



The Step

20 September, 2011

Our Directors duties:

President – Mike Thompson

Secretary - Dave Qualley

Vice President - Logan Sudeith

Treasurer - Steve Nunn, transitioning over to Fred G throughout the year.

Membership - Brenda Matas, transitioning over to ___??___ throughout the year

Newsletter - Logan Sudeith

Calendar (photos, printing, mailing) – Dave Q. & Monty Exton

AGM - Ken Martin

Projects – Steve Nunn & Mike Thompson

BC Parks - ___??___

Website - Trevor Brice

Puyallup - Dave Qualley

Merchandise - Fred Glasbergen

Border crossing points

We've had requests for a list of border crossing points with a computer for filing eAPIS. Many of you will know of some spots, and this info would be a great addition to our website, so please send the names of the border crossings that have computer access, for either float docks or airstrips to Trevor tbrice@northpacificyachts.com

Parks end-of-season reports

A reminder to all of us to do our duty as Parks lakes users & enter our end of season reports. Just log in to www.bcfloatplane.com and click on "BC Parks Authorization" and then click on "File Report". You will be presented with a list of the lakes you applied for... just enter the dates & what you observed when there. This is an important part of our agreement with BC Parks! Thanks.

BCFA Projects in the works

Rebuilding the dock @ Fire Lake, and a snowshed for the canoe @ Thomas lake. Most materials are on site(s) and if you'd like to help, please write to Mike thompsonfoundry@telus.net to see what's still left to do. Widgeon Lake could use a cleanup but no date set. We still have one picnic table that could be installed @ a suitable location, write to Mike if you have an idea.

New venue for the AGM in Nimpo (2012).

We will no longer have use of the hangar @ Terry/Lois' so we are looking for a new venue. Hopefully we can alternate locations from now on. (Suggestions?) One possible way we might still have the AGM at Nimpo is to hold the meeting & dinner at the Nimpo Lake Community Hall. It will seat 50-60 folks, and I have asked Maria @ the Bakery for a price/menu to cater lunch & dinner for us. We can arrange transportation to/from your cabin/tent for the day, and maybe have a campfire to tell lies at after dinner. We'll not invite the local folks anymore, it will be just BCFA members & guests. Updates to follow in upcoming N-letters.

We could sure use some help setting up & then tearing down afterward. I'm asking for a couple of volunteers to come a day early, and a couple to stay a day late to help with the logistics of the prep/cleanup. Just setting up tables/chairs, hauling goodies/gear, maybe helping Maria, and then getting everything back in order again afterwards. Please write to: logan@xplornet.com We're still looking for alternate places to have our AGM, so if you can think of a place that would work (A/C parking, venue, food, accommodations, etc) send me a note!

President's Notes

Places to Fly

I encourage all of the BCFA members to check out the Places to Fly (PTF) feature on the website. There are now 645 places, with information on fuel, camping, beaches etc. This feature can be accessed by anyone, but only added to and modified by members. You can search on features such as a cabin, dock, beach, name, length, altitude, and distance from a track between two locations. The PTF can have a link to a photo gallery album and there is a google map link and lat / long. If all of the members could just add one more PTF we would have a huge resource for all members. Currently there are only 5 members who have added PTF sites.

Photo Gallery

The photo gallery has slowly been growing, but needs more photos from the members.

Quarry Lake

Information on Quarry Lake can be found in the PTF feature. Quarry is a low altitude lake on Nelson Island and BCFA volunteers have cleaned up the campsite, built a throne, installed a picnic table, and a canoe. This is a great location with warm water in the summer, good fishing and its open all year. Local residents in Quarry bay have been working on a trail around the lake and ask that we do not fly over their cottages which are located alongside the ocean. We hope to have a work party day this fall to assist in the maintenance of the

trail. The local residents are working to keep Quarry Lake free from development and logging.

Yellowknife Trip (by Mike Thompson)

The bi-annual Midnight Sun Floatplane flyin in Yellowknife was this year, the previous flyin being two years ago. Several members of the BCFA had been planning on making the trip to Yellowknife, leaving Nimpo just after our AGM and then flying north. For me, this would be the first really long trip in my PA18. I'll summarize in a day by day account of my experience.

Friday July 15: Time to fly to Nimpo Lake and the weather is bad. The forecasters are saying there is no way that we are getting to Nimpo from Vancouver. We start packing early in the morning, hoping that the weather will break. Whistler looks really low, and we can't get any reliable information about Bute Inlet. Cameron and I discuss the options and decide to give the Fraser canyon a try. The ceilings at Hope have lifted to about 2500' and we can always turn around if the canyon does not look good. When we turn the corner at Hope the canyon looks good so we continued north. I had enough fuel to make a diversion if needed and with a good tail wind all the way to Lytton we are in good shape with ceilings around 9000'. We flew to Lillooet and the way looks very good for going direct to Nimpo. In the end we had clear flying most of the way, and just a few showers.

