

# Ready on Alpha

*The Pacific Flying Club Members' Newsletter*

## Congratulations to the winner of the Newsletter Naming Contest!

The Newsletter team would like to congratulate and thank **Rolande Barbon** for her successful submission to the Newsletter Naming Contest with the name "Ready on Alpha." We would also like to thank the many others who sent in their fantastic submissions. We were heartened to see how many PFC members wanted to make their mark on this newsletter and we're looking forward to continuing to make great content for a newsletter with an equally great name. Thanks again Rolande!

## IN THIS EDITION:

*Header photo for this edition is courtesy of Laura Johnson. Send your photos to us via [email](#) to have them featured in future newsletters!*

- Winner of the Newsletter Naming Contest!
- Upcoming GA Club Field Trips
- "Why Staying Current Does Not Mean Being Proficient"
- "IFR Things – IFR Flying to Victoria"
- Photo Highlights from the Boundary Bay Airshow
- Upcoming PFC Seminars

# UPCOMING GA CLUB FIELD TRIPS AND EVENTS

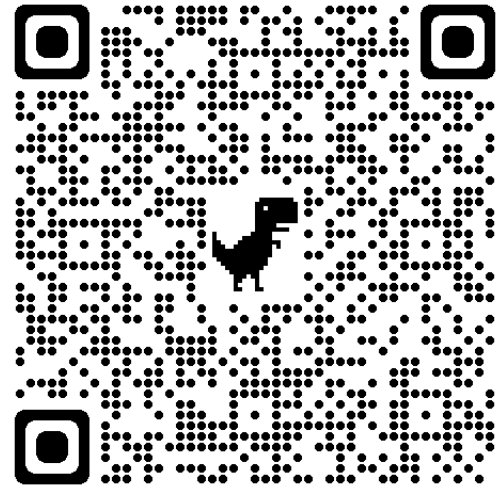
*Thanks to the tireless dedication and diligent scheduling of Newsletter Team member Florian Krauthan, the General Aviation Club has organized five different tours and events this Autumn. Check out the details below!*

## TALON HELI TOUR

*We're going behind the scenes at Talon Helicopters, one of Metro Vancouver's largest suppliers of helicopter services.*

*Thursday, October 26<sup>th</sup>, 2023, 15:00 – 4360  
Agar Dr, Richmond B.C., V7B 1A3*

[Sign up for the waitlist here](#)

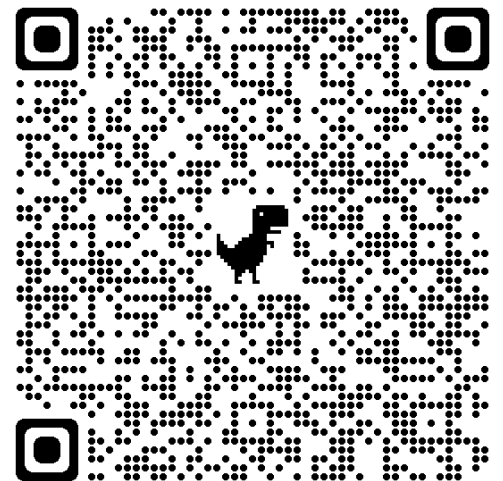


## ONLINE FIC WEATHER WORKSHOP

*Join the General Aviation Club in this online event as we speak with the folks at Kamloops FIC to learn all about the weather challenges we face in aviation. Make sure to bring questions for the Q&A!*

*Saturday, October 28<sup>th</sup>, 2023, 19:00 – Online*

[Sign up for the waitlist here](#)



