

# PFC NOTAM

The Official Voice of the Pacific Flying Club  
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Website: [www.pacificflyingclub.com](http://www.pacificflyingclub.com)  
Blog: <http://pacificflyingclubga.blogspot.com/>  
Social Group: <http://pilotsinthepacific.blogspot.com/>  
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## Calendar of Member Events/Activities

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Get your calendars out and mark down these member activities.

July 18 & 19, 2009	GA Group Flyout. Golf trip, destination TBD
Aug. 15 & 16, 2009	GA Group Flyout, destination TBD (maybe Tsuniah Lake Lodge)
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

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Now that Summer is here, there are several things members should be aware of in their flight planning.

- Forest fires are a real concern for pilots with respect to reduced visibility, and NOTAM's restricting flight in the area of these fires. Please check the visibility along you planned route of flight as well as NOTAM's
- Weather factors, including pop-up thunderstorms and high-density altitudes, bring hazards such as lightning, hail, wind shear, microbursts and decreased takeoff and landing performance.
- Be aware of the increased bird activity around Boundary Bay and other airports
- The effects of hot weather can degrade performance in the cockpit due to pilot fatigue.
- With the better weather, there is increased number of aircraft to be aware of. This includes gliders (especially around Hope), ultralights, balloons, and skydivers. Keep an active visual scan pattern going during all phases of flight.

## Safety Moment

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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.

## Learn to Scan

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Flying in the Lower Mainland offers lots of challenges to all pilots, in particular looking out for other aircraft traffic and birds. An important tools in maintaining awareness of these requires the pilot to consistently scan for this traffic and wildlife hazards.

The human eye is one of the most important and complex systems in the world. Its job is to accept images from the outside world and transmit them to the brain for recognition and storage. It's estimated that 80 percent of our total information intake is through the eyes. In the air, we depend on our eyes to provide most of the basic input necessary for performing during a flight -- attitude, speed, direction, and proximity to things (like the ground), and opposing air traffic. To avoid a midair, the most important habit a pilot can develop is the ability to use their eyes to scan effectively. In normal flight, you can usually avoid the threat of an in-flight collision by scanning an area 60 degrees to the left and right of your center of vision. But, this doesn't mean you should forget the rest of the sky. Scanning 10 degrees above and below your flight path will also allow you to spot any aircraft that is at an altitude that might conflict with your own.

### ***Scan Patterns***

Now knowing that your best defense against in-flight collisions is an efficient scan pattern, there are two basic methods that have proved best for most pilots and both employ the "block" system of scanning. This type of scan is based on the theory that traffic detection can be made only through a series of eye fixations at different points in space. Each of these fixes becomes the focal point of your field of vision (a block 10 to 15 degrees wide). This gives you 9 to 12 "blocks" in your scan area, each requiring a minimum of 1 to 2 seconds for accommodation and detection.

One method of block scanning is the "side-to-side" motion. Start at the far left of your visual area and make a methodical sweep to the right, pausing in each block to focus.

The second form is the "front-to-side" version. Start with a fixation in the center block of your visual field (approximately the center of the front windshield in front of the pilot). Move your eyes to the left, focusing in each block, swing quickly back to the center block, and repeat the performance to the right. Remember to pause briefly in each block, because when the head is in motion, vision is blurred and the mind will not register targets.

### ***Avoid Complacency***

Remember, there is no guarantee that everyone is flying by the rules, or that anyone is where they are supposed to be. Quite often pilots report their position on the radio, and they are not actually where they think they are. It is a pilot's primary responsibility to "see and avoid" other aircraft.

