

President's Report

On February 28, Trevor, Fred and Mike met with Jennie Aikman and Tom Blackbird from BC Parks to discuss the BCFA submission regarding the proposed master plan for Golden Ears Park. We had an excellent meeting and we were able to find out more about what parks is looking for. The issues with floatplanes and boats in Alouette Lake have been turned around after parks admitted that the issues are really with the boats and not with occasional floatplane. We will be working with parks to get signs placed at the boat launch on Alouette Lake to inform the boat operators about floatplane operations. We discussed the lakes in the northern area of the park and these will be added to the list of preapproval lakes with amendments to our agreement with lands as well as updates to schedule A of the park act.

Summer flyout

At last years AGM at the 108 resort it was decided that instead of organizing two major events every second year (the AGM and the Rust Remover) we would try combining the two and then have flyout weekend instead of the summer AGM. For this year we will have the AGM on the morning of May 25, followed by the Rust Remover for the remainder of the morning and the afternoon and a flyout on Sunday May 26.

The summer flyout is scheduled to be an informal camping trip to Dorothy Lake on the July 20/21 weekend. Dorothy Lake is east of Chilco Lake and is 81 nm from Nimpo Lake and 130 nm from Pitt Meadows.

Google map link: <http://maps.google.com/maps?hl=en&ll=51.219142,-123.903379&spn=0.044674,0.132093&t=h&z=14>

4500' msl & 10,000' long

For comparison, Nimpo Lake is at 3700' msl and is 25,000' long. Consider joining us for a weekend of camping, tales around the campfire, fishing and hiking.

AGM / Rust Remover

This year the BCFA AGM / Rust Remover is on May 25 - 26 at Pitt Meadows airport. In the morning we will have the AGM 08:30 to 10:00 followed by Rust Remover talks, lunch and dinner, with a flyout on Sunday. More details on the BCFA website.

Mike

Here is the submission that Mike sent to Parks:

To: Jennie Aikman Jennie.Aikman@gov.bc.ca Regional Planner, South Coast Region

From: Mike Thompson supercub@telus.net President BC Floatplane Association

Jennie: It was good to talk recently, and this email covers the BCFA position on aircraft in the Golden Ears Park Management Plan Draft.

The BCFA works to

- Preserve access to wilderness areas of BC
- Maintain a proactive partnership with BC Parks
- Engage in constructive dialogue with other user groups
- Promote flight safety, environmental responsibility, and awareness of the rights of other users to enjoy the wilderness experience

Page 15 from the Golden Ears Park Management Plan Draft

Aircraft Access

Levels of aircraft use to these backcountry lakes is not well understood, nor does BC Parks have an understanding of whether or not commercial aircraft operators are accessing these more remote areas of the park.

Mountain Goat is an easily stressed species and human use, in particular aircraft use, is known to cause distress and habitat avoidance in Mountain Goat. Wolverine is another species that occurs in the park and is known to be negatively affected by aircraft and human use. Any aircraft access to the park will need to be managed to minimise impacts to Mountain Goat and Wolverine which will require further assessment and monitoring.

Although outside the park boundary, floatplane landings on Alouette Lake may be posing a safety risk for park visitors boating on the lake.

Mountain Goats and aircraft access: We do understand that Mountain Goats can be stressed by aircraft, but, from our observations, there is no effect unless the aircraft is close to the goats. In this regard we believe that all of the landing sites in the proposed Wilderness Recreation Zone will not be factor since they all are located away from typical Goat habitat. My observation is that the goats are found on steep terrain up high and all of the landing sites and their approach and departure paths do not bring you close the steep terrain. We request that BC Parks provide the BCFA the most recent habitat mapping of mountain goats in the

proposed Wilderness Recreation Zone so that we can ensure that our approach and departure paths do not impact the goats.

Floatplane Landings on Alouette Lake: There is another way to look at the boating / floatplane issue on Alouette Lake and that is "boat operators may be posing a safety risk for floatplane landings on Alouette Lake". The BCFA position is that floatplane operators are highly trained and operate in much more congested areas than Alouette Lake, for instance Lake Union in Seattle and on the Fraser River at Pitt Meadows. Considering that Alouette Lake is not even in the park, we feel that it should be education of the boat operators

Change the last line of the aircraft access section on page 15 to:

Ensure that boat operators are informed of floatplane operations and their responsibility.

