

PFC NOTAM

The Official Voice of the Pacific Flying Club
November 2008
Issue 2008 - 3



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

Get your calendars out and mark down these member activities.

November (Date TBD)	Pilot Briefing Seminar on Flying a Citabria
<i>December 5, 2008</i>	<i>PFC Christmas Party</i>
January 31, 2009	Ben Hoben Safety Seminar
April 2009 (Date TBD)	Annual General Meeting
Sept. 16-20, 2009	2009 National Championship Air Races and Air Show, Reno

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

Directors Report

We have had a recent addition to the Board of Directors for PFC. With Kevin McQuiggin stepping down from the Board to take on a part time instructor position with the club, there was a vacancy. At the last Board meeting, Ted Almas accepted a position on the Board to fill that vacancy. Welcome aboard Ted!

Ted has been flying quite a while, and is in the process of finishing off his homebuilt Advanced Ultralight in his garage. He is quite active as a pilot, and has been on all of the GA Flyouts. His aviation and business experience will be great asset to the club and its members.

Message from the Management

Michelle Jones is leaving shortly to pursue a career in the construction industry with a family owned business. We wish her well and will miss her. We tried to grab her legs as she left but no luck! Welcome to Linda Hall who will be assuming many of Michelle's duties over the next few months. Drop in and say hi to her next time you're in.

Remember to attend the PFC Christmas Party at the Club on December 5, starting after 3 PM. See you there!

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.

Winter Weather Operations

Now that winter is rapidly approaching, we are getting into that time of year when aircraft icing is a real issue. Prior to each flight, you should check the weather prior to takeoff, for the enroute legs, and at the destination for any possibility of icing. In addition, the aircraft on the apron can have light to severe icing that has occurred during the day, requiring you to de-ice the aircraft before flight. And just to add to winter excitement, icing on the runways, taxiways, and the apron can severely reduce the tire traction on the movement surface and cause the aircraft lose braking and steering control, causing the aircraft slip, slide, etc.

Where frost, ice or snow may reasonably be expected to adhere to the aircraft, the Canadian Aviation Regulations (CARs) require that an inspection or inspections shall be made *before take-off or attempted take-off*. The reasons for the regulations are straightforward. The degradation in aircraft performance and changes in flight characteristics when frozen contaminants are present are wide-ranging and unpredictable. Contamination makes no distinction between large aircraft, small aircraft or helicopters, the performance penalties and dangers are just as real.

The significance of these effects are such that no person shall conduct or attempt to conduct a take-off in an aircraft that has frost, ice or snow adhering to any of its critical surfaces. Critical Surfaces of an aircraft means the wings, control surfaces, rotors, propellers, horizontal stabilizers, vertical stabilizers or any other stabilizing surface on an aircraft and, in the case of an aircraft that has rear-mounted engines, includes the upper surface of its fuselage. If you have any doubt about winter flying conditions or de-icing an aircraft, review them with one of the PFC instructors. It is time well spent!

One of the PFC Member benefits is that we have a deicing cart that is used during the winter months where a hot de-icing fluid is used to remove ice from critical surfaces on the club fleet. If your aircraft needs de-icing, let dispatch know before your planned engine start time and they will arrange for a trained PFC staff member to swing by with the cart and de-ice the aircraft. Once they have deiced the aircraft, you should be ready to start the engine and depart immediately afterwards. If you delay too long, the critical surfaces can get iced up again even worse than before, requiring another deicing procedure. There is no charge for this service, it's covered by your membership fees.

Another important thing to do in the winter is ensure that you and your passengers have appropriate winter clothing which you could either wear or carry with you. This should consist of head gear, warm jacket, warm pants, gloves, and warm waterproof boots. The clothing should be appropriate for the conditions on the ground you are overflying. Even though weather at the departure and destination airports may be mild, you may have to make a diversion or forced landing in extreme winter conditions. Under those circumstances, warm winter clothing becomes a survival issue for the pilot and passengers. A proper survival kit should also be carried.

