



Coastal Pacific Flight Introduces Airline Transition Program

Coastal Pacific Advanced Flight will be using the King Air simulator to help pilots prepare to work as airline pilots. Using an imaginary working airline, this program prepares pilots for their transition to a commuter or airline. It is an extensive program that takes up to three weeks of full time attendance to complete.

The program being offered by Coastal Pacific Advanced Flight emphasizes the procedures of a regional air carrier. The candidates will apply themselves to the rigors of doing all of the duties that are expected of a first officer, and as one of the most important indices of customer satisfaction is on time performance, the time constraints that are inherent in airline operations are also built into this program.

The program consists of two components, a theory component, a simulator component, and an optional aircraft component.

Candidates will develop a working knowledge in the following topics: airline operations, crew resource management, Beech aircraft systems, advanced performance and operations and advanced aircraft systems. There are 48 hours of classroom time spent on these projects

In the Beech Flight Training Device (FTD) candidates will spend 5 hours in the left seat and five hours in the right seat to become proficient at flying the FTD (representing the Beech C99) and will suc-

cessfully complete a simulated pilot proficiency check (ppc). After that candidates will experience simulated airline missions (a total of 7 hours captain and 7 hours first officer) representing operational flying with its attendant time constraints and other operational factors. These flights are conducted as Line Oriented Flight Training (LOFT)

CPAF is also planning to offer optional aircraft training for those interested. More details will be available soon.

The program is open to pilots who hold a Group I Instrument Rating and at least a Commercial Pilots Licence. The admissions procedures for individuals include completion of an application form and an interview. Qualified applicants will be advised of their options for start dates and will need to place a non-refundable deposit to confirm his or her seat in a particular course.

Airline Transition Training programs will be offered at the following times: October 6 through October 24, 1997, January 19 through February 6, 1998, May 25 through June 12, 1998.

More information about this program can be obtained by checking the CPAF web page under:

www.CoastalPacific.com

Contact can be made with CPAF by calling 604 855-0723, faxing 604 855-1088 or e-mail:

tojvanlaar@coastalpacific.com

ARROW REVIEW

*Story and Photo by Ed Anderson
North Vancouver, B.C.*

The view at the Abbotsford airport with Mount Baker in the background under a beautiful summer evening sky provided a perfect setting for a rather historic and nostalgic occasion. Rollout and introduction of Allan Jackson's full size replica of the mighty Avro Arrow 25201 (CF-105) supersonic jet interceptor. This frame of time could just as well have been October 4, 1957 at the Avro plant Malton, Ontario.

For those of us present, the event was indeed like a phoenix rising, reflecting the dawn of what could have been Canada's greatest contribution to aviation and aerospace in general at least, that is, in the opinions of many, this writer included.

The Abbotsford International Airshow Society hosted the special debut of the 'Arrow' on Friday, July 25 as a prelude to it's headliner appearance at the 1997 edition of the Abbotsford Airshow. By the time everything was in sync, the band at their best, and an impassioned introduction from Dave Holmberg, the clock was on past 7 when the flap panels of the big tent-like hanger - courtesy of B.C. Silo and Tank/Cover All Shelter Systems - were opened to reveal the faint outline of history.

The crew appeared to address every detail necessary to ensure an appropriate and striking roll out presentation. Mission Accomplished. 'Twas an awesome sight! Just simply magnificent, was 25201 in its visioned splendor no better represented than by the replica before us as it moved



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supplement to West Coast Aviator Magazine

