

Av-Gass



Nanaimo Flying Club Newsletter, Nanaimo, BC V9R 5K4

Vol. 1 No. 6

Nov/Dec 2010

Executive for 2010

President – Barbara Riddy

briddy@writeme.com

250-741-4055/756-2680

Vice-President – Darrle Schlitz

lschlitz@shaw.ca

250-753-3822

Treasurer – George Irbe

girbe@shaw.ca

250-754-5057

Secretary – Doug Wakefield

dswake@shaw.ca

250-245-5044

Parking Director – Bob Lepschi

boblepschi@hotmail.com

250-245-3011

Director – Ken Griffith

hkgriffy@telus.net

250-754-2865

Director – Gordon Heys

gaheys@shaw.ca

250-758-8695

Building – Peter Kroupa

peter.kroupa@nanaimoflyingclub.org

250-756-2936

Pop Machine – Ken Plant

plantken@gmail.com

250-722-2920

Web Master – Peter Lythall

peter@nortech.ca

250-263-3900

Av-Gass Editor – Manuel Erickson

pilot80@shaw.ca

250-743-4786

Year 2010—A Retrospective

Editorial by Manuel Erickson

THOUGH THERE ARE TWO MONTHS to go in the current year, this is the final edition of *Av-Gass* for 2010. I think it behooves us to look back on the previous ten months to see what improvements there have been and where we need to go from here.

In the January/February issue, I suggested that we members celebrate our flying heritage, that we “talk about our history, what it means to have a rare federal Charter, write and perform skits about Club flyers, write stories about the photographs on the walls...” Hmm. That didn’t happen. Well, just call me an old optimist.

No, not true; Noreen Irbe has done us a gigantic service by relating the history of the Club in each issue of this publication. John Veale wrote about flying as a magnet and becoming a pilot. I thought it would have a universal appeal and so published it in its entirety. I wrote about a major engine repair to my 150H. John Hubbard contributed a story about a trip he and a friend took. Doug Wakefield wrote about learning to fly and his visit to Oshkosh this year, as well as giving us a restaurant review. George Irbe related his experiences with flight tests. Thank you, all.

The March/April issue highlighted our problem with the renovation of “the buses” and Barb Riddy’s decisive moves against it.

By far the biggest threat to the very existence of the NFC has been the on-going struggle with the fees that the Airport Commission imposed, retroactive to January 1. Loud protests against the NAC for its unexpected action were heard across this vast country and resulted in the rescinding of the worst of the fees, but those against ultra-lights remain to this day. Nor do we have any assurance that fees will not be levied at some future time.

Questions burn to be answered: why did the NAC levy fees? I can think of two reasons. One: they would help pay for the terrifically expensive runway extension and terminal expansion (with additional parking). Two: the NAC has been cultivating pie-in-the-sky dreams of attracting large airlines. Most of us know that neither reason holds water. Landing fees, as onerous as they are, cannot pay for the runway or the terminal; not enough can be collected. Further, in the current economic climate, which shows few signs of abating, no airline other than Jazz will come to Nanaimo—WestJet serves Comox and most likely considers YCD too close. It could be that the NAC is building nothing more than a white elephant for itself.

Clearly, the issue of fees is not resolved. We must resolve it if the NFC is to continue to exist at Nanaimo and into the foreseeable future. →

Club Announcement *by George Irbe*

Everyone knows winter is coming! For those who park their aircraft outside, the Club would like to remind you that if you use a heater, the purpose of electrical hookups is to keep mold, mildew and musty odours out of your plane. The purpose is *not* to keep the cabin “toasty warm.” Electricity is supplied by the Club which we, as owners of aircraft, pay for. If someone uses a heater that draws more than 100 watts, it will cause the breaker to trip and everyone’s airplane on that line will lose their heaters. Let’s be careful, please! →

*

Upcoming Events *by Barbara Riddy*

November 21, 2010 - 0930 hours. NFC Elections

President, Vice President, Secretary, Treasurer, Editor, Webmaster, Two Directors

Nominations Process: Nominations will be accepted right up until voting. All nominees have the right to accept or decline to run for office. YES – you may nominate yourself.

Nominations can be made via email, telephone, in person at the meeting or otherwise. You are not required to attend the meeting or divulge your identity in order to put a nomination forward.

If a nominee will stand (run for office) but cannot attend the November meeting, the nominee must relay their intent to stand and the positions desired to any current executive person.