Page 21 Golden Ears Park Management Plan Draft

Specific strategies:

- *Work with the BC Floatplane Association and other groups to monitor levels of aircraft usage in the park. As needed, develop an Aviation Management Plan to manage aircraft access and use.*
- *Assess the potential impacts of aircraft access to ecosystems and wildlife, including Mountain Goats, which are known to be particularly sensitive to aircraft. Consider implementing restrictions as required to protect Mountain Goat and other wildlife.*
- *Air access to the northern section of the Wilderness Recreation Zone continues to be allowed but requires prior authorisation from a park officer or a valid and subsisting park use permit.*
- *Work with the BC Floatplane Association and appropriate agencies to manage floatplane landings in Alouette Lake to minimise the potential for conflicts with boaters.*

In order to monitor levels of aircraft use, you will need some sort of reporting and the best way to achieve this is through the seasonal preapproval process that the BCFA has already in place. This would require modifying attachment A of the Partnership Agreement with the Ministry of Environment and the BC Floatplane Association.

The way the seasonal preapproval works, is that BCFA members go on line the BCFA website and request preapproval for lake that they expect to visit during the summer. This preapproval request is submitted to parks at the end of April, and once it is reviewed by parks, we normally get approval for all of the requests.

At the end of the year, all of the pilots who asked for preapproval are requested to submit a report, which is done on the BCFA website. These reports are due by the end of December, at which time they are submitted to parks as a single document.

The BCFA feels it is inappropriate for Parks to manage floatplane operations on a lake that is not even in the park. From the evidence that we have, it is normally the boat operators that are causing problems and not the floatplane operators. For reference, look at the floatplane operations on Lake Union in Seattle, which is many much more congested than Alouette Lake. We want to see the removal of the line regarding managing floatplane landings in Alouette Lake and replace it with.

"Work with boaters and appropriate agencies to manage boat operations and boat operator education regarding floatplane landings in Alouette Lake".

Page 21 Golden Ears Park Management Plan Draft

Objective: Ensure recreational use does not affect species and ecosystems at risk.

- *Specific strategies:*
- *Conduct plant and wildlife surveys before developing any new trails or campsites in areas of sensitive habitats.*
- *Conduct an impact assessment before developing any new trails or campsites.*
- *Relocate and restrict recreational facilities and uses (e.g., trails, aircraft landings) that may impact Mountain Goat.*
- *Undertake best management practices designed to protect species and ecosystems at risk, particularly in areas with known occurrences.*

Remove "aircraft landings" from the relocate and restrict recreational facilities and uses, since it is evident that there is no impact on the Mountain Goat due to aircraft operations down on the lakes.

Page 29 Golden Ears Park Management Plan Draft

Objective and Management Intent

The Wilderness Recreation Zone protects a remote, undisturbed natural landscape while providing backcountry recreation opportunities dependent on a pristine environment. Key management objectives are the protection of the area's key ecosystem values including headwater lakes and ungulate winter range, while providing recreational opportunities dependent on a wilderness setting. Aircraft use

is permitted, however it is proposed that an amendment to Schedule A of the Park, Conservancy and Recreation Area Regulation be made requiring aircraft users to obtain prior authorisation from a park officer or a valid park use permit to access the northern section of this zone (Figure 2).

In addition for amending Schedule A we also want to see the Golden Ears Park Wilderness Recreation Zone added to attachment A of the Partnership Agreement with the Ministry of Environment and the BC Floatplane Association.

Thank you for your attention to this, and we share your concern for safety and stewardship.

