



AvGas in-official Nanaimo Flying Club's Newsletter



January 2011

tax factoids...
in 2010 the NFC paid:

- ~\$1500 NAC airport fuel taxes
- ~\$9800 Federal Excise taxes
- ~\$1800 Provincial Motor Fuel taxes
- ~\$4400 Provincial Carbon taxes
- ~\$1254 Federal Leasehold taxes
- over \$19,000 in combined taxes not including the HST capper

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JawSome at the Nanaimo Flying Club

Let me think... I was a "Flight Instructor, Crop Duster, Corporate Pilot, flew regional airlines, a Bush Pilot, Fire Bomber Pilot, Helicopter Pilot, owned a flying school, did the airshow circuit for a while, built some airplanes, did the gyrocopter thing, and the last 15 years or so of my gig was on the airlines again, flying the international routes." he said.

Chuck Ellsworth then unfolded his wallet, which was fattened with dozens of type ratings and endorsements on more types

of aircraft than the proverbial old man Carter has Liver Pills.

Over 30,000 hrs accident free, indeed a perfect safety record. He's one of a kind, elucidating, entertaining, and holds a most special place in his heart for our Ministry of Transport. Just don't ask why you clap 6 times for this Wolfman.

Chuck will be sure to rock, this one's not to be missed out on!

Check it. Sunday, January 16th General Club Meeting @ 09:30 Brunch served ~10:45, Chuck's on stage right after dessert. ❖



100LL Sales

Chalk up NFC 2010 fuel sales as outstanding. Last years fuel sales increased 31% over 2009.

Especially noteworthy, as CYCD airport movements saw a decline over the same sidereal.

Last year the fueling process was made less arduous, the time-out has been extended, a new credit-card reader accepts chip enabled credit cards, and the key fob no longer required.

The Club recently secured another new source of well priced wholesale 100LL, subsequently topped up to 100% capacity.

President Riddy, was instrumental in attracting new fuel customers with last years successful membership drive and excellent club promotion within other regional flying clubs.

NFC Members enjoy the least expensive 100LL fuel in BC.

Ya! Run & tell that, Homeboy!❖



Avigation

A couple of weeks ago, Joyce Clarke reminded us of the well-known, iconic approach classic; ITAWT, ITAWA, PUDYE, TTATT, IDEED.

The inspiration to that gem, is Paul Berge, ex-ATC & TERP's expert. Berge and fellow Belvoir alumni Paul Bertorelli, are possibly the best aviation writers ever. OK, before all you "Jonathan Livingston Seagull" fans start clambering protest, well... nobody cares.

Jeff Van West, a close third had huge shoes to fill at IFR, but did so admirably, and does a superb job every month. He's a Terp'ster with a strong sense of humour, and also happens to be the dude responsible for all those great waypoint names for the approach into KMCI.

I once had an opportunity to "sorta" fly this one. While VFR inbound to KMCI, I listened as approach was busy working an obviously local driver, and both were having a little fun with the approach waypoints.



I laughed out loud as the inbound crew made plans as to where they going to grab some eats. After pulling out the plates to see what was going on, I was tempted to ask for a pop-up, just to fly the same approach. Didn't tho, suddenly feeling rather peckish, needed sum... what else? KC - BBQ.



AvGas

1,2,3,4,5,6,7,8,9

Impish, Recusant Editor:



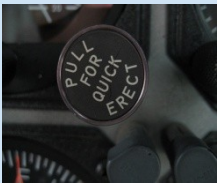
→AI Brust

AvGas Contributors:

Plant, Cluchey, Howatt, Whyte & Confederates

Corporate GoodGuys:

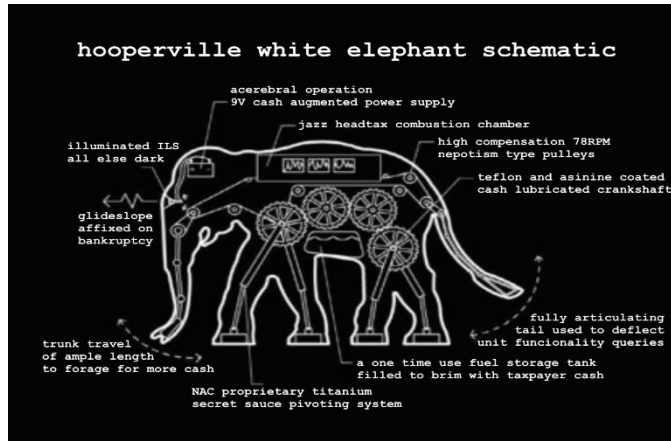
Cottonwood Golf Club
The Timberland Pub



CYCD Corporate GoodGuys:
BC Mountain Helicopters
Nanaimo Aircraft Maintenance
NavCanada FSS
Venture Aviation
Vital Aviation