Voting Process

Volunteer scrutineers (the vote counters) will be called for November 16, 2010. Scrutineers will collect all proxy vote envelopes. Elections begin following last call for nominations. Each full member is entitled to ONE vote for EACH elected position; the vote is by secret ballot.

Vote by Proxy Process

Can’t attend the November meeting? Not a problem. If you are choosing to exercise your right to “vote by proxy” please observe the following:

1. Write **one name only** on **each ballot** (piece of paper). Yes you can vote for yourself.
2. Fold up each ballot to conceal the name and write the ELECTED POSITION [Example: "President"] on the OUTSIDE of each ballot. Remember, you have one vote for each position.
3. Place ballot(s) in a **sealed** envelope. Put “*PROXY VOTES*” and your name on the envelope.
4. Ballot(s) may be mailed to NFC’s PO Box or dropped into the lock box on the wall next to washroom inside the clubhouse or given to another member to bring to the meeting. (The Club’s mailing address is P.O. Box 6, Nanaimo, BC V9R 5K4.)
4. You may cast the same name for more than one position BUT you risk spoiling ballots should that individual accept a position prior to the completion of the process for all elected positions.
5. Plans changed? Please ask the scrutineers to return your envelope at November meeting.

This is YOUR club. All members are encouraged to attend and/or participate in the elections process. Before dismissing the idea of standing as a nominee, I would encourage you to speak with any of the current Executive or Officers (see page 1) to explore the responsibilities of each position and how small a time commitment is involved. It would be good to see some of the new members nominated or if they would nominate themselves! It is **GUARANTEED** that no one will be left to feel as though they must sink or swim.

November 21, 2010 (following our AGM)

Wally Firth is a GREAT storyteller on all fronts, including his flying stories. He is Métis from Fort McPherson. His Scottish grandfather worked for the Hudson's Bay Company, as did Wally. He was an announcer with the CBC Northern Service for some years and a Hudson's Bay Company manager in Old Crow. In 1972 he was the first Native person from the North to be elected to the House of Commons. As an NDP MP, he worked alongside the "greatest Canadian," Tommy Douglas.

Wally obtained his Private Pilot License in the summer of 1966. After leaving federal politics, he returned to the north and flew as a bush pilot for some years, accumulating about 1500 hours of flying time. Many of his exploits in northern flying are unique and well told. He will be 75 years old on January 25, 2011 and currently resides in Victoria.

He is reported as being colourful with a wonderful memory for detail, names, places and events. His stories have been known to be both fascinating and entertaining.

December 11, 2010 — NFC Christmas Dinner — Social Hour 5 p.m.; Dinner 6 p.m.

Last year's potluck style Christmas Dinner went so well that we are doing it again! I will be bringing turkey and a Caesar salad. If you are interested in participating in the gift exchange, please bring an inexpensive gift of your choice. Re-gifts and gag gifts are acceptable. An approximate \$10 value is suggested. Please email briddy@write.me indicating the number of persons attending and what food item you are bringing to the potluck. Example: vegetable, buns & butter, salad, pie, ice cream, casserole, etc. Please RSVP before December 9.

*

Supreme Court of Canada Reaffirms Exclusive Federal Jurisdiction over Aviation

(Thanks to Roger Damico of COPA Flight 6, Saanichton for this important COPA Press release)

Supreme Court of Canada Reaffirms Exclusive Federal Jurisdiction over Aviation

TWO DECISIONS WILL HAVE A PROFOUND EFFECT on Canadian aviation for the foreseeable future. They were released on 15 October by the Supreme Court of Canada. The issue, in both cases, as summarized by the Honourable Chief Justice of Canada, was about which level of government has the final say on where airfields and aerodromes may be located. In both cases, the Court held that final say rested exclusively with the Federal Government. In so doing, the Court held that the provincial laws and municipal by-laws that sought to restrict or prohibit the establishment of aerodromes were inapplicable.

In the first of the two cases, the owners of an aerodrome were ordered by the *Commission de protection du territoire agricole du Québec* to remove their airstrip and restore their land to its original state. The Commission was of the view that the use of the land as an aerodrome was not one of the uses permitted pursuant to the Québec Act respecting the preservation of agricultural land and agricultural activities, *R.S.Q. c. P-41.1. The Administrative Tribunal of Quebec as well as the Superior Court of Québec upheld the Commission's order for removal. That decision was overturned by the Quebec Court of Appeal following which the Attorney General of Québec appealed to the Supreme Court of Canada. (Cont. p. 4)*

In the second case, the municipality of Sacre-Coeur passed a zoning by-law prohibiting the waters of Gobeil Lake from continuing to be used as a water aerodrome. A local company had established a water aerodrome on part of the lake and had obtained a license from Transport Canada to operate therefrom. The municipality obtained an injunction from the Quebec Superior Court of Justice ordering the company to cease its activities, claiming the operation was contrary to the zoning by-law. The Québec Court of Appeal overturned the Superior Court decision. Again, the Attorney General of Québec appealed to the Supreme Court of Canada.