### **Journey Log**

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When you sign an aircraft out for any flight, the Aircraft Journey Log requires particular attention from the Pilot In Command. There are several things that you must check and complete before and after each flight;

- ensure that the Airtime remaining is sufficient for your planned flight, plus a margin for delays. The time remaining is simply the Time to Next Inspection minus the total Airtime to date. Flight time is the time the engine is actually running, and is the Hobbs Time. The time it isn't running is the Calvin Time.
- there must be no ***open*** snags in the Journey Log, which includes the prior Journey Log inside the Aluminum document holder. You should go through the logs and ensure that all opened snags were either ***repaired***, or ***deferred*** by a responsible authority. This requires a signature in the Journey Log by the responsible authority.
- complete the logbook entries ***prior*** to the flight, including initialling the daily inspection section if you are the first pilot using the aircraft on that day. After you have checked the Journey Log for any open snags, you ***must*** sign the Pilot In Command section of the Journey Log for your flight.
- ensure that the weight and balance is within limits for the aircraft. That is, the takeoff weight is less than the maximum allowable for the aircraft you are flying and that the takeoff weight and center of gravity are within the safe operating envelope for that aircraft. Make sure you use the actual aircraft empty weight on the Weight and Balance Report (in the document pouch) and not the weight used by the last pilot.

Sometimes, a snag will be deferred and the aircraft put back into service. An example would be an Exhaust Gas Temperature gauge inoperative. It is not mandatory for flight, and can be left inoperative in an aircraft to be repaired at a later time. In this case, the snag would be “deferred” in the Journey Log and the blue page associated with the day the snag was entered into the log would be left in the Journey Log. In this particular case, the EGT gauge in the aircraft would be marked as being unserviceable (i.e. EGT U/S)

## **Flying to the US**

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The new US border crossing procedures came into effect on May 18, 2009. From that date on, Private pilots (or their designees) are required to submit compliant Air APIS manifest submissions through the CBP electronic Advance Passenger Information System (eAPIS) web portal or another CBP-approved electronic data interchange system. eAPIS is a web portal enabling the user to create, manage, and submit APIS manifests. A *notice of arrival or notice of departure* is required in the same transmission as the corresponding arrival or departure manifest information. This complete transmission will hereafter be referred to as an “APIS manifest.” APIS submissions made through the eAPIS web portal (<https://eapis.cbp.dhs.gov>) or another CBP-approved electronic data interchange system work to fulfill APIS reporting requirements.

Please note that when you take a club aircraft into the US, you must take the Journey Log and Document Pouch (POH, Insurance, Airworthiness Certificate, Registration, Weight and Balance Report, and Emergency Procedures) with you. This is in addition to your license and Passport. Failure to carry these documents on a flight to the US could result in a \$5,000 (US) fine per seat in the aircraft.

The key things to be aware of are;

- you must file an eAPIS arrival notice prior to arrival
- you must still phone US Customs at the point of arrival to ensure they can process you at your planned arrival time, otherwise you must amend your eAPIS arrival report.
- you should still fill out the US CBP form 178 and take it with you as a backup plan
- you must file an eAPIS departure report prior to leaving the US with the expected time you will arrive back in Canadian Airspace
- you must fill an arrival report with Canada Customs prior to arriving at a Canadian Airport.

## **Hard Landings**

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If you have a hard landing, you should inspect the aircraft for any possible damage afterwards. If it was unusually hard, you should snag the aircraft and indicate the unusual landing in the journey log. This will ensure that PFC Maintenance can check the aircraft out afterwards ensure that there was no damage that was not visible to the pilot on their inspection.

## **Securing Club Aircraft**

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We are still seeing occurrences where pilots have left their aircraft insecure on the Apron after a flight. After each flight, the PIC must secure the aircraft using the tie-down ropes, the Pitot Cover, and the Control Lock. In addition, the Flaps should be left in the up position. Aircraft that aren't secured are susceptible to rotor downwash from the numerous helicopter movement on the Apron, and the winds which CZBB seems to be seeing more of.

## **RCO and DRCO**

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Now that summer is here, many of us will be doing longer flights. Many of the preferred VFR Routes in BC are equipped with RCO's and DRCO's along the route. These can be found in the CFS in section D, “Mountain Valley Service, British Columbia and Alberta Remote Communication Outlets”. It lists the location and frequency of all outlets in BC and Alberta. RCO's in all FIC regions appear in section B of the CFS under Pacific Radio, Edmonton Radio, Winnipeg FIC - Radio, etc.

Remote Communications Outlets (**RCO**) are remote radio transmitters/receivers established as an extended communications capability. They are used to

- receive position reports;
- retransmit ATC clearances; and
- provide remote aerodrome advisory services (RAAS) or flight information services en route (FISE).