Baggage Security and the CAR's

In the PFC Standard Check List, item A of the Start Check says "*Baggage, loose articles secure*". This check item is there for the safety of the occupants, and it is a requirement of the Canadian Aviation Regulations. The relevant section of the CAR's is paragraph 602.86 of the CARs, and it reads in part as follows:

"602.86 No person shall operate an aircraft with carry-on baggage, equipment or cargo on board, unless the carry-on baggage, equipment and cargo are;

(1)(b) restrained so as to prevent them from shifting during movement of the aircraft on the surface and during take-off, landing and in-flight turbulence.

(2)(a) the safety equipment, the normal and emergency exits that are accessible to passengers and the aisles between the flight deck and a passenger compartment are not wholly or partially blocked by carry-on baggage, equipment or cargo;

The term cargo refers to things such as survival kits, flight bags, the Journey Log, etc. Restrained cargo means that it is firmly secured with a rope or cargo net that has sufficient strength to hold the load and it will not move or shift when you apply a force to it. This will prevent any baggage/cargo from becoming firmly implanted in the skull of the pilot or passengers of flying through the window should you come to a sudden stop or experience turbulence in flight.

Fire Extinguishers

In the PFC Standard Check List, item B of the Preflight Inspection Check says “*Fire Extinguisher charged and secure*”. We recently had a situation where we found an extinguisher in an aircraft that was discharged, and possibly flown on a previous flight in this condition. When you do the preflight, check that the extinguisher is actually secure in the mounting bracket and that it is properly charged. The figure below shows properly charged extinguisher with the needle showing in the green. If the needle is in the Recharge or Overcharge areas, refer it to maintenance.

You should also ensure that you are familiar with the proper operation of the fire extinguisher as outlined in the aircraft POH.



Clean Cockpit

How many times have you gone out to the aircraft and found it full of old gum wrappers, water bottles, pens, window cleaner, dead rodents (OK, maybe not dead rodents), etc. When you complete a flight, you should clean up the aircraft interior for the next person. This not only means gum wrappers and dead rodents, but also things like flotation gear, survival kits, etc.

You should also give the aircraft a thorough check before you go up flying to ensure that there are no loose items laying under the seats, in the baggage area, or in places that would interfere with the movement of the control surfaces of the aircraft.

Checking the Journey Log

When you are checking out the Journey Log prior to your flight, make sure you check on the current page and all of the previous pages to ensure that some piece of equipment required for the flight has not been removed and/or deferred. One example would be an ELT. It can be removed from the aircraft and its replacement deferred, but as per CAR's 605.38(3)

(d) operated by the holder of a flight training unit operating certificate, engaged in flight training and operated within 25 nautical miles of the aerodrome of departure;

That means the aircraft could still be used for flight training, but it would not be suitable to take on a dual cross country or rental flight. Be sure to check the Journey Log for snags. These must either be closed or deferred by the appropriate authority. The Blue Pages left in the Journey Log for prior flights indicate snags that have been deferred or not closed. If in doubt about any deferrals in the Journey Log, check with an instructor at the club.

MF and ATF Procedures

If you plan to fly to airports other than controlled ones such as CZBB, you should ensure that you are familiar with the proper procedures to be followed at uncontrolled airports which are classed as MF or ATF. These can be found in the Aviation Information Manual, which is document number TP 14371E. These are covered in Section 4.5 of the Transport Canada Aeronautical Information Manual (TC AIM). These procedures are particularly important at any ATF airports, and especially at busy places like CYCW.

You can buy a hardcopy of the TC AIM at the club, or you can download a free PDF version from the Transport Canada site (<http://www.tc.gc.ca/CivilAviation/publications/tp14371/menu.htm>). The current version became effective on October 23, 2008.

Aircraft Emergency Procedures Check List

All of the aircraft in the PFC fleet have a pouch containing a copy of the Emergency Checklist from the POH for the specific aircraft type. These are intended to give the Pilot quick access to them should they be needed. For consistency of access, these should be located in a common location that is easy for the Pilot to access. The standard for the PFC fleet is;

- Cessna 172's - should be located in the pilot side kick panel, near the leftmost control pedal
- Cessna 152's - should be located in the pouch on the rear of the passenger side seat.

Aircraft Tie Downs (or Gone With The Wind?)