The Canadian Owners and Pilots Association (COPA) <http://www.copanational.org>, on behalf of thousands of aerodrome owners across Canada, intervened in both cases at earlier stages. In the second case, the aerodrome owner in question passed away and COPA successfully sought to take his place in the court proceedings. COPA asserted that provincial and municipal governments did not have the jurisdiction to restrict or prevent property owners from establishing aerodromes. COPA asserted that jurisdiction rested exclusively with the Federal Government. The Supreme Court of Canada agreed.

In delivering its decision, the Supreme Court of Canada observed that the Federal Aeronautics Act and the *Canadian Air Regulations* thereunder were permissive and allowed Canadians to construct private aerodromes without applying for prior permission. The federal laws also allowed privately operated aerodromes to be maintained according to federal standards at which point they could become registered and available to anyone who needed to land thereupon. The Supreme Court refused to distinguish between smaller aerodromes and larger airports for national and international flights. The Court reasserted the rationale of its earlier decisions that the subject matter of aerial navigation was non-severable and that the location of airports and aerodromes cannot be separated from the subject of aerial navigation as a whole. The Court then concluded:

This view reflects the reality that Canada's airports and aerodromes constitute a network of landing places that together facilitate air transportation and ensure safety.

The Supreme Court further held that the location of aerodromes lies within the core of the federal aeronautics power; that the provincial legislation in question sought to impair that power and as a result, was inapplicable to the aerodromes in question. In so doing, the Supreme Court expressly stated that earlier decisions by the British Columbia Court of Appeal and the Québec Court of Appeal (in 1987 and 1990 respectively), which allowed certain provincial legislation to have an impact upon federal power over aerodromes, should be considered overruled.

“This is a great day for Canadian Aviation,” said COPA President and CEO Kevin Psutka. “This issue has been debated for decades. The attempts by municipal and provincial governments to restrict aviation activities were becoming unrelenting as the years passed. It was necessary to take this debate back to the highest Court for resolution in order to put to rest the confusion created by previous lower court decisions. I am pleased with the results of this effort and thank the many supporters for their contributions to our <http://www.copanational.org/specialaction.cfm> Freedom to Fly Fund. Without such contributions, these legal challenges in support of the rights of Canadians to freely establish aerodromes would not have been possible.”

The decisions can be found at:

<<http://scc.lexum.umontreal.ca/en/2010/2010scc39/2010scc39.html>><http://scc.lexum.umontreal.ca/en/2010/2010scc39/2010scc39.html> and

<<http://scc.lexum.umontreal.ca/en/2010/2010scc38/2010scc38.html>><http://scc.lexum.umontreal.ca/en/2010/2010scc38/2010scc38.html> (Continued on page 5)

Contact: Kevin Psutka <<mailto:kpsutka@copanational.org>>kpsutka@copanational.org 613-236-4901
X102 →

*

Pilot Tips

Weather and IFR Planning: http://www.pilotworkshop.com/tips/ifr_flight_planning.htm

Inoperative Equipment: http://www.pilotworkshop.com/tips/preflight_check_equipment.htm

Monitoring Weather en route (this tip is for American pilots flying in the U.S. Since some of our members occasionally fly there, I have included it:

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

IFR Mastery Series: <http://www.PilotWorkshops.com/ifrmastery/faq>

(This is a series of monthly CDs which they are selling for US\$49. You may watch the “Quick Tour” on their site free of charge.)

Reasons to Declare an Emergency: http://www.pilotworkshop.com/tips/atc_declaring_emergency.htm

A common mistake when flying IFR with GPS:

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

*

Update on Unleaded Fuel

(Roger Damico of COPA Flight 6, Victoria, forwarded this information)

Future Availability of 100LL

GIVEN THE IMPORTANCE OF THE FUTURE DISAPPEARANCE of leaded aviation fuel (100LL) and the substitution of versions of unleaded auto fuels, I felt a newsletter was due on this topic which is of significance to many of our membership. Much of this data was garnered from AOPA information which was just released and I forward same for your interest. There are two URLs at the end of this text with detailed information to satisfy the most technically minded amongst us. While it should be noted these are American-based studies, they are likely equally applicable to Canada and while the conclusions and solutions may end up different between our countries it would my guess that there will be a lot of similarity.