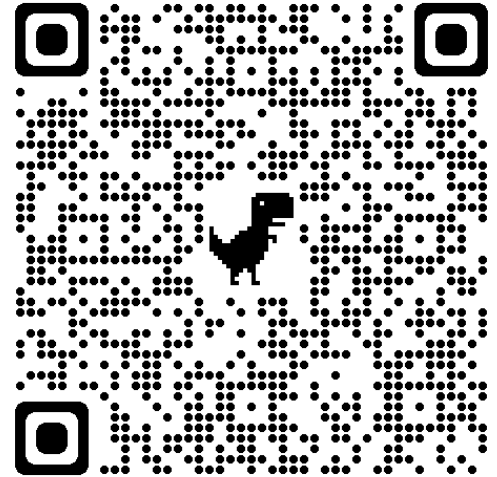


## CONAIR TOUR

*We're heading to Abbotsford International Airport to visit Conair, one of Canada's leading aerial firefighting companies, where we'll learn about aerial firefighting, aircraft maintenance and what's required to work for Conair.*

Thursday, November 2<sup>nd</sup>, 2023, 13:30 – 1510 Tower St, Abbotsford B.C., V2T 6H5

[Sign up for the waitlist here](#)

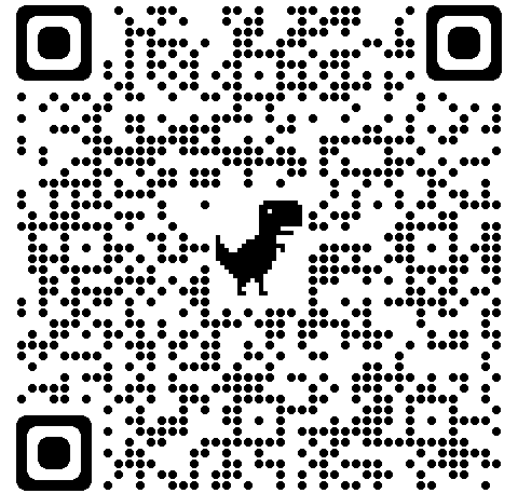


## PACIFIC COASTAL TOUR

*Join the General Aviation Club as we get an exclusive look at one of the most recognizable regional airlines in British Columbia. Time permitting, we'll take a look at Pacific Coastal's hangar, their training and maintenance facility as well as their Operations Centre and Flight Operations Offices.*

Thursday, November 16<sup>th</sup>, 2023, 15:00 – 4400 Cowley Cres, Richmond B.C., V7B 1B8

[Sign up for the waitlist here](#)





## CZBB TOWER TOURS

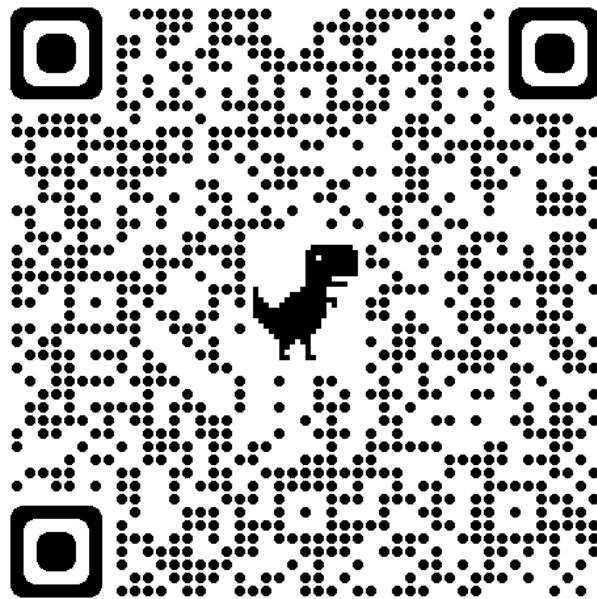
*Get an exclusive look at how Air Traffic Controllers manage airspace at Boundary Bay and get a chance to meet the people behind the familiar voices on our local frequencies.*

Sunday, November 12<sup>th</sup>, 2023, 11:00 – 3880 72 St, Delta, BC, V4K 3N2

Saturday, November 25<sup>th</sup>, 2023, 11:00 – 3880 72 St, Delta, BC, V4K 3N2

[Sign up for the waitlist here](#)

