

PFC NOTAM

The Official Voice of the Pacific Flying Club
July 2008
Issue 2008 - 1



Website: www.pacificflyingclub.com
Blog: pacificflyingclubga.blogspot.com

Calendar of Member Events/Activities

Get your calendars out and mark down these member activities.

July 5, 2008	US Cross Border Procedures Seminar, at PFC, 9 AM.
July 12 or 13	Group Flyout to US, likely Spruce Goose Museum near Portland.
Aug. 16 or 17	Group Flyout, destination TBD
Aug. 23	Introduction to VFR Navigation using GPS (includes AISim Simulator)
Sept. 11-15	Group Flyout to National Championship Air Races and Air Show, Reno Nevada
October 7	Commercial Pilot License Ground school.
October (Date TBD)	IFR Ground School
October (Date TBD)	Seminar by PFC AME's, tour of maintenance, and close up of a Cessna.
November (Date TBD)	Tour of Area Control Centre (to be confirmed)
December 5, 2008	PFC Christmas Party
January 31, 2009	Ben Hoben Safety Seminar
April 2009 (Date TBD)	Annual General Meeting

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

Messages from the Management

These are the folks the work tirelessly at keeping the PFC Flying Machine operating as efficiently as it does. They deal with a lot of the stuff that we as pilots would probably run away from (paperwork, financial, Transport Canada, etc.). Next time you are out at Chilliwack, bring them back some pie.

Message from Pat Kennedy

"I would like to thank all of you who responded to the survey. We have reviewed the results with our staff and are keen to improve on these key performance indicators over the coming month. The weather has been a real constraint on our flying, your flying and the Club's financial position to date but being the eternal optimist, I prefer to think we are seeing a deferral of flying and that with summer now upon us, we'll see more people able to take advantage of the better weather. Response to our May mailout with late cancellation policies and full day booking policies has been positive and I hope to see more availability for the four seat aircraft, particularly as we move forward into July and August. I would also like to welcome Falisha and Melissa to the PFC dispatch team. You will see these young ladies over the coming months as they get used to pilots and all the three letter acronyms associated with aviation. I can remember when I started and put someone on hold one day while I

yelled out in a large voice "who's the VFR here?" I didn't think it was such a dumb question at the time - after all, there was a DFO, CFI and AME!"

Message from Clark Duimel

"Congratulations to Dan Martens who has just achieved his Class 1 Instructor Rating and joins the ranks of Paul, Guy, Karen and myself. I also want to offer my best wishes to Angela Cantwell, Kyle Leggett, Mike Neudorf, Mark Brown, Jason Quelle and Curtis Michals as they move forward in the industry onto charter and regional carrier positions. Their success is a testament to both the Club and their hard work and we hope they keep in touch.

We've received word from Transport Canada that the move to a passport style licence has been deferred. Originally slated to begin this summer, we've been advised there are delays. Do drop in and say hi whenever you are out flying - I may look busy but I really like to stay connected with all our members and my door is always open."

General Aviation Update

As most of you should be aware, the club has a focused activity for General Aviation Members of Pacific Flying Club, those with an interest in recreational flying. We have had one Pilot Briefing Seminar (Mountain Flying) and one group flyout. As you can see from the Calendar of Events, we have many more activities planned for the remainder of the year. Your participation would be most welcome.

Our next big GA activity is the US Cross Border Flying Seminar (July 5) and a GA Flyout to the Portland Oregon area (Spruce Goose Museum in nearby McMinnville) July 12 and July 13. We have aircraft booked for the trip both days. Check the Blog for details, and register with dispatch early!

Based on the input from the member survey, we have put effort into distributing the NOTAM on a more frequent basis (6 times per year) and include articles on topics you expressed interest in.

Member Survey

Thank you to everyone who filled out and returned the Member Questionnaire that we sent out in early May. The response has been very useful and is being reviewed by the Board and the Staff at PFC to try and respond as best as possible to the members.