It should be noted that Flight Service Stations (FSS) offering these services are not located on-site. RCO frequencies are used like any other frequency.

A Dial-up Remote Communications Outlet (**DRCO**) is an RCO that is equipped with a commercial telephone line. The line is only "opened" once the pilot or flight service specialist has made a call, and only the flight service specialist can disconnect the line. DRCOs are used to provide FISE.

Activating the DRCO is done as follows:

- Select the published RCO frequency;
- Push the microphone button four times in no more than four seconds;
- A dial tone will be heard;
- The message "lien établi/link established" indicates that communication has been established;
- Initiate the radio communication as usual.

Difficulties?

- A "call terminated" message indicates that the telephone line has been inadvertently disconnected.
- If the line is not available, a "try again" message will be broadcast.

## VFR Communication Failure

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Although it doesn't happen that often, radio failures do occur in. Many times this is the result of finger problems with the avionics or not being totally familiar with the avionics in the airplane. Most problems can be avoided by reading the user manuals before the flight and ensuring you are familiar with them before taking off. Once in a while, it is a true failure of the radio. If that should happen to you, here are some information to help you deal with such a situation.

- Fly the aircraft!!
- Check controls and settings (Radio, Audio Panel, Avionics Master Switch ON, and Battery/Master Switch ON)
- Check headset/microphone connector jacks (properly seated, wiggle them around a bit)
- Check the circuit breakers for the COMM radios
- Check on another frequency
- If the aircraft has two radios, try the second radio
- If possible and safe, plug your headset into the passenger side headset jacks. Remember that the microphone switch on the passenger side will need to be used to activate the transmitter if that actions works.
- If none of the above work, then land the aircraft using **NORDO** (No Radio) procedures.

Section 4.4.8 "**Communication Failure - VFR**" of the AIM states;

*(a) CAR 602.138 specifies that where there is a two-way radio communication failure between the controlling air traffic control unit and a VFR aircraft while operating in Class B, Class C or Class D airspace, the pilot-in-command shall:*

*(i) leave the airspace*

(A) where the airspace is a control zone, by landing at the aerodrome for which the control zone is established, and

(B) in any other case, by the shortest route;

(ii) where the aircraft is equipped with a transponder, set the transponder to Code 7600; and

(iii) inform an air traffic control unit as soon as possible of the actions taken pursuant to (i).

(b) Should the communications failure occur while operating outside of Class B, C, or D airspace precluding the pilot from obtaining the appropriate clearance to enter or establishing radio contact, and if no nearby suitable aerodrome is available, the pilot may enter the Class B, C or D airspace, continue under VFR, and shall carry out the remaining procedures listed in (a).

Should the communications failure occur and there is a suitable aerodrome nearby at which the pilot wishes to land, it is recommended that the pilot comply with the established NORDO arrival procedure outlined in RAC 4.4.5. Arrival Procedures – NORDO Aircraft, provided in the following.

Before operating into a controlled aerodrome, pilots shall contact the control tower, inform the tower of their intentions and make arrangements for clearance through visual signals. Set your transponder code to 7600 to indicate a communication failure. The tower will see this and figure out your situation.

**NOTE:** Before operating within a control zone with Class C airspace, a clearance shall be obtained from the control tower. Tower emergency phone numbers are indicated in the COMM section of CFS for Aerodromes that have one, and can be contacted on a cellular phone (if you have one). The emergency number for CZBB is (604)946-0911.

Pilots should remain continuously alert for **visual signals** from the control tower. These can be found in Section F of the CFS (which you should have with you in the aircraft).

**Traffic Circuit** – The pilot should determine the active runway and approach the traffic circuit from the upwind side of the runway, join crosswind at circuit height abeam a point approximately midway between each end of the runway and join the circuit on the downwind leg. While within the circuit the pilot should conform to the speed and size of the circuit, maintaining a separation from aircraft ahead so that a landing can be made without overtaking it. If it is necessary for a flight to cross the airport prior to joining crosswind, this should be done at least 500 feet above circuit height, and descent to circuit height should be made in the upwind area of the active runway.

