



# PFC NOTAM

The Voice of Pacific Flying Club

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[www.pacificflying.com](http://www.pacificflying.com)

## WEATHER ALERT:

Check daily with the Club as to status of taxiways, aprons during the cold snap and snowfall(s) - the ATIS may indicate the runway is clear but the aprons, taxiways are usually not cleared to allow safe taxiing and braking until it rains!!!!

## UPCOMING EVENTS

- Friday December 15 PFC Annual Open House and Christmas Party at the Club  
3 pm to 8 pm - Fun, frolic, Christmas music, food, giveaways  
Door prizes - be sure to drop in!!! Bring some food for the food bank - we will be donating all contributions.
- December 24, 25, 26 Club Closed
- January 1, 2007 Club Closed
- January 15, 2007 Private Pilot Groundschool - Monday/Wednesday evening option resumes with Theory of Flight!
- Saturday Jan 27 7<sup>th</sup> Annual Ben Hoben Aviation Safety Seminar  
INTRODUCTION TO SAFETY MANAGEMENT SYSTEMS  
A look at the new culture of aviation in Canada - what does it mean for companies and you, the pilot? Also, an intro to PFC's SMS and your role and responsibilities. This is a no charge all day seminar with lunch included - you must preregister to attend. Transport Canada will be participating as well as a consultant in SMS, Pat Kennedy and Clark Duimel. The seminar runs from 10 am to 3 pm. Email the club at [pkennedy@pacificflying.com](mailto:pkennedy@pacificflying.com) to register or call dispatch.

## CPL GROUNDSCHOOL

We have been advised by Transport Canada that effective December 1, 2006, the requirement for Commercial Groundschool will be 80 hours. All CPL groundschools from this point will be 80 hours. Transport Canada has not yet advised whether any unlicensed CPL candidates who have taken groundschool will be grandfathered or have to complete an 80 hour groundschool. Check with us in a few weeks.

## NAV CANADA UPDATE

Nav Canada has reviewed customer requests for increased aviation weather forecast services in British Columbia and as a result, three new Visual Flight Rules local graphic forecasts (LGF) were recently introduced and can be found on the NAV CANADA Aviation Weather Web Site (AWWS).

The LGF are valid for 3 hours and, in addition to depicting areas of aviation weather conditions, contain forecast sea state information. The last LGF of the day also contains an outlook for the next morning.

## AIRSPACE UPDATE

Thanks to everyone who supported the industry in the recent consultation meetings with Nav Canada. Due to those representations and support, Nav Canada has revised their proposed airspace changes for May 2007 and the impact to flight training in the Lower Mainland will not be as dramatic as was the case.

## FOOD BANK

We have a box by dispatch for donations to the local food bank. At this time of year, it is especially important to recognize the needs of others in our community. Please drop off a contribution to our box each time you fly!

## SUPERVISION OF SOLO FLIGHTS

Students are reminded that any solo flights being logged towards a licence require supervision from an instructor. You must arrange that supervision prior to coming to the Club. If you book a solo flight, give your instructor a heads up and ask them to arrange supervision for you. If you show up with having done so, you run the risk of not having an instructor available to sign you out.

## SURVEY

We have enclosed a survey for all members and students to complete. Please return to the Club as soon as possible. All surveys returned by December 31 will qualify for the draw for a free

hour in a 172R or XP. If you do not want to identify yourself, please put your licence number or driver's licence number on the form and we'll announce the winner in the next newsletter and post the licence number at the Club to redeem your prize.

## 5 ATTITUDES THAT GET IN THE WAY OF GOOD PILOTING

We've all seen these attitudes ... if you had them before and got rid of them, good for you! Or maybe you never had them in the first place. But now that you're more experienced in aviation, how many have you developed? If you're an instructor, maybe ask your students to come up with 5 of their own attitudes they think are bad for pilots to have and see which 5 they come up with. Maybe their list may be more pertinent to them.

- Invulnerability - it'll always happen to the other guy - never to me!
- Antiauthority - rules? We don't need no stinkin' rules!
- Resignation - what's the use-nothing I will do will make a difference
- Macho - given the choice they will take the risky over the sure, safe course, usually to turn back
- Impulsivity - do something now!! (without deliberate consideration of all options)

## GRETCHEN MATHESON, FORMER CFI OF PFC

Many members will remember fondly Gretchen Matheson, former CFI of Pacific Flying Club. Gretchen was at the Club until 1993 and was the CFI prior to Clark Duimel. She was a trail blazer for women in aviation and taught numerous pilots to fly, many of whom are flying commercially today. However, one of her most enthusiastic students was Retired Judge Ian Henley, a former PFC director, who knew Gretchen as a young woman and reconnected with her years later when he came to PFC to learn to fly. Here is his tribute to Gretchen:

### **Remembering GRETCHEN MATHESON**

My friend Gretchen passed away peacefully at Penticton Regional Hospital on October 24<sup>th</sup>, 2006 at age 78. Her husband, Gordon, and three daughters, Renee, Jane and Jodi and sister-in-law Anna Marie Mathers, survive her.

