

PFC NOTAM

The Official Voice of the Pacific Flying Club
 March 2009
 Issue 2009 - 2



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.

March 21, 2009	Mountain Flying Pilot Briefing Session & Rust Remover
March 28 & 29 2009	First GA Flyout (location TBD)
April 7, 2009 7 PM	Annual General Meeting, PFC (Note it is on a Tuesday evening!
April 2009	Pilot Briefing Seminar on NEW US Cross order Procedures
April 18 & 19, 2009	GA Group Flyout, destination TBD
May 2009	Seminar on the NEW Airspace coming into effect in the Vancouver area.
May 23 & 24, 2009	GA Group Flyout, destination TBD
June 5 - 7, 2009	Overnight GA Group Flyout. Activities include Golf etc.
July 18 & 19, 2009	GA Group Flyout, destination TBD
Aug. 15 & 16, 2009	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

About the only update we have on the weather is that the past several months have not been good for getting out and flying. You can still use these bad days to review basic weather. NavCanada has published "Local Area Weather Manuals" for all areas of Canada. They were originally used to train staff at the FIC's across Canada, but they have made them available for general use in PDF format. Go to the NavCanada web site (the URL is www.navcanada.ca) and then go to "Publications". Find the link titled "Local Area Weather Manuals" and click it. You can then download the individual sections for the weather manuals for each region, or you can download the entire manual for that region (recommended).

These are excellent resources for the weather in the various regions of Canada. Familiarizing yourself with the weather for the flying season. Happy reading!

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.

Pre-Fight Inspections

Prior to every flight, the PIC should perform a pre-flight inspection of the aircraft to ensure it is airworthy for the next flight. There are many times where you have another pilot with you and they offer to help you perform the pre-flight inspection. Keep in mind that you as the "Pilot In Command" are responsible for the pre-flight check. If the other pilot checks something, you should still re-check it (e.g. fuel quantity, oil level, weight and balance etc.).

Sometimes you can "assume" your fellow pilot checked something when in fact they did not. This is a potential for safety related problems, and should be avoided. Do the complete pre-flight check yourself, just to make sure it is in fact complete. Also, if you are distracted during your pre-flight check and can't remember where you were, start back at the beginning.

Should I Report It?

If you ever have an accident in which a PFC Aircraft sustains damage (no matter how small), please don't hesitate to report it and write it up in the Journey Log. Accidents happen, it is simply a part of this activity. It's much better to repair whatever damage was done than have an unreported accident lead to a much more serious one for the next pilot to sign out the aircraft. PFC doesn't want to rip people to bits for these situations, we just want to make sure the aircraft are in the safest possible condition for our members.

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 future NOTAM's for details.

Training

Pilot Briefing Seminar - Mountain Flying

Flight safety in the mountains is not an elusive or difficult concept, but it does require an awareness and understanding of the hazards associated with mountain flight to reduce the risk and bring about an enjoyable experience. Some of the information promoting safety is presented here. The seminar is intended for those who are about to obtain the PFC Mountain Checkride, or for those who have already done the check-ride and are interested in brushing up your skills.

Pacific Flying Club
Saturday, Mar 21 2009
9:00 AM

Please RSVP with PFC Dispatch (604.946.0011) if you plan to attend this seminar. For those wishing to make their initial Mountain Checkride, instructors can be lined up after the seminar. Bring your Vancouver VNC and a CFS, these will be used for some classroom exercises. Please note that a Mountain Flying Checkout will be required for many of the trips we plan in 2009.

Pilot Briefing Seminar - US Cross Border procedures

The US Customs and Border Protection will require all pilots entering the US the follow new procedures, called Advanced Passenger Information System (APIS). These procedures are voluntary at the time of printing, but will become mandatory on May 18, 2009.

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

This 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 were effective December 18, 2008 with a 180-day voluntary compliance period ending on May 18, 2009. On December 18, 2008, CBP began to accept voluntary APIS manifests for private aircraft arriving in and departing from the United States. **On May 18, 2009, the voluntary compliance period will end and private aircraft pilots (or their designees) must adhere to the requirements of this final rule.**

A public Web site, eAPIS (<https://eapis.cbp.dhs.gov>), has been created by CBP for small commercial carriers to meet the requirements of the APIS final rule for commercial carriers. CBP has developed a component within eAPIS to assist private flyers with the requirements of the final rule for private aircraft. (Electronic Advance Passenger Information System) The eAPIS Web site provides private pilots with all capabilities necessary to comply with the rule.

Private pilots or their designees may enroll in eAPIS immediately. Once the rule becomes effective December 18, persons seeking accounts should expect responses within five business days after submission of the enrollment request.