For those of you/us who had the foresight to perceive that leaded fuels would go the way of the dodo bird, the future availability of unleaded fuel for aircraft being available on airports is a welcome sign.

Best regards,
Ken Armstrong

Challenges of a dual-fuel solution**By National Air Transportation Association staff**

While the introduction of additional grades of fuel was a sound strategy for the reduction of lead use in the automotive industry, there are serious challenges to and concerns with the application of that strategy to aviation. Increased costs, lowered availability, and decreased safety combine to make a dual-fuel solution, or transitional solution, to the issue of lead use in aviation unworkable.

On Jan. 10, 1973, the Environmental Protection Agency (EPA) required that unleaded fuel for automotive uses be made available by mid-year 1974. This requirement began a process that ended in 1996 when the EPA finalized rules for a complete ban on the use of lead in automotive fuels. The 1973 requirement created a dual availability of leaded and unleaded automotive fuel, a strategy that has been suggested as a solution to reduce the amount of lead used in general aviation. The stark differences between aviation gasoline (avgas) and automotive gasoline usage and distribution, however, make this strategy impossible.

In a dual-grade avgas environment, on-airport fuel service providers, known as fixed base operators (FBOs), would experience significant negative effects in addition to the possible higher cost from supply terminals. FBOs currently have storage capabilities for one grade of avgas and would be required, due to the need to segregate different grades of aviation fuel, to construct or purchase additional infrastructure to handle additional unleaded grades. This additional infrastructure would include storage tanks, filtration systems and associated piping, and fuel delivery vehicles. Many existing airport or FBO storage facilities have been designed for current needs and would not have room for additional storage tanks. These facilities would need to be completely redesigned or separate facilities for the new grade of avgas would need to be built.

In addition to infrastructure costs, FBOs also would face additional manpower costs. Unlike its automotive counterparts, aviation fuel and the equipment used to store and handle it must undergo a continuous regimen of quality control testing and inspection. Each storage tank or fuel delivery vehicle must undergo specific daily, monthly, quarterly, and annual inspection to maintain compliance with industry standards. A single tank or fuel delivery vehicle can require up to 214 man-hours or more per year to maintain quality standards.

The introduction of multiple leaded and unleaded grades of avgas also presents significant operational and safety issues. As airports, supply terminals, and FBOs make business decisions as to whether to carry both grades of fuels, the result could likely be reduced availability of certain grades of avgas at specific airports. This patchwork of fuel availability stands to impose significant burdens on aircraft operators, as those operators eliminate from use airports not carrying the correct grade of fuel.

From an FBO perspective, a leading safety concern is misfueling. Misfueling refers to the delivery of the incorrect grade of fuel, or incorrect quantity, to an aircraft. Misfueling is a serious safety concern and has led to aircraft accidents in the past. The industry has worked hard to eliminate misfueling through the use of selective spouts and aircraft filler ports. The introduction of a second grade of avgas would reintroduce the serious dangers of misfueling. Aircraft requiring lead could be subject to serious engine damage or failure in the event that the aircraft was inadvertently fueled with unleaded avgas.

(Continued on page 7)

Avgas Q&A: Safety**By Tom Gibson**

A primary concern for all parties to the search for a single unleaded avgas is safety—particularly the safety of end-users: the pilot and passengers, fuel handlers, and others in the aircraft operating environment.

Question: What are the key avgas safety issues related to aircraft and engine performance?

Answer: There are two major categories of safety concerns that every pilot faces: achieving rated power for the aircraft engine without detonation and ensuring materials compatibility. For rated power issues, it is critical that a new fuel meet aircraft performance specifications in the pilot's operating handbook. Consider such vital issues as rated power on takeoff and climb, range, and performance at high altitude. On materials compatibility, fuel tank and fuel system integrity is at stake—water absorption and possible corrosive effects on tank seals, bladders, fuel lines, and carburetor parts are major concerns. For example, the corrosive effects of ethanol blends of auto fuel are now well documented.

Question: Are there other “sleeper issues” related to avgas and aircraft safety?

Answer: Avgas weight vs. energy content. While some blends of high-octane fuels have shown to be heavier than current 100LL, they may also have higher energy content which could potentially negate the weight concern. But operationally, this must be considered so that ultimately pilots have the accurate information for preflight planning purposes.

