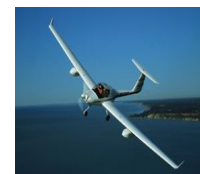


Av-Gass



Nanaimo Flying Club Newsletter, Nanaimo, BC V9R 5K4 Vol. 1 No. 4 July/August 2010

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The Vacuum

editorial by Manuel Erickson

COMPARING OUR NATIONAL AIRPORT SYSTEM to the space shuttle, Kevin Psutka, President and CEO of COPA, made a startling analogy. In the June 2010 issue of *COPA Flight*, he compared the space shuttle to general aviation (GA) in Canada.

The comparison seems so evidently true that every time I fly, I feel fortunate to have an airport to fly from and to land on, and others nearby on which I may alight. But is this a permanent situation? If small airports disappear, where will new pilots train?

Psutka points out that the shuttle has two manoeuvring systems: one for the atmosphere and one for the vacuum of space. It cannot operate with only one system. If the surface control system fails, the shuttle would burn up in the atmosphere; if the orbital system fails, it would also burn up in an uncontrolled re-entry.

GA is like the shuttle because the National Airports Policy (NAP) ignores our aviation sector, creating a vacuum. Since its inception in 1994, Transport has divested itself of airport after local airport. It has maintained control of only the largest ones, such as Toronto and Vancouver. Even Victoria is operated by an Authority. Regional airports like Abbotsford and Nanaimo are operated by municipalities, commissions or some such.

Misstatements abound in the NAP: “Much of the...system is overbuilt”; “There is no rationale for continued federal involvement in [small] airports.” Such falsehoods ignore facts such as only small aircraft can access most of this vast country and they make up 90 per cent of the national fleet. Indeed, there is “no rationale” for the fact that airlines serve only about 80 of our 730 airports (11%), to say nothing of the thousands of unregistered aerodromes throughout Canada.

Psutka cogently argues that the NAP needs reassessment or we will lose our ability to train young pilots for professional careers; they will go elsewhere, just as many foreign students now come here. Small aircraft owners need airports to park and fly from.

The Transport mandarins need to respect the fact that GA contributes billions of dollars to our economy. We have to supply facts that politician understand by participating in eCATS (<http://www.tc.gc.ca/POL/ecats-cesta/ga-ag/Login.aspx>). Otherwise, GA will disappear. Where will we fly, then? →

News

Air Space Changes Coming Soon

See the PDF attached to the email announcing this Newsletter.

*

What Does **ADS-B Out** Get You? *from AVwebFlash June 3, 2010*

The FAA issued a final rule just prior to Memorial Day weekend **mandating ADS-B Out** for general aviation aircraft and, given the rule's content and the timing of its release, they may have been hoping you wouldn't notice. If compliance were necessary today, equipping your aircraft with ADS-B Out capability could cost you roughly \$8,000 and provide you with no discernible new benefits. You'll still need Mode-C (if you have it now), but you'll also need to carry the weight and cost burden of ADS-B Out, which for the average GA pilot basically provides the exact same benefits. So, it's the decade between now and the Jan. 1, 2020, compliance date that matters. It's in that timeframe that groups like the Aircraft Owners and Pilots Association will seek to wrangle some benefits of compliance to balance the regulation's cost to dues-paying members.

The current cost/benefit result of ADS-B Out for general aviation is entirely negative. *AVweb's* Glenn Pew spoke Wednesday with Heidi Williams, senior director of airspace and modernization for AOPA government affairs. According to Williams, for AOPA, the new mandate for ADS-B Out is just a beginning. **Click here to listen to that conversation as a podcast.**

(As we pilots are all too aware, whatever is done in the "good ole US of A" is replicated in Canada. We had better be vigilant and assure our MPs and present and future federal governments that we in general aviation will not lie down while their juggernaut rolls over us.—Ed.)

Speaking of being vigilant, this site <http://www.avweb.com/eletter/archives/11/1658.html> might be of interest to those who fly with 121.5 MHz ELTs.

