

Ready on Alpha

The Pacific Flying Club Members' Newsletter

Editor's Note

Hello from the Newsletter Team! We took a little break over the holiday season and hope you've all been doing well since our last edition was published back in October.

2024 is bringing some exciting changes to *Ready on Alpha* and we think you'll like them as much as we do. You can now expect newsletters more frequently from us as we plan to issue a series of special editions of *Ready on Alpha*. We'll continue our bi-monthly newsletter of information articles – such as trip sheets and trip reports, as well as recaps of GA Club events – but starting this Spring, we'll begin issuing additional newsletters that will focus instead on long-read articles and PFC member-submitted stories.

Every edition will still contain details for events found on PFC's events calendar as well as events organized by the General Aviation Club – such as our tower/hangar tours and other GA Club meetups. Enjoy this February edition and we'll see you again very soon!

- Phillip Souder

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!

- **Editor's Note**
- **VFR Trip Sheet to Victoria**
- **B.C. Aviation Museum**
- **“IFR Things – IFR Flying to Powell River”**
- **Upcoming PFC Seminars**

VFR Trip Sheet to Victoria

By FRANK WU

Trip description:

Victoria is a very short hop from Boundary Bay, with an airtime of less than 30 minutes. However, these 30 minutes will be very eventful and offer a great chance to brush up your communication skills with ATC. Upon arrival, there are many activities within walking distance from the Victoria Flying Club such as Mary's Bleue Moon Café – the review for which can be found in last July's newsletter.

Route:

CZBB - VCEST (East Point) - CYYJ (~0.4 airtime, 0.8 Hobbs)

Airspace:

Similar to the Nanaimo route in the trip sheet from our January 2023 issue, the minimum altitude to cross the water is 4500 ft ASL and you will likely need to talk to both **Vancouver Terminal (125.2)** and then **Victoria Terminal (127.8)** following the Point



(Above: Route of flight from CZBB to CYYJ)

Robert's or West Point **published arrival routes in the** Departure from CZBB. Victoria **CFS.** Make sure you read the Terminal will pass you to relevant pages before you Victoria Tower when you depart and have a copy with close to East Point. **Tower will** you. **then assign you one of the**



While you will most likely get the Stuart Island Arrival coming from East Point (Stuart Island is circled in red in the map pictured at the beginning of this article), be prepared for other arrival points from Tower. If you need time to look up the arrival in the CFS, **it is OK to ask Tower for a heading while you read the CFS pages.**

Tip: note the “maintain 2000 feet” in the published arrival procedure. Tower will expect you to be at 2000 ft at the arrival point unless otherwise instructed.

After Landing:

Victoria International is a big airport with many taxiways. Although the taxi instructions can be long and intimidating, especially during the first few times you fly there, it will usually come in three steps:

1). Inner Tower will ask you where you are parking when you are on downwind.

2). The tower will instruct you to exit from the runway onto a specific taxiway after you land.

3). After you pass the hold-short line, Ground will give you the rest of your taxi instructions. **Be ready to write them down!**

Again, **it is OK to spend some time and read the Aerodrome Chart before you start moving again** to figure out where you

are and where to go. If it is not too busy, Ground may also accommodate you with progressive taxi.

Parking and Activities:

Victoria Flying Club (VFC) kindly provides some visitor parking spots that are equipped with wheel chocks and tie-downs. Currently they are free for same-day use, and \$15 per night for overnight parking. Refer to flyvfc.com for more information.



(Above: GBUD parked in front of the Victoria Flying Club. Photo: Frank Wu)



Once on the VFC ramp, you can give VFC a notice on 129.05 for parking instructions.

After you park, you can exit through the VFC clubhouse (after checking in at their desk) and go explore Sydney and Victoria. While you're exploring, make sure to check out the B.C. Aviation Museum; read Florian's article below for more details. If you're hungry, you can also stop by Mary's Bleue Moon Café (~5-minute walk from VFC).

And did I mention the view en route is also amazing?



Table of Frequencies:

| | |
|--------------------------------|---------|
| Vancouver Terminal ----- | 125.2 |
| Victoria Terminal ----- | 127.8 |
| Victoria ATIS ----- | 118.8 |
| Victoria Outer Tower----- | 119.1 |
| Victoria Inner Tower ----- | 119.7 |
| Victoria Ground ----- | 121.9 |
| Victoria Clearance Delivery -- | 126.4 |
| FISE (Pacific Radio RCO's): | |
| At Vancouver ----- | 123.15 |
| At Victoria ----- | 122.375 |

(Left: Sidney Spit, seen en route to Victoria, is accessible from Sidney Marina, a ~10-minute taxi from VFC. Photo: Frank Wu)

Trip Report: BC Aviation Museum

By FLORIAN KRAUTHAN

Just a short walk from the Victoria Flying Club is the British Columbia Aviation Museum, located on the south side of Victoria International Airport. Split between two hangars and a small outdoor area, the BCAM maintains an impressively extensive collection of over 10,000 artifacts, including aircraft, engines and smaller displays. Artifacts not on display are housed in the Museum's

Archives, which are open to the public – by appointment – during museum hours. If that's not enough, the museum also maintains a library of nearly 8,500 books that can be borrowed by BCAM members and annual pass holders.