Question: While getting the lead out of avgas in pursuit of health benefits, is it possible that future avgas solutions could pose new and as-yet-unforeseen health and safety concerns?

Answer: One of the many factors that potential fuel solutions must take into consideration is their emissions. Each will need to address concerns about emissions (carbon dioxide and nitrogen oxide levels and known carcinogens) and meet requirements for safe handling (toxicity and water solubility).

Furthermore, there is a CRC detailed report on avgas research available at the link pasted below for those who want to delve into the data in depth. (It is 11 MB in size.)

**COORDINATING RESEARCH COUNCIL, INC.
3650 MANSELL ROAD·SUITE 140·ALPHARETTA, GA 30022**

<http://www.crao.com/reports/recentstudies2010/AV-7-07/AV-7-07%20Final%20Report%206-18-10.pdf>

In addition, if you would like to see the FAA test center's final engine test report data, you may visit the shorter report at:

<http://www.crao.com/reports/recentstudies2008/UL%20AVGAS/CRC%20UL%20AVGAS%20Exec%20Summary%20FINAL%2005132008.pdf>

AEA: ADS-B Via STC For GA Is DOA *from AVwebFlash Oct. 7/10*

FAA GUIDELINES THAT REQUIRE ADS-B equipment, to be installed under the supplemental type certificate (STC) process, will derail efforts to provide low-cost solutions for general aviation aircraft, the Airline Electronics Association said this week. The FAA policy, stated in a memo sent out on Aug. 30, would "stall early equipage, delay early implementation, and, at the extreme, cause the failure of ADS-B implementation all together," AEA said in an Oct. 4 letter ([PDF](#)) to FAA Administrator Randy Babbitt. STC rules would at least double the cost of installing a single ADS-B system in a business or corporate aircraft, and for light GA aircraft, the costs would increase by as much as 700 percent, the AEA said. The FAA said the STC installation rules may relax over time, but the AEA says that will only discourage the adoption of ADS-B avionics by GA owners.

"How do we encourage an early [adopter] to commit to an installation with a 700 percent premium that would likely take months to complete, instead of choosing to delay equipage until some later date, knowing it will reduce the owner's initial investment from \$35,000 for a required STC installation to more of an industry palatable and promised \$4,500 for a follow-on installation?" asks the AEA in the letter to Babbitt. "We believe the consequences of the August 30, 2010, memorandum will have a fatal effect on the first phase of your FAA Flight Plan towards the Next Generation Air Transportation System. Your immediate intervention is needed to limit the damage caused by this policy," the AEA letter concludes. The FAA said recently that ADS-B will be fully operational in the U.S. by 2013. By 2020, aircraft operating in controlled airspace will be required to have ADS-B-out capability to announce their position and identification. Optional ADS-B-in will provide cockpit displays of traffic and weather.

TechBeat: Sensing Skin For Aircraft *from AVwebFlash Oct. 7/10*

RESEARCHERS AT STANFORD HAVE CREATED A FINE MESH OF SENSORS they say could wrap around an aircraft to provide nerve-like sensory information about the aircraft's structural integrity, skin temperature and even map air pressure. The material can expand up to 265 times its original size while still remaining strong and durable, according to scientists. That means one square foot of the material could stretch to cover an average car, without breaking. Scientists believe the material could provide real-time information on a variety of parameters defined by the sensors fitted to the material. Aside from skin strain and temperature, sensors are currently in development that would scan the aircraft internally. Of course, weight matters, but scientists believe they've addressed that.

Scientists say they've reduced the material that makes up the sensors by 99.7 percent, vastly reducing the weight of adding sensors across the entire surface of an aircraft. Ultrasonic wave-inducing piezoelectric devices, according to scientists, could scan the aircraft's internal structure for microscopic cracks. Scientist Fu-Kuo Chang told Discovery News, "we want to make airplanes that fly like birds" ... "sensing information about what is happening around them, just like birds do."

FAA Re-Registration Rules, Clarified *from AVwebBiz Oct. 20/10*

IF YOU OWN AN AIRCRAFT, you will have to re-register it sometime over the next three years, and last week the FAA issued a clarification ([PDF](#)) to help some of those owners who are starting the process now. The FAA says it has sent out re-registration notices to owners of aircraft that were registered in March of any year. Those owners can go ahead and re-register now, but the new registration will expire three years from the last day of the month it's issued. So if you register in October, the registration will expire October 31, 2013. If you want the new registration to last until *(Continued on page 9)*

March 31, 2014, you should wait until March 2011 to complete your paperwork. Also, this week, EAA posted a "simple guide" to the new registration form online.