As a result of the member input, we are undertaking a number of initiatives and activities that the members have expressed interest in through the questionnaire. Some of these are:

- We have started a formal "General Aviation (GA) Group" within the club. The purpose of this group is to provide focused recreational flying activities for its members. These activities will take the form of group flyouts to various destinations (from a list of candidates selected in the questionnaire), pilot briefing sessions, tours, additional training activities (such as water immersion training, advanced airmanship training, etc.). Up to now, we have had one Pilot Briefing Session and one GA Group Flyout, with lots more planned. Other activities are listed in the Calendar of Events section of the NOTAM.
- We are soon to go live with a member flight sharing web site where PFC members can meet up and coordinate flights together where they share the flying. It was felt that an internet means for this was better than using dispatch to coordinate this activity. Watch for details on the PFC website and the Blog.
- The GA Blog has been up and active since early May and it is being used as a means to communicate the GA activities to the members on a timely basis. This site is updated at least weekly, so check it fre-

quently. The URL is pacificflyingclubga.blogspot.com. Members can provide comments on any of the posting to the blog.

- We will be publishing the NOTAM more frequently, probably 6 time per year. Some of the things you wanted were;
 - Member activities
 - Flying Tips
 - CZBB Changes
 - Other local area changes
 - Calendar of events
 - Directors Report

- We will be offering more Pilot Briefing Sessions throughout the year. The first was held in June on Mountain Flying, and others are already scheduled.
- For social events, we will be offering tours of aviation related venues.
- Many of the GA Group Flyout destinations are those that you rated the highest (Tofino, Reno, Portland, etc.)
- We will offer e-mail delivery of the NOTAM to those who want it. See the article in this issue.
- We are starting a Flight Sharing web site in early July. See the article in this issue of the NOTAM.
- Watch for updates to the PFC Web Site to make it more current.
- You wanted a Seminar by PFC Maintenance on the inner workings of an airplane, so we are offering one for sometime in October.
- We will be offering a Water Immersion Course and a Wilderness Survival Course sometime in the Fall and Spring respectively.

Flight Sharing Web Site

The PFC GA Group has set up a “Flight Sharing” web site for member use. The purpose of this site is to allow PFC members to connect electronically so they can get together, fly to some destination, and share the flying as PIC. This is a closed web site for now, so it can only be viewed by members who have been added to the member list for that site. If you wish to get added to the Flight Sharing Site Member list, send an e-mail to the GA Coordinator at pacificflyingclubga@gmail.com. Once your membership in PFC has been verified, we will send you instructions on how to access the site.

Training

PPL/CPL Ground school

CPL ground school will commence October 7, 2008. If you wish to pursue your Commercial rating, talk to one of the instructors at the club to make sure you are aware of all the requirements for this rating. If you plan to go ahead with it, register for the CPL ground school by contacting dispatch.

IFR Ground School

PFC will be offering an IFR Ground School sometime in October, 2008. Final details will be announced on the PFC Web Site and in the next NOTAM. This course includes training in the AISim advanced simulator.

CZBB Updates

Phraseology Updates

As part of the continuing effort by NAV CANADA to conform with international best practices, procedures are in effect as of April 10, 2008 to conform the ICAO-recommended phraseology “**LINE UP**” or “**LINE UP AND WAIT**” when controllers instruct an aircraft to enter the runway intended for take off.

Old Phraseology:

“**TAXI TO POSITION**” or “**TAXI TO POSITION AND WAIT**”

New Canadian/ICAO Phraseology

“**LINE UP**” or “**LINE UP AND WAIT**”

United States Differences - The US Federal Aviation Administration (FAA), while studying the possibility of adopting the “LINE UP” phraseology, will not do so at this time.

Pilots are therefore urged to remain alert to the different phraseologies that may be encountered when operating near runway thresholds in various locations. The table below is provided to acquaint pilots with the different phraseologies that will be in use once the change to Canadian phraseology is implemented.

ICAO	CANADA	United States (FAA)
TAXI VIA (taxiway routing) TO HOLDING POINT RUNWAY (number)	RUNWAY (number), TAXI VIA (taxiway routing)	TAXI TO RUNWAY (number) VIA
LINE UP	LINE UP	RUNWAY (number), POSITION AND HOLD
LINE UP AND WAIT	LINE UP AND WAIT (reason)	RUNWAY (number), POSITION AND HOLD

MF and ATF Procedures

How familiar are you with MF and ATF Procedures? A large number of Canadian Aviation Daily Occurrence Reports have to do with improper MF procedures (such as are required in Tofino, Campbell River, etc.). If you aren't knowledgeable in this area, it is worthwhile reviewing these procedures. These can be found in the AIP and AIM.

Wildlife Issues

As many of you may have noticed over the last few years, bird activity at CZBB has actually been on the rise. In particular, the Eagle population has been on the increase. Alpha Aviation, Inc., who operate the Boundary Bay Airport on behalf of the Corporation of Delta, has a Wildlife Management Program in effect to try and reduce the hazard to aircraft and pilots from the bird population. The Wildlife Specialist at Alpha Aviation is Steve Nishikahama.

