

JANUARY 2023

THE PACIFIC FLYING CLUB MEMBERS' NEWSLETTER

In this edition:

- Coffee and Donuts Event Details
- Sign up for a Tour of PFC's Maintenance facility!
- Introducing WXBrief.ca
- Nanaimo Trip Sheet
- Alex Binek's Essay "On the Value of Hangar Flying"
- Contest to Name the Newsletter
- A Call for Contributions



COFFEE AND DONUTS EVENT
WITH THE GENERAL AVIATION CLUB

SUNDAY JANUARY 22ND

9AM – 11AM @ PFC



SIGN UP FOR A TOUR OF PFC'S MAINTENANCE FACILITY!

**Sunday, February 19th
9AM-12PM @ PFC**

Students and licensed pilots alike can benefit from seeing the hard work that goes into keeping PFC's fleet airworthy

Sign up by emailing us at gagroup@pacificflying.com

Spaces are limited and will be granted on a first-come first-serve basis based on the time of your sign-up, so sign up now!

Members who sign-up for the February 19th tour after all available spots have been filled will be put on a waitlist for the next scheduled tour. Further updates will be posted in the PFC Members' Facebook group.





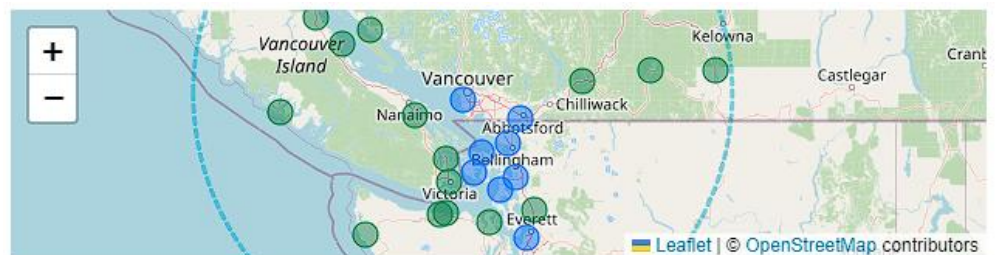
Introducing WXBrief.ca

- Florian Krauthan

Before each flight, every pilot should have a thorough understanding of the relevant NOTAMS and the current and forecasted weather. Luckily, the October edition of the Newsletter introduced us to notam.ca, but what tools can we use to understand the weather? Luckily, the old weather brief website AWWS still exists and does a decent job of giving us all the information we need. However, with changes continually being made by Nav Canada, it seems to be only a matter of time before key elements from the AWWWS site are migrated to the new CFPS website (which already lacks a couple of more modern features).



Like NOTAMs, I find the new weather brief experience on the new CFPS website particularly dissatisfying. In response, I set out to build a more modern (fully mobile friendly) system called wxbrief.ca which supports the following:

- Airmets/Sigmets
- PIREPs
- TAF/METAR
- GFAs (including Local Graphic Forecasts) and Upper Winds



For TAF/METAR, the page auto color codes flight

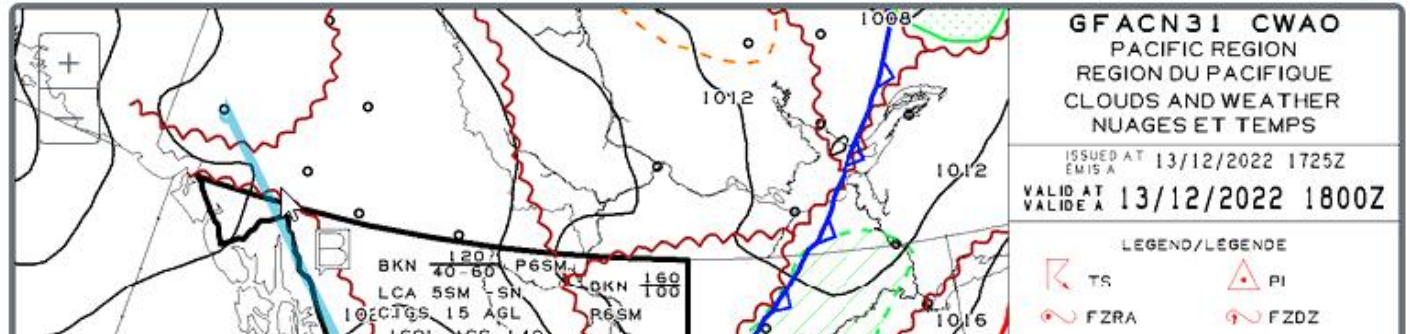
categories (VFR, IFR, etc) based on the observed/predicted weather statement. You can see all the reporting stations and their current (predicted) condition on an intuitive map. In addition to that, it provides the current official weather cameras if any are located at the airport.

