

Michelle Olsen

## Chapter 2:- Test Flight

There's a lot of turbulence on this sunny but windy May morning;~~;~~ ~~later~~ I learned later that there were ferry cancellations. I relaxed~~ed~~ my body, as if I were paddling a racing kayak or outrigger canoe on white-caps. ~~That's what it feels like in T~~his tiny two-seater aircraft feels: tippy.

The hundreds of hours I ~~once~~ spent crammed into delicate shell-like racing boats on False Creek are the closest sensations to flying in the Cessna 152 to which ~~C-152~~ I can relate~~to~~. The air under us feels like choppy water ~~under us~~ in continuous movement.

"Come on airplane, help me find the calm," I say to myself, ~~and~~ I feel the plane flatten out for mere seconds. I do my best to keep the nose down, ~~but~~ — it bucks up continuously, every thirty or ~~forty~~ 40 seconds or so, like the head of a stubborn Welsh pony I had as a child. The ~~the~~ plane, which was built in 1978, is older than my ~~twenty-six~~ 26-year-old instructor.

Amelia Amy has me do a left roll (turn) to return to CZBB. I slow down and smoothly turn the control column to the left — it feels and looks amazing as the landscape ~~and~~ then the horizon ~~tilts~~ away. Again, it feels like doing a graceful curve in a watercraft. All the while, Amelia she encourages me and gives positive feedback.

She choose to teach at this particular flying club, because they're so supporting supportive of ~~and~~ developing female pilots. When I arrived at the club there was a swarm of young men hurrying in the door ahead of me. However, inside two other female students, who were much younger than myself, were waiting inside on the comfy leather chairs, ~~are~~ two other female

~~students, albeit much younger than myself.~~ We looked at each other and gave each other ~~a~~ knowing smiles, as if to say, "We're sisters."

We are passing through Vancouver International Airport (YVR) airspace, and we're under the YVR tower's close scrutiny. We have to stay below 2000 ft. an altitude of 2000 feet, or there will be repercussions. I keep it at 1700 feet.

"I have control," Amy the AceAmelia says, and she takes control on her identical control column. andShe lands us in as smooth a landing as I've ever felt. She gives me instructions on taxiing, which is done with your hands relaxed in your lap, and with your feet controlling the rudder pedals.

It takes me a bit of practice, but again it feels like steering a kayak or out-rigger pedals. By the time we turn the corner it gets easy to follow on the yellow line, or maybe I'm not fighting the easterly wind anymore. The turbulence flings us around. And I feel like doing a terrible job, but Amelia she assures me I'm doing a great job, as I'm being predictable and slow in my movements.

Amelia Amy gives me more positive feedback when we stop, and asks if I'm interested in pursuing my license and having her as my instructor.

I say, "Can't you tell by my smile?" I tell her I'm interested in getting my recreational pilot's permit (RPP) rather than a commercial pilot's license (CPL). Here are The differences between the two license classes are as follows:

RPP	PPL
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Commented [MO1]: Should this be changed to CPL? The copy says the chart shows differences between the RPP and the commercial pilot's license. Your readers will be confused, unless the PPL and the CPL have similar requirements. If they do, may I suggest making this clear in the copy?

Commented [MO2]: Should the chart's heading explicitly state that the differences are between the requirements for the licenses (for example, "RPP Requirements")? Just a thought, as this clarification may enhance the table's contents.

Less <del>T</del> training hours (20 flight hours minimum.)	Training hours (45 flight hours minimum.)
Ground school not required	Ground school required (40 hours)
Class 4 <del>M</del> medical <del>e</del> Exam by any <u>general</u> <u>practitioner (GP)</u>	-Class 3 medical exam by <u>a Civil</u> Aviation Medical Examiner
Planes with <del>u</del> Up to four seats	No limit on <u>the number of</u> seats
<del>No ratings, except Rating for float-plane only</del>	Additional ratings, like <del>n</del> Night, <del>m</del> Mountain, <del>i</del> Instrument, <del>t</del> Twin, etc.
<del>Valid in</del> Canada only	Valid <del>w</del> Worldwide (with conversions)
Easy to upgrade <del>to</del> PPL	
Limited to flying 50 <u>nautical miles (NM)</u> within airport <u>airspace</u> (Canada) Limited to 25 NM within airport <u>airspace</u> (USA)	No <del>distinct</del> limits
Limited to one passenger	No passenger limits

**Commented [MO3]:** This word was removed for clarity; the reader would need to be told what the comparison means in more explicit terms, so it's simpler to keep the category as "Training hours."

**Commented [MO4]:** Are these 40 hours also the minimum requirement?

**Commented [MO5]:** Do you mean equivalencies?

**Commented [MO6]:** Is the next column missing copy about upgrades from the PPL?

**Commented [MO7]:** Does this "no limits" apply in both Canada and the USA?

As I discussed this goal with my instructor, I changed my goal to go for the full PPL, as this was something most pilots with their RPP eventually did. I'll be making the trip from Gibsons on the ferry to Boundary Bounding-Bay Airport once or twice a week, staying at our condo in the city to get in as many flights as possible during the week. The ~~more~~ funny part is I could've

**Commented [MO8]:** Does this refer to Delta BC?

cycled on the gravel dike to CZBB when we lived in Tsawwassen twenty-five 25 years ago. If I'd taken ~~in~~ an introductory flight then, would I have caught the flying bug, or would I have been frightened out of my mind?