Upon entering BCAM's Main Display Hangar, I was greeted by a huge collection of military and civil aircraft as well as other aviation-related displays.

Some of the highlights include the museum's rebuilt warbirds and military training aircraft from WWII and the Cold War. These include a Bristol Bolingbroke, and Avro Anson, a North American Harvard, a CT-33 Silver Star and a CF-104 Starfighter. This is in addition to the numerous, high-quality replicas on display at BCAM, including the WWI-era Nieuport 17 and SE5A as well as the WWII-era de Havilland Tiger Moth and Supermarine Spitfire.

BCAM's second hangar, the Henderson Hangar, boasts an even bigger attraction. Housed inside the Henderson Hangar sits a massive Trans-Canada Air Lines Vickers Viscount 757. BCAM restored their Viscount with the help of a team of former Viscount pilots. Because of this hard work, museum visitors can actually check out



(Above: BC Aviation Museum's RC-3 Seabee. Photo: Florian Krauthan)



the inside of the plane as both the cockpit and the cabin on display.

One of the coolest things I learned is that the Museum is run entirely by volunteers and relies on donations and modestly priced admission tickets to continue their work. What makes this so exciting is that the museum uses these

funds to continue their restoration work. Notably, one of the museum's biggest ongoing projects is a multi-year restoration of an Avro Lancaster which they acquired in 2018. If you get a chance, make sure to talk to the volunteers about the restoration process and you'll get a sense of the dedication and expertise required to manage such an intense project.

During my visit, I could really see the museum's love for aviation in how well-maintained the aircraft were and how knowledgeable the staff were. This was my second visit to the BCAM, but they seem to always be expanding. So whether you're a BCAM pass-holder or if you've never paid them a visit, I highly recommend stopping by!



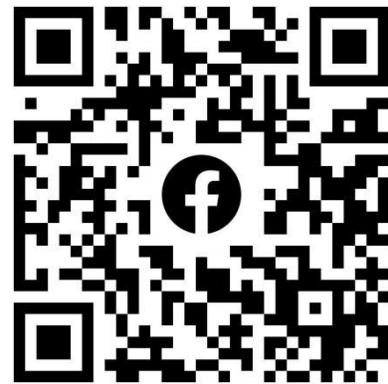
(Above: The cockpit of BCAM's beautifully restored Vickers Viscount 757. Photo: Florian Krauthan)



(Above: Cowlings cover the Rolls-Royce Dart turboprop engines of BCAM's Vickers Viscount, seen from inside the cabin through the Viscount's large oval windows. Photo: Florian Krauthan)

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.





IFR THINGS – IFR FLYING TO POWELL RIVER

By ALEX BINEK

As a neophyte to the IFR 'world', I have found that the adage 'the devil is in the details' rings true. In general, details matter with flying, but now, while learning and applying 'IFR' to a flight, those details gain additional importance.

As I have learned, Time, Traffic and Terrain play important roles beyond the obvious constraints of ceilings and visibility in driving the considerations for a flight.

In this case, I had decided to fly to Powell River, which has an uncontrolled airport with a GPS instrument approach, land and then carry out the departure prescribed in the plates back to Boundary Bay in one of the G1000 equipped 172's.

The morning of the flight, the weather report showed good visibility in Powell River, but a scattered marine layer at 1,600ft above the airport. But

surely, that should be no problem for someone with an instrument rating and only dual hours to boot! Well, Powell River airport lies near rapidly rising terrain. Yes, following the approach plate for the GPS approach will ensure terrain avoidance, but what if something goes awry? Being single-engine is also a consideration. Not so simple to find a field perhaps. So, I waited. The layer lifted and after reviewing the NOTAMs again, I filed an IFR flight plan. Being IFR rated does not mean being magically freed from all constraints that VFR pilots must consider, especially when being a newcomer.

One is required to be more precise with time when filing an IFR flight plan. After all, air traffic control needs to slot you in amongst the rest of the traffic, virtually all of which is going faster. Yes, you are more likely to receive a clearance than filing VFR, but it may come

with a delay. This would become very clear later in the day. But yes! The outbound flight plan was filed, and it was time to go.

Upon take-off from Boundary Bay on an IFR flight plan, there is a prescribed procedure. Only this time, it doesn't mean flying out to the Automall or the Courthouse, but instead, taking off, and at the appropriate altitude, turning towards the new imaginary waypoint known as KEPV11, and then climbing to 2,000 feet. This is the Semiahmoo One Standard Instrument Departure (SID), notwithstanding that it was in the opposite direction of where I wanted to be. Now, subsequently, if there is a material change to the Semiahmoo One SID, it will become the Semiahmoo Two SID and so on.