  **MVFR** CYVR 132300Z 07004KT 040V130 15SM OVC015 04/01
A3026 RMK SC8 SLP249





Clouds & Weather - Pacific (GFACN31)



For GFAs (including Local Graphic Forecasts), it re-adds the airport tooltip when hovering over an airport dot (this even works on mobile devices by clicking on it). It also adds a zoom feature and plots an approximate route (shown in light blue) on the GFA based on the entered routed (please note that this is a very rough approximation and not the exact flight path flying from point A to B).

YVR		for use	6000			7000			9000		
FBCN31 CWAO FCST BASED ON 131800 VALID 140000	→	20-03	310	28	0°	303	27	-1°	290	25	-3°

The Upper Winds are displayed in a table (like the AWWWS website) and has a built-in interpolation system so you can easily configure an altitude that is not part of the official Upper Winds forecast and it uses the lower and higher value to interpolate.

All these features will hopefully provide pilots with an effective way to understand the Nav Canada weather data to ensure safe flying.

Did you know: When on notam.ca or wxbrief.ca you can click on the top left page name to swap to the other site. This will auto-populate the entered route and allows you to quickly check NOTAM and weather for your route of flight!

Note: This is a private project and in no way connected nor endorsed by Nav Canada. Even though the data source is the same, some data might not be displayed 100% accurately and it is the pilot's responsibility to verify the information displayed.





Nanaimo Trip Sheet

- Frank Wu

Trip description: Nanaimo is an attractive destination for those who want a short flight from the Mainland and a scenic, laid-back Island experience. The Gulf Islands' view is stunning from above. Once there, you can either take a short break in the Nanaimo Flying Club (NFC)'s Clubhouse or take a 15-minute taxi to explore downtown Nanaimo for some fresh coffee and walk along the Nanaimo Harbour.

Route: CZBB – VCEST – CYCD (~0.9 Hobbs time each way)



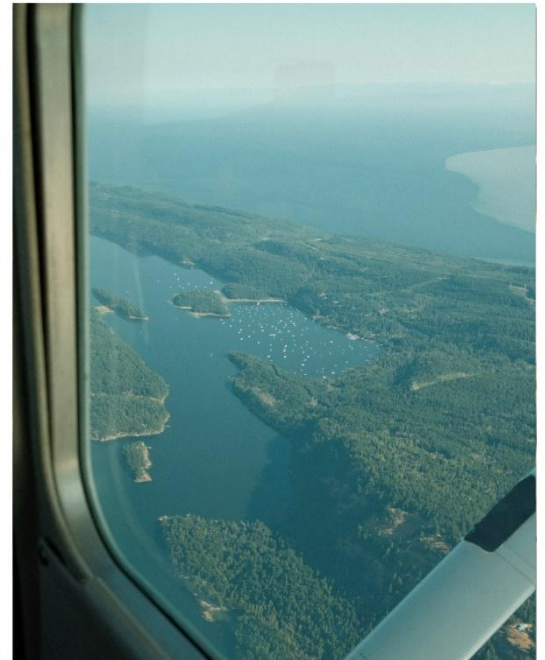


Airspace: The flight is over water, so the minimum altitude will be 4500' to allow for gliding back to land in the event of engine failure in accordance with PFC procedures. You will be given either the Point Robert's or West Point departure depending on the active runway. Note that both procedures require flight not above 2000'; further climb needs to be cleared by Vancouver Terminal on 125.2. Bay Tower will usually hand you over to Terminal when you are close to 2000', but you may need to remind them if they forget. Once you are over water, Vancouver Terminal will hand you over to Victoria Terminal on 127.8. Victoria terminal may or may not hand you over to another sector of Victoria Terminal on 120.8. From there you can follow the Gulf Islands, which is a VFR route in the VTC, until you reach CYCD. Get the Nanaimo ATIS on 128.425 when you are abeam Chemainus, and Victoria Terminal will soon hand you over to Nanaimo Radio on 122.1. Nanaimo Radio is helpful in providing weather, runway conditions and pointing out traffic, but they will not "clear" you to do anything. You must plan your own arrival route and circuit-joining procedure and make the mandatory radio calls. Personally, I like joining the offset final if runway 34 is active or joining the left downwind if 16 is active. Note that the CYCD circuit procedure is non-standard and published in the CFS.

