

Av-Gass



Nanaimo Flying Club Newsletter, Nanaimo, BC V9R 5K4 Vol. 1 No. 3 May/June 2010

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NAC Fees Threaten General Aviation at Nanaimo

editorial by Manuel Erickson

IN A SURPRISE AND STEALTHY MANNER, the Nanaimo Airport Commission sent invoices to all owners of small aircraft in March. The invoices covered “fees” incurred by these aircraft when landing, doing “touch-and-go’s,” or talking to Nanaimo Radio. In addition, they included “costs” for taxiing to or from the runway. The period covered was from January 1 to February 28, 2010.

At least one NFC aircraft owner was told to pay as much as \$900!

I received an invoice on March 15. After opening it and allowing sufficient time to recover from the shock, I fired off an email on the same day to Kevin Psutka, President and CEO of COPA. I pointed out that there had been no advance notice and this had been verified by Club members.

Mr. Psutka responded on the same day. “There is no reference [to fees] on the airport web site,” he wrote, “where it appears that aircraft weighing less than 2500 kg have no landing fee and there is no mention of general service fees.” But as every Club member knows, all aircraft were affected, including those based at CYCD.

On March 17, Mr. Psutka wrote to Mike Hooper, President and CEO of Nanaimo Airport: “It would be unfair and unethical to amend your fees without notice, keep the old schedule up on your web site and then send surprise invoices to aircraft owners.” On the same day, Mr. Psutka sent me a courtesy copy of an email from Hooper that said, in part, “We recognize the need for pilots to be aware of fee adjustments prior to flight planning. Therefore, in order to ensure a fair transition to the new fee’s [sic], the Nanaimo Airport will contact all users for the months of January, February and March and reverse the invoice charges on landing and terminal fees.”

Up to the distribution of *Av-Gass* (May 1), I was still not officially informed by the Airport that my invoice charges have been reversed.

A visit to CYCD’s Web site revealed this statement from Hooper: “The Fee Schedule below, from 2009 will remain in effect for 2010.” The implication is that fees might be re-imposed in 2011.

In recognition of this and the continuing \$10 fee on ultra-lights, the *Unfriendly Airport* logo on COPA’s Web site has remained in place.

It is not less than astounding that a group purportedly trying to promote the use of CYCD has taken such an anti-aircraft stance. In the opinion of this writer, the re-instatement of fees on small aircraft, whether based at the airport or not, must be fought at every turn. We must educate the members of the NAC board and the Airport’s CEO about the positive economic value of aircraft, local and tourist, recreational and business. →

A Minute from our April 6 Meeting

Doug Wakefield

MEMBERS AGREED THAT OUR ULTIMATE OBJECTIVE is an assured future at YCD. The landing fee issue is only one aspect of this. A long-term effort will be required, which includes:

- educating the public and politicians at all levels as to the benefits of YCD and how General Aviation contributes to these benefits. We must ensure that the public and politicians understand that General Aviation:
 - i. is not free-loading at the airport: we already pay the airport lease fees and a fuel fee; and
 - ii. did not ask for the airport expansion, does not need the longer runway, and will not use the expanded terminal and car parking area; thus we should not pay for them.
- ensuring that the NAC's operations are open to the public since they are spending public money from several levels of government. →

Recurrency training

Lynda Brown

LYNDA BROWN OF VITAL AVIATION is offering a recurrency course to all paid-up members of the NFC—free of charge. I need names, phone numbers/email addresses and topics pilots wish to cover. I will then form a course and let everyone interested know how long I need to teach it. Based on time needed, the group can then agree on dates. I would anticipate airspace, radio protocol/dealing with terminal and how to get what you want from them, etc, and any new stuff brought into effect in the past few years about the Private Pilot Licence. Maybe weather (although I do not wish to teach a full meteorology course). Participants will be shown how to document recurrency in their personal log books. Please contact Lynda to have your name and contact info put on the list at flyvital@telus.net. →

Report on COPA Flight 91 Dinner Meeting

Jeremy Howard

ON MARCH 30, AN EXCELLENT MEETING was held at the Flying Club. Darryl Schlitz (NFC Vice-President) organized hot dogs. Nanaimo bars (what else?), fruit salad, ice cream and lots of nibbles made for a fine repast.

At least twenty members and guests attended. We lit the fire which made the club very convivial; the general consensus was that we should do it more often.

Although this was billed as a meeting of COPA Flight 91, I think it should be counted as a flying club social. Bob Lepschi has already volunteered to organize one of his well-known “road kill suppers.” I will leave it to him to suggest a date for the next meeting. I am sure many of us will assist with dessert and nibbles.

My main reason for trying to re-activate COPA Flight 91 was amply realized by our social evening. I am sure we can also arrange fly-outs when the weather gets better.