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 secured as follows;

- nose wheel aligned on the T in the parking spots
- Master, Mags, and avionics OFF
- flaps up
- aircraft securely tied down using tie down ropes
- pitot cover on
- control lock on

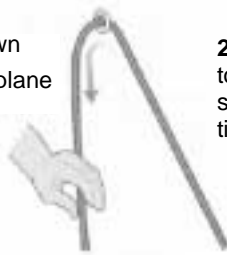
If you are unsure about any aspect of securing the aircraft after flight, please ask.

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 sure you secure the aircraft as per the list above before walking away from it.

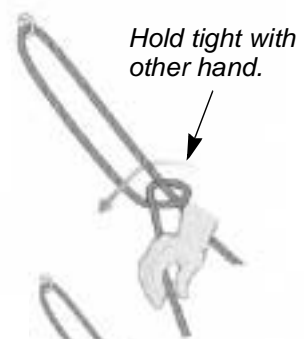
The following diagram shows how to tie down an aircraft using one of the approved methods, consisting of two half-hitch knots. Make sure that the tie down rope is in good condition and long enough to actually tie the knot. If

is not, notify maintenance and they will install a new tie down rope. Although its is not very clear in the diagram, the two half-hitches should be pulled very tight to ensure the knots are locked.

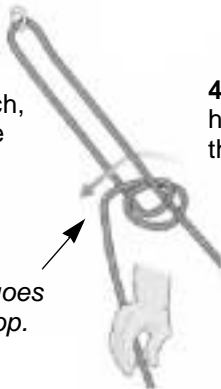
1 Run rope through the tie down eyelet from the back of the airplane to the front.



2 Circle the line around and through to form the first of two half-hitches, six to twelve inches from the airplane's tiedown eyelet.

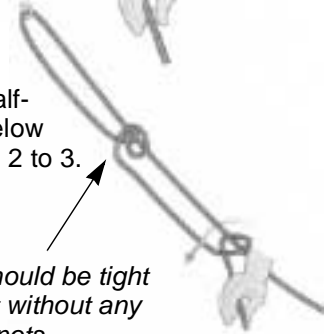


3 Repeat to form a second half-hitch, pulling the line around and over the first, then locking it under the first with a sharp tug.



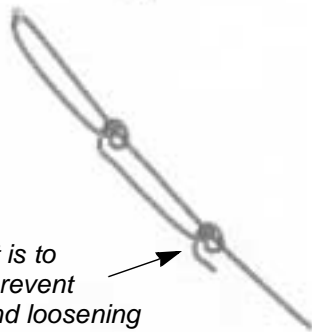
4 Now form a second set of half-hitches six to twelve inches below the first set by repeating steps 2 to 3.

This knot should be tight and be tight without any additional knots.



5 The two sets of half-hitches are complete. For best results, use proper line and solid ground attachment points.

The purpose of the second knot is to secure the tail of the rope and prevent the rope from moving around and loosening the first knot.



General Aviation Update

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:

- Applicants for new licences and permits in any category will receive documents in the new booklet format.
- Airline transport pilot licences (ATPL) and commercial pilot licences (CPL) will be the first to be processed into the new booklet format. 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 licences with the new booklet format will only be accepted after January 1, 2009.

All remaining old format licences and permits are scheduled to be replaced by December 31, 2010. Applications for replacing these documents with the new booklet format will only be accepted after January 1, 2010. Check out the Transport Canada website for more details (<http://www.tc.gc.ca/civilaviation/general/personnel/changes.htm>).

GA Social Coordinator

The General Aviation Group now has a Social Coordinator. Laura Johnson has taken on this role in the club to lead this important activity for our members.



Hello fellow pilots of the PFC General Aviation group! I'm your social events coordinator and my goal is to organize flying oriented activities and social events. The social club is open to all GA members and the primary purpose is to bring people together who share the same passion of flying. The social events are a great way to meet fellow pilots prior to flyouts, for sharing stories, and keeping the club active when we're not flying. We would also like to develop this into a dynamic learning environment such as promoting safety, mastering acquired skills, and keeping apprised of any airspace changes. See you in the pilot's lounge!