*Note that there are two separate tours available. Please use the sign-up form to indicate which date you'd prefer.*





# WHY STAYING CURRENT DOES NOT MEAN BEING PROFICIENT

By DENNIS WOLFF

The reality for most GA pilots is that we spend very little time flying. We are part-timers at best, with many priorities competing for that treasured time inside the cockpit. Actual flying hours per year depend on many factors, including family and work responsibilities, and let's not forget budgeting. Some of us get up more frequently than others. Irrespective of how many flying hours we log, maintaining a level of proficiency and competency that ensures everyone's safety is an ongoing challenge each one of us faces.

Yes, there are certain minimums we must maintain to fly, legally. These are outlined as six-month, two-year and five-year requirements in the Canadian Aviation Regulations (CARs). As it currently stands, pilots must have completed at least five takeoffs and landings in the preceding six months (at night if it's a night flight) in order to take passengers. Every

two years, one of a range of training activities must be completed:

- A flight review with an instructor.
- Attend a [Transport Canada aviation safety seminar](#).

- Participate in a [Transport Canada-approved recurrent training program](#).

- Complete the requirements for the issue or renewal of a [licence, permit or rating](#).

- Pass the [written exam](#) for a licence, permit or rating.

Lastly, pilots must fly at once every five years. To review the requirements in full, see the Canadian Aviation Regulations, 421.05. These are the requirements we must meet as pilots to keep our licence.

As PFC members, we have a few additional requirements to meet to be able to rent club aircraft. Sections 22 (Club Currency) and 23 (Checkride Policy) of the PFC Operations Manual and Member's Handbook specify that private and commercial pilots renting any of the club's aircraft are required to stay proficient by flying at least once in any 60-day period. Beyond this requirement, private and commercial licence holders are also required to complete an open book exam as well as an annual checkride with an instructor (note the CAR currency option of a flight review with an instructor).





It is important to recognize that the CARs and club currency requirements are minimums, put in place to keep everyone involved reasonably safe. However, simply staying current does not mean that we are also staying proficient as pilots. It is not always easy to admit this to ourselves but our skills and knowledge start deteriorating the moment the plane is parked and tied down. Being aware of our limitations, especially as part-time pilots, is critical and we must regularly reflect and identify where our knowledge and skills are beginning to lack. Luckily, we have access to a wealth of resources that can help us stay proficient. Here are a couple of options to consider as we head into fall and winter, consider exploring some of these and challenging yourself to learn something new:

- Booking a dual flight with a PFC instructor to work on any areas that might benefit from a bit of extra focus
- Attending an [aviation safety seminar](#) through Transport Canada
- Reviewing the many useful materials on the [SmartPilot](#) website
- Attending a [safety seminar](#) through COPA
- Re-reading flight training materials (From the Ground Up, etc.)
- Hangar flying

What do you do to stay proficient? Share your thoughts via the [PFC Members' Facebook Page](#)!

## CALL FOR PHOTOS AND CONTRIBUTIONS

The Newsletter Team is always looking for PFC member content and both photographers and writers are in demand! If you have an aviation story, a nifty flight planning tool or photos that you want to feature in the newsletter, let us know! Scan the QR code to find us on Facebook or send us an email at [gagroup@pacificflying.com](mailto:gagroup@pacificflying.com).