**Final Approach** – Before turning on final approach, a pilot shall check for any aircraft on a straight-in approach.

**Landing Clearance** – Landing clearance will be given on final approach. If landing clearance is not received, the pilot shall, except in case of emergency, pull up and make another circuit. (Landing clearance may be withheld by the tower when there are preceding aircraft which have not landed or if the runway is occupied.)

**Taxiing** – No taxi clearance is required after landing, except to cross any runway or to taxi back to a turn-off point. When an aircraft's landing run carries it past the last available turn-off point, it shall proceed to the end of the runway and taxi to one side, waiting there until instruction is received to taxi back to the nearest turn-off point.

### **Don't be a Dipstick**

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We all use the fuel dipstick to determine the amount of fuel in the aircraft before flight, but not all dipsticks are created equal. This means that you cannot interchange fuel dipsticks between aircraft and obtain a correct fuel quantity reading. Standard C-152's have dipsticks that indicate up to 12 1/4 US Gallons per side, but C-GINK is a C-152 which has long range tanks and has a fuel dipstick particular to its capacity (18 3/4 US Gallons per side).

Standard C- 172P's have dipsticks that indicate up to 20 US Gallons, but C-GPGG has long range fuel tanks and has a fuel dipstick particular to its capacity (26 US Gallons per side). The R172-K (C-GIWM) has a special dipstick which is labelled and only usable with that aircraft. The C-172R (C-FPAK) has a fuel bladder and capacitive fuel gauges that are accurate and do not require you to use a dipstick. The Diesel, C-GTAE, has capacitive fuel gauges that are accurate and do not require you to use a dipstick. The Piper Warrior has metal tabs inside the fuel cap where you visually inspect the fuel level, and no dipstick is required.

If you are checking the aircraft fuel level before your flight and can't find the dipstick, don't take one from another aircraft to measure your fuel level. Go to Dispatch and obtain a replacement dipstick appropriate to aircraft you are flying. If you have any questions or doubt, ask an Instructor or someone in Maintenance.

## **Rocks On!!!**

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Many of you are aware of the poor shape of the Apron area at CZBB. This is due to the fact that it very old, and weather has caused the concrete to crack. As a result, you can find pieces of concrete and gravel on the Apron area. Alpha Aviation does its best to remove this by sweeping the Apron area, but they can't sweep around our aircraft. Anytime you are walking around the Apron area and see any concrete, gravel, or other debris, pick it up and dispose of it in the garbage. Even though this material is small, it can do serious damage to aircraft and people. It is not unusual for me to pick up a handful of debris every time I walk out to an aircraft. Maybe we could collect it and build a Ski Hill adjacent to CZBB for those Winter months?

## **General Aviation Update**

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### **GA Social Group**

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Check out the PFC GA "Pilots of the Pacific" Social Blog for details of our various social activities. All members are welcome. The link is <http://www.pilotsofthepacific.blogspot.com/>.

### **Flyouts**

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We have Flyouts planned on a monthly basis throughout the Spring and Summer

- July 18 & 19, 2009 GA Group Flyout. Golf trip, destination TBD
- Aug. 15 & 16, 2009 - this is a show and go event. We will have a number of possible destinations planned and will select one of these on the day of the flyout. This allows us to take into account any weather issues.
- Sept. 16-20, 2009 - National Championship Air Races and Air Show in Reno, Nevada

## **Training**

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### **Pilot Training - Advanced Airmanship**

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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**

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The dates for the IFR courses are available from Dispatch. To register for one of these course dates, see PFC Dispatch or go to <http://www.aerocourse.com/>.

## **PCTIA CONTRACTS FOR COMMERCIAL TRAINING**

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All flight training schools are required by law to be registered with the Private Career Training Institutions Agency of British Columbia. Information about this government agency is available at [www.pctia.bc.ca](http://www.pctia.bc.ca).

All students enrolled in a commercial program (Night Rating, Commercial Pilot Licence, Multi-IFR Rating or Instructor Rating) must sign a PCTIA approved contract with the school they are training at that outlines the schools responsibilities, course fees, tuition and payment schedule. This contract is to protect the student in the case of a school failure. Pacific Flying Club is required, by law, to maintain contracts for all students enrolled in these courses.

