years, compounded by projected increases in demand for air travel worldwide, the employment outlook for pilots is very encouraging. Launching a career in aviation can be frustrating at times but it also can be very rewarding in the long run.

Always Be Safe!

About the author: Louis Theriault is an Air Canada First Officer on the Airbus A330/340. He has acquired over 12,000 flight hours since his Air Cadet training days at the RFC in 1970. Louis's experience including being an instructor at the RFC and OFC; being an Aircraft Accident Investigator with the CTSC; being a past Chairs of several important Safety committees.

Editor's Note: Thank you, Louis for taking the time to share your experience and knowledge with us! The picture of Louis in the cockpit of an Airbus was taken over Iceland.

On The Lighter Side

A young pilot is in an airport lounge trying to impress a woman. He tells her he owns an airplane, a (Cessna) C-150. She has no clue what that is and asks him for a description. The pilot points to a Hercules on the ramp near by and says- "Well, zats a C-130".

Cessna pilot: "Tower, Cessna 12345, student pilot, I am out of fuel.

Tower: "Roger Cessna 12345, reduce airspeed to best glide! Do you have the airfield in sight?"

Cessna: "Uh...tower, I am on the south ramp; I just want to know where the fuel truck is."

Ground Controller: Cessna calling ground control. Are you a Skymaster?

Pilot's reply: No Sir. I'm just a student pilot.

"Pompano tower, Cessna 123 is 10 miles north inbound, Pan! Pan!"

The tower, who was obviously a bit taken by the call came back with "What?".

The Cessna repeated, "Pompano tower, this is Cessna 123 10 miles north inbound, Pan! Pan!"

After a few seconds of what seemed to be slight confusion on the part of the controller, the tower answered back, "Roger Cessna 123, Pizza! Pizza!"

Do you have any aviation jokes to share?
Please send them to crosswinds@rfc.ca

Our New ELTs, by Chris Hobbs

2008 will be an interesting year for Canadian pilots: our proficiency in French or English will be assessed, we may end the year with our photographs beaming out from new-style licences and we will have installed new ELTs in our aircraft.

Here are some answers to questions about the new ELTs.

Why do we need new ELTs?

Our current ELTs broadcast an analogue signal (a sort of chirping noise) on 121.5 and 243 MHz. These signals are picked up by overflying aircraft and the COSPAS-SARSAT satellites. These ELTs were designed in the 1950s and their interworking with satellites was not foreseen. Their signals are therefore not easily pin-pointed by satellites which need several passes to get even a rough position. Starting February 2009, those satellites will no longer be monitoring those signals.

What is different about the new ELTs?

Instead of just broadcasting an analogue signal on 121.5 and 243 MHz, they will also broadcast a digital signal on 406 MHz (note: not mHz as I have seen in some publications: any form of information transfer at 406 mHz would take a long time!). That digital signal contains at least the identification of the ELT and possibly also its precise latitude and longitude (derived from GPS). Sufficient positional accuracy to determine that the transmitting ELT is, for example, in a maintenance hangar can save unnecessary search and rescue operations.

Is the new ELT optional or a requirement?

Transport Canada has proposed legislation making it compulsory for all Canadian aircraft (excluding ultra-lights, balloons and gliders). The exact date of the legislation being enacted is not yet known but it is assumed that it will coincide with the February 2009 date for cessation of the satellite monitoring. 406 MHz

ELTs are not being mandated in the USA and so the question of whether aircraft registered there will need the new ELTs to come into Canada needs to be resolved.

How much does a new ELT cost?

In 2002, Transport Canada carried out a study that concluded that "the improved capability of a 406 MHz ELT can be offered at or near, the same price range as the existing 121.5/243 MHz ELTs." Prices from suppliers seem to vary from US\$ 1000 to US\$ 1500 plus the cost of installation. Remember also that, if your current ELT installation is such that it cannot be activated from a crew position, then a remote switch will need to be installed as well. Given the new antennae needed, some estimates place the full installation cost as high as US\$ 2000. There are somewhat cheaper 406 MHz ELTs but be careful--many of these will not be legal in Canada because of the type of battery they contain. See the Transport Canada web site at <http://www.tc.gc.ca/civilaviation/MAINTENance/aarpc/ans/B014.htm> for details.

May I use a personal 406 MHz ELT rather than one fitted in the aircraft?

A device that has to be activated manually will not be acceptable although it is recommended that such devices also be carried on board.

I always listen to 121.5 MHz after landing to make sure that the ELT is not transmitting. How can I do that when it is transmitting on 406 MHz?

The new ELTs also transmit on 121.5 MHz.

Where can I get more information?

