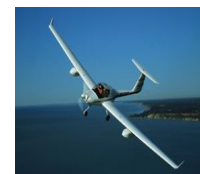


Av-Gass



Nanaimo Flying Club Newsletter, Nanaimo, BC V9R 5K4 Vol. 1 No. 2 March/April 2010

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Buses threaten NFC lease *Manuel Erickson*

IN A BOLD MOVE, Barbara Riddy, president of the Nanaimo Flying Club, issued a stop-work order and eviction notice on Chem Tec's sub-lessee who thought they had sub-leased the NFC's hangar space for the renovation of three old double-decker tourist buses. The Nanaimo Airport Commission were upset at this improper use of the airport. No member of the NFC had authorized that use. Barbara's quick and decisive action, accompanied by a deadline date, headed off any repercussions against the NFC by the NAC.



Leyland bus clearly obstructing the side of the Club's hangar



Two buses on highway side of our hangar and a third bus inside ➔

Nanaimo-Ladysmith Schools Foundation *Barbara Riddy*

IN 1983, DOUG SOWDEN MOVED that the Nanaimo Flying Club offer an annual bursary to students pursuing a career in aviation. This motion was passed. School District #68 (Nanaimo-Ladysmith) ensures that the Bursary is awarded to a registered student in a qualifying aviation-related program. Since its inception, there has been only one female student awarded the NFC Bursary. The initial value of \$250 has increased over the years to the current sum of \$1,000. In 2009, the membership agreed to re-name the Bursary in memory and in honour of Ray Erhart for his life-long contributions and dedication to the Nanaimo Flying Club. It is now known as the Ray Erhart Memorial Bursary.

Flying Memberships *Barbara Riddy*

The Nanaimo Flying Club is pleased to announce a *Flying Membership*. Benefits include fuel discounts and access to NFC clubhouse facilities. The clubhouse provides a full kitchen, shower and washroom facilities, full size pool table, shuffleboard, internet access for pilot planning, a large meeting room, viewing deck upstairs and office space which is currently available for reasonable rent.

Tie-down space is available for visitors at no charge and discounted rates for members seeking long-term parking. For more information please contact the Parking Director, Jeremy Howard: jfhoward@shaw.ca or call (250) 618-2671.

The NFC Membership Director, Ken Griffith, prefers contact by phone: (250) 754-2865. Applications can be found on our website www.nanaimoflyingclub.org. The cost of a *Flying Membership* is \$116.01 including tax. For a limited time; March 1, 2010 to April 30, 2010 *Flying Memberships* can be upgraded to *Full Memberships* upon request at no additional charge. This reflects a saving of \$207.90.

Shuttle service and car rentals are available on-site. Cottonwood golf course, adjacent to the airport, provides a full-facility 18-hole course with “the best greens on the Island.”

Announcements *Barbara Riddy*

March 21, 2010—Following the general meeting there will be a *Spring Clean Up*. If we don't get a quorum for the meeting we will know the newsletter is being read! Many hands make light work. Please pitch in and help. A luncheon tea will be provided and the beer machine is full.

June 5-6, 2010—Proposed Twin Lakes Fly-out/Camping trip. Before moving forward with this event, the organizer needs to know who would be interested in participating. If you are planning to attend, please email flyers@pacificwest.com. Put “TWIN LAKES” in the subject line, please. This is an open event with arrival time at Twin Lakes yet to be determined. A list of interested parties will be forwarded to Gordon Heys, the event organizer, on April 18, 2010.

June 5, 2010—BBQ-Open House at Nanaimo Flying Club. Full breakfast will be provided 8 a.m. to 11 a.m. at a cost of \$7. A luncheon tea will also be available 11 a.m. to 2 p.m. at a cost of \$6. This is an open event. Subject to approval by the membership and the availability of a few volunteers, invitations will be sent to all flying clubs.

June 17 to June 19, 2010—The Comanche Tribe has organized the Great Yellowknife Fly-in of 2010. Chateau Nova Hotel & Suites are giving special discounts to those who quote #4262, the “Comanche Flyers.” Call 1-877-839-1236 to book your room. Welcome Reception June 17 from 7:00 to 10:00 PM. The event includes a guided tour of Yellowknife, the infamous Buffalo Airways, stars of the television series *Ice Pilots NWT*, Air Tindi and a Great Slave Lake boat tour. An optional Midnight Sun Golf Classic with a midnight tee time will also be available. The event will wind up at the Beer Barge Festival with an evening BBQ at Max Ward's Wardair Dock in Old Town. This event is open and not exclusive to Comanche pilots. This organization has a solid reputation for hosting some pretty awesome events!