Ruminations of a Motley Fool



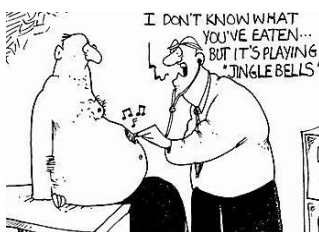
Christmas Buzz

Despite the dreary winter weather, the NFC Christmas Party at the clubhouse was an excellent place to be. Innkeeper Riddy, put together yet another outstanding fiesta. It was a full house, fireplace crackling, an excellent evening with fine food, drink and fellowship. A Chinese gift exchange followed the eats, lots of fun, all kinds of silly things. As it happened, the very best one was also the last prize drawn. It's a uhm... ahh... err... very nice. Really!



A big post-Santum thank you to all that helped out with 2010's sterling pot-luck holiday hoopla. Pics upped [here](#).

Ya working to rid sum Festivus tight off now? Me too, wait... izzatsum leftover marzipan?



Elections

Indeed. WeHadEm. Charge it to the game. In record time too. Imagine... the usual club housekeeping business, NFC Board of Director elections, plus the COPA stuff all completed inside of an hour.

A KFC luncheon was served to members afterwards, thanks to Mike Wilkey, Randy Galusha and Lorraine Howatt, who provided everyone a great lunch. It was good, the fireplace roaring, on one of those cold "it's nice to have a fireplace" days.

The new Exec remains primarily the same; with welcomed additions of Mike Wilkey, filling long vacant Social Director position, along with Dave Ellis, WebMeister Extraordinaire and last but not least, Ron Whyte as the NFC's newest Oddball Director.

I'm sure all NFC members appreciate their efforts, and thank the 2010 Executive, who volunteered their time and expertise.

NFC's 2011 Executive:

- President ----- *Barbara Riddy*
- Vice-President ---- *Darrle Schlitz*
- Secretary ---- *Doug Wakefield*
- Treasurer ----- *George Irbe*
- Aircraft Parking -- *Robert Lepshi*
- Membership ----- *Ken Griffith*
- WebMaster ----- *Dave Ellis*
- Social Director ---- *Michael Wilkey*
- Director Other Stuff- *Gordon Heys*
- Director Oddball Stuff- *Ron Whyte*

ISHCRAP arrives

NFC Initiation & Secret Handshake Ceremony of Rites Passage (ISHCRP) Grand Pooh-Bah Elrad Schlitz claims not all of the new 2010 club members were taken through the time honoured traditional NFC rites.

Schlitz indicates that this oversight was due to inexplicable circumstances, and By Order of the Propeller, calls upon all 2010 Inductee's to attend ISHCRP's held next month at the clubhouse Sunday, Feb 20. Starting 11am, luncheon to be served noonish, and inductions begin after desserts are done.



Initiate HOWATT post ISHCRP

In the interim, AvGas cheerfully acknowledges the following 32 new members that joined the Nanaimo Flying Club in 2010:

Welcome Aboard Everyone!

Larry Berg	Allen MacKay
Ray Bowerman	Kevin McMeel
Tom Campbell	Peter Myers
Gord Cluchey	Phil Perry
Ben Correlje	Brad Porter
Robert Crawford	Henry Sahn
Brian Danley	Brian Schiller
Chuck Ellsworth	Sebastion Seykora
Fred Evoy	Garth Siewert
Randy Galusha	Ken Thorsen
Ian Gillies	Andrea Trepania
Dennis Heck	Autumn Umanetz
Clare Higgins	Dave Whitaker
Mark Johnson	Garry Whitaker
Jeff Liot	Dale Wiberg
Alex Luckham	Michael Wilkey

Nanaimo's AMO gets new digs



Mike Taylor spearheads CYCD's Transport Canada's AMO 134-96

Nanaimo Aircraft Maintenance (NAM) has been operating out of their CYCD north side hangar location for over 6 years. They've recently acquired one of the largest hangars on the field, a superb ~6000 square foot hangar facility located on the south side of the Nanaimo-Collishaw Airport.