Watch the Transport Canada video at <http://video.google.ca/videoplay?docid=761264612048144244>

From the Passenger Seat - How to make long flights feel shorter? By Alison Hobbs

From the pilot's perspective, a long flight can sometimes seem challenging and tiring, but rarely boring. His passengers however may see it differently. If you are preparing yourself for a couple of hours or more in a small aircraft, how are you going to counteract the potential monotony between Point A and Point B?

It is all a question of attitude—not the plane's attitude, which you trust will be “straight and level” for most of the way, but your own, mental attitude. Climb into the cockpit prepared to make the most of your journey, and you won't be bored.

Traveling a long way in "IMC" (Instrument Meteorological Conditions) is a special case; it's assumed for the purposes of this article that your pilot will be flying "VFR" (according to Visual Flight Rules), and that you'll be able to see the ground.

If seeing the world from above is what thrills you most about flying, bring a camera. The images you capture, the swirls of underwater sandbanks in lakes and estuaries, the pattern of purely black-and-white fields in wintertime, the vivid tapestry of forest canopies in October, will astonish people who have never spent time gazing down at the world; aerial photography is an interest with great potential. If you have an artistic bent, you may think of turning some of your photographs into paintings. The further afield you fly, the greater the variety of pictures to take. Imagine looking down on the prairies at harvest time or the striated rocks of Labrador. Think of the extraordinary panorama you get from the CN Tower in Toronto or from Montreal's Olympic Tower. From the cockpit of a small aircraft you have this perspective on every

one of the cities you approach. I always look forward to the climb-out that gives a bird's eye view of the parks and streets where we have walked, the bridges we have crossed, maybe even the hotel we have stayed at, and the chance to take a few more snaps for the record.

If it's clouds that fascinate you, you are bound to develop an interest in meteorology. Then you can share in the pilot's weather-related decisions and feel less passive and helpless in the cockpit. I once sat in on part of the PPL classes at our Flight School—the meteorology section taught by Mike Masek—for this very reason. Flying around clouds is an unearthly experience, frightening when they are large and grey, wonderful when they are white and benign. They are never a source of tedium.

Another way to make your flights more absorbing is to take an interest in the maps (Visual Navigation Charts) at your disposal. When you're flying over unfamiliar territory, an awareness of where you are relative to the ground will make life easier for your pilot, who should not be too dependent on the GPS in case it breaks down. He or she may be flattered and pleased by the opportunity to explain and demonstrate things if you show an interest in the flight instruments or the navigation. Pilots well trained in "crew resource management" will encourage you to keep an eye on the instruments and let them know if they have inadvertently wandered off course. As your flight gets under way you might say something like, “Would you like me to nudge you if I notice your altitude changes more than 100 feet?” Say it tactfully, though, and don't interrupt the pilot's concentration during take-off or landing.

Save any criticism, constructive or otherwise, for when you're safely back on the ground. There are many ways of sharing the workload while you're flying together, as mentioned in my article—*What can I do to help?*—in the previous edition of Cross Winds.

During long legs, in easy flying conditions, you could even swap roles and take the controls yourself to hold the plane steadily on course while your Pilot In Command gets a chance to gaze out of the side window and take a short break from steering. Once you've had enough of that responsibility, just say, "You have control."

You don't have to keep busy all the time in order to be happy during a long flight. You can simply day-dream about the countryside you're presently overflying. That road—where would it take you if you were driving along it? What would it be like to live in that little town? Could you one day paddle a canoe from one of those lakes to the next one? Your imagination, too, has wings.

A couple of things that can mar a long flight are hunger and thirst, so bear that in mind before taking off. It's best not to indulge in caffeinated drinks because they act as diuretics and that can really compromise your tolerance of the length of time en route. Don't take the pilot's estimate too literally, by the way, as it's almost invariably going to be longer than he says before you'll reach the next "comfort station", taking into account the pre-flight checks, the taxiing before take-off, the approach circuit, the taxiing after landing and the time it will take to tie down and unload your luggage.

Be realistic in your own estimation of how long the whole journey will take and be sure to pack some energy food in case no refreshments are available where you're

going to land. Once I accompanied two pilots on a flight from Bankstown, Sydney (New South Wales) to the airport at Parkes who were convinced that there would be something to eat there and were very grateful for my foresight when there wasn't. However, it's more likely that your arrival at a new destination will be a pleasant surprise; you can often walk into a luxurious pilots' lounge with reclining chairs and complimentary coffee and snacks. The FBO at Lunken Field, Cincinnati, run by Million Air, really does cater to millionaires, as does the FBO we found at Westchester County, New York, and at both places our landing in C-FPTN was listed electronically on the Arrivals screen, making us feel like VIPs.

Something I frequently do on long flights is use a knee pad to jot down notes for our log book. I don't mean for the official Journey Log full of numbers about how much fuel was consumed, how many hours were flown, etc., but the more descriptive, unofficial account of our adventures that could later be turned into an article for our flying club's magazine or our website. If you have the time and the inclination, you can combine your written memories with illustrations, cuttings from local brochures and your own photographs, making a precious record for the club or your family archives.