There have been numerous near bird strikes and several actual bird strikes at the CZBB, as well as CYPK, CYNJ, and CYVR. Considering an average Bald Eagle can range from 7 to 15 pounds in weight, hitting one at approximately 100 knots could definitely put a damper on your day. One of the club aircraft recently had a bird strike with what we believe to an eagle and it did substantial damage to the wing.

In order to better manage this situation, Alpha Aviation needs to know about these near misses and actual strikes to ensure their Wildlife Management Plan can effectively deal with this situation. Don't worry, no harm will come to birds. If you have a near miss or strike, please write the following information down and send it Steve.

- Date and Time
- Altitude and Speed of the aircraft
- Type of bird(s) if you know
- Aircraft Make and Model
- Where the near miss or strike happened, as accurately as you can make it (i.e. departing Rwy 12 over the dike).
- What happened (aborted takeoff, evasive action taken, etc.)
- Part of Aircraft struck (Wing, Fuselage, Pitot/Static, Wheels, Rudder, etc.)

Steve's contact info is snishi@alpha-aviation.ca, (604)946-5361. If you have an actual strike, you must report it using the Transport Canada Bird/Wildlife Strike Report (<http://www.tc.gc.ca/aviation/applications/birds/en/default.asp>).

Airspace - CYNJ and CYPK now Class C Airspace

NAV CANADA recently completed an aeronautical study of the airspace in the Vancouver, Victoria, and Lower Mainland, British Columbia area. The study recommended changes to airspace classification at the Pitt Meadows (CYPK) and Langley (CYNJ) airports from Class D to Class C. These changes took effect 14 February 2008. A Control Zone classification change from Class D to Class C (transponder mode C required) enables more effective and efficient provision of air traffic control (ATC) services at the Pitt Meadows and Langley airports.

Pilots are reminded to familiarize themselves with the airspace they fly in and the requirements for flying in that airspace, especially in the Lower Mainland area.

Directors Report

At the April, 2008 Annual General Meeting, the club appointed the board for the 2008 term. The Board Of Directors of PFC consists of:

President	Steve Tull
Vice President	Dave Marjoribanks
Treasurer	Patrick Darragh
Past President	James Hollis
Director at Large	Richard Higgins
Director at Large	Fred Osther
Director at Large	Pete McConnell
Director at Large	Kevin McQuiggin

The Board recently formed a "Strategy Committee" that has had several working meetings to come up with a strategy to plan the future growth of the club. While many flying clubs/schools in Canada have closed down or shrunk, PFC has actually grown steadily over the years. The Strategy Committee has been working in the background to develop a plan for PFC to manage its future. Some of the planning has already been put into place, such as the formation of the General Aviation activity within the organization. Once the planning has been completed (late in 2009), we will be sharing some of these plans with the membership.

If you see any of the PFC Board member around the club, don't be afraid to introduce yourself to them. They would appreciate getting ideas and input from you. I've heard that they don't bite.

As the NOTAM goes to press, one of your directors has just completed the test ride for his Instructor Rating. Congratulations to Kevin McQuiggin!!! Kevin will be taking on an Instructor role with the club almost immediately. He has been flying for about 5 years as a part time activity, and his day job is Inspector in charge of the Forensic Services Section of the Vancouver Police Department. He is also a member of the Maple Ridge Pipe Band in the little remaining time he has. Make sure to ask him for tickets to the next Robbie Burns Dinner that the Pipe Band puts on (I have attended two of them, and the Bagpipes and haggis are amazing!).

Places to Fly

This issue we have selected **Courtenay Airpark** as a place for you to fly to. Courtenay Airpark is located on the Courtenay River, in close proximity to the City of Courtenay. The ident in the CFS is CAH3, and it has a 1800' x 60' runway (13/31). Just to put that in perspective, runway 01/19 at CYNJ is 2100 feet long. Plan a short field with obstacle approach. Courtenay is quite close to Comox, so you **must** be aware of the airspace in that vicinity.

You can get fuel from a self-serve "Touch-N-Go" pump on the North end of the field opposite the Pilot's Lounge, but it accepts Credit Cards only (no Debit Cards or cash). It is the orange hut with the two pumps next to it. They sell 100LL and MOGAS, so make sure you use the appropriate fuel. Make sure you bring your own Tie-Down ropes since there are none available at the airport.

