



PFC NOTAM

The Voice of Pacific Flying Club

October 2006

Issue 2006-2

www.pacificflying.com

UPCOMING EVENTS

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| Tuesday October 10 | Commercial Groundschool commences subject to demand. 6:30 pm at the Club - you must pre-register with dispatch |
| Saturday October 27 | Pilot Information Session at the Club at 10 am
"BE A PFC NIGHT OWL" - an introduction to the wonderful world of night flying. No charge |
| Saturday November 25 | Pilot Information Session at the Club at 10 am
"I'm Sick of Flying to Chilliwack for Pie - Where Else Can I Go?" A fun, informative session on other great locales to fly within 2 hours of Boundary Bay |
| Friday December 15 | Christmas Open House at the Club 3pm - 8pm. Free eats, giveaways, draws for free flying, music - be sure to drop in! |
| Saturday January 27 | 7 th Annual Ben Hoben Aviation Safety Seminar
INTRODUCTION TO SAFETY MANAGEMENT SYSTEMS
A look at the new culture of aviation in Canada - what does it mean for companies and you, the pilot. Also, an intro to PFC's SMS and your role and responsibilities. This is a no charge all day seminar with lunch included - you must preregister to attend. Transport Canada will be participating as well as a consultant in SMS, Pat Kennedy and Clark Duimel. The seminar runs 10 am to 3 pm. |

From The "Left Seat" of C-GIWM. . .

By Bill More, Longtime Member and Charter Member of the Save the Hawk Committee

There are several compelling reasons to fly more often in this really *FUN to FLY* aeroplane. If you have not yet checked out . . . think about it as the Club is absorbing costs to have the checkride in IWM the same rate as the regular 172!

Through the encouragement of the Flying Club and the Board of Directors and the enthusiastic support of members we are seeing the hours accumulate at a satisfying rate. Those of us who rent IWM more often are hopeful that the usage will allow the Club to justify keeping IWM as part of the fleet next year. Just last week, while making the right turn into PFC's parking lot, I noticed that the wings were off IWM to be repainted. I had no idea that our increased flying of this wonderful aeroplane required this maintenance step!

Here are some of the reasons:

RESPECT . .

This is Cessna 172 "Charlie Golf India Whisky Mike" at the Flight Center - VFR Flight Plan -round robin -Victoria looking for 4.5 with "Delta" for TAXI. Immediately you can tell from the controller's reaction that you are respected as you are operating a more serious aeroplane. At least that is my feeling !

FUN

When cleared for take off, whether you are close to full gross or in the utility category, you get a rush applying full power with this 172. The "kick -in- the- pants" feeling when the six cylinder engine combined with a big prop in fine pitch moves you so quickly to sufficient rotation speed is a unique feeling of really flying a fine machine.

UTILITY

IWM has the highest useful load of any aircraft in the fleet. - 937.3 pounds. Yes it is easy to use up the difference to a regular 172 with full tanks being long range. But often it can be managed to ensure an appropriate weight and balance with 4 adults for a flight.

ECONOMY

The assertion is that over a flight of reasonable distance and proper fuel management the increased cost of the trip has a better yield in better time.

FLYING together!!

We hope that IWM renters will work on connecting with other "renters" to enable this wonderful aircraft to be used for longer and more interesting trips. For example four of us reorganized an interior trip (WX no go) to a coastal one up to ALERT BAY via Powell River , Port McNeil, Courtenay Airpark, Victoria and back to ZBB - 4.5 hours of flying with each pilot being PIC for each leg. A real experience flying trip - great scenery and great company!

This is an open invitation from two of us on the "SAVE the HAWK" unofficial committee to join us for a flight! Just a familiarization or practice or just for fun

CALL us or e mail . .

Bill More 604-761-5384 cell 604-980-4073 - billchris@shaw.ca
or Harry Pride 604-433-4797

Finally safe flying this fall !

SAVE THE HAWK XP UPDATE

In our last issue, we discussed the fate of GIWM. Your Board deferred a decision on selling the aircraft in response to requests from several Hawk enthusiasts to see what this year brings in terms of flying.

Total hours in 2006: 282 hours as of September 30

Total hours in 2005: 233.7 over 8 months

Total hours in 2004: 375 hours

Total hours in 2003: 337

The aircraft is currently wingless having sheet metal work done on its wings so its lift is not ideal at the moment. We hope to have back on line in about 3 weeks but are at the mercy of the sheet metal shop who are short staffed with the upsurge in demand at this time. As soon as we get the wings back, we'll be working diligently to get this plane back up and running or flying!!!

INTRODUCTION TO PACIFIC FLYING CLUB'S SAFETY MANAGEMENT SYSTEM

Pacific Flying Club has been working diligently with Claudio Lerner of Lerner Systems Solutions towards the development and implementation of the Club's Safety Management System.

