



Famous Bush Pilot words:

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Flying slowly in a canyon is critical to safe operations because it gives the pilot more time to react and is the best way to decrease turn radius while maneuvering. Pilots need to keep their heads out of the cockpit when flying in canyons and confined spaces, thus it is critical to know the correct power settings needed to achieve a desired airspeed, such as maneuvering speed (VA), or maximum flap extended speed (VFE)"

Joshua Buckhorn is getting ready for his trip into the Canadian Western Fur Route. As a trader of furs and FBO owner things up in North Washington are hard in this year of 1949. Just 5 years ago he was flying a huge B-17 over Germany now a new life has brought him into the dangers of Bush Flying.

As always before these flights, new oil and spark plugs must be placed in the plane, tyres must be just right and the fuel tanks got to be full to the top.

It is 5:45 AM and a big breakfast is a must before the flight, eggs, grits, potatoes, ham, bacon and NO beans since the gas they produce will disrupt the fligh. And don't forget the "Pee" Bottle.



FLIGHT INSTRUCTIONS AND ROUTE

1) Check the enclosed Flight Route for Flight bearings,time and airfields. Take off from OS7. You wil end the flight in CYCP.

"Accident Report

A Piper Malibu sustained substantial damage during an encounter with turbulence while on descent near Granby, Colorado. The ATP and his three passengers were not injured. Visual meteorological conditions prevailed for this cross-country flight that originated from Idaho Falls, Idaho, approximately 1 hour 24 minutes before the accident. An IFR flight plan had been filed.

According to the pilot, "the flight had been uneventful to that point." He said that "he felt the nose tuck a little and then wham — they hit severe/extreme turbulence." The 5 second event rolled the airplane into a 90 degree right bank, and a pitch up attitude of 45 degrees. The pilot reported that his airspeed indicator was reading 140 knots, and his altitude was 15,700 feet at the time of the event. He calculated his maneuvering speed to be approximately 120 knots.

Radar data indicated that the airplane gained 500 feet of altitude in 5 to 6 seconds. Additionally, the radar ground tract indicated that the airplane was over Corona Pass when the event happened. Both wings and horizontal stabilizer had to be replaced."

2) Take off is at 6:15 AM from your home FBO at **OS7 and fly to CYL9....**Be well on the lookout for the field is pretty deep in a ledge. Jack Baloooga will be waiting with a pack of fox furs so have the cash ready. After packing the furs in the back of your plane you can pay a visit to Alma Smith who you use to date before the war.



3) Take off and climb slowly but surely and **move on to CYL3....**Here again be with your eyes wide open for the field is just that, a field and with no easy approach.....here is where the white fox furs are gotten from Amphil Dickurty who has hunted these critters all his life and in a way looks much like them.....more furs fer you!!!!..keep the center of gravity in the right place as you load up.

"High-altitude mountain flying has always been one of the more dangerous activities GA aircraft undertake each year. On average, 17 people die annually in GA accidents in the mountains of Colorado alone. Where eastern Appalachian flyers are used to climbing over mountains in the 2,000 to 3,000 foot range, pilots in the west regularly have to navigate in areas where the base ground is over twice that height, and the mountains themselves protrude skyward to well over 10,000 feet."



4) **Time to move on to CYT5....**the "Devils Toe" airfield, as it is known to bush pilots. Just take your time, go around and plan the landing as a good pilot does. 79 year old Hanna Bulinton will arrive a little late with the Black Bear furs. Good money on these huge pieces hunted by Hanna herself who has done this since her husband , Luke, was eaten by one of them.

A Pan Am 727 flight, waiting for start clearance in Munich , overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany . Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war!"



5) Ok....You know will take a breake and then...**Fly to the The New Town airport**

CYZ7---where you will take the carried furs to your little warehouse.

Here you will spend the night and visit Dorothy Canewill who was also a girlfriend before the war. She is now married to your old friend Bill Stuarward who worked for Martin making B-26's while you were flying high in the four engine giants over the evil skies of Germany. He will prepare a barbeque out of some bear meat you brought along. No Booze Tonight!!!! you fly tomorrow.

Tower: "TWA 2341, for noise abatement turn right 45 degrees."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"



6) Joseph Palooka Bedford Smith called you last night asking for some " Long Nose Moose" hides and said that he would pay good money for them but that you had to contact Miss Alina Buzzne at a field known as CYX3 way up in the north clear mountains. So you check the route and decide to take the flight.

...So Fly to CYX3 which happens to be in your chart.

"How far behind traffic are we?"

"Three miles."

"That doesn't look like three miles to us!"

"You're a mile and a half from him, he's a mile and a half from you...that's three miles

Miss Buzzne is at the airfield with the Moose hides, which by the way she finished curing last night and they stink like all Moose hides do ,so you will have a " stinking flight back"....



You must know make a choice....either finish this flight off by continuing on to **CYCP** or change your flight plan and fly back to your home base at **OS7** choosing your own way....

" HAVE A NICE FLIGHT MY FRIEND"

last two:

One mouse tells her girlfriend she dates a bat.

" What is this "thing" you are dating?"

"

" It's a bat, a mouse with wings!"

" But he is so ugly!"

so what, he is a Pilot!!!

C'MON BABY, CLIMB!

Paul Harvey's radio newscast told of an airline pilot in Arizona who rear-

ended a car in front of him while driving home from work one night. He told the traffic court judge that it was late, he was tired, and when he saw the car ahead and realized he couldn't stop in time, he slammed on the gas and pulled back on the steering wheel, fully expecting to go up and over. Verdict: unknown.

**Hope you enjoy the Flight.
Gera.**

OOOps!!!!

hahahahah.....<http://video.yahoo.com/watch/39215/611780>