Since taking possession on September 15th, 2010, they've made several improvements to their lease-holds. The folks at NAM have now completed the

considerable set-up phase, and in full swing again, diligently working hard to serve all aircraft owner's requests and requirements for private or commercially registered aircraft.

NAM is piston and turbine qualified, with M1 & M2 licensing, expertly addressing all aircraft dynamics. Exterior and interior repairs, structural repairs, aircraft modifications or simply dealing with routine snags.

NAM services include annuals, pre-purchase inspections, import & export services, aircraft recovery, point documentation checks, parts and offers 24/7 AOG service availability.

406 ELT installations, annuals, 50hr /100hr, phase inspections, and most routine aircraft ser-

vice performed during regular business hours, weekdays, 9-6. Scheduled pick-up and drop-off services are available and provided on request.



NAM offers the full meal deal, check out their new website for service details.

Contact: (250) 754-5448
Toll Free: (877) 345-5539
nanaimoaircraftmaintenance.com

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

-Douglas Manuel



NFC Member Insights

Gord Cluchey's aviation story began at age 64. It's at that point in his life that he decided to begin his aviation career. No kidding.

Captain Gord, then approaching retirement found himself enrolling in a QB Ground School.

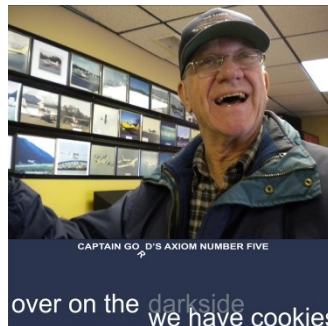
Ground School not yet completed, during which a search for the perfect airplane ensued. As it happened, he found it nearby, a Challenger, in Hope, BC.

Captain Gord indicated this proven design makes for an

excellent aircraft, Rotax powered, easy to get parts for, 900'/minute climb rate capable, with forgiving flight characteristics and very docile ground handling qualities.

Captain Gord also informed that approximately 3000 Challengers are flying, with some 300 of them in Canada. The Challenger Owners Association is quite active, as evidenced by a seemingly dominant and frequent position within the pages of COPA. When this oddity was mentioned, Captain Gord quick-

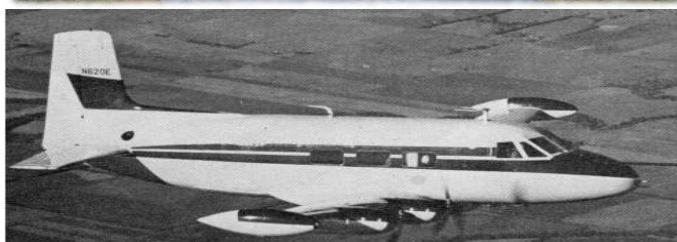
ly dismissed any implied ownership of COPA by Canadian Challenger Owners simply replying, "A superior airplane is just that" →Captain Gord strikes again! ❖



Mystery Aeroplane

So here's the deal. The first person to submit the correct answer to this months mystery aeroplane will receive a bottle of the Island's finest grog with a screw cap available, to quaff while celebrating his or her amazing penchant for vacuous arcane and obscure aviation minutia.

Kindly submit your elucidating solutions to: avgas@email.com

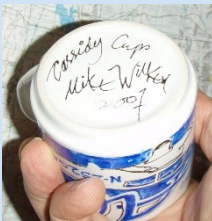


	regional area	100LL	/litre
CYXX	Abbotsford		1.74
CZBB	Boundary Bay		1.63
CYBL	Campbell River		1.69
CYCW	Chilliwack		1.45
CAH3	Courtney Air Park		1.32
CAK3	Delta Air Park		1.42
CYKA	Kamloops		1.58
CYLW	Kelowna		1.70
CYNJ	Langley		1.54
CAR3	Lillooet		1.93
CYCD	Nanaimo		1.58
CYCD	NanaimoFlyingClub		1.25
CYCD	Oliver		1.34
CYF	Penticton		1.76
CYPK	Pitt Meadows		1.49
CYSB	Port Alberni		1.44
CYZT	Port Hardy		1.81
CYPW	Powell River		2.35
CYDC	Princeton		1.54
CAT4	Qualicum/Parksville		1.49
CYQZ	Quesnel		1.64
CYRV	Revelstoke		1.30
CAP3	Sechelt		1.60
CYAZ	Tofino		1.75
CYVK	Vernon		1.46
CYYJ	Victoria		1.70
CYYJ	Victoria Flying Club		1.48