"Feedback we've received thus far has reinforced our experience that the re-registration process can be accomplished in as little as five to ten minutes," EAA said. The process can be completed online or through the mail. Also, those who want more help can call EAA for a walk-through, at no charge.

For the FAA's explanation, go to http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/. For AOPA's analysis, go to <http://www.aopa.org/whatsnew/regulatory/reregistration.html>.

Editor's comment: Canada tends to mimic what is done in the United States. Can Transport Canada be far behind the FAA?

Pro Pilot Takes Stand Against TSA Body Scan *from AVwebFlash Oct. 25/10*

MICHAEL ROBERTS SAYS he's an ExpressJet Airlines pilot who has worked out of Memphis for more than four years and now fears that may change after, on Oct. 15, he refused to subject himself to a full body scan by TSA workers. Roberts likens the scan, a technology that reveals a graphic depiction of a person's body beneath their clothing, to "virtual strip searching." His refusal was met

with the alternative of being frisked, an offer that Roberts also declined. Screeners and Roberts then discussed their positions on the matter and the event became a stalemate. At that point Roberts says he attempted to leave and was detained for questioning. In the end, Roberts was denied access to the facility. He says the TSA contacted his employer. And he is now unsure of the future of his position at ExpressJet. Roberts' account has become a topic of debate in online pilot forums. Whatever your opinion, Roberts' actions were well-considered by him in advance and were apparently not intended as a conclusive act but rather to initiate further action.

Roberts includes his e-mail address at the end of his account of events. It is FedUpFlyers@nonpartisan.com. Roberts also welcomes interested parties to contact him. (AVweb was unable to reach Roberts prior to deadline.) His story appears on [ExpressJet Forums](#) under the heading "well, today was the day." It apparently evolved over time from earlier statements expressing his concern with security measures. For Roberts' part, "This is not a left or right, red or blue state issue. The very bedrock of our way of life in this country is under attack from within. Please don't let it be taken from us without a fight." He concludes his account with the words, "Malo Periculosam Libertatem Quam Quietum Servitium." That translates to, "I prefer liberty with danger to peace with slavery."

Editor's comment: We have a government in Ottawa which has previously shown its willingness to imitate American limits to freedom. There is a saying: "The price of liberty is eternal vigilance." At what point will we Canadians be prepared to give up our liberties?

Financing Available For Qualified Light Aircraft Buyers *from AVwebFlash Oct. 28/10*

IN CONTRAST TO THE FINANCING MARKET for business jets, there's money available for qualified purchasers of good used piston aircraft. In a podcast interview with AVweb, Jim Blessing of Air Fleet Capital said that while lenders may be leery of business jets older than 10 years, he's having no trouble finding money for those who want to buy airplanes built in 1970 or later, *(Continued on page 10)*

as long as they have their financial affairs in order. He said that while credit requirements have tightened somewhat, there is money available for those who can demonstrate financial stability in the context of the tough economy.

Blessing said it's a given that many prospective buyers have seen their financials change dramatically over the last couple of years but as long as they can demonstrate they've weathered the storm and they're on the upswing, or at least the cusp of it, they should be fine. He said the best advice he can offer is to get pre-approved for financing so there's freedom to shop around in confidence for the bargains that do appear in markets like this.

Editor's comment: Since Mr. Blessing and Air Fleet Capital is doing this for qualified buyers in the U.S., perhaps someone here in Canada will be inspired to do the same. "Hope is eternal."

Time To Ditch FAA Medicals? *from AVwebFlash Oct. 28/10*

DOES IT MAKE SENSE that pilots need a third-class medical to fly even the smallest GA aircraft, while drivers can get a license to drive vehicles that weigh much more without a checkup? David Wartofsky doesn't think it makes sense at all, and he has petitioned the FAA to reconsider its rule. Wartofsky, the owner of Potomac Airfield, near Washington, D.C., is used to taking on the government bureaucracy and seems ready for a new challenge. He suggests the FARs should be changed to require all pilots to have a valid driver's license, but no medical requirement for piloting an aircraft less than 6,000 pounds max gross weight. "People are in more danger from passing vehicles on the road, than small aircraft passing overhead," says Wartofsky. He has posted his petition to the FAA online, and encourages supporters to submit comments to the FAA docket.