*

The Coming Solar Storms And Your GPS *from AVwebFlash June 28, 2010*

Space scientists say that solar storms are on the rise and do cause problems for satellite-dependent systems like GPS and ADS-B. So, if you're wondering if there's anything to worry about, the short answer is, "yes," but there are caveats. Scientists at NASA's heliophysics division and NOAA's space weather prediction center told AVweb the storms can -- and have -- temporarily shut down certain GPS capability and are likely to (read: will) do it again. While that's not likely to happen very often, the challenge of predicting or identifying those moments (which can last days) and effectively communicating the threat to end-users (pilots) is not easily met. With more pilots relying on satellite-based systems during demanding modes of flight, the stakes are high. Joe Kunches is a space scientist at NOAA who works with industry stakeholders to define and understand their space weather needs.

AVweb's Glenn Pew spoke with Kunches Friday to determine the nature of the threat, our current defenses, and what the average pilot can do about it. (Hint No.1: Don't throw out inertial navigation, VOR, or DME just yet. Hint No. 2: Click on "Kunches" to hear the podcast.)

*

Letter of the Week: The No-Lead Threat *from AVweb for June 14, 2010*

(Used with permission)

FINDING A VIABLE REPLACEMENT fuel for leaded avgas looms as a catastrophic threat to high-performance piston aircraft owners, and PA-46 aircraft in particular. The threat is two-fold:

1. The lead additive to avgas which boosts its octane from ~93 to over 100 is tetraethyl lead (TEL). There is only one remaining supplier worldwide for this additive. Were TEL to become unavailable from this source for any reason, our fleet would be immediately grounded. Given the relatively small market that avgas represents in the worldwide petroleum industry and the eco-political status of leaded fuels, it is doubtful that another supplier for TEL would materialize.
2. Political cover for general aviation to continue using leaded avgas is quickly disappearing. The EPA is being pressured by ecological groups to immediately eliminate lead from all aviation fuels and has released a pre-publication version of an Advanced Notice of Proposed Rulemaking (ANPRM) on lead in avgas. The ANPRM signals the agency's intent to investigate lead emissions from general aviation aircraft further under the regulatory processes of the Clean Air Act.

On May 13, Teledyne-Continental Motors (TCM) announced that it is backing 94UL as the replacement for 100LL avgas. 94UL is the same as 100LL but without the tetraethyl lead octane enhancer. TCM claims that all of its engines already certified to run on 80/87 octane will still provide rated power with 94UL and that its turbocharged low-compression engines will also experience no drop-off in performance. Others knowledgeable in this technical area strongly disagree with TCM's claims on turbocharged engines such as those in the Malibu.

On June 6, [from AVweb](#), we learn that Lycoming has taken an opposing view, insisting that only a 100-octane solution should be considered. According to Lycoming's GM, Michael Kraft, "If people really understood what's going on today, they would understand that we need to set the objective at 100 octane fuel."

There are currently at least two 100-octane fuel alternatives, and maybe more in development. What is clear is that while lower-performance engines will run fine on 94UL, higher performance engines such as those used in the PA46 Malibu, Matrix, and Mirage will not. Reducing the detonation margin in the engines would necessitate reduced output with corresponding degradation in performance, resulting in dramatic reductions in utility for our aircraft. In most cases, this would, at a minimum, require a significant reduction in gross weight due to reduced climb gradients from lower horsepower engine output.

Of greatest concern is that we run the risk of this decision being primarily influenced by the engine manufacturers with limited input from current avgas users — that is, us, owners of high performance piston aircraft. Unfortunately, individual aircraft owners seem unaware of the threat this issue represents and, to this point, have been mostly silent.

As President of the Malibu Mirage Owners and Pilots Association (MMOPA), I consider this issue to be both important and urgent. The certification of a fuel of less than 100 octane would instantly and adversely impact our membership in a dramatic way. I will be writing letters to the engine manufacturers, ASTM, FAA, DOT, EPA, and AOPA to state our concerns. I will also be looking for opportunities to network and partner with other type groups who share our stake in the matter.