If you live with someone who has acquired a passion for flying, you just have to accept that from now on your lives will never be the same again. Aviation (as I once heard a rock-climbing enthusiast say about mountaineering) *is not a hobby; it's a way of life*, which, if you're sharing it, you might as well find ways of enjoying.

Rockcliffe Flying Club's First Annual Cruise, January 14-19 2008

By Michael and Gail Shaw



Figure 1: Is that Gary or Nathalie parasailing?

Pilots love to get up in the middle of the night to go flying, eh. Not this one! But if you are going on the first annual Rockcliffe Flying Club Cruise, then sure, early is fine. Gail and I drove the Subaru to Macdonald-Cartier International Airport (CYOW) at 4:30 (Z9:30). I dropped Gail and our luggage at the departures curb and put the car in the long term parking lot. Gail had managed to make it to the front of the line with all our luggage by the time I arrived. Boarding passes in hand, we walked to Gate 22 where we found Gary and Nathalie Connolly in the departure lounge. Others in the Rockcliffe group were milling around too. We boarded Air Canada's RJ at the appointed time. There had been some light snow in the area so it was off to the plane wash so Chuck O'Dale could do his best to contaminate the shiny clean wings with deicing fluid. (I don't think it was really Chuck...). We got to Montreal a little late and hurriedly fetched our bags so we could bodily carry them into the U.S.A., namely, the preclearance facility in Dorval. I can't thank the Montreal Airport Authority enough for the unserviceable moving sidewalk and generally poor signage. We did however manage to find their preclearance facility and were admitted to the U.S.A. We rushed to our gate passing all

the fine shops and restaurants, (no shopping yet Gail), but Air Canada's A319 was not at our gate as we huffed and puffed our way to a seat. They waited until past our departure time to tow our A-Bus to the gate. We finally boarded the plane late. Again an already clean aircraft was deiced, delaying us even further. I wonder how much time and money is wasted deicing aircraft that don't need it each year?

The flight was mostly smooth and the entertainment was in the seat back in front of us—lots of movies, albums, TV shows... Better yet, I had my Garmin 196 tuned to the US GPS system. We climbed to FL370 or so and cruised at 481 knots to Miami, touching down at about 120 knots. Carnival met us in the baggage claim area. We loaded our baggage on Carnival's cart and trucked it off to a Greyhound bus headed to the Ship. This was our first cruise, so Gail and I had no idea what to expect. Carnival did a really fine job of checking us in and giving us our little blue "Sail and sign" card (also room key and room power switch), a real multi-function way to spend. We were now ready. As we walked in the loading bridge / gang plank they sounded the ship's horn. We were sure it was a special welcome for Mike and Gail! Later we figured it was just the ship's way of saying it was about to start moving.

We boarded just as they were doing the first, and only, lifeboat drill. The crew told us to rush to our staterooms (that's boat speak for cabin), get our life preservers and head to our muster station "C". We made it just in time for the last part - we saw our lifeboat selection (10 or 11) and rehearsed putting on our life preservers. By the time we were back in our stateroom, maybe 20 minutes or so after boarding, the ship was sailing. As

newbies we had no idea we were that close to missing the boat.

We explored Carnival's cruise ship "Imagination". The boat has glitzy décor, more like a hotel in Vegas, hardly ship like. We dined with the "first sittin'" (5:45 pm ship's time) at table 210 in the Spirit Dinning Room. It was two decks up and nearer to the stern (boat speak for back of the boat) than the bow. The food was excellent—good selection, well prepared and delivered hot. Service was very good. We had been told that cruise ships never tossed or rolled in the waves, hah! On night one, even the crew was holding on to the rails in the halls as the ship rolled. After dinner Gail took a Gravol and retired. I checked the GPS.



Figure 2 Table 210 (L toR): Gail, Peter, Ginette, Pierre and Karen.

We were doing 16 knots that night. We sailed all night and all the next day on our way to **Grand Turk**. Tuesday being an "at sea" day, we got up at 8:30 and went to the Pride Dining room for breakfast. Most folks breakfasted elsewhere; hardly anyone was in the dining room. They fill one table at a time so each day one gets to meet new cruisers from all over the World, mainly the U.S.A. Talk usually included "where are you from?" and "what shore activities are you doing today?".



Figure 3: Above, Gail and Michael Shaw dressed to the "nines" for Captain's Party

We met the parents of an 18 year old girl that was hypnotized. She swore the hypnotist was fully naked, even when her parents said he was dressed the whole time. "No mom, he didn't have anything on at all!" she protested. The stage shows were great.