If we organize COPA for Kids flights, we will need a COPA flight to get the insurance benefits. If enough of us want this, a minimum of 10 COPA members are needed to re-start the flight. →

History of the Nanaimo Flying Club *(continued)*

Noreen Irbe

MARCH 1969—We held our first money-raising event called “Wings Dance” at the Moose Hall in Chase River (Nanaimo). The second dance was in September 1969 at the Eagles Hall in Nanaimo. Tickets were \$1.50.

There were 30 members. The membership fee was \$40 and dues were \$10 per year. On the Executive were Chuck Burchill, President; Ray Morgan, Vice-President; Norm Webster, Treasurer; and Heather VanHorne, Secretary. The Airport Manager was Gordon McGavin.

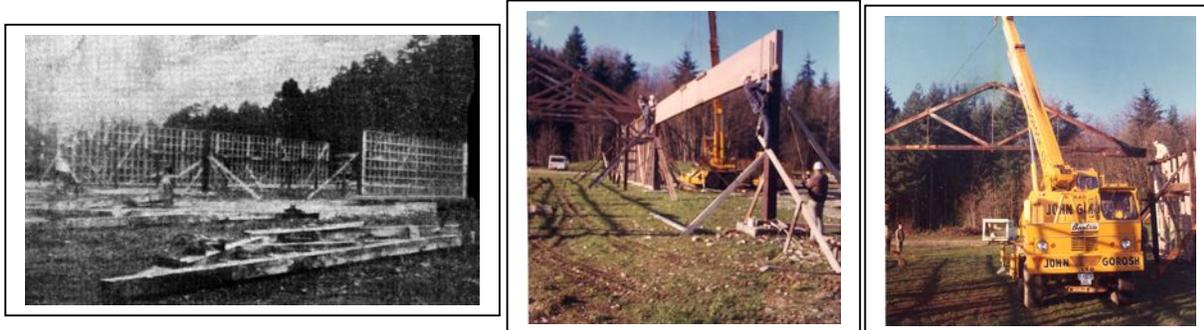
It wasn't until September 1970 when tie-downs were made available at \$3 per month. Aircraft parked on the field consisted of a Seebee, a Champ owned by Gordon Lambert, a Harvard owned by Steve Auer, another Harvard co-owned by Phil Kalnin and Bill Bagocsi, a third Harvard owned by Henry Conrad, a Cessna 150 and Cessna 172.

Even though we made deals with local business firms and scrounged for materials, it was apparent we were going to need money. So in August 1969 we obtained a bank loan of \$6,500 from the Bank of Montreal. This was thought to be sufficient to cover costs if members volunteered their services.



August 1969 -- The beams were painted to preserve them and the first soil was turned for the cement footings.

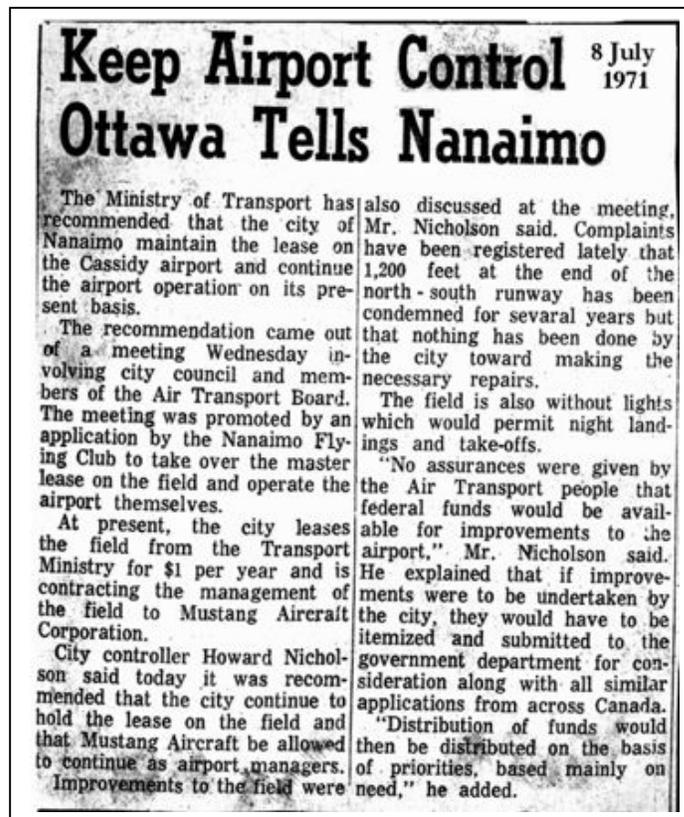
In late November 1969, with the help of Gorosh Crane Ltd., the trusses were put into position.



On May 6, 1970, on a motion by Ray Erhart, seconded by Phil Kalnin, we decided to “Send a committee to see the City about the Flying Club taking over as Airport Manager for the next contract year.”

We tried again in 1971.

