

PFC NOTAM

The Official Voice of the Pacific Flying Club
January 2009
Issue 2009 - 1



Website: www.pacificflyingclub.com
Blog: <http://pacificflyingclubga.blogspot.com/>
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Calendar of Member Events/Activities

Get your calendars out and mark down these member activities.

January 31, 2009	Ben Hoben Safety Seminar (10 AM at PFC)
Feb. 14, 2009	Pilot Briefing Session - Flying a Tail Dragger (9 AM at PFC)
March 2009 (Date TBD)	First GA Flyout (location TBD)
March 2009 (Date TBD)	Pilot Briefing Seminar on NEW US Cross Border Procedures
April 7, 2009 7 PM	Annual General Meeting, PFC (Note it is on a Tuesday evening!)
April 2009) Date TBD	GA Group Flyout, destination TBD
May 2009 Date TBD	GA Group Flyout, destination TBD
June 2009 Date TBD	GA Group Flyout, McMinnville Oregon (Spruce Goose Museum)
July 2009 Date TBD	GA Group Flyout, destination TBD
Aug. 2009 Date TBD	GA Group Flyout, destination TBD
Sept. 16-20, 2009	GA Flyout - 2009 National Championship Air Races and Air Show, Reno

Check with the PFC web site, PFC Dispatch, and/or the GA Blog (<http://pacificflyingclubga.blogspot.com/>) for updates/changes/new announcements.

Aviation Weather Update

As a reminder to our members, we are providing a summary of the weather minimum for PFC pilots. We are also reminding pilots about the importance of “temperature dewpoint spread” as it relates to your flight planning.

Weather Minimums

Now that we are in a period of traditionally bad weather, and we have survived a major snow event, it's a good time to revisit the club policy on weather limits. Transport Canada sets limits on weather minimums in the CAR's, but they are absolute minimums. PFC, and many other flight organizations in Canada, have set weather minimums which comply with the CAR's, but they take into account the variation in skill levels of our members, the nature of the local weather, common sense, etc. These additional margins equate to added safety. The Pacific Flying Club weather minimums are listed below as a reminder to club members so you can plan your flying accordingly.

Student Pilots

- The weather shall not be less than good VFR

- Pilots flying solo with a student pilot permit, when doing circuits at Boundary Bay, must have a ceiling of at least 1500 ft. and the visibility must be at least 3 miles.
- For flights in the practice areas, the ceiling must be at least 2000 ft. and the visibility at least 5 miles.
- For cross countries, it is understood that the minima will be greater and the supervising instructor at the time will assess if the weather is good enough for the intended flight.
- Student pilots shall not fly solo if the wind speed is greater than 20 kts.
- The cross wind component cannot be greater at the airport where the student intends to take off or land than the limits published in the aircraft's operating handbook.
- All student pilots must plan to be on the ground not less than 30 minutes before official darkness.

All Pilots

- Night flying weather limits shall be more conservative than those for day flying. For circuits, the ceiling shall be at least 2000 ft. and the visibility shall be at least 5 miles.
- For flights in the practice area the ceiling and visibility shall be at least 3000 ft. and 8 miles.
- For cross countries in the Lower Mainland, ceiling and visibility shall be at least 5000 ft. and 10 miles.
- There should be no cloud lower than 1000 ft. above your anticipated altitude, no precipitation, and no possibility of ground fog (watch your temperature/dew point spread)
- There is no night, VFR, single engine flying allowed in the mountains.

Temperature - Dewpoint Spread

No, temperature-dewpoint spread is not something that comes in a jar and intended to be spread on your toast in the morning. It's a very important meteorological metric you can use to judge the weather conditions before your flight. Dewpoint is the temperature at which air is saturated and the water vapour begins to condense and produce visible moisture (seen as clouds, fog, mist) It is expressed in degrees Centigrade, and is reported in the METAR along with the ambient air temperature. In the METAR for CYVR on Jan. 11 at 2000Z (see below), the reported ambient air temperature is 4 degrees C and the Dewpoint is 3 degrees C. The "*temperature dewpoint spread*" is the difference between the ambient air temperature and the dewpoint in degrees Centigrade. In the example the temperature dewpoint spread is 1 degree Centigrade.