Saturday: AGM day. No flying, but we had a great AGM with lunch, talks, dinner and a band.

Sunday: Parks project day. Parks had asked if someone could get photos of the damaged suspension bridge near Stillwater Lake. Ken and I flew to Lonesome lake and then to Stillwater. The water was quite high in Stillwater and it took some time to get the cub nosed into the bushes near the outlet of the lake. The bridge had been badly damaged by a debris flow that had pushed a lot of debris into the river about the bridge, and then the debris damaged one end of the bridge. With photos taken, we moved onto Turner Lake and hiked to see Hunlen falls. Too early to start to Yellowknife, so Ken and I load up the cub and fly to Wilderness Lake where we had reserved the cabin. There was a bit of cleaning to do and propane tank to change out. Wilderness Lake had only melted out a week or so before we visited the lake, and there was lots of snow all around the area.

Monday: We took the canoe and paddled to the far end of Wilderness lake and hiked into the partly snow covered meadows. Still very wet, and not many of the wildflowers were out. At the end of the day we flew back to Wilderness Rim and started getting ready to fly north.

Tuesday: The forecast was ok for an early flight, but there were cb's and towering cu's forecast all along our route to Fort St John later in the day. We started as early as we could after getting packed and taking care of some of the AGM business. Our plan was to fly direct to Fort St John, with enough fuel to stop and top up if needed. As we left Nimpo lake the cu's were already starting to build and there were showers starting. The flight was good, and we were able to take advantage of a tail wind and miss most of the

showers. We stopped at Charlie Lake near Fort St John and organized a place to stay and had the cub tied up at the fueling spot. Some of the rest of the group did not get away very early and had some issues with cb's and rain, spending the night at Burns Lake and getting to Fort St John the next day.

Wednesday: The forecast was for cb's and towering cu's pretty much all the way to Yellowknife. We decided to stay in Fort St John for another day, since the forecast for Thursday looked much better. Later in the day more of the group joined us, so we now had Ken (DHC2 Beaver), Wendy (C175), Brenda (PA22 bushmaster), Ford (C185) and myself and Ken in the PA18. We all got together for dinner and talked about flying and plans for the next few days.

Thursday: The forecast looked better and we all started heading first to High Level enroute to Yellowknife. The sky looked good when we left Charlie lake, but the cloudbase started dropping shortly afterwards. Ford found a good way which started out between layers, before he dropped down when the lower layer started getting to broken. He continued on and stopped at one of the many lakes on the way for lunch before heading onto Yellowknife. We continued on to High level since we would need fuel for the flight north. The rest of the group turned around and returned to Charlie Lake after deciding they wanted better weather for the flight. We called the fuel truck down and refueled at Footner Lake before heading north. Cloudbase was started off good but lowered as we headed to Hay River. We stopped at Hay River and found a shallow area in a side channel where we could top the tanks and take a break before heading to the west along the shoreline before turning north to Yellowknife. The cloudbase got higher and higher as we flew on and once we were in Yellowknife the weather was fantastic. Met up with Hal at the dock who got us organized for docking, fuel and then drove us to a local hotel where we had a room booked. Dinner in town after a great day of flying.

Friday: Flyin registration day, except that we were really early, since most people would be arriving later in the day. After getting organized we found out about some lakes in the area and went flying for the afternoon. Swimming was good in Jenni John Lake and a tour back along the shoreline and back to Yellowknife where there was more organized for the flyin. The group that had turned around to Charlie Lake got stuck for another day, as the weather was bad again.

Saturday: The real start to the flyin, we met more people and participated in a poker run that took us to 4 resorts in the area. This was good introduction to the lakes and terrain. Saturday night was a dinner night at the old ward air docks. Bad weather again for the group at Charlie Lake, they would show up on Sunday afternoon when the weather turned and got better.

Sunday: Did a tour of Buffalo airlines and got to see some old airplanes. My favorite was the C46 and after a good look around we get a sightseeing ride in a DC3. Nothing is quite like the sound of the round engines starting and running. Sunday night was a more formal dinner and auction.

Monday: We loaded up the cub with camping gear and gas and headed north east to get past the tree line. Camping on Courageous Lake, we spent the night on a huge esker and got to see the sun go down about 1120, then sunset for 3 hours and sunrise.

Tuesday: Flew south past the Snap lake diamond mine to the shores of Great Slave Lake. The air was really smoky and we ended up turning around and flying north a bit to get away from the smoke. Stopped a lake with a good sand beach, went swimming, found some blueberries and hiked in the area to the east for a view from a small hill. In the afternoon the smoke seemed to clear a bit so we continued to the Great Slave Lake and found a small island to pull up on and have lunch. Later in the afternoon, we got going again and returned to Yellowknife.