It is obvious to me (see the article below) that the federal government did not trust the flying club: the very people who had the most at stake in the airport.—*Editor*



Pilot Tips

From *PilotWorkshop.com*

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

Just Before Takeoff: http://www.pilotworkshop.com/tips/takeoff_runway_safety.htm

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

Situational Awareness: http://www.pilotworkshop.com/tips/pilot_situational_awareness.htm

100LL Issue: <http://www.avweb.com/eletter/archives/avflash/1598-full.html#202299>

Engine failure on take-off: http://www.pilotworkshop.com/tips/engine_failure_takeoff.htm

Thermal Turbulence: http://www.pilotworkshop.com/tips/aviation_weather_bumps.htm →

Airport Restaurant Review

Doug Wakefield

Victoria Airport – Mary’s Bleue Moon Café

9535 Canora Road

Sidney, BC

(250) 655-4450 (Time of Visit: April 2010)

Hours: Mon-Wed 9 a.m. to 9 p.m. Thurs- Fri 9 a.m. to 10 p.m.
Sat 9 a.m. to 9 p.m. Sun 9 a.m. to 8 p.m.

AFTER ARRIVING in Victoria (make sure you are aware of the arrival and departure procedures in the CFS), park your plane in the Victoria Flying Club’s visitor parking or next door on Apron III in front of the tower.

Walk east on Canso away from the Flying Club to the main Road (Canora), turn right (South) and walk 3 or 4 blocks until you see the Bleue Moon on the left. (The walk from the ramp to the restaurant will take 10 to 15 minutes.)

The restaurant is across the street from the road to the BC Aviation Museum. This makes the Bleue Moon a good stop for a meal before or after a visit to the museum.

The Bleue Moon has been around for years and is popular with locals as well as the aviation community. It has an aviation theme and is well-decorated with models, photos and memorabilia.

The breakfast menu has the usual offerings: various combinations of bacon and eggs, toast, bennys, waffles, and pancakes. With coffee, a typical breakfast will cost about \$10.

There is an extensive menu for lunch and dinner, with burgers, wraps, sandwiches, fish and chips, pasta, ribs, steak and seafood.

My breakfast of bacon and eggs, home fries, toast, and coffee was good. The service was pleasant, though a bit slow.

All in all, Mary’s Bleue Moon is worth a visit. On a five-star scale I would give it 3.5.

A Few Military Quotes

"You, you, and you — Panic. The rest of you, come with me." — U.S. Marine Corp Gunnery Sgt.

"You've never been lost until you've been lost at Mach 3." — Paul F. Crickmore (test pilot)

"The only time you have too much fuel is when you're on fire."

"When one engine fails on a twin-engined airplane, you always have enough power left to get you to the scene of the crash."

"Even with ammunition, the USAF is just another expensive flying club."

"What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; if ATC screws up, the pilot dies."

"Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

The test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing. The crash truck arrives. The rescuer sees the bloodied pilot and asks, "What happened?" The pilot's reply: "I don't know, I just got here myself!" — Attributed to Ray Crandell (Lockheed test pilot) →

Announcements and Coming Events

(from Mar. 21 NFC General Meeting Minutes)

Fly-ins/Air Shows

June 17-19: International Comanche Society, Canadian Tribe, Yellowknife, NWT
Contact Barbara Riddy briddy@writeme.com

June 25-27: COPA Fly-in/Convention. Summerside, PEI
(<http://www.copanational.org/Convention2010.cfm>)

July 7-11: Arlington Fly-in. Arlington, WA
(<http://www.arlingtonflyin.org/default.cfm>)

July 17: Princeton Fly-in
(See letter on Clubhouse Notice Board)

July 26-August 7-11: EAA Airventure. Oshkosh, WI.
(<http://www.eaa.org/airventure/>)

August 13-15: Abbotsford International Air Show. Abbotsford, BC.
(<http://www.abbotsfordairshow.com/>)

September 15-19: Reno Air Races. Reno, NV
(<http://www.airrace.org/indexJS.php>)

November 11-13: AOPA Aviation Summit. Long Beach, CA
(<http://www.aopa.org/summit/>)

Classified Ads

FOR SALE: Large print of Supermarine Spitfire, framed. Asking \$325.00 Ken @ 250-758-1704

FOR SALE
LOW TIME 1975 Cessna 172M C-GICF
\$65,000 CAD



AIRFRAME

- 2577.1 Hr. Total Time Since New
- 561.4 Hr. SMOH
- Lycoming O-320-E2D 150 hp
- New Imron Polyurethane Enamel Paint in 1996
- Stainless Steel Hardware
- No Damage
- Last Annual 27 January 2010

PROP

- October 2008

AVIONICS

- IFR Equipped
- Installed All New July 2000
- Garmin GMA340 Audio Panel
- King KX155 Nav/Comm/ILS/Glideslope
- King KX155 Nav/Comm/ILS
- King KR87 ADF
- Garmin GTX320 Transponder
- Garmin GPSMAP 295 Portable GPS

ADDITIONAL EQUIPMENT

- 3 - David Clark Headsets
- 2- PTT Switches
- Tow Bar
- Misc. Tools, Spare Oil
- Airplane Cover (Well Used)
- Storage Box with Cleaning Equipment, Spare Parts, etc.

CONTACT

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