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METAR CYCD 112000Z 0000KT 1SM BR VCFG OVC005 04/03 A3063 RMK FG2SF6 SLP374=
METAR CYVR 111900Z 29003KT 15SM FEW008 BKN014 OVC024 05/04 A3064 RMK SC2SC3SC2 SLP375=
METAR CYVR 111800Z 0000KT 15SM BKN017 OVC024 05/04 A3063 RMK SC6SC2 SLP373=
METAR CYVR 111700Z 08003KT 8SM -RA FEW008 BKN017 OVC023 04/04 A3061 RMK SF1SC5SC2 SLP367=
METAR CYVR 111600Z 11002KT 4SM -DZ BR BKN008 OVC013 04/04 A3058 RMK ST6ST2 SLP355=
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The hourly METAR's will always indicate the presence of fog (FG) at an aerodrome. Using the hourly temperature dewpoint spread in the METAR gives you the spread at the last report and for the previous two hours, giving you the *trend* in the temperature dewpoint spread. If the spread is 2 degrees Centigrade or lower, the presence of fog is highly likely. If it is higher than this (say 4 C) but the trend in the temperature dewpoint spread is decreasing over time, it is likely that temperature dewpoint spread could drop to 2 C or lower and the airport could get fogged in or visibility could be severely reduced.

If the air temperature drops to or near the dew point temperature, fog forms. This is the most common situation. Along coastal areas, and especially at CZBB, moist air moving on-shore from the ocean can raise the dewpoint and produce fog near the shorelines. Because fog forms so low the ground, it can completely close an airport to VFR and IFR traffic. Fog can form rapidly, and can make flying very hazardous.

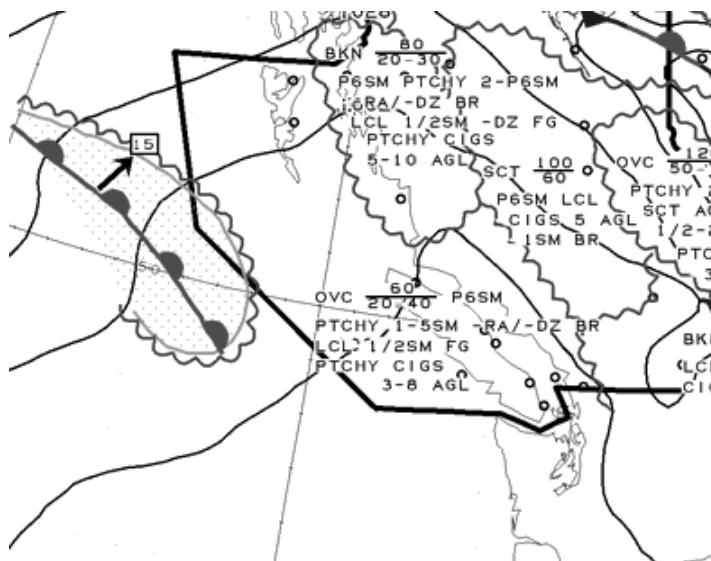
Using the information provided in the METAR's, TAF's and GFA's can provide a pilot with an indication of the possibility of fog developing at the intended airport of arrival using the temperature dewpoint spread provided in the METAR's. Note that the temperature and dewpoint were not indicated in the TAF associated with Jan. 11

conditions for CYVR, but visibility and fog conditions are predicted in the TAF's and GFA's. The other thing to look at is what the visibility was like the previous day or two. Often we have trends where it is foggy most mornings or evenings, so if it was foggy yesterday and the temperature dewpoint spread is close to 2 degrees and the trend is decreasing, you can pretty much expect fog to occur again.

The temperature dewpoint spread going below 2 degrees Centigrade doesn't guarantee that fog will develop, but you can almost always expect the visibility to decrease as the water vapour in the atmosphere starts to condense moisture. The METAR examples below were taken at 1900Z on January 11, 2009. They show temperature dewpoint spreads ranging from 0 degrees C to 1 degree C, and visibilities ranging from 15 miles at CYVR to 1.5 miles at CYCD. Also, CYCD has fog in the vicinity of the aerodrome.

**METAR CYVR 111900Z 29003KT 15SM FEW008 BKN014 OVC024 05/04 A3064 RMK SC2SC3SC2 SLP375=
 METAR CYCD 111900Z 00000KT 1 1/2SM BR VCFG OVC005 03/03 A3065 RMK SF8 VIS HIER SE SLP379=
 METAR CYXX 111900Z 00000KT 1 3/4SM -RA BR OVC005 05/04 A3063 RMK SF8 SLP374=
 METAR CYYJ 111900Z 27003KT 4SM BR FEW004 BKN008 OVC013 06/05 A3063 RMK SF2SF4SC2 SLP374=**

The ATIS at CZBB for 1900 Z on January 11 was winds light and variable, 5 mile visibility, light rain showers, 300 ft. Broken and 900 Overcast, with weather below VFR minima. The GFA issued at 1731 Z on January 11, 2009 (shown below) predicts low visibility for the Lower Mainland and Vancouver Island with light rain, light drizzle and mist, as well as fog (as expected from the low temperature dewpoint spread).