In his petition to the FAA, Wartofsky adds that a comparison of liability insurance premiums for small private aircraft versus automobiles "attests unemotionally and non-politically that the losses, the premiums charged for those losses, and therefore the actual risks, are comparable, if not favoring the small private aircraft." He adds that pilots know their own limitations well enough that they will "hang up their spurs" on their own. "They are not suicidal," he says. "Nor do they have any desire to endanger their passengers or anyone else." To read the full text of Wartofsky's petition, and add your own comments to the FAA, visit his web site.

Related Content:

What do you think? Answer our "[Question of the Week](#)" poll on the future of the Class Three Medical.

Editor's comment: Perhaps it is also time to re-consider the Canadian Class 3 medical requirements for light aircraft, But before forming an opinion, I'd like to hear from Civil Aviation Medical Examiners. They would lose some business if we light-plane pilots were allowed to self-certify, but I doubt it would hurt them very much.

On the other hand, those Canadian pilots who fly ultra-lights are allowed to self-certify...

Spaceport Runway Opens With WK2 Landing *from AVwebFlash Oct. 28/10*

VIRGIN GALACTIC'S SPACESHIP TWO, carried beneath the WhiteKnightTwo mothership, landed at the New Mexico [Spaceport](#) last week to christen the new runway. "We are celebrating the world's first spaceway at the world's first purpose-built, commercial spaceport," said *(Continued on page 11)*

Governor Bill Richardson, who was joined for the event by Virgin CEO Richard Branson. The spaceship flew over the spaceport, where a crowd of media and future space travelers was gathered, then landed on the new runway, which is over 10,000 feet long. The runway is constructed from four inches of asphalt and 14 inches of concrete, laid on top of a two-foot-deep bedding surface, which is strong enough to support just about any aircraft flying today, according to the spaceport's news release. Branson said the event was "truly inspiring," and added, "I for one can't wait for the grand opening."

[Click Here](#) to download the video directly.

The spaceship recently made its first *free flight*, gliding to a landing at Mojave, and more milestones are expected soon. "Our spaceship is flying beautifully and will soon be making powered flights, propelled by our new hybrid rocket motor, which is also making excellent progress in its own test program," Branson said. Besides the new runway, the spaceport facility includes a hangar, which is nearing completion, that will house up to two WhiteKnightTwos and five SpaceShipTwos, in addition to all of Virgin's astronaut preparation facilities and mission control.

Editor's comment: Now, this is downright EXCITING!

Canada's Busiest GA Airport Closing *from AVwebFlash Nov. 1/10*

ONE OF CANADA'S BUSIEST GA AIRPORTS will be closed within five years to make way for a massive housing development. And while the Sifton family, which owns the 160-acre Buttonville Airport, near downtown Toronto, will make hundreds of millions of dollars on the deal, they've fought for years to maintain the money-losing operation that serves as an important reliever to Pearson International Airport. "We definitely do have mixed emotions on this," owner Derek Sifton told the National Post. The airport has been in the Sifton family for 40 years and, while the family has other interests to keep food on the table, the airport has been their passion. It was not, they claim, their idea to close it. The Greater Toronto Airport Authority cancelled \$1.5 million in annual funding for the facility last year and Sifton said that without the grant, the airport can't go on. The closure has prompted a lot of discussion in Canadian aviation circles, particularly about where the various aviation companies, a community college and hundreds of based aircraft will go.



Buttonville is the only GA airport within Toronto that can accept jets and is heavily used by business aircraft because it's relatively close to downtown. Trish Kale, a spokeswoman for the airport authority, told the Post the decision to cut Buttonville's funding was based on declining traffic at Pearson. "Our focus really is Toronto Pearson. It's the only airport that we operate and we decided we needed to look more closely in-house," she said. "We do support air traffic in the entire region, however, we really think it's the government's responsibility to properly oversee and develop that system of airports that could exist." The federal government turned down numerous requests by the Siftons for help, saying it does not subsidize private airports. The development of the site will create a "town within a city" with a mix of residential, commercial and professional space.

Editor's comment: Just what I like: replace a beautiful airport with (ugh!) housing. I trained at Buttonville. How sad. →

The Lighter Side of Flight

Short Final *(from AVwebFlash)*

Heard on Chicago Center frequency:

Pilot: "Chicago, Piper 12345 en route to St. Louis. Request flight following."

Center: "Piper 12345, where in the world are you?"

Pilot: "I'm down below the water, heading for St. Louis."