# IFR THINGS – IFR FLYING TO VICTORIA

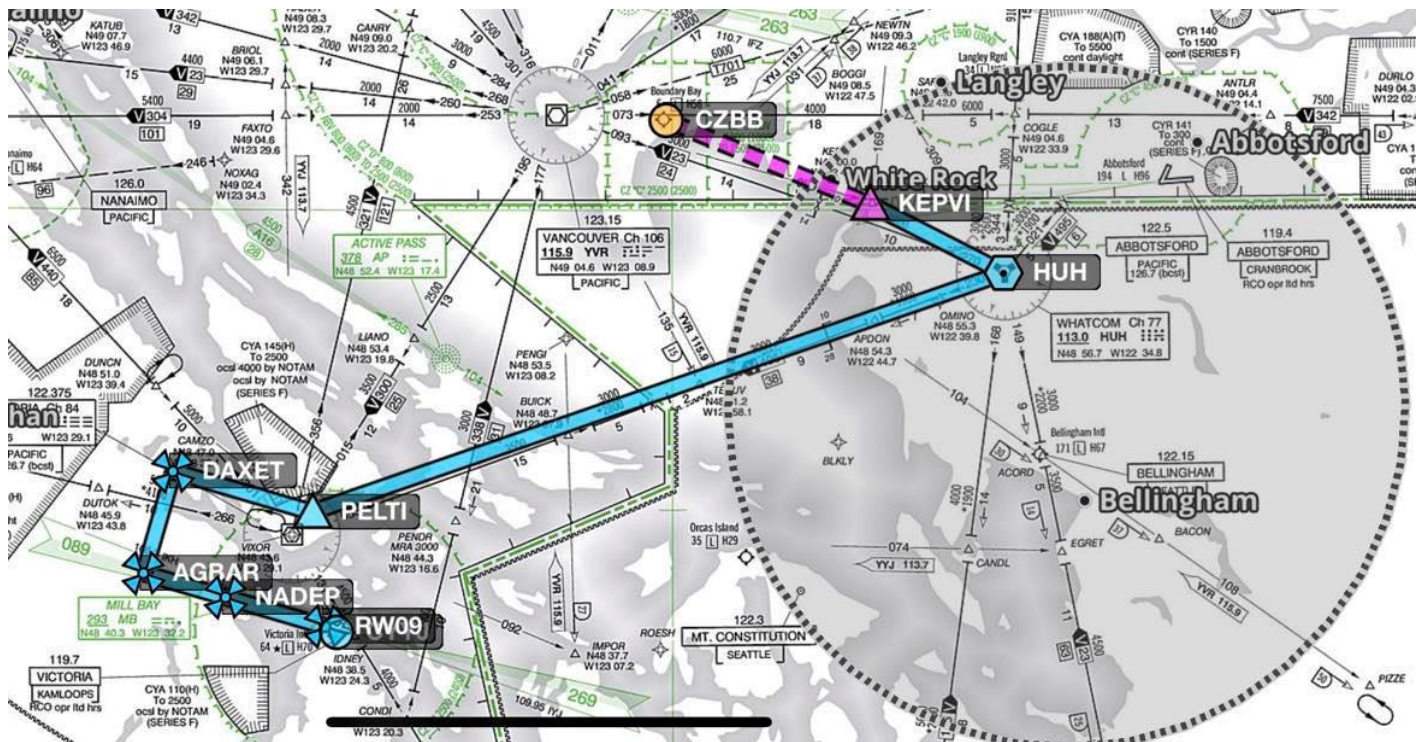
By ALEX BINEK

IFR flights to Victoria from Boundary Bay follow a relatively simple route, 'on paper'. What comes after that enroute was discovered after having flown several flights there and back with variations always occurring along the way. No two flights are alike.

As with all IFR flights departing

Boundary Bay, at least the ones I have flown as of this writing, the departure follows the Boundary Bay Five Standard Instrument Departure (SID), which broadly sends one to White Rock from most runways at Boundary Bay irrespective where the destination is. It should be noted that this SID is scheduled to change in the Fall of 2023. And yes, each time I

flew to Victoria, I started my flight heading away from Victoria. Eventually, after being handed over to Vancouver Departure and thence to Victoria Terminal, the vectoring to the Victor 495 route occurs, thus joining that imaginary route in the air from Whatcom VOR to Victoria VOR. Depending on the controller working that day, one may be cleared direct





to Victoria VOR, or cleared to intercept the Victor 495 route or be cleared to an entirely different location, an imaginary GPS waypoint in the sky either called DAXET or PELTI.