The PFC policy is that flights out of CZBB are not allowed when the temperature dewpoint spread is 2 degrees Centigrade or lower, or the trend in the temperature dewpoint spread is such that there is a possibility of the temperature dewpoint spread decreasing to 2 degrees Centigrade. So next time you plan your flight, make sure to look at the temperature dewpoint spread.

Safety Moment

The following are some topics that have come up recently that we want to make the members aware of. These have arisen through our Safety Management System (SMS) reports and other occurrences at CZBB.

Aircraft Tie Downs (or Gone With The Wind - Chapter 2)

This continues to be an issue at PFC. We have had a number of situations recently where members have either left aircraft not tied down at all, or tied down in a manner that was not secure. Leaving aircraft insecure on the apron leaves the aircraft vulnerable to movement from prop blast of other aircraft and helicopters, as well as the wind. After every flight or attempted flight, the aircraft should be *re-secured* as follows;

- nose wheel aligned *with the nose wheel on the T* in the parking spots
- all Master, Mags, and avionics **OFF, and flaps UP**
- aircraft securely tied down using tie down ropes
- pitot cover on and control lock **ON**
- remove items from the aircraft (survival kit, cargo nets, ropes, etc.)
- if the aircraft can be locked, the doors should be secured (Pilot, Passenger, and cargo doors). Specifically, these are the Diesel (C-GTAE) and the Citabria (C-GOMC).

If you preflight the aircraft, do not remove the rope tie downs until you are ready to enter the aircraft and prepare for takeoff. If for some reason the flight is scrubbed, make you *re-secure the aircraft* as per the list above before walking away from it.

Aerodrome Arrival Departure Procedures

There have been a few incidents where pilots have used the wrong or incorrect arrival and departure procedures at CZBB, and at other airports as well. These are published in the Canadian Flight Supplement (CFS) for aerodromes in Canada. You should familiarize yourself with the procedures at all airports where you intend to land and/or takeoff. It is also important to familiarize yourself with various checkpoints for airports such as CZBB (e.g. the Gas Stations, Centennial Beach, etc.). At airports such as CZBB, this is very important due to the high traffic levels. Incorrect procedures can result in very unsafe situations, and create a considerable workload on the tower controllers to try and resolve conflicts resulting from incorrect procedures on the part of the pilot.

Trans-Border Flight Plans

There have been numerous incidents where club aircraft have departed the US and arrived in Canada without an active flight plan. On a few occasions this has occurred when the pilot simply didn't open the flight plan, but in the majority of the cases it is where FSS in the US has not opened it or transmitted to a NavCanada FSS. Some things to remember about filing a US Flight Plan:

- they use the FAA Flight Plan Form and NOT the ICAO version we use in Canada
- the equipment codes used in the US are different (i.e. transponder code is /U, whereas in Canada it is /C)
- the Flight Service system in the US is being transitioned to management by Lockheed-Martin.
- When you *file* a flight plan in the US, it is not automatically opened. You must *open* it in the air with US FSS. You might also check that FSS understands you are on a trans-border flight plan to *Canada*, both on filing and on opening. If you just say Vancouver, they might think you mean Vancouver, Washington.

Opening a flight plan in the US with a control tower will not activate a cross border flight plan. The problem is the tower will happily tell you that your flight plan is open. The tower apparently believes they have opened the plan. This confusion is the main reason for cross border flights without open flight plans. Only someone whose last name is "Radio" can open a cross border flight plan and get it in the appropriate computer system that will notify Canada that you are on your way. It is also important to note that the procedures for flying trans-border to US are about to change. Please refer to the article "**US Cross Border Procedures**" on page 5 of this issue.

General Aviation Update

Flyouts

In 2009, we will be planning monthly flyouts starting in March, 2009. Dates and destinations have not been finalized, but we are planning trips to McMinnville Oregon, Reno Nevada, Penticton, and other locations. One of

these will be a Golf Flyout to a place such as Sunriver Oregon. Watch the Blog and the March NOTAM for details.