Effective June 1, 2009, PCTIA is requiring two contracts to be maintained on file for each student: one pertaining to the instructional costs of the course and one for the equipment and other fees. Over the next month, we will be reviewing all files to ensure students enrolled in these courses have the appropriate contracts on file. Dispatchers will be asking members if they are pursuing one of these ratings or licences and giving you the contracts to sign. Please review them and if you have any questions, email or call Pat Kennedy.

Pacific Flying Club is not only registered with PCTIA as required by law but also accredited by them which is voluntary. The Club was the first flight training centre in the Lower Mainland to achieve accreditation with them.

## **Message from Management**

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At the April 7 2009 PFC Annual General Meeting, the club conducted its normal business, plus elected Board members for the new term. The new PFC Board consists of the following:

President	Pete McConnell	Director at Large	Fred Osther
Past President	Steve Tull	Director at Large	Ted Almas
Vice President	Dave Majoribanks	Director At Large	James Hollis
Secretary Treasurer	Pat Darragh	Director at Large	Richard Higgins

The only real change to the Board was Steve Tull stepping down from his role as President to become the Past President. Steve has been a tireless volunteer at the Club for over 15 years. He obtained his Private Pilot Licence at the Club in the mid 1990's and never looked back. His enthusiasm for all things relating to the Club, aviation and flying is second to none. Steve has been on the Board for over 10 years and has just stepped down from President. He will continue on the Board as Past President. In the past, Steve organized multiple flyouts to Reno and set the standard for what is now a very active General Aviation group.

## **CZBB Updates**

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The Vancouver 2010 Olympics will have a major effect on the operations at all local aerodromes, especially CZBB due to its proximity to some of the events and CYVR. At this point in time, all airspace in the Lower Mainland during the period Jan. 24 2010 to March 24 2010 will be NOTAM'ed to be Class F Restricted Airspace 24/7 from Sea Level to 18,000 feet ASL. There will be essentially two rings centered on YVR and Whistler. During this Olympic event, any pilot flying out of CZBB is required to have an active flight plan, Mode C Transponder, and 2-way communications with ATC. In addition, all flight crew MUST be registered with the Olympic Security officials. Any AC departing CZBB will be screened by CATSA and Olympic Security personnel, and any AC entering CZBB (unless they preclear at CZBB without a stop enroute) must preclear at CYPK, CYNJ, or CYXX.

Watch for more information regarding the Olympic Event flying restrictions on July 2, 2009 when an AIP supplement will be issued, and an AIC will be issued on July 20, 2009. The complete package will be issued on Oct.

22, 2009 as an AIP Supplement. In Nov. 2009, a Supplemental VTA will be issued for the lower mainland/Olympic area that you will absolutely need if you intend to fly during that period. Applications to get a registration number to fly during the Olympic period will begin in Aug. 2009. For more information, check the AIP, AIC, and the Vancouver 2010 Integrated Security Unit site at <http://www.v2010isu.com/>.

Security during the Olympics is a very serious matter. There will be a very strong military presence during the games, and unless you want to go nose to nose with an F-18 Hornet you should be extremely familiar with the requirements on pilots during this period. Watch for further details in the NOTAM and the Blog.

## **PFC Fleet News**

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At the end of May, maintenance finished a major overhaul of C-GBLP. This included a complete stripping and repainting of the aircraft, engine overhaul, new windows, and several other upgrades. Right now it looks like it just came out of the Cessna Factory.

## **We are Looking for Your Input**

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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](mailto:pacificflyingclubga@gmail.com).

## **Electronic Delivery of the NOTAM**

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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 by e-mail to [pacificflyingclubga@gmail.com](mailto:pacificflyingclubga@gmail.com).

### **NOTAM Delivery (tick all that apply)**

E-Mail       Surface Mail

### **Event Notifications**

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

Name: \_\_\_\_\_ E-Mail: \_\_\_\_\_

We will only use your e-mail for the delivery of the NOTAM and (if you selected it) notification of PFC Events. It will **NOT** be provided to other parties or used for other purposes under any circumstances. You can remove yourself from the e-mail distribution list at any time by sending your request to [pacificflyingclubga@gmail.com](mailto:pacificflyingclubga@gmail.com). If you do this, you will go back to delivery by surface mail.