Best Regards,

Mike Thompson

President BCFA

Canol Float Plane Tour

You know that the Yellowknife fly-in is happening again this summer, July 12-14. Then, **Norman Wells, NWT**, is hosting a float plane tour right after, on July 15-16. Wheels or floats at both locations so everyone can attend & enjoy. Lunch, Reception, BBQ, pancake breakfast, Aviation museum, Complimentary Sightseeing Flight on Pilatus Porter in Mackenzie Mountains, guided tours, etc! Cost to enter: Free. | Accommodations: Available at three local hotels. | Gas: LL100 Av Gas and Jet A available. | Parking: Available at North-Wright Airways Float Base (floats), and Norman Wells Airport or grass strip (wheels). Full info: Warren Wright (867) 587-2288 or warren@north-wrightairways.com Please RSVP before July 8, 2013.

We'd like to organize a BCFA Squadron to fly up to Yellowknife again this year. Several planes went up two years ago & reported a great time was had. Some could come home after the Yellowknife weekend, some could continue north to Norman Wells for an extended adventure! Talk to your buddies, make tentative plans, & let us know if you might like to be included in the planning. logan@explornet.com

This from Avweb.com

The State of New Mexico has abandoned plans to ban seaplanes from landing on lakes in its state parks, thanks, it would seem, to a lobbying effort among seaplane pilots. Faced with significant opposition, the New Mexico State Parks Division issued this statement: "The Division proposed adding a new section prohibiting the taxiing, landing, or takeoff of seaplanes or floatplanes in state parks. The Division

received hundreds of comments opposing the implementation of this rule. Based upon the comments received, and given that the Bureau of Reclamation and United States Army Corps of Engineers already have regulations addressing seaplanes and floatplanes, the Division did not adopt the proposed rule."

As [we reported](#) in October, the parks department based their proposed ban on noise and pollution concerns. However, a concerted effort by the [Seaplane Pilots Association](#) and [SeaplaneForum.com](#) to rally float and amphib flyers appears to have paid off.

BC Parks Projects

BC Parks has different projects each year to maintain their improvements... docks, campsites, hiking trails, etc. BCFA members have enjoyed helping out, it makes a great excuse for a fly & some camaraderie in the bush. If you'd like to be notified of a Parks project in your area, just send your name, contact info, and where you might be interested in participating to willytrinker@me.com and we'll let you know what's coming up! It makes a great outing & helps our relationship with BC Parks.

Changes for 2013

This year the BCFA AGM will be held in conjunction with the Rust Remover in May (25&26), in hopes that more/different Members can/will attend. So, we'll still "need" a fun flyout weekend!

Tentative plan is to fly to Dorothy Lake (Near Chilco) on July 20-21. Big protected beach, plenty of room & good fishing. It will be a camping weekend, but there is a great looking resort ~10 mi. north. <http://www.yohettawilderness.com>

2013 Rust Remover

It's Rust Remover year again, it will happen on May 25&26 in Pitt Meadows. We're organizing a good list of speakers & presentations, dinner & lunches, and a flyout to be determined. Details will follow in an email to all members & note on website.

Aviation Books for sale @ AGM

Our merchandise Director, Fred Glasbergen has purchased a large selection of aviation related books @ an auction, and they will be offered for sale @ the AGM in May. Don't miss out on what could be a gold mine of entertainment &/or factoids!

Membership Renewal Reminder

Well, it's past time to renew your membership, but just in case you've forgotten to do so, you can either log on to www.bcfloatplane.com & click on "Pay Membership" or via check/snail mail to BCFA Membership, PO Box 10109, 108 Mile Ranch, BC, V0K 2Z0. Please make sure your contact info is correct in the member list. Thanks.

Abandoned Cabin Revival

An old idea is being revived: Fixing up old abandoned hunting/trappers cabins in the boondocks to be used as floatplane campsites. We know of several good candidates, we've tentatively selected Lester Dorsey's cabin on lower Tanya Lake, just west of Anahim Peak for this year. Lots of interesting history there. Once we get the "permissions & OKs" we plan to arrange work parties to do the repairs & improvements. The idea is to do maybe one every year, & install a plaque saying something like "Maintained by BCFA, and a blurb about the origin & history of each cabin". Interested in participating? Let me know! logan@explornet.com

GENERAL AVIATION BEING STABBED ONE MORE TIME

Oregon CSPA Members and Interested Oregon Pilots:

Paddlers want Waldo Lake just for themselves, so they now have a Senate Bill introduced that would Legislatively prohibit any motors from being used on the lake. [Senate Bill 602](#), if passed, would prohibit motors from being used on Waldo Lake.