*If you have any comments or suggestions please E-mail Laura at **pfcgasocial@gmail.com**. We also have a facebook group Pacific Flying Club General Aviation Group.*

Flight Sharing Web Site

The flight sharing website was activated in late July of this year, and we have a few people signed up as users. There are still a few teething problems we are encountering, but we'll work these out over time. The intent of site is to allow members to ask any other members if they are interested in sharing a ride (and airplane costs) for trip somewhere. All communications is done via e-mail, so we have taken humans out of the loop for the most part.

The site also contains documents in PDF format that are useful to pilots. These consist of flight plans forms, US Customs forms, weight and balance sheet, Aircraft Signout Sheet. etc. It also contains user manuals for all of the GPS units in the fleet, some radios, the Garmin Audio panels and transponder.

Training

PPL/CPL Ground school

CPL ground school commenced October 7, 2008. If you wish to pursue your Commercial Licence, 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.

You can also register for an online ground school. Check with Pat Kennedy for details.

IFR Ground School

Check with Dan Martens at the club for details of any scheduled courses.

Night Flying

In October we held a Pilot Briefing Session on Night Flying. This was meant to serve as a “rust remover” for those who already are night rated, and as an introduction for people who want to get their Night Endorsement this fall. If you want to get your night rating this fall, this seminar was definitely worthwhile. Flying at night can be really fun, but you do need the training and to keep current.

Starting in November, we are offering members a chance to go up with an instructor and do a night flight to see if it is something they would like to pursue through to the Endorsement. The flight is different than the normal first flight of the program where it is basically circuits. This one will consist of you getting exposed to circuits, night cross country, night illusions, etc. Weather permitting, it will involve a short cross country night flight to some place like Nanaimo, Chilliwack or the like. This is a great way to see if you would like night flying and still have the time count towards your endorsement. Watch the Blog for details,

Places to Fly

Reno, Nevada

The GA group organized a flyout to the Reno Air Races in September. We had four aircraft for the trip (C-GIWM, C-GTAE, C-FPAK, and C-GPPV) piloted by Ted Almas, Karen Douglas, Laura Johnson, Bob Lukas, Charles Mathieson, Pete McConnell, Fred Osher, and Amar Shan. We departed CZBB at 7:30 AM on September 11 and flew to KPDX, KLMT, and KRNO, arriving at around 5:30 PM. This gave us three days at the Reno Air Races, which is a must attend for aviation enthusiasts. We had three days of racing by aircraft in several categories (warbirds, jets, harvards, etc.), an excellent Pit Area, and demonstrations by the US Air Force Thunderbirds, the F-22 Raptor, and many others. The group had a great time at the air races, and also with the socializing with fellow pilots. We departed KRNO at 7:00 AM on September 15 and flew via KLMT and KPDX back to CZBB, arriving at around 5:30 PM. Everyone had a great time flying in what can only be described as perfect VFR weather as well as the social aspects of the trip.

We have scheduled another GA Group Flyout to the 2009 Reno Air Races, so watch the NOTAM and the Blog for details. This will consist of people taking PFC aircraft on the trip, and commercial flights for those who can't make the flyout or want to bring their spouses.

CZBB Updates

There is a study underway by NavCanada to change the airspace in the Lower Mainland. If you go to the Blog, you will find details there.

PFC Fleet News

Citabria

Well, the rumors are now official. PFC will be acquiring a Citabria!. The aircraft arrived in early October and is just waiting to finish some Transport Canada paperwork before it goes on-line. This is a brand spanking new high wing tail dragger, Red and Grey Exterior with Grey interior, and up to date avionics.

This aircraft will require a more thorough checkout than any other aircraft in the fleet, but its worth it! One experienced tail dragger instructor has commented that some people may take a s long as it does to go solo. Members are cautioned that *this Model of the Citabria is not aerobatic, and therefore no aerobatic manoeuvres are permitted*. Watch for more details on the Blog.

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 and Event Notifications

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.

You can also be added to a separate e-mail list to let us notify you of any upcoming events and activities. You would generally receive notifications before we post them around the club or announce them in the NOTAM.

If you wish to receive the NOTAM by e-mail and/or get event notifications by e-mail, just send a request by e-mail to pacificflyingclubga@gmail.com.

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Cheers

Pete