What can you do? Look for opportunities to awaken general aviation pilots to the critical nature of this threat. Write your own letters. Express your concerns to those groups with political access and influence, such as AOPA and EAA. This is not just a PA46 issue.

Jonathan Sisk President, MMOPA Board of Directors →

Announcements

At the June 20 General Meeting, Doug Wakefield reported that 8 Members of the Nanaimo Airport Commission and 4 Members of the airport staff have agreed to attend the session at the NFC on Tuesday, 20 July from 1900 to 2100.

Now that a date has been set, Doug will confirm the invitation to the mayors of Nanaimo and Ladysmith, and extend the invitation to Nanaimo and Ladysmith Chambers of Commerce and Tourism Boards, as well as to Nanaimo Airport leaseholders.

It was confirmed that the purpose of the session is to educate the NAC about General Aviation – it is not to be a “bitch session.”

Members agreed to accept the offer from airport management to provide a BBQ from 1800 to 1900.

Members also agreed to the NAC’s request not to invite any media.

*

Received from Larry Dibnah of the BC Aviation Museum:

This year marks the 100th anniversary of Aviation in British Columbia. The BC Aviation Museum is planning its annual **Open House and Fly-in for August 7th, 2010**. We would like to invite all flying clubs, flying schools and similar organizations from around Vancouver Island and the South Coast to join us for a day of aviation history and fun.

I’ve attached a copy of our BCAM Open House poster so please feel free to post it on your bulletin boards or in your newsletters.

Contact information is included in the poster but if you have any difficulty opening the document please let me know. Thanks.

We look forward to seeing you at our Open House.

Sincerely,

Larry Dibnah
250-598-0187
Member
BC Aviation Museum
Victoria Flying Club



1910 Norseman Road
Sidney BC
(Opposite Mary's Blue Moon Cafe)

**British Columbia Aviation Museum
Victoria Airport (CYYJ)**

Annual Open House and Fly-in
Saturday August 7th 2010 ~ 09:00 until 16:00

Plenty of parking on site ~ Admission by donation ~ Fly-ins welcome

Pancake breakfast starts at 09:00 followed by
Hamburgers and hot dogs

Come and see our collection of vintage civilian and military aircraft
Our newest hangar is now open to the public and contains the
TCA Vickers Viscount currently being restored

Aircraft from the Canadian Armed Forces~Viking Air~Victoria Flying Club and
Vancouver Island Helicopters all on static display outside

The Victoria Flying Club will be offering sightseeing flights for \$35
Draws will be made hourly for free flights

The Victoria Model Shipbuilding Society (www.vms.ca)



and the



will be displaying and demonstrating their amazing creations



The Torque Masters Car Club of Sidney
will be showing many special interest
collector vehicles from the early 1900's right
up to the 'Muscle Car' era



For further information contact the BC Aviation Museum at 250-655-3300 or www.bcam.net

Pilot Tips

Descents: http://www.pilotworkshop.com/tips/airport_descent_safety.htm

Pireps: http://www.pilotworkshop.com/tips/flight_planning_pirep.htm

Minimum Descent Altitude: <http://www.pilotworkshop.com/blog/>

Forced Landing: http://www.pilotworkshop.com/tips/emergency_forced_landing.htm

Preferred (U.S.) IFR Routes: http://www.pilotworkshop.com/tips/ifr_planning_routes.htm

Post-Flight Debrief: http://www.pilotworkshop.com/tips/pilot_flight_review.htm

IFR and Personal Minimums: http://www.pilotworkshop.com/tips/ifr_personal_minimums.htm →

History of the Nanaimo Flying Club *Noreen Irbe*

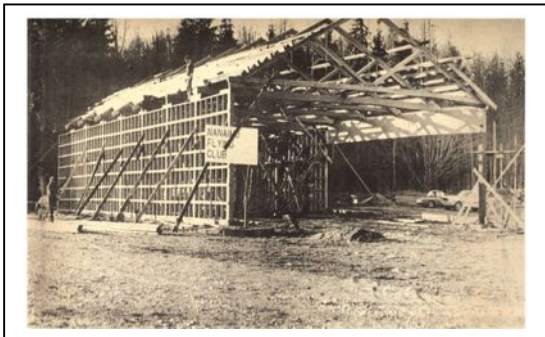
BY 1970 PROGRESS was slow (left picture) because only a handful of volunteers was showing up.