I first knew Gretchen Mathers, as she was then known, at the University of BC. She had burst onto the scene as the Frosh Queen in 1946 as a young woman whose beauty was only second to her amazing charm and radiant personality with a touch of shyness. She became a fashion model and a student pilot with the fledgling UBC Flying Club. Oh, how I envied "Gretch" for her glamorous life of flying.

I knew her during my University years and later through mutual friends as a person to be respected and admired. I followed her career in aviation learning of her move to Westaskwin, AB where she became a flight instructor in 1953. It was there that she met Gordy Matheson whom she taught to fly and later married. He later became a corporate pilot which was his lifetime career. About that time, she applied for a position as a pilot with Canadian Pacific Airlines, but, she was a woman and CPA did not want to employ her as the first female pilot.

She came to my attention again in 1963 when she appeared in a newspaper photograph standing beside a cockpit door with her father Fred Mathers, a corporate executive, in the left hand seat having just obtained his Pilot License as Gretchen's student. She later taught her mother Gladys, to fly. Shortly after my 60<sup>th</sup> birthday I was looking for a flying school and visited Pacific Flying Club at Boundary Bay and found Gretchen there as CFI. Any school with Gretchen as CFI had to be first class and I figured if she could teach her father, she could teach me. I acquired Queenie, my C150, and together with Gretchen we learned to fly.

Harry Bauer, a pilot, instructor and author from California said in his book, "The Flying Mystique";

*"In all cases we must invest our total identity into the activity if we are to find the magic it might hold for us. If we are to reach the delight that comes with the joyful exercise of well-developed skills, we must endure times of complete frustration. Unless we wish to be mere dilettantes, this is the price we pay. Those who do, find themselves, and pay willingly."*

Gretchen found the magic and spent a lifetime helping others to find the joy, the mystique and for many the vocational fulfillment of flying. Anyone who has flown or worked with Gretchen would instantly become aware that she was a gentle person. Her students would become aware of her very special talent. She was able to explain what was required and then in her calm way would direct correction or instruction from the right hand seat with just a slight movement of her hands seen out of the corner of the student's eye. This could be explained by the fact that Gretchen loved horses and riding which was an important part of her life from the early years in Naramata, B.C. The student like the horse becomes sensitive to the subtle direction of a skilled and competent person.

I recall a lesson with Gretchen when I was learning to do spins and spiral dives. I told her I was not happy with the prospect. She responded, "Oh, I love spins!" She was lucky Queenie did not return with my lunch all over the inside of the cockpit!

Gretchen retired from PFC in 1992 and returned to Naramata where she continued to do instructing and was Designated Flight Test Examiner for Transport Canada. During her 50-year career in aviation she flew over 13,000 hours. That's a lot of take-offs and landings and hanging about waiting for the weather to break.

The following is a list of some of Gretchen's accomplishments:

- 1951 – First flight
- 1952 – Private Pilot's License
- 1953 – 1956 - At Central Aviation, Westaskwin, AB she obtained her Class 2 and Class 3 Instructor's Rating and met Gordon Matheson who was one of her students. She became Chief Flying Instructor in 1956.
- 1956 – 1961 – She was an instructor at the Calgary Flying Club.
- She was a ferry pilot for Piper Aircraft and did charter work for the Sun Oil Company and Alberta Government.
- 1962 – 1977 – While raising a family she taught Air Cadets at Chilliwack and Pitt Meadows during the summer months.
- 1971 – Gretchen obtained her Class 1 Instructor's Rating
- 1977 – 1992 - Gretchen was an Instructor and CFI for Pacific Flying Club which is one of the largest flying schools in Western Canada.
- 2001 - Gretchen retired from Stage Air and from her flying career.

This is the rest of the story!

- 1977 – 1978 – Chair of Vancouver Branch of Canadian Aeronautics and Space Industries Assoc.
- 1975 – 1981 - Director - Abbotsford International Airshow Association
- 1981 – Awarded the Amelia Earhart Achievement Award by the International Northwest Aviation Council
- 1982 – 1984 - Director of British Columbia Aviation Council - Co-chair of Training and Safety Committee.
- Awarded the Back and Bevington Safety Award
- 1982 – 1986 – Membership Chair of The Ninety-Nines, an organization for women pilots

Gretchen was a director of Canadian Owners and Pilots Association for many years and a columnist for Canadian General Aviation News.

- 1985 – 86 - Committee member for Canadian Business Aviation Association at Expo 86s.
- 1992 – Gretchen had a chapter dedicated to her in Shirley Bender's book "No Place for a Lady" which celebrated women pilots. Bender says about Gretchen, "Her philosophy was, always ignore unhelpful comments".

At the presentation of Gretchen's Lifetime Achievement Award, I commented,

*"Like Sherwood said in Paul St Pierre's book, 'Smith and Other Events', 'May you enjoy many days, immense, grand, huge, beyond (your) imagination. Fill each with a little bit of wonder' – just as you have done for so many of your students".*

Gretchen, I believe you lived that life. Happy Landings – where ever you are!

A celebration of Gretchen's life is planned for the spring and will be announced in the New Year. Rather than flowers, donations may be made to Muscular Dystrophy Canada (BC & Yukon Division), to the Muscular Sclerosis Society of Canada (BC Division) or the Charity of your choosing.