Center (deadpan): "Piper 123, it must be pretty wet down below the water. Want to try again?"

Pilot: "I'm ten miles south of Michigan City."

Center: "That's more like it."

– **John Urschalit** via email

Overheard flying into Reno for the air races this year, about a TFR (Temporary Flight Restriction) for a fire about 100 miles east of the city:

Cessna Pilot to Oakland Center: "Cessna XXX checking in. VFR 8,500."

Oakland Center: "Be advised your present route will take you into a TFR about 20 miles ahead of you."

Cessna Pilot: "O.K. We're looking —"

– **Art Andersen** via email

A few winters ago over Missouri:

Center: "Delta 246, climb and maintain FL350. Traffic three o'clock, 20 miles at FL310."

Delta 246: "Roger. Delta 246 departing FL310 for FL350. We see traffic at our nine o'clock position, level."

Center: "Ahh — roger, Delta 246. That was three o'clock Zulu, nine o'clock local."

Delta 246: "Nice recovery, Center. In sight off our left wing. We're climbing to FL350."

– **Bill Vancil**

– *Fayetteville, GA*

I was climbing out of Salt Lake in the King Air, and Salt Lake Center gave me a number of heading changes.

Center: "King Air 114CW, turn left to heading 095."

[pause]

Center: "King Air 114CW, turn right, heading 125."

Me: "Center, 4CW. What is the reason for the heading changes? Am I overtaking traffic ahead?"

Center: "4CW, I am trying to up my professionalism — so why don't you up yours?"

This controller was an old friend who recognized my voice, and he pulled a good one on me. It was really funny at the time ...

– **Larry Vetterman**
Hot Springs, SD →

Classified Ad

Randy Hanna proudly announces AME/AMO services are now available at the old Baxter Air Hangar at Quennell Lake. Full AMO commercial services are in the works. Competitive rates and 10% discount for club members. If the gate is open, pop in for a visit.

Contact Randy on his cell (250) 616-5885 or email Hangar18services@gmail.com.

*

History of the Nanaimo Flying Club

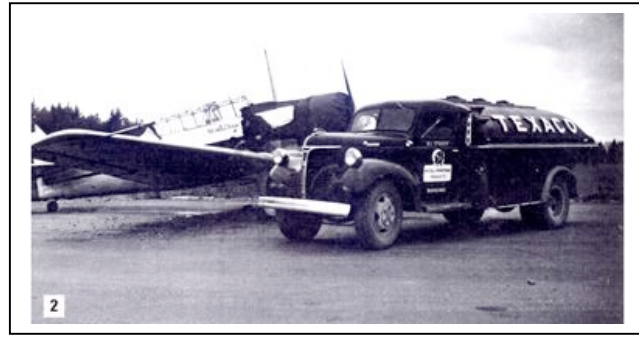
by Noreen Irbe

IT HAS HAPPENED BEFORE; it can happen again: workers' strikes, oil company strikes, delayed delivery or, heaven forbid, contamination. This is the fourth time the flying club has been asked to help out commercially. We seem to be the back-up fuel supplier.

The first occurrence was in 1992. Here is an excerpt from our minutes: DATE: 23 Apr 1992:
"Something has to be done about fuel on this field. Someone has to make a decision. Shell is out. Imperial is out also, due to liability insurance.

"On weekends the Airforce is here. Bob came out and pumped fuel for them all weekend. This was to be a temporary arrangement, but is becoming permanent. Mike Mooney was up from Salem, Oregon and wanted to know if we would sell commercially. Mike would rather deal with us than other people. Mike was told that we can't man the pumps, so he asked if we would be interested in a VISA Card (card lock) system. He also asked if we would be interested in selling Jet B fuel. Mike should talk to us directly about this proposal."

Fuel first became available at Cassidy airport in 1946. *(Photographs on page 14)*



- 1) Fuel in 45-gallon drums
- 2) Fuel by delivery truck
- 3) 80/87 in 1,000-gallon portable tank
- 4) 80/87 4,000-gallon in-ground tank
- 5) 80/87 in-ground tank and 100/130 portable tank
- 6) Today we have 100LL and above-ground tanks



*

Special Announcement

FOR PERSONAL REASONS, I shall not be standing for re-election to the position of Editor of *Av-Gass*, nor shall I accept a nomination for any position on the Executive. I have enjoyed my term as editor of this newsletter, and I am sure that whoever takes over will receive as much pleasure from it as I have.

Manuel Erickson →