Date To Be Determined—A new access door to the hangar currently occupied by Chem-Tec is being slated for installation. A work party is requested. If you are able to lend your expertise, tools and/or labour please contact the Peter Kroupa, Building Director, at pkroupa@shaw.ca

COPA Convention—A brief discussion of the COPA proposal occurred during our meeting on February 21. Members decided to re-visit the issue of hosting COPA's next convention in 2011 at the March meeting. More on this issue is contained in this newsletter (See pages 6 and 7). ➔

History of the Nanaimo Flying Club (*continued*) *Noreen Irbe*



Nanaimo Airport 1974

Building #1 Pacific Coastal
 Building #2 Madill Hangar
 Building #3 Air Radio
 In the middle #4 NFC hangar

Island Highway along top of photo

FIRST, I MUST MAKE A CORRECTION to the Jan/Feb article. I had written that just off *runway 16* was Pacific Coastal Airlines with its own South entrance off the main highway. This should have read *runway 34*.

In 1968 the "Nanaimo Flying Club Association" held their meetings in the Villa Hotel pub (now the Dorchester Hotel). Some of the members at this time were Chuck Burchill, Norm Webster, Bert Hill, John Ruttan, Norm Graham, George Irbe, Steve Auer, Tony Giesbrecht, George Muir, Henry Conrad, Ray Morgan, Brad Mitchell, Herb Byrnes, Ed Race, Dave Smith and Gordon Lambert.

In November 1968, the Club decided to build a hangar. A committee consisting of Ed Race, Ken Moutray and George Irbe was formed to look into ways of raising money.

Where to build? 1) The November 1968 motion reads, "Build a hangar at the other end of the runway away from other buildings" (Runway 16). This would not do because the D.O.T. stated that a terminal building would be located there sometime in the future. 2) How about between Pacific Coastal and the radio shack? This was also unsuitable because it would block the air radio's view of the runway. 3) We tried for our present location and, thankfully, D.O.T. approved it. 4) In 1988, NFC members Frank Warder and George Irbe looked into purchasing a privately held 10-acre parcel at the south-east corner adjoining airport property (just off runway 34). The price was \$89,500. The Airport Manager (Dennis Geddes) said "Access to the runway would be denied [from that site]," so this idea was dropped. Geddes probably didn't want to lose our income. In July 1969, we signed a lease with City of Nanaimo for \$585.00 a year.

And so we begin. Engineering plans were drawn up at a cost of \$195.00. The availability of trusses and beams would dictate the size of our building. An old sawmill on the shores of Mesachie Lake, south of Duncan, provided the trusses. Some Club members took apart the trusses, numbered them and loaded them into a SeaBee. They later put them back together on the building site. (*To be continued*) ➔

Seebee used to bring salvaged items from Mesachie Lake. Owned by Chuck Burchill and Norm Webster



MORNING FIRE DESTROYS AIRPLANE

An early morning fire destroyed a SeeBee airplane valued at \$8,000, which was tied down at Nanaimo Airport at Cassidy. The plane was spotted by passerby while smouldering, but by the time North Oyster Fire Department arrived, it was too

late to save the plane. Don McGillivray stands beside one of the few parts which could be salvaged -- the propeller.

"Nanaimo Daily Free Press" 1972
 (Arnold Olson photo)

Funnies *Doug Wakefield*

Somewhere in the U.S.—an A&P mechanic was removing a cylinder-head from the engine of a Skylane when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come and take a look at his turbo pressurized 210 when the mechanic shouted across the garage, "Hey Doc! Want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the aircraft.

The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I opened its heart, took the valves out, repaired the damage, put them back in, and when I finished, it works just like new. So how come I make \$39,675 a year and you get the really big bucks—over a million—when you and I are doing basically the same work?"

The cardiologist paused, smiled and leaned over. He whispered to the mechanic, "Try doing it with the engine running." →

*

AFTER LANDING, an airline crewmember was escorting a little girl off the aircraft. The Captain leaned over and said in a voice for all to hear, "Would you like to be a pilot when you grow up? Just remember, you can't do both."