Transport Canada has mandated that all operations in Canada will be moving towards full implementation of an integrated SMS in the next 3-5 years. PFC, being proactive, wants to get a head start on this process, seeing the safety dividend to be realized. We believe it is useful to bring members and students up to date on SMS and demystify the term and process.

What is SMS?

A safety management system is a businesslike approach to safety. It is a systematic, explicit and comprehensive process for managing safety risks. As with all management systems, a SMS provides for goal setting, planning and measuring performance.

The 4 P's of SMS

1. Philosophy
2. Policy
3. Procedures
4. Practices

The Team Approach

Everyone contributes to the safety health of the organization, not simply management. Management, instructors, dispatchers, maintenance personnel, administration and members and students all have a role. Safety management will be more visible in some departments than in others, but the system will be integrated into the "way we do things" throughout the Club. The safety policy is the driving force behind the Safety Management System. It takes a team approach to make it work for all of us.

Safety Policy

The Club's Safety Policy is enclosed with this newsletter. Please take a moment to review it. These are not simply words but a living, breathing document which outlines the goals and objectives of the Club's SMS and responsibilities.

What Can You Expect

Over the next 18 months, components of the SMS will be introduced. The first requirement is the appointment of an Accountable Executive who bears ultimate responsibility for establishing and maintaining the SMS. The Club's Accountable Executive has been identified as the President of the Club, Steve Tull, on behalf of the Board of Directors.

Risk Hazard Reports have been at the Club for quite some time. If you identify a risk, you are asked to complete a form available at dispatch and submit to Clark Duimel or Pat Kennedy. The Club will then take that form and follow up according to a detailed flowchart and implement changes where it is deemed advisable. The reporting system within SMS is a critical component. The purpose is not to assign blame but to identify what conditions led to an error or a risk and to look at ways to mitigate or control the conditions that led to the occurrence or hazard

Expect to see changes to the Sign Out Sheet over the next year as well as we gradually introduce components of the SMS.

We will hold a full information session on SMS at the Ben Hoben Aviation Safety Seminar in January 2007 to better educate our students and members. We hope to demystify the whole SMS process and identify the regulatory changes as well as changes in Club procedures.

Each newsletter will provide an update and further information on our movement towards full implementation of the Club's SMS.

WHAT'S NEW/WHO'S NEW/ WHO'S GONE/WHO'S BACK??

- Welcome to new staffers: Alison Howard is the Club's Accountant. She comes to us from Fraser Health Authority and has taken on the responsibility for accounting and BCIT administration. Jacqueline Millar, the Club's bookkeeper, retired in May and Steve Nishi, Program Coordinator, is now working for Alpha Aviation, Boundary Bay Airport's management company. Welcome to Sandra

Wade who is a new dispatcher with the Club. Michelle, Aven and Sandra are your main contacts for dispatch services.

- New instructors to the Club in 2006 include: Jonathan Misrighi, Anita Kargl, Angela Cantwell, Bon Lochridge, Phil Ghent, Kelly Rogers and Kyle Leggett
- Congratulations to Michael Bailey who is now working full time for Pacific Coastal Airlines
- Welcome back to Robyn Stewart who is back from Ontario for a short stint helping out with the BCI T groundschool program this fall.
- PFC will be presenting a seminar at the upcoming Air Transport Association of Canada Annual General Meeting on SMS and what they discovered, found challenging, would do differently, etc....
- Pat Kennedy is representing ATAC at the VANOC planning meetings for aviation for the 2010 Olympics...lots of preplanning required involving all levels of government, industry, Nav Canada and various branches of government.

YOUR AIRPORT: HOW YOU CAN HELP

Recently, Boundary Bay Airport has been getting some attention from non-airport users concerned about the changes at the Airport, noise levels, possible impacts on the environment, local community, impact of changes, etc. We strongly encourage you to write or email the following people with your impressions of the airport and the positive impact ZBB has on you, the community, or any aspect you feel important. It is necessary that the owners of the airport, the Corporation of Delta, hear both sides.

Contacts: Mayor Lois Jackson: Email is mayor@corp.delta.bc.ca
Councillor Robt Campbell: Email is rcampbell@corp.delta.bc.ca
Councillor Scott Hamilton: Email is shamilton@corp.delta.bc.ca

Written Submissions: Mayor & Council, The Corporation of Delta, 4500 Clarence Taylor Crescent, Delta, British Columbia V4K 3E2

I would suggest you cc the Corporation of Delta's Boundary Bay Airport Advisory Committee as well to the same address above - you can cc me at pkennedy@pacificflying.com as well and I will ensure it reaches the city's Advisory Committee of which I am a member. The airport is undergoing some much needed improvements. As 2010 approaches, the airport will see some infrastructure improvements and the possible introduction of small scheduled services (Beech 1900, King Air, etc.). Fears about larger aircraft and airlines coming into ZBB are unfounded. As pilots, we all know the runways aren't long enough, wide enough or strong enough.