updates, corrections
avgas@email.com

AvGas

think ya got game? good, then prove it. comments, submissions, and opinions; send the whole enchilada to: avgas@email.com even take yer bastinado, doubledareya... and for those sin huevos, slide it over: incognito



Have you seen this person? MIA since ~November 2010 Pics on milk cartons soon... ET call home.



January 2011

BC Mountain Helicopters



page four

Brain Candy

The Nanaimo Airport website has changed its fee structure yet again. According to their website, they are now charging \$270 per annum for a 36' tie-down spot. That's interesting.

Last year, the NAC charged the flying club over \$13,000 on 39,000 ft². My calculator indicates that this works out to ~\$.33/ft². So it costs the NFC ~\$427 in lease costs to provide the same tie-down space. The flying club's costs are actually higher, if one also considers the access area required to get in and out of a tie-down spot.

More conflicting signals from the NAC. Have they decided to devalue airport land? This rate works out to ~\$.20/ft², and extrapolated to \$8125/annum for the equivalent NFC leasehold area. The NFC is charged over 60% more/ft². ❖

Slip, Slidin, Away

Rain, slush, our typical winter weather helps set the stage for potential hydroplaning conditions.

I'm not just parroting here, I speak from experience. At one Island airport, a runway light different from all the rest, happens to have my name on it. That lamentable result was the backwash of landing at speeds somewhere around Mach 9.

Fortunately, there's a myriad of information sources out there, specifically dealing with why & how this phenomenon happens.

While nearly impossible to land anything at speeds below critical, the crystal balls suggest minimizing hydroplaning effects with common sense.

- use short field approach
- land firmly
- dump flaps immediately
- know your critical speed, avoid braking above that speed

The Wilkey Cup (in the beginning)

The boys wander in to CYCD's Hotel Propwash everyday. Some days, especially weekends it's a full house, every chair, flat surface occupied with aviators, not one wearing a flight suit. Coffee's always on, once in a while donuts, cookies, whatnot, make rather short-lived appearances.

Every airport in the world has a place or two like this. Adorned with typical things hangar rats hold dear, it's farraginous, the walls chock full of charts, some 50 assorted, pics of proud owners & their rides. Cornucopia bookshelves, chock full of aviation books, aviation rags of all description.

I had moved my airplane into nearby hangarage, and shortly afterwards, found myself occasionally stopping in for a coffee. I was the newbie on the block.

One of the more interesting curiosities I noticed, was this small section of wall, with 25 or so crotchets. Upon these hung these hand painted cups, each unique, with images of airplane, registration, and the name of it's owner. Exquisite artwork. WayCool.

At first, I'd grab a styrofoam cup, pour myself a coffee, take in the chatter. Just didn't feel right in burning a styro every time, so naturally, brought in one of the nicer cups I owned.

Through the grape, (no, not that kind) I learned that Mike Wilkey alone, was responsible for all these treasures, applying his skills to each, appearing one by one over a period of several years. Yet no one ever seemed to mention any procedural details in acquiring one. Hmmph! Well I didn't ask, nor would I. Instead, I chose to bide my time, eventually I'd learn just how to procure one of these desirable little boodles.

The regulars here represent aviation's misfits. A marvelous

cross-section of mostly good humored, irreverent and contentious miscreants. Experience ranges from high-time, piloted everything to 100hr prodigy's. Never a shortage of "My plane does 300kts true, on 3gal/hr with a 2500'climb rate, will land in 500' using a STOL technique while 500lbs overgross" stories.

Of course I felt snug as a bug, right at home. Still, something just wasn't quite right. I slowly surveyed the room, yet unsure of the root of my uneasiness, I noticed everyone slurping java from these boffo cups, smug satisfied smiles all around.