Our first port of call was **Grand Turk**. Gail and I had booked the horse riding on beach adventure. I was the tail gunner on Golden Boy, a mighty brown steed, lean and powerful, with a nice disposition towards people but not towards other horses. We road along the edge of the former US submarine base, then down a cliff to the beach. The horses seemed to like walking in the waves as they broke on the well packed sand along the shore. They had to replace the leather saddles with neoprene pads for the ride in the water. The leather ones would likely not survived many salt water dunkings. It was a real blast to ride the horses in about four feet of water. With no aids from me, Golden Boy cantered in the waves. It was wet and fun. My shoulder will heal with time - Golden Boy just watched me fall under him as I was dismounting, but I saved the camera.



The next day we anchored offshore from another sand pile, namely **Carnival's Half Moon Cay**. Gail and I spent the day on the beach in a little canvas hut thing. We watched Gary and Nathalie parasail higher than our boat. Quite a sight – for them too!

Friday, Gail and I went on the dolphin encounter in **Nassau**. The trainer does an excellent job of giving the dolphin human characteristics to entertain us. We hugged, fed, kissed, patted and were amazed at how well trained these animals were. Andy was our dolphin, he liked kissing the females, but not human males. He spit in my face after kissing me.



Our excursion started at 8:30 so we were back on the ship by lunch time. We thought we might go ashore in Nassau to shop but with 7 cruise ships in port, the dock area was too crowded for us. We stayed on board and relaxed.

The last day we docked in **Miami** early in the morning. There were two options for debarkation, either let Carnival collect your bags the night before and handle them for you, or carry them yourself to US Customs. We carried our own and were off the ship and headed to the airport just after 9:30. Our flight was on time and we arrived in Detroit with time to spare. We dined in an Irish Pub on fish and chips and a Guinness. We landed in light snow in Ottawa and cleared customs by midnight. I retrieved the car and we were home in bed by 12:45.

We had a great time. I don't know if our cruise was typical, but everyone in the Rockcliffe group did their own thing each day. There was no group pressure to do this or that. Most of the group came to supper where we compared our day's activities and talked about plans for the next day. Walking on deck you would occasionally run into other members of the group and stop to say hi, or maybe have a coffee or a beer. The only disappointment was that Simon and Brenda could not make the trip. Still there were fourteen of us in the Rockcliffe group. In spite of being an off-and-on member of the club since the mid-1970s, I met some club members I had not known before. What a varied group of interesting and really nice people they are!

Gail and I will certainly consider going on another cruise in the future – **Alaska, anyone?**

Memories.....

November's send-off party was well attended, as you can see from the photos below:



In December, we had a surprise visit from a richly-dressed visitor from the North Pole. Children of all ages enjoyed his visit, along with the excellent food. Don't forget to check out Fern's yummy recipe on page 5 of this newsletter.



BOARD OF DIRECTORS

President Don Buchan
Vice President Laurie Davis
Treasurer François Kupo
Secretary Bill Carscallen
Director Paul Cuillerier
Director John Lutes
Director Roger Delisle

STAFF

Mgr/CFI Simon Garrett
Office Manager Brenda Reid
Administrative Assistant Sabrina Roovers

Instructors

- Jacques Carriere
- Gary Connolly
- Kathy Fox
- Steven Hyde
- Ryan King
- Mathew Klein (New)
- Andy Mitchell
- Andrew Murton
- Charles Ollivier
- Terry Peters
- Jean Rene de Cotret

Dispatch

- Karyn Boswell
- Louis Bourque
- Rene David-Cooper
- Mathew Klein
- Catherine Roy
- Andrei Socaci
- Adam Whitehorne

Ramp

- Rene David-Cooper
- Johnathan Daly

RFC Website Administrator – Jean René de Cotret (www.rfc.ca).

Important : Please have a look at our new website and give Jean your comments.

Crosswinds Newsletter

Crosswinds is published every 3 months (February, May, August and November)

Editor Dorothy Berthelet

Crosswinds Committee members include Alison Hobbs, Jeff Nerenberg, Brenda Reid, Joe Scoles, and Louis Theriault.

Want to advertise through Crosswinds? – contact Brenda Reid at brenda@rfc.ca

To be successful, we need your help. Want to submit an article? – it doesn't have to be perfect, as we'll help fine-tune it. Want to provide comments or suggestions?

Do you have some news (e.g. marriages, births) or photos you'd like to share with RFC members in the Crosswinds newsletter? Contact crosswinds@rfc.ca.

RFC Contact Information

The Rockcliffe Flying Club
1495 Rockcliffe Parkway,
Ottawa, ON K1K 4R3

Mailing address:
P.O. Box 7310, Vanier, ON K1L 8E4

Telephone # : 613-746-4425,

Fax 613-746-3354

Email rfc@rfc.ca

Website www.rfc.ca