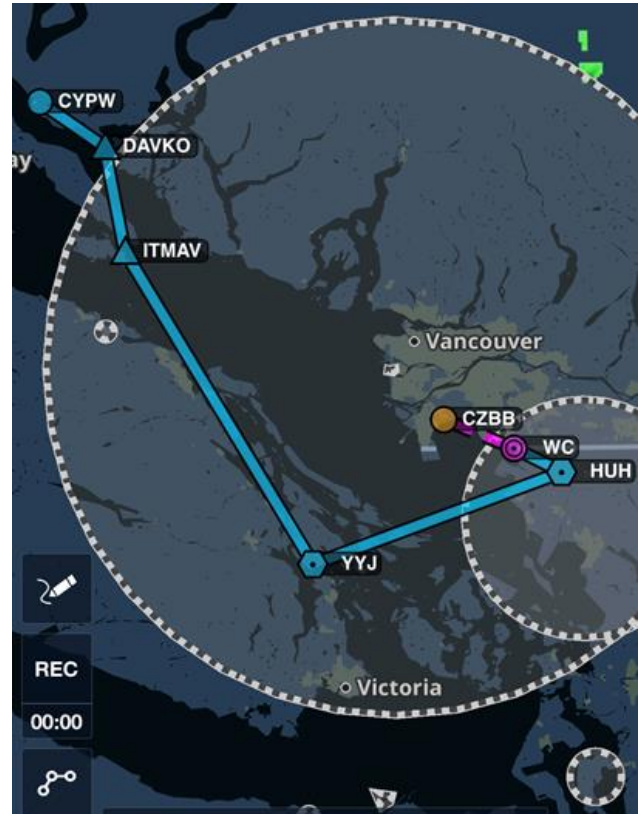
The rest of the voyage to Powell River was uneventful following the waypoints I had planned



(WC (White Rock) → HUH (Whatcom VOR) → YYJ (Victoria VOR) → ITMAV → DAVKO → CYPW), many of which have mysterious five letter names. Some carry meaning, some not, so I don't know what ITMAV means, but I do know it exists and where it is.

The last air traffic controller that I spoke to was working at Comox Terminal. He informed me that since I was going to an uncontrolled airport, I had to phone Comox Terminal to confirm that I had arrived successfully to close the flight plan. Then, I was 'dumped' out of the system and left to contact the Powell River airport traffic frequency. It was at that point that it occurred to me that a VFR aircraft west of the airport would have no idea where I was if I merely spouted off IFR waypoints on the GPS approach plate. I don't know what the names of those waypoints mean, but I know they exist and where they are so that I can fly a safe approach. The VFR pilot on the other hand, would have no idea what I was saying.

What was the solution? Well, keeping in mind that being on an IFR flight plan doesn't mean red-carpet expedited priority approaches, I made sure to switch my VFR brain back on and relay actual real-world locations to that other pilot in tandem with the IFR waypoints so we could safely arrange ourselves close to the airport. This contributed to a safer outcome at an



(Above: Route of flight from CZBB to CYPW)

uncontrolled airport on what was a VFR day.

After visiting the local flying clubhouse, it was time to return. Yes, I had filed an IFR flight plan for the return prior to leaving Boundary Bay, so I had to make that time for the departure. However, best laid plans were not to be. Why? Because when I called Comox Terminal again to obtain an IFR departure clearance back to Boundary Bay, I was told that a local commuter



airline had a scheduled departure at the same time as my filed departure. I was to wait for the commuter aircraft to depart and call Comox Terminal back to confirm the departure before I would be issued a clearance. So, I had resigned myself to having to wait, until I was told that I could depart VFR to the south, call Comox Terminal at 5,000 feet and receive an IFR clearance. It worked! Comox Terminal called me when I was at 4,900 feet. I had to simply remember again that the VFR world existed.

The remainder of the flight was uneventful, and upon landing back at Boundary Bay, I reflected on those constraints of Time, Traffic and Terrain. All had been considered and not just from a purely IFR lens. The learning that day was to keep in mind that the VFR world still existed and to empathize with pilots in it, because we all share the same piece of sky.

UPCOMING PFC SEMINARS

Pacific Flying Club is offering seminars throughout February on the following subjects.

NIGHT RATING SEMINARS:

Saturday, February 10th, 2024, 09:00 - 11:30

Cost: Free

INSTRUMENT RATING 3-DAY SEMINAR:

Friday-Sunday, February 16th-18th, 2024, 08:00-11:00

Cost: \$175.00

MOUNTAIN FLYING SEMINAR:

Saturday, February 24th, 2024, 09:00 - 11:30

Cost: Free

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

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 earned his PPL here at PFC in 2023. When he's not flying or working, you're likely to find him out on the beautiful hiking trails of B.C.'s backcountry 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 and 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