New Aviation Document Booklet Format for Licenses

Transport Canada has been working hard to prepare for the arrival of the new **Aviation Document Booklet**, which will hold all your licences, permits and medical certificates in one document. They are in the final stages prior to full production of the booklets. By the end of 2008, the system should be commissioned to operate at full capacity. At that time, the following will occur:

- All ATPLs and CPLs in the old format will be replaced by **March 31, 2009**. To retain licence validity, current document holders must apply for an Aviation Document Booklet to replace their old format licences.
- All old format air traffic controller (ATC), flight engineer, and private pilot licences are scheduled to be replaced by **December 31, 2009**.

Applications for replacing these documents with the new booklet format are being accepted now. Check out the Transport Canada website for more details (<http://www.tc.gc.ca/civilaviation/general/personnel/changes.htm>).

One important item regarding the Aviation Document Booklet (issued by Transport Canada) is that it does not contain the Radio License (issued by Industry Canada). You MUST keep your Radio License with the new Aviation Document Booklet. You are presently required to have a valid radio license in your possession when you go flying.

US Cross Border Procedures

On November 18, 2008, US CBP published the Advance Information on Private Aircraft Arriving and Departing the United States final rule. This rule requires private pilots or their designees to transmit *electronically* to CBP:

- Traveler manifest information for each individual traveling on board the aircraft.
- Notice of arrival information.
- Notice of departure information.

Advance Passenger Information System (APIS) data must be received by CBP no later than 60 minutes prior to departure for flights arriving in or departing from the United States.

The new regulations became effective December 18, 2008 when CBP began accepting voluntary APIS manifest submissions for private aircraft arriving in and departing from the United States. This *voluntary compliance* period will end on May 18, 2009. CBP has begun approving eAPIS account applications, and persons seeking eAPIS Private Aviation accounts should expect enrollment responses within five (5) business days.

Private aircraft pilots who choose not to voluntarily submit APIS manifests before May 18, 2009, must still comply with all current and applicable reporting requirements. On May 18, 2009, the *voluntary compliance period will end* and private aircraft pilots must adhere to the requirements of this final rule.

Electronic Advance Passenger Information System (eAPIS)

A public website, eAPIS (<https://eapis.cbp.dhs.gov>), has been created by CBP for commercial air carriers to meet the requirements of the APIS regulations. CBP has developed a component within eAPIS to assist private flyers with the requirements of the Advance Information on Private Aircraft Arriving and Departing the United

States final rule. The eAPIS website provides private aircraft pilots with all functionality necessary to comply with the rule.

Private aircraft pilots are encouraged to utilize the voluntary compliance period before May 18, 2009 as a time to become familiar with the mechanics of the eAPIS website. For complete information on how to use eAPIS, there is an online tutorial available at <http://apps.cbp.gov/eAPIS-pa/>.

PFC members should start using these procedures as soon as possible to familiarize themselves with the new procedures, and avoid possible problems in the future when flying cross-border to the United States.

Training

Ben Hoben Safety Seminar

The Ben Hoben Safety Seminar has been awarded the 2001 Back & Bevington Safety Award for British Columbia to pay tribute to the establishment of this seminar by Ben's family. The seminar was established by Ben's family and Pacific Flying Club. Ben was a fifteen year old student pilot who died tragically November 20, 1999 in a mid-air collision in Surrey, British Columbia. He had completed his Recreational Pilot Permit flight test and was looking forward to being licenced as an RPP on his 16th birthday. He was an enthusiastic pilot whose loss is felt profoundly by all who knew him.

The yearly safety seminar is Ben's legacy to aviation. The seminar reminds all pilots that they must continually strive to improve both their own piloting skills and situational awareness.

This years seminar will be given by Gerry Binemma (formerly of Transport Canada). Gerry has presented at several previous Ben Hoben Safety Seminars, and he always provides an informative seminar. This years topic will be "**Know Your Limits**". Please register with Dispatch if you plan on attending this seminar. Admission is free.

**Ben Hoben Safety Seminar
PFC Classroom
Saturday January 31, 10 AM Sharp**

Pilot Briefing Seminar - Flying a Tail Dragger (the Citabria)

The new Citabria is online at PFC, and the policy has been worked out by Clark and others at the club. To introduce members to unique characteristics of this aircraft, we are holding a Pilot Briefing Seminar at PFC on Feb. 14, 2009. This will be presented by Cam Friesen, who along with Dan Martens are the designated instructors on the Citabria.