Left to right:
Norm Graham
Hans Hauer,
Tony Giesbrecht,
Ray Erhart,
Henry Conrad,
Brad Mitchell,
Duane Giesbrecht



Nov 1970 - Texaco Gas Station at the corner of Bowen Road and Terminal Avenue was torn down and we were able to salvage some materials. Ganderton Trucking & Excavating loaned us their truck to transport the lumber to the airport.



Aug. 13/70 - Enquired at BC Hydro about power to hangar. A 20-foot wide strip of land had to be cleared for hydro. Hydro rates would be reduced if the club did the clearing

April/71 We needed water. For this, McMillan/Bloedel gave us permission to tie into one of their test wells. MB had test wells to monitor the water level of the aquifer (underground lake) for the mill. Volunteers were needed to dig the ditch for the water line.

Note: The aquifer is very important to residents of Cedar and Cassidy as it is their main water supply.

Mar 7, 1971-Motion by: Norm Graham

2nd by: Chuck Burchill:

The executive met and set a fee for the rental of the hangar. (Bert Green had asked about using the west half of the hangar for an engineer's shop.)

Mar 7, 1971 Motion by: Norm Graham

2nd by: Chuck Burchill. We borrow the necessary money to make the hangar suitable for Bert Green

By May 1971 Bert Green had rented the hangar space and was working on a dirt floor with only a tarp for a door. Later, a personal door, but no heat. In 1973 hangar doors were installed for Lake Air Services (Bert Green) and a used furnace was donated. Bert was our lessee until Oct 31, 1976.

Engineers since were:

October 76 to March 1977-Two engineers from Campbell River, Ray Williams from Smithers (Nanaimo Flightcraft) July 1977-Nov 30 1981 Charles (Chic) Bowden (Nanaimo Aero Services) Jan 1982-June 90 Bob Hodgins (Cassidy Aircraft Maintenance) July 1, 1990-Dec 31, 2006

Feb 18, 1970 Motion by: Vic Garside 2nd by: Tony Giesbrecht
Arrangements to be made with the Bank of Montreal to allow all members to sign the bank loan along with the 8 members who originally signed, and they will be responsible for payments on the loan. To be put forth at the Mar 4th meeting, so it may be voted on at that time. Notice of Motion was sent to all members

Feb. 18, 1970 Had to borrow more money.

Apr/71 Had to borrow more money.

Sep/71 & Nov/71 Should we sell the hangar?

Feb. 23, 1972 - motion to borrow another \$1000.

All executive and directors co-signed for these loans.

Aug. 16, 1972 - motion to sell the hangar. The motion was defeated.

We wondered why we weren't making any headway moneywise. It was soon discovered the treasurer was using flying club money for himself. At the Nov. 1972 elections, George Irbe became our treasurer, and except for one year, he held that position to 1993 when he refused to let his name stand.

Finally in 1976 all loans against the hangar were fully paid for.

This was accomplished by a lot of volunteer labor, donations, and money raising events such as fly-ins, poker rallies, dances, raffles, saving Nabob coffee coupons, and tickets sold on various items. The tickets were often made by the women using typewriters. A sewing machine made the perforation mark. We needed 735 Nabob coffee coupons to send away for a cultery set, cutlery tray and a utility knife.





Our 1st Fly-In May 1971

Our 1st Fly-In May 1971

Our first fly-in was held May 1971. Breakfast was \$1.50 and hot dogs 40¢. Forty aircraft flew in. Thereafter, each year for 38 years we have had a fly-in during the first week-end in June. 2010 is the first time we have not had a fly-in.



1975 fly-in looking to the left of the clubhouse sundeck



1975 fly-in looking to the right of the clubhouse sundeck

Seventy aircraft flew in from as far away as California. We made a profit of \$445.28 ➔

The Lighter Side of Flight

Short Final

Overheard on the radio:

Piper 1234W: "Chattanooga tower, Piper 1234W with you at 2,000."