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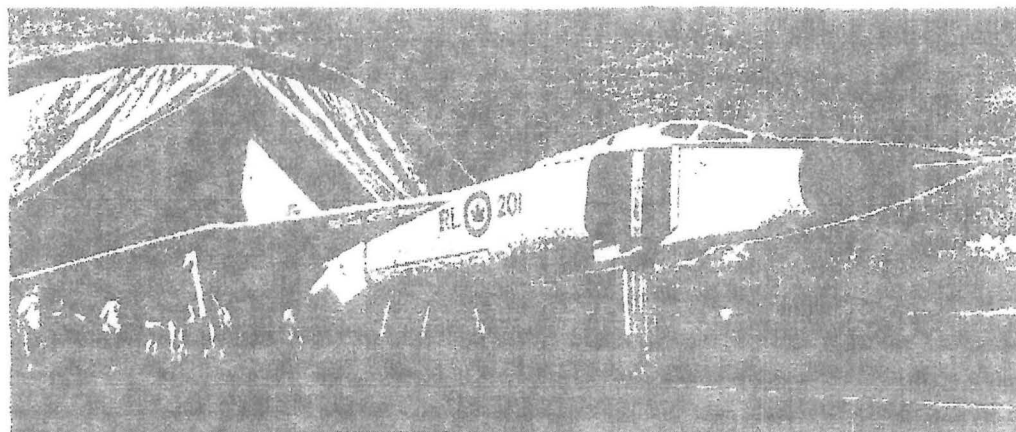
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slowly forward - under power of D.C. electric motors on the main wheels - onto the tarmac and into the soft evening sunlight to the applause of the waiting crowd.

Forty years before, it must have been such an overwhelming sense of joy and accomplishment for the thousands who had devoted themselves to the creation of a time and a phenomenal example of revolutionary design and engineering achievement. No prototypes, no peers, still envied today, and still formidable. Length, approximately 82 feet, 50 foot wingspan, 21 feet plus in height, and a delta wing area of 1,225 square feet. Two Pratt and Whitney 175 jet engines produced 18,500 pounds of thrust for a maximum speed of mach 2 + to a ceiling of 65,000 feet. Not too shabby!

All of the Mk.I performance stats would have been, by all indications, surpassed had the Mk II Arrow with the

Iroquois engines made it to flying status.

Anyway, history to history, lest we become wrapped in more remarkable aspects of this great aeroplane

Allan Jackson believed so strongly in keeping alive those golden years of Canadian aviation he tackled a dream in 1989. From limited and simple beginnings of one piece at a time to six painstaking years later his efforts culminated in a complete full scale model of RL201 excluding, of course, engines. Then along came the offer in 1996 for the magical 'Arrow' to appear in a CBC four hour mini-series with veteran actor Dan Aykroyd portraying the Avro dynamo, Crawford Gordon Jr. "The Arrow was back," and with it came interesting trivia items.

- first fly by wire aircraft
- first 4,000 p.s.i. hydraulic system (flying)
- Mk.III Arrow had a planned max. speed of

Mach 3 and combat ceiling of 68,600 feet

- planned climb rate for the Mk III Arrow from sea level was 60,000 ft. per minute
- 97 percent of the parts were on hand for the first 37 Arrows at cancellation

Unfortunately at productions end, albeit that the CBC had made it a movie Arrow, the rather exuberant movie crew destroyed the components with cutting torches before shipping the work of art back to Allan Jackson. Rather ironic, one might say remember-

ing only too well, 'Black Friday' February 20, 1950. Regardless of the setback, Jackson spent a further eight months repairing the damage, then a new breath of life. The Abbotsford Airshow Society expressed an interest in having the replica appear at their International Airshow come August. So, with collective dedication and hard work, an army of volunteers, including technical and other support from Canadian Forces Base Comox, the Museum of Flight, Langley, B.C., and a host of sponsors led by the Ford and Mercury Dealers of B.C., the Arrow replica rose again fully reconstructed and ready for the limelight before expected thousands of admiring fans at the Abbotsford Airshow.

Word also has it that the Arrow replica will be on display at the Abbotsford Airport through to September 1998.

The Event You've Been Waiting For . . .

Black Tie Auction & Blue Jeans



Silent & Live Auction • Raffle • Door Prizes
 Hors d'oeuvres & Wine Tasting

Friday, November 7th, 1997 - 6:30 pm
 Vancouver Jet Center - YVR South

for more information contact British Columbia Aviation Council
 tel: (604) 278-9339 • fax: (604) 278-8210