The standard configuration of landing gear on aircraft prior to and during WWII was the tail wheel configuration. The tricycle gear configuration (like that found on the C-152 and C-172) was gradually introduced as sealed runways were adopted. To differentiate the two types of landing gear configurations, the tail wheel configuration became known as the conventional gear configuration. These days, it is commonly called *tail wheel configuration* or *tail dragger*.

It is invaluable to understand why the tail dragger behaves differently from a tricycle gear aircraft. It is when the wheels are in contact with the ground that things change. First, the centre of gravity (C of G) relative to the main wheels of the tail dragger places the aircraft in a high angle of attack situation at the start of the takeoff roll and on the landing roll-out. During the takeoff and landing, it also wants to deviate laterally from straight line instead

of returning to a straight line during the roll. In addition, there are some differences in the flight characteristics compared to a Cessna high wing aircraft. Further differences between the Citabra and other club aircraft are;

- the seating is not side by side, but is Tandem
- there is a Control Stick instead of a Control Column
- the aircraft does not have flap (remember side slips?)
- it is a fabric covered aircraft

Understanding these and many other concepts are crucial to learning how to fly this aircraft. The one thing that is certain is that learning how to fly a tail dragger will greatly improve your flying skills. So sign up for the Pilot Briefing Seminar with dispatch and book a flight in the Citabria with one of the designated instructors. Please signup with Dispatch if you will be attending this seminar.

**Flying a Tail Dragger Pilot Briefing Seminar
PFC Classroom
Saturday February 14, 9 AM Sharp**

IFR Ground School

The dates for the Winter & Spring 2009 IFR courses are as follows;

- January 23-25
- March 6-8
- April 17-19
- May 29-30

To register for one of these course dates, see PFC Dispatch or go to <http://www.aerocourse.com/>.

Message from Management

Finders Fee for Introducing New Members

PFC has had a long standing policy of rewarding its members for introducing new students to the club. The policy is to provide the existing club member who introduces a new *student* to the club with;

- one free hour of flying when the newly introduced student member goes Solo,
- an additional free hour of flying when that new student member passes their flight test.

Check with Pat or Clark for more details and to register the new student and ensure you get your free flying when they get to the Solo and Flight Test stages of their flying.

Methods of Payment at Dispatch

When you pay for your flights at Dispatch, many of you have been your Credit Card. It is also possible to pay using your Debit Card. Just tell the dispatcher you would like to use your Debit Card rather than your Credit Card to pay. This includes swiping your Credit Card rather than using the Credit Card number on file. These save PFC some money because it doesn't incur the large transaction fees associated with the use of Credit Cards, allowing PFC to pass on these savings to its members.

CZBB Updates

The following FISE RCO changes are now in effect in the Lower Mainland;

- A new FISE RCO with frequency 122.375 MHz has been installed on Salt Spring Island and is published as the Victoria Intl FISE RCO. Pilots operating in the vicinity of Victoria Intl who require flight planning, weather or NOTAM information should contact the Kamloops FIC (call sign "Pacific Radio") on this new frequency. This RCO can be contacted on the ground at CZBB.
- Frequency 126.7 MHz (bcst) will also be established with this new RCO. This frequency will not be monitored by the Kamloops FIC nor will it be used to provide FISE. It will however be used by the FIC, as required, to provide the aeronautical broadcast service (broadcast of SIGMET and urgent PIREP) and to conduct communication searches for overdue aircraft.

PFC Fleet News

In response to request from the members in the 2008 Member Survey, the club added two new aircraft to the fleet. These are the C-172P Diesel (C-GTAE) and the Citabria (C-GOMC). Members are encouraged to get checked out on these aircraft and fly them. It's not only fun to fly them, but we need to keep the number of flight time hours per year up to justify keeping them in the fleet. The diesel (C-GTAE) requires you to write the short checkride exam and do a ground start check, so its is relatively painless. In the case of the Citabria, a much more extensive program is required to learn to fly this aircraft. Check with Cam Friessen or Dan Martens for details.

We are Looking for Your Input

Feel like contributing an article to the newsletter? Maybe you have a good suggestion for something we should include. Whatever input or comments you have you have, send us an e-mail with your input (it's more than welcome). Drop us a e-mail at pacificflyingclubga@gmail.com.

Electronic Delivery of the NOTAM

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I would like to be notified of upcoming PFC Events Yes No

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