I learned to fly when... *George Irbe*

MY INTEREST IN FLYING goes back to the early 1940s, but I didn't start until some twenty-plus years later, in 1965. It seems like just yesterday.

At that time, radios in small aircraft were not very good, especially when you had to rely on overhead speakers competing with engine noise. Navigation was mostly by map reading, and the Nanaimo radio range was still using the A & N beams. Pilots were lucky to have an old-style ADF that required tuning like a home radio. Verifying that you were tuned to the proper station was mandatory. VORs were a luxury.

For the commercial ride there was a choice of using ADF or VOR. The Victoria and Vancouver VORs were too far away for repeated practice so I decided to use the Nanaimo range for my check ride. I felt fairly comfortable using ADF, but on the day of my ride the wind was very strong and I blew my two-minute procedure turn to the range. Back for more practice.

Next time, I decided to use the VOR for an easy pass. All was not lost since that was a good lesson in experience. Knowing how to do something and actually doing it under adverse conditions are two completely different things.

In my opinion, flight training is somewhat lacking these days. Most of my instructors were ex-Air Force pilots. I'm sure I received more than my money's worth of good training. Stall/spin training is not what it used to be.

I think all initial flight training should be done on tail-wheel aircraft. Students may never fly or own a taildragger, but I think that type of training would make one a better tricycle pilot. →

Boeing Saves Lockheed Constellation



A LOCKHEED CONSTELLATION whose history includes flying in Canada, life as a restaurant in Toronto and twenty years in the elements has found salvation and a new life at Boeing Field's Museum of Flight in Seattle, Wash. Currently, the Connie is undergoing restoration at Boeing's Plant 2 building thanks in part to a large financial contribution from an anonymous donor but also because of a bureaucratic victory. The restoration prompted a two-year bureaucratic fight over ownership of the aircraft. At that time, the project was in the U.S., but Canada stepped forward to claim the much-neglected Connie as "a priceless piece of Canada's heritage,"

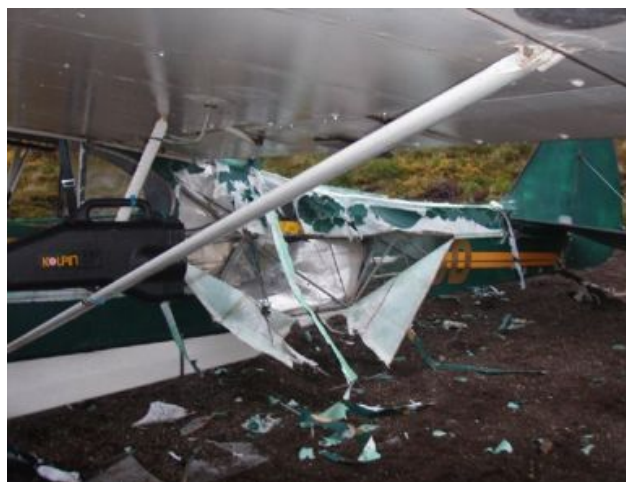
according to the *Seattle Times*. Ultimately, however, no Canadian institution offered to buy the plane and the restoration project was kicked into high gear. The aircraft is set to go on display at the [Museum of Flight](#) later this year.

The plane has been repainted in its original Trans-Canada Air Lines colors. It has had skin replaced on its belly, new window frames installed in the cockpit and more. The project has been the baby of former Boeing executive Bob Bogash and the final product will reflect the work of hundreds of people -- both professionals and volunteers. ➔

From AVwebflash, Vol. 16, No. 2a, January 11, 2010

Bear Eats Plane *Manuel Erickson*

DURING A PRIVATE FLY-IN fishing excursion in the Alaskan wilderness, a chartered pilot and fishermen left a cooler and bait in the plane. A bear smelled it. This is what he did to the plane.



The pilot used his radio and had another pilot bring him two new tires, three cases of duct tape and a supply of sheet plastic. He patched the plane together and *flew it home*. (Story and photos sent by a friend) ➔



Proposed 2011 COPA Convention *Barbara Riddy with Manuel Erickson*

SHOULD THE NANAIMO FLYING CLUB propose holding the 2011 COPA Convention in Nanaimo? Ultimately, with all the relevant information presented, we members will decide. Tom Lockyer, the COPA Convention organizer in Moncton in 2010, told me in a phone conversation that approximately 300 attended parts of the Convention, and 200 registered for the full meeting. While only twenty-four private aircraft flew in, Cessna, Diamond and Cirrus sent aircraft for display. The City of Moncton agreed to allow an airshow which gave organizers the opportunity to finance the event creatively through provincial funding.