Once clear of the active runway, Nanaimo Radio will hand you over to their new Ground Advisory frequency 122.6, who can suggest taxi routes and close your flight plan. You should also announce taxiing intentions on this frequency.



abbensalacup



abbensalacup



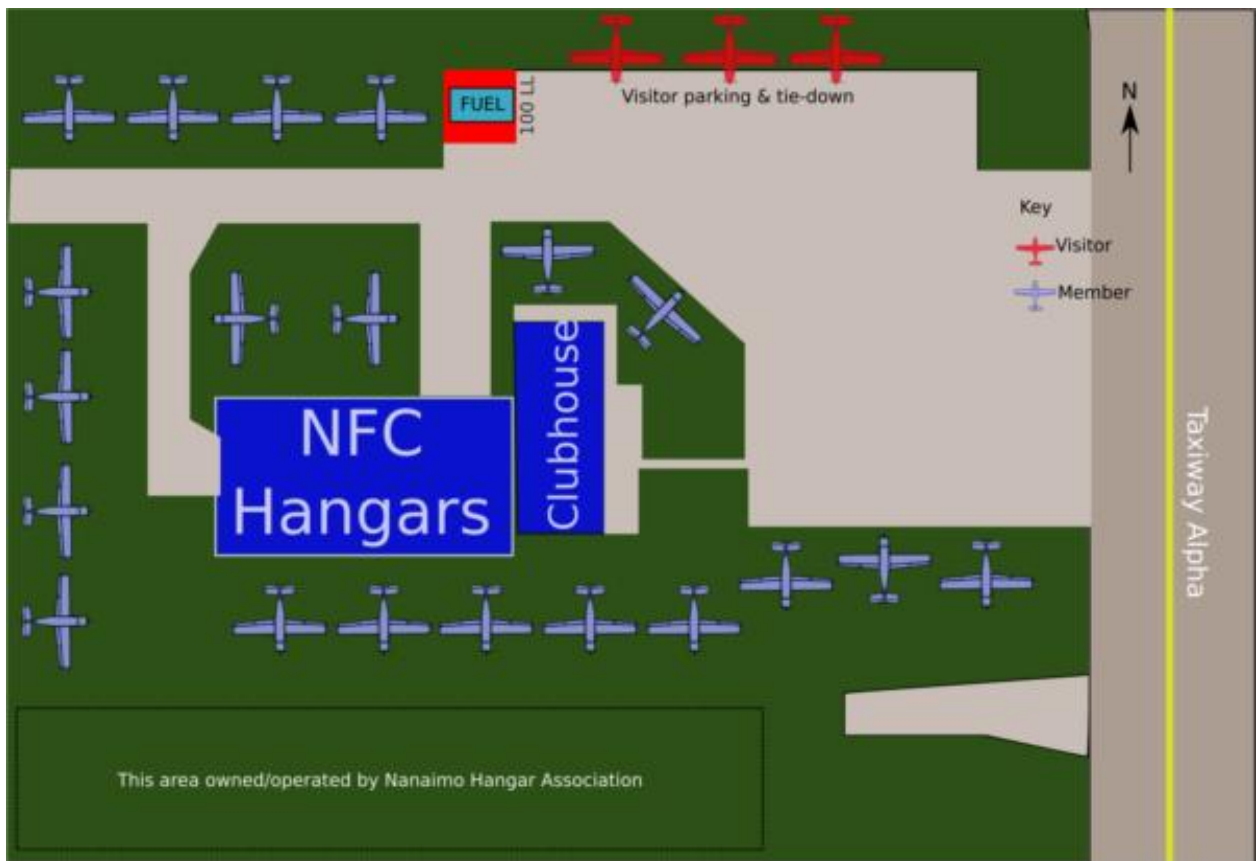


After Landing: NFC is located off apron III off taxiway alpha and has a few marked spots for visitor parking on the north and south side of their ramp. Tie-down cables are installed on the north edge (marked as red on the figure). At the time of writing, these spots are free for same-day transient aircraft and \$10/day for overnight stays. NFC welcomes visiting pilots but kindly request that we do not block the marked refuelling area, adjacent to the fuel pump, unless purchasing fuel. Please pay special attention to ground markings while on the ramp.

Acknowledgements: The parking diagram is reprinted from NFC's webpage with permission from David P-W.

The photographs are reprinted with permission from my passenger A. Salacup.