Chattanooga Tower: "Piper 1234W — cleared to land, runway 20."

Piper 1234W: "Roger. Cleared to land, runway 20."

[after a pause]

Chattanooga Tower: "Piper 1234W, you just flew past runway 20."

Piper 1234W: "Yep, too much *giddyup* and not enough *whoa*. I'll do a 180 and catch it on the turn."

Chattanooga Tower: "Roger. Cleared to land, runway 20."

Bob Jones via e-mail

Overheard in IFR Magazine's "On the Air"

...Chicago area controllers have a reputation for irreverent humor on the air. This latest installment of the Top Twenty Actual Transmissions Heard in the O'Hare Tracon comes courtesy of Intentionally Left Blank, the newsletter of O'Hare's National Air Traffic Controllers Association:

Approach: "American Two Twenty: eneeey, meeeny, mineey, mo, how do you hear my radio?" →

Short-Short Story

Canopy Curses *Manuel Erickson*

"IF THERE'S ONE THING I HATE about flyin'," grated the old man under his breath, "it's puttin' that bloody canopy on at the end o' the day! I mean, well, jus' look at that thing. See how it's put t'gether? The thing's got flaps stickin' out all over the place. Who the sam hill's got time fer such a piece o' junk?"

The old pilot stood about five feet eight inches. Thin-bodied, his face showed every wrinkle when he was angry, as he was now. A dark, greasy, battered baseball cap sat on his head, thick white hair trying to find daylight around its rim. It melded into his white beard, which almost covered the entire face and seemed to flow down his cheeks, stopping at a round point an inch or two below his chin. With his tongue he continuously moistened the bushy, overgrown mustache, which hid his upper lip. He wasn't bothered by his luxuriant, still black eyebrows that grew both up and down in front of his eyes.

His clothes matched his cap. Here and there a tear showed in a sleeve. His jacket's frayed cuffs and spotted front indicated a lack of laundering since he'd bought it. A casual observer would have said the same about his pants and shoes.

It could be said that this man dressed shabbily; however, he had received many compliments on his flying. "A smooth flier," said some; "He lands his plane beautifully," said others. "He keeps it very clean, inside and out." He was often hard on himself, not able to accept compliments easily: he would hang his head and not look a person in the eye.

Suddenly he tore the uncooperative canopy from his plane, rolled it up into a ball, opened the pilot's door and threw it into the back. He slammed the door, the sound echoing off the nearby hangar walls.

Now, that's no way to treat an aeroplane, you mad jackass, a voice said.

The old man jumped back, looked around, his eyes wide with fear.

You apologize to this beautiful aeroplane, said the voice. *After all, it just brought you home, safe and sound. You should be grateful.*

The old pilot felt himself calming down. "Yer right," he said with an embarrassed softness so no one might hear. His breathing had slowed. A thought occurred to him.

"Y'know what I think?" he mumbled. "This bloody canopy oughta be re-designed. It shoulda been made in three parts, not one. The first part should cover the top of the plane; then the side flaps shoulda been designed so's they can be zippered at both ends, not jus' at the front, right here." As if he were showing someone, he pointed to the front and rear of the windows that the side flaps would cover. "Then there'da been no trouble at all, at all. See?"

That, dear friends, is exactly what happened. The crusty old fool took the canopy to an upholsterer who gladly sewed an extra zipper into each of the side flaps.

The old guy tried it out and grew to love the canopy.

"Why didn't I thinka that before?" he asked himself, removing his cap and scratching his head. "Can't do withoutcha, now!" →

Classified Ads

A hangar is available at Mustang Hangars. For information, please call Doug at 250-616-9627.

*

A Yaesu transceiver (has VOR) is available for sale. A transceiver is a good back-up if your electrical system happens to fail. Asking \$250 (negotiable). If interested, please call Manuel Erickson at 250-743-4786 or pilot80@shaw.ca. →