The worst aspect of last year's Moncton meeting was the below-VFR weather; this is typical for that part of the country. The best aspect was meeting and getting to know some of our eastern fellow fliers.

The Moncton group had a year to plan and organize. There was a total of forty-five volunteers, including the planning committee, Moncton flight school students for food preparation and catering, and event day volunteers. Tom organized a number of events. Only a few club members were initially interested in volunteering for the Convention so Tom gathered ten to fifteen of his committee from the community. He had not tried this before but claims it was one of his better decisions. The advantage was that they truly wanted to volunteer ; they knew nothing about aviation, so tasks were carried out efficiently and effectively without complication. The Moncton membership is about half that of the NFC.

Moncton has the advantage of having a flight school academy which houses and feeds students onsite. They are equipped with a commercial kitchen. The school offered their kitchen and some students, so catering costs were limited to food expenses only. The Friday meet-and-greet was simple, probably just burgers and beer, but the Saturday banquet was lobster.

The banquet was held in a hangar which normally holds 6-7 Cessna A/C. Based on past experience Tom opted not to have a live band/dance. Typically pilots want to socialize and the idea of a dance is usually a bust. Instead, they hired a comedian who put on a show for 1.5 hours. They probably made more on their alcohol sales as a result.

Aviation-related tours were not offered; there is nothing like that available in Moncton. They relied on corporate sponsorship which they aggressively pursued.

After all expenses were paid, the Moncton Flying Club awarded COPA a cheque for \$22,000. They decided to give COPA 100% of the profit toward the Action Fund. If NFC were to host, I would encourage the 50/50 split anticipated by COPA.

Tom has offered to give us all his organizing and planning files, inclusive of written requests and contacts for corporate sponsorship, if we were to host the 2011 convention.

I met with the Vancouver Island Conference Centre representative. Should we host this event, she has agreed to 50 per cent off the cost of the banquet room and a \$25-a-plate buffet meal rather than the normal \$35 cost. They will provide this offer in writing to guarantee expenses. ➔

Why I Fly *Doug Wakefield*

“LOOK! I CAN SEE MY HOUSE!” When we were thirteen years old a friend and I had a five-minute helicopter ride over our home town, Sechelt. That hooked me forever on aviation.

High school was of passing importance compared with my part-time job as a dock boy for Tyee Airways, the local floatplane charter company. I was more interested in being around airplanes, even if I was pumping floats and gas, carrying luggage and freight, cleaning windshields, washing salt off the planes and anything else that needed doing. The planes were a Cessna 170, 172, the mighty 180, and eventually a Beaver. I often got rides during charters, and came to know the coast between Vancouver and Campbell River quite well.

With the money I earned I learned to fly. That was a bit of an exercise: I belonged to the Elphinstone Aero Club in Sechelt but there was no flight school, so on certain Fridays I would get a club member to fly me to Cassidy, where I took lessons and stayed with an aunt and uncle who lived within walking distance of the airport. I would then fly back to Sechelt on Sunday. I still remember my first solo – three circuits in Aeronca 7AC, CF-ISU. Thanks to my instructor, Arnold Parlee!

After getting my private licence on my 17th birthday I joined the RCAF as an Air Traffic Control Assistant, thanks to my aviation experience (such as it was). This was as close to flying as I could get, having poor eyesight. But I enjoyed ATC and it kept me involved in aviation during postings to Moose Jaw and 4 (F) Wing in Germany.

In 1968 I was in Victoria going to school courtesy of the Air Force. My family was by then living on Texada Island, so what better reason to buy a plane than to visit them? A one-hour flight rather than an all-day trip in a car on three ferries – no contest.

My plane was a Cessna 140 (CF-EKR) which I kept at Butler Field near Victoria. During the three years I lived in Victoria I made two trips to Ontario in the plane, as well as to most airports on the Island and in the Fraser Valley.

My wife, Susan, and I moved to Toronto with the plane in 1971. I kept EKR at Buttonville and visited many airports in Ontario. I wasn't flying as much as I wanted and my job was taking up more of my time, so I sold the plane in 1973. I didn't fly again for over 20 years, but I always looked when an airplane flew by.