Now, truth be told, some GPS waypoint names have meaning. But I have no idea what meaning a DAXET or a PELTI may invoke, perhaps there is a reader who might know? Examples of those that have meaning abound such as CHWDH ('Chowda'), PLGRM outside of Boston, or GINIS off the coast of Ireland.

Now, while one may wonder about the names of GPS waypoints, there were the applicable checklists to execute as well as the listening to the Victoria airport ATIS broadcast to guide the selection of an approach from the menu of options in the approach plates. Will it be an RNAV GPS approach or an ILS approach for 'lunch' today? In Victoria, for Runway 09, both are

options. I often select the RNAV approach, but occasionally, the ILS would mitigate the risk of complacency as the ILS requires several other procedural items to be carried out. Either way, the Victoria Arrival controller was interested to know which approach would be selected to process a clearance and subsequent actions.

Once cleared to the approach by the Victoria Arrival controller, there is still plenty of work to be done. There is the matter of the descent, the pre-landing checklist items, and joining the runway extended centerline, either by means of the GPS or by a combination of vectoring and joining the ILS. Finally, there is the interception of the glideslope, where applicable, and then the preparation for the missed approach just in case. All the while, despite the skillful vectoring by the controllers, Victoria is a mixed-used airport and it is wise to be mindful of larger and/or faster traffic also

making use of the instrument approach facilities.

Finally, after the hand-off to the tower controller, with the occasional flurry of traffic in the VFR circuit ahead, the landing clearance to Runway 09 is eventually delivered and then for a brief moment, I can finally make use of that large expanse of asphalt ahead. With landing assured, or better yet completed, there is still the taxiing to consider, which often requires the clearance to cross two runways and to also be careful to watch for a variety of jets, seaplanes, helicopters and, once, a reported sighting of bats. Yes, bats. I didn't see them, but an airliner crew claimed to have seen them occupying a runway. As I said, no two flights are alike.





## UPCOMING PFC SEMINARS

Pacific Flying Club is offering seminars throughout August and September on the following subjects.

### **INSTRUMENT RATING 3-DAY SEMINARS:**

Friday-Sunday, October 27<sup>th</sup>-29<sup>th</sup>, 2023, 08:00 - 11:00

Friday-Sunday, November 17<sup>th</sup>-19<sup>th</sup>, 2023, 08:00 - 11:00

Cost: \$175.00

### **MULTI-ENGINE CLASS RATING 3-DAY SEMINARS:**

Friday-Sunday, November 3<sup>rd</sup>-5<sup>th</sup>, 2023

Cost: \$175.00

### **MOUNTAIN FLYING SEMINARS:**

Saturday, October 28<sup>th</sup>, 2023, 09:00 - 11:30

Cost: Free

Saturday, November 18<sup>th</sup>, 2023, 09:00 - 11:30

Cost: Free

### **NIGHT RATING SEMINARS:**

Saturday, October 28<sup>th</sup>, 2023, 09:00 - 11:30

Saturday, November 25<sup>th</sup>, 2023, 09:00 - 11:30

Cost: Free

Check out the [PFC events calendar](#) for more information on these seminars as well as other paid seminars.