Wednesday: After breakfast and getting some food for lunch, we went to the dock and fueled up, did a preflight and started our flight home. The weather was much better than when we had come north, so we were able to fly direct over Great Slave Lake to High Level. As we got near High Level there were CB's with showers and lightning nearby. We topped up the tanks with thunder and lightning a few miles to the east and got out of there as soon as possible. Conditions were good to Charlie Lake where we fueled up, tied up and got a place to stay in town.

Thursday: We got up early to try and avoid the poor weather forecast for the afternoon. Flying direct back to Nimpo Lake through Pine Pass we had a head wind all the way, gusty winds and showers in some places. Without enough fuel in the wings for the flight, we stopped near Vanderhoof and topped up the tanks before continuing to Nimpo Lake. Fueling up a Wilderness Rim in light rain showers, we decided to move on since the weather was so poor in the mountains. We had hoped to camp one more night before heading home. The weather to the south did not look too bad, so the decision was made to go to Spruce lake and camp before heading back to Vancouver. The flight was one of roughest I can remember with strong winds and lenticulars high overhead. Landing at Spruce Lake in a good head wind we camped at the east end of the lake.

Friday: Got up early hiked to the top of a peak to the north of Spruce Lake heading home in the mid afternoon with some of the best weather we had seen since Yellowknife. This was a great trip, and the cub ran well with no problems. We arrived back at Pitt meadows in the late afternoon, unpacked and cleaned up the cub and even had enough time to change the engine oil and filter. Total flying time over the two week trip was 38 hours.

Plane rides desired

A new BCFA member (Catherine from Burnaby) who does not yet have a plane would like to share the cost & go for a ride from time to time. Her email is cblack@sfu.ca if you'd share that pleasure w/her.

FREE short URLs!

Some of you know about this, but it's useful enough to bear a reminder or heads up. Type in <http://fly.to/logan> (to see my Spot activity lately), but more to the point, click on the ad in the upper right corner & choose a name for yourself that can be easily remembered, and as Cameron pointed out some time ago, to enter in your flight plan

"info" box so that SAR has your GPS location, and also a Google Map!! Very easy for your friends to keep an eye on you! (a GoodThing?)

Alternate BCFA AGM weekend locations?

We've talked about this before, and have asked for alternate sites to have our BCFA weekend. Nimpo is a favored site of course, but it would be great to visit other places, see new faces, and possibly get other communities involved with our BCFA. We've had a few suggestions, and some of the amenities were good, but they all lacked at least one of our "requirements"... Secure AC parking (hopefully both wheels & floats), accommodations/camping, a venue for the meeting/etc, food service. Send ideas to logan@xplornet.com & I'll check it out. Thanx!

We still plan to hold the AGM weekend on the same dates, 3rd weekend of July. 2012 dates will be July 21-22. Any changes will be posted in upcoming newsletters.

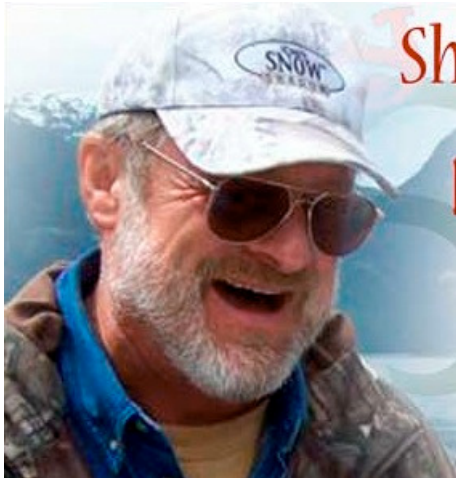
BCFA Calendar distribution

The new calendars are apparently nearly ready, & if you can help distribute some calendars to fellow members in your area, save BCFA \$10/ea, (postage) please email Monty Exton montyexton03@hotmail.com and CC Brenda Matas bmatas@shaw.ca with a list of those you can pass out for us, we'll mail `em to you!

Another floatplane camp?

Found an old abandoned cabin on lower Tanya Lake, about 50 mi. NW of Nimpo (just behind Anahim Peak) that looks like an excellent candidate to clean up for a floatplane campsite. Couple window panes broken, stove is rotted out, the door can use some tiddling up, but the roof is still good and needs a good cleanup. Look @ Tanya Lake (pix) in the [Places to Fly](#) section of our (now very useful) website. Don't forget, you can add info about any lake you'd like to share info on. Easy, & beneficial to all members!

To someone we love... **ALL the BEST, Brian!**



Brian Reid Sr...

The Kingpin of Pioneer Log Homes has just beat his "unbeatable" battle w/cancer.