My flying started again in 1995, at Rockcliffe (Ottawa) in a Cessna 150. I was surprised how easily it came back, and how much I enjoyed being in the air again.

Freshly re-licensed, I bought a 1969 Cessna 182 in 1996 at Cassidy, of all places, while still living in Ottawa.

In 1997 I went to a fly-in in Brockville, Ontario. After I parked the plane I looked at the one beside me and it was my old 140, EKR, repainted! I hung around until the owner appeared and pestered him to look at my name in the logbooks and to sit in it again. Great fun!

Also in 1997 I got my instrument rating, which was both the most challenging and satisfying thing I've done. 1997 also found Susan and me moving to Washington, DC for four years, during which time we kept the 182 at Manassas, Virginia. During those years we travelled widely, from Boston to Kitty Hawk to Key West and many places in between. It was a wonderful way to see the country.

In 2001 I had the plane refurbished by Brant Aero, in Brantford, Ontario. They put in new glass, new interior and a new panel. Sky Harbour in Goderich did a complete paint job. Great work by both.

We moved with the plane to Colorado Springs, Colorado in 2001. That's where I learned about density altitude,

given that the airport elevation is 6200 feet. During the four years we lived there we travelled around the western states. We saw many memorable places, including the Grand Canyon, Friday Harbor, Monument Valley, Tillamook, Santa Catalina Island, Sedona... the list could go on. (In fact, I've flown the plane to all of the 48 contiguous states.)

One "highlight" was Furnace Creek, in Death Valley, California, with a field elevation of minus 210 feet. It was kind of strange to see the altimeter wind down through zero while on final...

The other extreme was Leadville, Colorado, with a field elevation of 9,927 feet. (It's the highest licensed airport in the US.) Think density altitude! It was only a forty-minute flight from Colorado Springs over the shoulder of Pike's Peak, so Susan and I went there many times. There were some good restaurants in town and the local FBO would lend us a car to get there and back (like most FBOs in the US).

We moved back to Ottawa in 2005 and retired to Ladysmith, Susan's home town, in 2007. Since we've been back on the Island we use the plane for sightseeing, the odd trip to the US, and the eternal search for the perfect airport pancake. Susan looks after the big decisions ("Let's go to Campbell River") and then leaves the minor details to me.

I've kept up my instrument rating, both for the challenge and for the joy of breaking out on an approach and seeing the runway lights or punching through the top of a cloud layer during a departure.

Night flying is also great fun. I particularly like flying around sunrise or sunset and watching the day begin or end.

Flying gives me the physical and intellectual challenges I enjoy, as well as a wonderful view of the world.

"I fly because it releases my mind from the tyranny of petty things" (Antoine de Saint-Exupery). →

Replacement for 100 Low Lead?

(From *AvFlash News*)

TECHNICAL DIFFICULTIES prevent the duplication of the article on this subject which is of vital importance to all those who fly piston aircraft. Please click on this URL: <http://www.avweb.com/cgi-bin/texis/scripts/avweb-search/search.html?query=100LL+replacement&x=0&y=0>.

Pilot Tips

THE ARTICLES IN THE FOLLOWING URLs are too long to duplicate here, but that in no way lessens their importance. Please go to:

http://www.pilotworkshop.com/tips/ifr_final_approach.htm

http://www.pilotworkshop.com/tips/takeoff_runway_safety.htm

http://www.pilotworkshop.com/tips/ifr_proficiency_training.htm

Classifieds

TWO DAVID CLARK H10-13.4 ANR headsets and a Yaesu transceiver for sale. Everything works. Asking \$350 for each headset and \$250 for the Yaesu. I find the Yaesu easier to operate than the Icom, and it's smaller. I'm selling these items because the David Clarks do not work with my new Icom, but my new Bose headset does. Email pilot80@shaw.ca or phone Manuel Erickson at 250-743-4786.

NANAIMO FLYING CLUB HAS UPPER FLOOR OFFICE SPACE for rent at airport. 24' x 16' with adjacent 100 sq. foot storage room. Secure. Unobstructed view of runway. Use of outside patio/viewing deck. Contact Nanaimo Flying Club for terms on rent and if needed A/C tie-downs. Contact the President at (250) 741-4055 (briddy@writeme.com) or any executive member listed at www.nanaimoflyingclub.org →