- No seaplanes,
- no outboards,
- no inboards,
- not even any electric motors,
- no snowmobiles, and
- no ski-planes.

Just paddlers can use it.

And this is one of Oregon's largest lakes. Waldo has 10 square miles of surface and can easily, and safely be jointly used by all Oregonians. The [paddlers already have 23 Oregon lakes designated just for themselves](#); they don't need one more. This is a land grab by one special interest group. We don't have any lakes just for seaplanes.

It is important that you contact your State Senator and State Representative, and tell them to vote NO on SB602.

You can instantly get your state senator and representative's contact numbers by putting your address into this web site:

<http://www.leg.state.or.us/findlegsltr/>

MAKE THE CALL NOW!

Some facts:

- Seaplanes have been using Waldo for 50 years,
- Until the paddlers decided to try to take it over, no one even complained,
- Seaplane use is minimal: 5 to 10 landings per year,
- No problem has ever occurred from seaplanes,
- Seaplanes have lower carbon footprint than cars - no asphalt roads, no filling wetlands for roads, no forest cutting for roads,

- Seaplanes are often there when snow blocks the road and no-one else is even there,
- Under federal law navigable water is supposed to be open to all vessels,
- Seaplane pilots are environmentalists too and want the same rights as paddlers,
- Elderly and the infirm should not be excluded - motors help them accommodate.

Only \$20 keeps CSPA alive. Either go on-line and pay via [PayPal](#) or mail a check to:

Columbia Seaplane Pilots Association 18406 Nixon Ave
West Linn, OR 97068

BCFA member story... private use of comm'l plane

Thank You to the fine folks of BCFA for your help and advice with the problems I had on a Moose hunting trip in North Tweedsmuir Park this past fall.

On a routine check by the Park Service and Conservation officers, myself along with the other members of the hunting party admitted (on tape) our intention to share all out of pocket expenses of the hunt, including those in relation to the utilization of an aircraft. Planning to share aircraft expenses, even though there hadn't been any transaction of funds at that point, was a big mistake. In the Park Service and Conservation Officers eyes the intent to share those expenses made the trip commercial and therefore the proper permits needed to be in place. This resulted in two violations (1) Unauthorized activity for not having a Park Use Permit and (2) transporting hunters without a Transport License. Neither of these permits / licenses are required on a private hunting trip, but because of the open, honest admission of cost sharing, it made the trip "commercial", therefore requiring the proper permits be in place.

I understand the frustration and/or confusion of operators in the Park, the Conservation Officers and Park service as the aircraft used was a commercially registered deHavilland Beaver. This is an aircraft I own privately and was using on a purely personal hunting trip. Nothing illegal here.

Lesson to be learned: If you're the owner/operator of an aircraft and are doing anything anywhere with family and/or friends, it's probably best to not charge anybody anything. CAR's 401.28 (1) states that you can charge half the fuel costs to people riding along with you, but this would preclude dropping them off somewhere else; IE, two of your hunting buddies on a separate lake.

Conclusion: Having received this education, if I decide to go back into the Park moose hunting in the future I will not include aircraft expenses in the cost sharing. It has also been recommended that I get preauthorized permission from North Tweedsmuir Park and provide them with a full itinerary of my plans.

Thanks again for your help, I'll keep you posted should there be any further developments.

April 1st deadline for BC Parks access request

Don't forget to log in to www.bcfloatplane.com and request your access to the lakes in Parks that you might go to this summer. It's one of the benefits of your membership & helps with our relationship with BC Parks. Get IN before Apr. 1st.

Ipad/Android in the cockpit

Gary has agreed to provide a lecture at The Aero Club of BC (CYPK) on April 3th 2013 at 7.30 PM on the use of I Pad and android in the cockpit, hope to see you there

Thanks

Horst Romani

Aero Club

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