Short Term Visitor parking is located in front of the pilots lounge. Overnight parking is located in designated grassed area at the south end of runway 13/31 and east of the main hangar line. The parking fee is \$5/day for overnight parking. The pilots lounge contains washrooms, TV, and a telephone. There is the Park Cafe located at the airport (with washrooms located at the rear, and it is closed Mondays), the Whistle Stop Pub across the street from the airport, Jo Klassen's Grill about a 5 minute walk away (1541 Cliffe Ave), and the Beachwood Cafe south of the airport on Cliffe Ave. (across from the White Spot and Petro-Canada station). Afterwards, you can walk off your meal on the promenade which goes around the airport and along the river. It is a very easy walk into the town of Courtenay (literally minutes).

You are looking at approximately 1.5 hours flight time from CZBB to CAH3, depending on exact routing, winds, ATC instructions, delays, etc., so plan accordingly. The picture below (looking SW) shows the airport, promenade along the water, and the general proximity of town of Courtenay. There are also a lot of interesting planes to look at in the hangars.

If you are not comfortable with short field approaches and takeoffs, take an instructor or get some practice before going to a field like Courtenay.



If you are planning to fly to Courtenay Airpark check out their website at <http://www.courtenayairpark.com/>. Additional information can be found on the COPA website in "Places to Fly".

PFC Fleet News

New 172P

Many of you have seen the recent Cessna 172P that the club acquired (C-GPPV). It is the same as the other 172P's in the fleet, with the exception of the avionics suite. It has a Garmin Audio Panel (GMA340) and two Garmin SL30 Nav/Comm radios that are a little different than the rest of the fleet. You are urged to review the documentation in the Document Pouch prior to getting in the aircraft. They are very easy to use, and a few minutes of reading could save you quite a bit of Hobbs time trying to figure them out with the engine running (it's also much cheaper). You can go to the Garmin web site (www.garmin.com) and download the manuals for these.

New Addition to the Fleet, a Diesel 172!

By the time you receive this issue of the NOTAM, PFC will have a Diesel Cessna 172 on-line. It is essentially your basic 172P model with a Diesel engine made by Thielert Aircraft Engines (also known as TAE and a division of the Thielert Group from Germany). They have taken what initially was a four-cylinder engine used by Mercedes and, through extensive modifications, have engineered it for use in airplanes. The engine control system is known as Full Authority Digital Engine Control (FADEC). The engine runs at 3,900 RPM and is reduced 1.69:1 to turn the constant speed prop at 2,300 rpm. The power is controlled by a single lever. There are no fuel mixture or carburetor heat controls requiring pilot attention in flight. The engine operates on Jet-A fuel **only**, so when planning a long flight in it you must check for availability of Jet-A fuel at your destination. Also, at Away Airports when refuelling **you must be physically present when refuelling** to visually ensure Jet-A is used and not AvGas. Many fuellers just assume that if it's a Cessna it takes AvGas.

In terms of avionics, it contains a Garmin Audio Panel, Garmin 430 moving map GPS (with integral radio), and a Garmin SL30 transceiver. If you have never used a Garmin 430 before, go to the garmin web site

(www.garmin.com) and download the manual and the simulator (they're free) and familiarize yourself with them. You can also download the GMA340 Audio Panel and SL30 Radio manuals as well.

Since this aircraft is significantly different from any of the clubs other aircraft, you will need to be checked on it before you go out and bore some holes in the sky with it. Check with Clark for details.

We are Looking for Your Input

If you have an article you would like us to consider for publication in the NOTAM, please let us know and we will discuss it with you. You can share your last great flying adventure with the rest of the members, describe some exotic destination you flew to, your solo flight, etc. Obviously it can't be a long article, but this is your chance to get published.

Send an e-mail to **pacificflyingclubga@gmail.com** with a brief description of your article (or the entire article) and we'll take a look at it and get back to you.

Electronic Delivery of the NOTAM

As usual, current and past versions of the NOTAM will be available on the PFC Website for all to download in PDF format.

Many of you have indicated that you would like to received the NOTAM Newsletter by e-mail. This will save the club a considerable amount of money in postage and will save a great deal of paper. You can have NOTAM delivery by e-mail only, in addition to normal delivery by surface mail, or continue to get it by surface mail only. Do your part to reduce your Carbon footprint.

Send the following information be e-mail to **pacificflyingclubga@gmail.com**.

NOTAM (tick all that apply)

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

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Cheers

Pete