Eureka! That was it. They just *had* to have superior tasting elixirs, while imbibing from "forever shut your mouth" java jugs. I'd never before considered myself as envious, yet there I sat, my pallor verdant, while looking down at my Plain Jane cup. A pitiful scene.

Just then, the door opened and Mike Wilkey entered. Beaming, he slowly offered me something in his hand. You guessed it, it's right out of a chick-flick. A cup, and not just any cup, but my very own sublime, Wilkie Cup. I slowly spun it around, like a kid eyeing a fresh butter tart, it radiated delight while I grinned from ear to ear. Me thinks my eyes even misted.

BoomShakalaka... I'd arrived.

This silly little objet d'art, which possessed some sort of magical power, also tripped the signal, my transition from newbie to official Propwash denizen. ❖



The Wilkey Cup (part deux)

Well I wasn't alone with my thoughts about the power of these halidoms. Others felt the same, puerilely treasuring our vessels.

We were unanimous, we clearly needed some sort of tangible show of appreciation for our man Mike.

Naturally, a cup for him, from us was the order of the day. Problem. Not one of us could sketch even a lousy looking facsimile of a stickman, let alone a Wilkey type cup. OK, Plan "B". Our coffee cup idea then morphed into a Wilkey Trophy Cup. Something metal... one that we could fashion out of say... a soup can. Certainly more appropriate to our collective artistic abilities.

Mike would be away till the end of October. Sarright... the goal set and during his absence, we'd have ample time to build his Trophy. Now with soup can in hand, canvassing everyone in search of a really ugly lamp. One of those could be converted into a trophy base.

Got one, put it & soup can together, with handle attached. There it was, both a thing of beauty, and appropriately tacky. OK.. good, so now what? Never a doubt, it had to be a Fly-In.

It was October, and the weather iffy... argh... Goblin weekend? Getting late, no choice, so that's the weekend that was tagged.

Und zat iss how ze Wilkey Cup began ze shtarv.❖

The Wilkey Cup (the event)

The Event Day itself turned out to be superb, with excellent weather and an equally excellent turnout.

The Propwash has a few out-of-towner irregulars, two of those intrepid souls showed up in open cockpit birds. NFC President Riddy extended invitations to other fun-minded regional area Flying Clubs by saying things like, "Wilkey thinks all of you have sissy looking planes and yer Mothers dress ya funny" 14 aircraft flew in to participate in this mini fly-in; Langley, Pitt Meadows, Boundary Bay, Victoria were all represented. Headcounts indicated some 50-60 folks attended.

Turns out Ron Whyte, (a graduate from the William Tell Academy) is an expert marksman, winning the Sling-Shot accuracy contest. Peter Myers successful with paper airplanes, the flour thingy won by a Langley aviator, and the Spot Landing Prize taken away by a YJY pilot. Unfortunately, these two

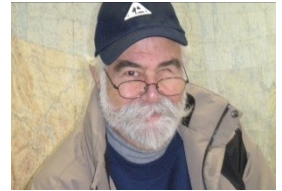
aviators names were misplaced. Congratulations All!

As usual, Elrad's goofy raccoon races got the most laughs. (I say Jeeves, only on the Island) An abundant amount of great food units seemed available, and donations to the kitty unanimous. Leftover funds were donated to the NFC as a "Thank You" for clubhouse usage.

Special thanks to Gord Henne, Randy Galusha, Izumi Lepshi, Elrad Schlitz, Barb Riddy, Lorraine Howatt, Lorraine's husband, Whatshizname, Ron (the academy WT graduate) Whyte, Ken Welte the salmon king, our mystery Rocky Horror Halloween Vixen, and my apologies to anyone else I've inadvertently missed. These fine folks rock.

It's a shame Mike wasn't there.

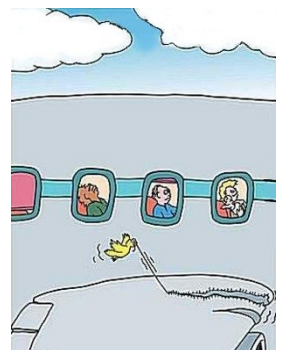
Too funny. Wanting to surprise, they kept it a secret from him. And not knowing he should be around for this, wasn't in any particular rush to end his vacation and come back to Dodge. Ces't la vie. Always next year.❖



Flying a plane is no different from riding a bicycle.