Table of Frequencies	
Vancouver Terminal -----	125.2
Victoria Terminal -----	127.8
	120.8
Nanaimo ATIS -----	128.425
Nanaimo Radio -----	122.1
Nanaimo Ground Advisory---	122.6
FISE (Pacific Radio RCO's):	
At Vancouver -----	123.15
At Nanaimo -----	126.0
At Victoria -----	122.375





On the Value of Hangar Flying

- Alexander Binek

At the end of a flying lesson, once the mixture has been cut, the final checklist items completed, the headsets removed and the aircraft secured, there inevitably comes the debrief between the instructor and the student. While I cannot speak from the perspective of an instructor, I can provide insight into the student's perspective. The debrief is one of the most important stages of any given flight lesson, even though it's the last. Many a debriefing, whether in the bustling hall of the flight school or in a quiet briefing room in the back, almost always includes a prescription for the student to hangar fly before the following flight.

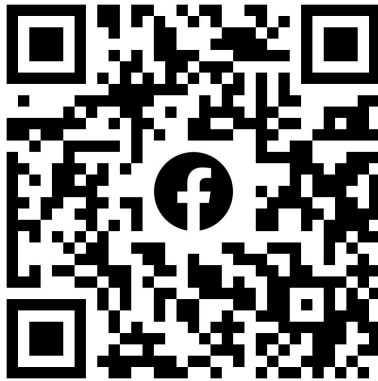
For the uninitiated, hangar flying might not seem all that important. But for those of a certain vintage, one may recall a scene in that 1984 cinematic epic, "The Karate Kid", wherein the protagonist is subjected by his mentor to enduring chores consisting of repetitive motions: Wax-On, Wax-Off. Only later is the reason for these repetitive chores revealed to the protagonist, and the audience, of course. In a similar vein to that movie, carrying out the repeated chores of hangar flying proved to not only be a cost-free rehearsal for that next flight lesson, but it was also a way of nurturing confidence not just in completing normal procedures, but also emergency procedures. I dare say, like in that movie, the outcome of hangar flying can only be positive for a student.

But for all the benefits of hangar flying, sometimes we just can't get down to Boundary Bay to hop in an available plane and some weather conditions can make hangar flying challenging. Such was the case in the summer months when preparing for lessons in the Seneca. Hangar flying in that greenhouse with wings was draining. Unfortunately for me, the complexity of that aircraft made hangar flying necessary. As a solution, I found myself hangar flying outside the confines of the cockpit. I practiced procedures while walking along the Seawall, while running errands and while sitting at home, all the while imagining myself sitting on the apron at Boundary Bay. I practiced missed approaches, emergency procedures, you name it. It turned out to be quite useful to hangar fly outside the cockpit as it mimicked the cognitive loading experienced in real flight. So, to fellow flight students, I suggest using these winter months of poor weather to hangar fly. You may receive perplexed looks from other walkers on the Seawall or wherever you find yourself, but you'll probably pass your flight test.





STAY UP TO DATE AND JOIN US ON FACEBOOK!



CONTEST TO NAME THE NEWSLETTER

We think a newsletter for PFC members should be named by PFC members. Enter the contest by sending us your suggestion for a permanent name for the newsletter. Either post your suggestion on the PFC Members' Facebook page by scanning the QR code or send it to us by email at gagroup@pacificflying.com. The winning contestant will win some merch courtesy of PFC!

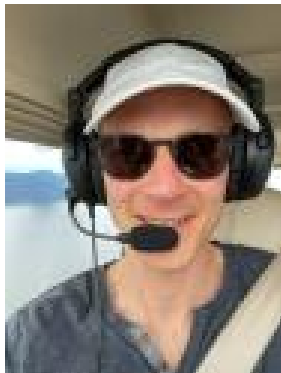
CALL FOR CONTRIBUTIONS

The Newsletter Team is always looking for PFC member content and writers are in demand! If you have an aviation story, a nifty flight planning tool or anything else that you think other PFC members might enjoy, let us know! Scan the QR code to find us on Facebook or send us an email at gagroup@pacificflying.com

MEET THE NEWSLETTER TEAM

DENNIS WOLFF

Dennis earned his PPL in 2012 and has been a member of the Pacific Flying Club since 2014.



FRANK WU

Frank started his PPL training at Boundary Bay and completed it at CYPK in 2021. He has since become an active weekend renter from PFC. His favourite destinations are CYPW and CYCD.



FLORIAN KRAUTHAN

Florian earned his PPL in 2020 out of CYPK and joined Pacific Flying Club later that year. Florian enjoys sharing his love for aviation and the beauty of flying in the Lower Mainland with friends and family.



PHILLIP SOUDER

Phillip joined Pacific Flying Club in early 2022 and is currently working towards his PPL. When he's not at PFC (or at work) he's out on the hiking trails or in the studio working on an oil painting.