For more info, go to http://www.cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/

Pilot Training - Night Flying Intro

On October 4, 2008 we had our Pilot Briefing Session on Night Flying and give you some background on this aspect of aviation. Now that we have some better weather on the way, we are ready to start the flying part of the program to allow members to get their Night Endorsement. A Private Pilot Licence is required. Five hours of night dual is required as well as five hours of night solo flight time. Additionally 10 hours of dual instrument time is required. Any dual instrument time that the pilot has previously logged can be credited towards the 10 hour instrument required (this includes the 5 hours required for your PPL). This is a competency based endorsement and does not require a written test, you just have to meet the minimum requirement above and be judged by your instructor to be competent in the required skills.

If you wish to enroll in this activity, contact PFC Dispatch (604.946.0011) and they will get your name and contact info and we will be in touch with you to set up a date, time, and instructor for you. The program starts on Feb. 16, 2009. This training is done on an individual basis rather than a group. When those participating have obtained their ratings, then we plan a GA Group Night Flyout

Pilot Training - Advanced Airmanship

In the next few months, we will be starting an “Advanced Airmanship Program”. The intent of this program is to allow pilots to hone their skills beyond those of the PPL. This will allow you to become more confident with some aspects of your flying, and to develop some new skills as well.

IFR Ground School

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

- 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

The PFC Annual General Meeting will be held in April of 2009. At this AGM, the Voting Members will elect the Board Members for 2009 and conduct other club business. It is important that all voting members participate by either attending this meeting, or vote by proxy. The AGM details are;

**PFC Annual General Meeting
Tuesday April 7, 2009,
AGM at 7 PM Sharp, Light supper at 6:30 PM**

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

New 406 MHz ELT's on all PFC Aircraft

As of Feb. 1, 2009, ELT's in Canadian Aircraft were required to replace the older style 121.5 MHz ELT with “**406 MHz ELT Beacon**”. After this date, satellite monitoring and location of 121.5 MHz beacons by COSPAS-SARSAT ceased and this service will only be provided for the new 406 MHz Beacons. These beacons are still activated in the same manner as older beacons (impact induced g-force or manually by a remote switch).

There are numerous advantages to the new 406 MHz beacons;

- each 406 MHz beacon has a unique ID that is registered to a specific aircraft, so COSPAS- SAR-SAT has the AC ident and owner information on file. When the ELT signal is detected, they know who it belongs to.
- the location accuracy of the 406 MHz beacons is much better than 121.5 MHz beacons, reducing the size of the search area dramatically and reducing the search time required to locate a downed aircraft (5 km versus 20 km).
- the response time from the initial activation of the 406 MHz beacon until a rescue plan is activated is significantly reduced, again dramatically reducing the search time required to locate a downed aircraft (5 minutes versus 45 to 90 minutes).
- the number of UNSAR events which are unnecessary search and rescue alerts. When rescuers respond to UNSARs from emergency locator transmitters (ELT), rescue crews are diverted away from real emergencies while endangering their own lives when responding to false alarms in difficult weather conditions.

Pacific Flying Club has upgraded all of its ELT's to support the new 406 MHz beacon standard. They transmit simultaneously on 121.5 MHz and 406 MHz, allowing the pilots to listen for ELT activations on 121.5 MHz. The new 406 MHz ELT's (Artex ME-406) are now installed in all PFC aircraft, and have been registered to Pacific Flying Club in the 406 beacon registry. When a beacon is activated, search and rescue authorities will now know exactly which aircraft activated their ELT and who to phone upon detecting the beacon activation.

All 406 MHz emergency beacons offered for sale in Canada also include a 121.5 MHz homing signal to guide search and rescue crews into a distress site. This signal is particularly helpful in hours of darkness, or where visibility is limited by fog, precipitation, or dense vegetation. This is the same signal many search and rescue crews are currently equipped to home, and this equipment is readily available on the market. Cospas-Sarsat will stop processing 121.5 MHz signal as of February 1 2009, but this frequency can still be used as a homing signal.

Some new features you should be aware of are;

- all PFC aircraft now have a remote manual ELT activation switch accessible by the pilot in the cabin
- these units have an audible annunciator allowing the pilot to know when the unit has been activated