It's just a lot harder to put baseball cards in the spokes.

- Captain Rex Kramer, in the movie "Airplane"



Nanaimo Flying Club

January 2011

- Ze Big Cheese  [Barb Riddy](#)
- Ze Little Cheese  [Elrad Schlitz](#)
- BeanCounter  [George Irbe](#)
- Secretary  [Doug Wakefield](#)
- Membership  [Ken Griffith](#)
- Parking  [Izumi Lepshi](#)
- WebSite  [Dave Ellis](#)
- Social  [Mike Wilkey](#)
- Other  [Gordon Heys](#)
- Oddball  [Ron Whyte](#)



part-time Professional Pilot, full-time Professional Ninja & Musician, seeks suitable employment in the Nanaimo area. Does not smoke, swear, spit or chew, occasionally imbibes in a wee bit of Scotch. Will work to scale, always kind to dumb animals, references on request. Available after 6pm or anytime else. Call 24/7 Allan:250.327.0326

PROPWASH SCOOP DU MOIS

The CEO & CFO/CP of Howatt & Whyte Dynamics, who both happen to be NFC Club Members, are most pleased to announce their intentions with respect to the imminent purchase of northern BC's Anahim Airport (CAJ4) for a yet un-disclosed sum. Not entirely un-coincidental, this airport was chosen for it's name, a mediocre proximate which would then fly with the proposed development, pre-code named "Disneyland North". Leaked plans included the World's Largest Ferris Wheel, 3 Rocky & Bullwinkle Restaurants, plus a fully enclosed, solar-heated, tri-combo synchronized swimming pool and bull-fighting ring to be called, "Ester Williams House of Bull"

What it Do? at the Nanaimo Flying Club

The NFC Executive are in search of the Grail Sangraal. Let's give'em what for, let them know exactly what you think is needed to help recover the Club's MoJo.



"It's from some flying club... they want us to fill out this survey"

Check it out:

[NFC On-Line Survey Link](#)

Interesting questions, the survey is blind, with no names nor e-mail addys requested, only honest answers. But do participate, give 'em what for, and put in your own 2 cents worth. ❖

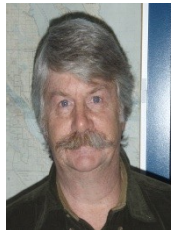
The Social Squadron booked ze clubhouse for a Social Evening, Saturday, January 22nd. I'm told there's Shuffleboard for the Skiffle, Pool for the Sharks, Darts for the Witty and Poker for the Mortal. "Izumi & Elrad" are providing a major munch dinner ~6PM. The fireplace is bound to be a mini inferno, come on down for some expected silliness, following that incredibly rich, gooey, extra little thing at the end of the meal. ❖

Deputy Wilkey called a flying club posse together after hearing rumors about a coupla December birthdays. They rustled Izumi Lepshi & Bob Villa over to the Timberland Pub, & gave them the bumps. Pics upped, see them [here](#).



[NFC Calendar Link](#)

February's Guest Speaker is the Big Kahuna of NavCanada CYCD FSS. Mike Bechtel will bring along over 31 years aviation experience to share with the NFC.



Topics to be covered include CYCD local area protocol & procedures, 500' circuits, box codes, FSS expectations on what, when and how to say, all while using your very best John Veale radio voice. ❖

Sunday, February 20th
09:30 General Meeting
10:45 Brunch
11:45 Mike Bechtel



Happy New Year Everyone!

WARNING (1)batteries not included. (2)once used rectally, a thermometer should not be used orally. (3)this newsletter may contain information that is confidential, privileged or unsuitable for overly sensitive persons with low self-esteem, no sense of humour or irrational religious beliefs. (4)unless the word absquatulation has been used in its correct context somewhere other than in this warning, AvGas has no grammatical, legal, informative, or otherwise usefulness. (5)AvGas editors are proudly piloted, and will completely ignore NFC Executive direction, and or opinions. (6)no animals were harmed in the making of this newsletter, although let me tell you, the Schnauzer up the street is living on borrowed time. (7)there are no hidden messages revealed by reading these disclaimers backwards. (8)if you've received this newsletter in error, just add some nutmeg & egg whites, whisk & place in warm oven for 40min. (9) indulge yourself with a wee dram & congratulate yourself, you represent .005%, all others never read the fine print.