## PHOTO HIGHLIGHTS OF THE 2023 BOUNDARY BAY AIRSHOW

By PHILLIP SOUDER

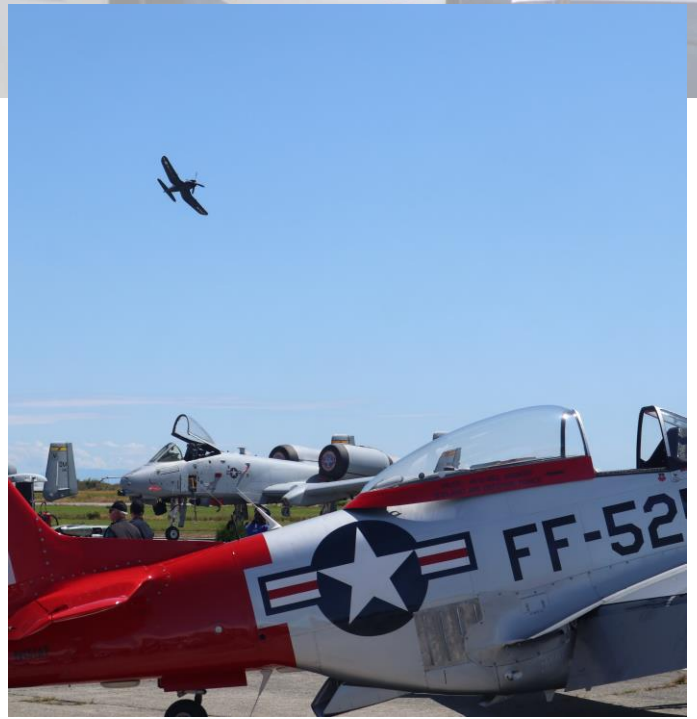
This past July, my fiancée and I had the absolute pleasure of attending the 2023 Boundary Bay Airshow. This year was our first time out and we were mesmerized by the airmanship, technology and history that were on display at ZBB. Our visit was made all the more wonderful by the fact that the performances in the sky and the displays on the ground (save for a paid tour of a B-17 Flying Fortress) were all free of charge! My thanks to Alpha Aviation, the City of Delta and all of the airshow's sponsors and volunteers for putting on a spectacular event. I'll let the pictures speak for themselves and I can't wait for next year!



*Showgoers enjoying the Northern Stars Aerobatic Team flying their Pitts Specials over Boundary Bay for the 2023 Airshow (Photo: Phillip Souder)*



*The Northern Stars Aerobatic Team over ZBB (Photo: Phillip Souder)*



*Icon American Warplanes: The famous gull-winged Corsair from the Erickson Aircraft Collection flies over a USAF A-10C Thunderbolt II and P-51 Mustang. (Photo: Phillip Souder)*



*A P-40 Kittyhawk and F4U Corsair, both of the Erickson Aircraft Collection, return to the ground to rest after their performance at ZBB. (Photo: Phillip Souder)*





*One of two RCAF CF-18 Hornets thrilling onlookers with a loss pass over Boundary Bay. (Photo: Phillip Souder)*



*The Hornets exit runway 07 and head back to the apron via taxiway Charlie. (Photo: Phillip Souder)*





*The Classic North American Harvard (Photo: Phillip Souder)*



*The F4U Corsair with wings folded. (Photo: Phillip Souder)*



*The Erickson Aircraft Collection's B-17G Fortress, repainted as "Ye Olde Pub" to honour the incredible 1943 encounter between American bomber pilot Charlie Brown and German ace Franz Stigler. The Erickson B-17 is the last known "Pathfinder" variant in existence. (Photo: Phillip Souder)*



*A Soviet era Yak-18T, once used to train Aeroflot and Soviet Air Force pilots. (Photo: Phillip Souder)*



*The P-40 Kittyhawk (Photo: Phillip Souder)*

# 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 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.



## ALEX BINEK

Alex became a PFC member in 2015. Since then, he has earned his CPL as well as his Multi-Engine and IFR ratings. His most memorable flight to date was a 300 nautical mile cross-country trip to Vanderhoof in virtually empty airspace in May 2020.



## LAURA JOHNSON

Laura earned her PPL from PFC in 2003 and has flown all over B.C. and the U.S. Her most memorable flying trips include camping on Texada Island, attending the Reno Air Races. Laura loves sharing her adventures through her photography.



*Have a question or comment about the newsletter? Let us know at [gagroup@pacificflying.com](mailto:gagroup@pacificflying.com)*