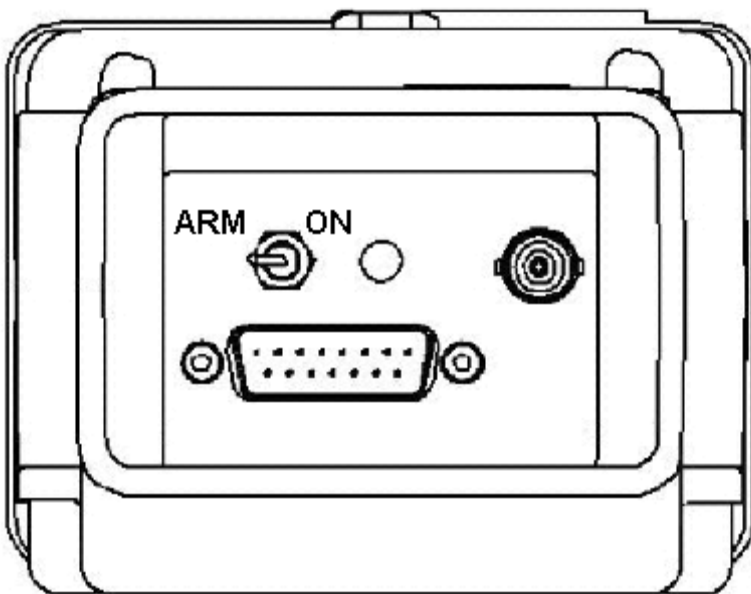
The following photos shown you what the three basic elements of the ELT look like. The ELT main body looks similar to the older 121.5 MHz ELT's, and has a manual activation switch. This should normally be in the **ARM** position, and only switched to the **ON** position in the event of an emergency. The antenna looks a little different than the older ELT antenna's, so you will have to look at it a little more closely on your aircraft walk around.



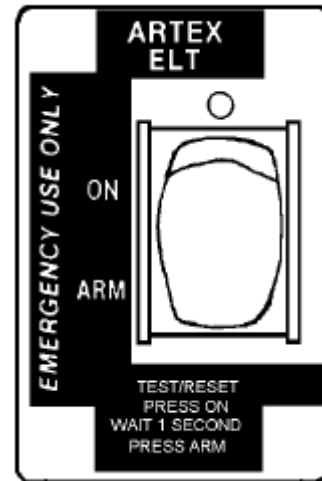
(a) ME406 ELT Main Body



(b) Whip Antenna



(b) ELT Front View



(d) ELT Remote Switch

Pre-flight (Where practicable):

1. ensure that the ELT function switch is in the "ARM" position;
2. ensure that ELT batteries have not reached their expiry date; and
3. listen to 121.5 MHz to ensure the ELT is not transmitting.

In-flight

Monitor 121.5 MHz when practicable. If an ELT signal is heard, notify the nearest ATS unit of:

1. position, altitude and time when signal was first heard;

2. ELT signal strength;
3. position, altitude and time when contact was lost; and
4. whether the ELT signal ceased suddenly or faded.

Post-flight

Listen to 121.5 MHz. If an ELT is detected, and your ELT has not been switched to “OFF”, deactivate your ELT by switching it to “OFF”. For those ELT models that do not have an “OFF” switch, the unit should be disconnected and re-set as per the manufacturer’s instructions. If the tone ceases, notify the nearest ATS unit or JRCC of the time the signal was heard, and the time it was deactivated. If your ELT has been deactivated and you still hear an ELT on 121.5 MHz, it may not be your ELT. Notify the nearest ATS unit or JRCC.

The ELT’s in general aviation aircraft contain a crash activation sensor, or G-switch, which is designed to detect the deceleration characteristics of a crash and automatically activate the transmitter. However, it is always safest to place the ELT function switch to “ON” as soon as possible after the crash, if practicable.

In case of emergency, do not delay ELT activation until flight-planned times expire, as such delays will only delay rescue. Do not cycle the ELT through “OFF” and “ON” positions to preserve battery life, as irregular operation reduces localization accuracy and will hamper homing efforts. Once your ELT has been switched to “ON”, do not switch it “OFF” until you have been positively located and directed to turn it off by the SAR forces.

If you have landed to wait out bad weather, or for some other non-emergency reason, and no emergency exists, do not activate your ELT. However, if the delay will extend beyond:

1. flight plan—1 hr. past ETA; or
2. flight itinerary—the SAR time specified, or 24 hr. after the duration of the flight, or the ETA specified;

your aircraft will be reported overdue, and a search will begin.

To avoid an unnecessary search, notify the nearest ATS unit of your changed flight plan or itinerary. If you cannot contact an ATS unit, attempt to contact another aircraft on one of the following frequencies in order to have that aircraft relay the information to ATS:

1. 126.7 MHz;
2. local VFR common frequency;
3. local ACC IFR frequency listed in the CFS;
4. 121.5 MHz; or
5. HF 5680 kHz, if so equipped.

If you cannot contact anyone, a search will begin at the times mentioned above. At the appropriate time, switch your ELT to “ON”, and leave it on until search crews locate you. Once located, use your aircraft radio on 121.5 MHz (turn the ELT off if there is interference) to advise the SAR crew of your condition and intentions. ELT’s and the COSPAS-SARSAT system work together to speed rescue. The ELT “calls for help.” COSPAS-SARSAT hears that call, and promptly notifies SAR authorities, who then dispatch help. Delays in activating your ELT will delay your rescue.

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.

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