

Northwood Lodge on Timothy Lake

On June 8-9 nine directors attended a meeting @ Northwood Lodge on Timothy Lake, (just east of Lac LaHache). Besides having a very productive meeting & preparing all those calendar tubes for mailing, we discovered a great place! They have plenty of floatplane parking, just finishing a dirt strip, (plan on having fuel by next summer) 14 cabins & plenty of camping & firepits, a big lodge with food & adult beverages & plenty of room for our meeting & presentations. They were obviously happy to take care of us (& all the other patrons). www.northwoodlodge.com

We decided that it would be a great place for our next fly-in AGM, and they said they'd be happy to host us next summer. **Booked for the 3rd weekend of July 2014.** Also agreed to become Corporate Sponsors of BCFA. Book your cabin now!

Because of several member comments about the speakers & presentations in the afternoon being too long, we decided to limit the # of time slots & come up with some other activity before happy hour & dinner. Fishing derby was one idea. Remember, you can email any of your directors & we'll all share the thought/idea. It's YOUR Ass'n, so please feel free to comment on anything! BE a member.

BC Parks projects

Ken Martin ps600@hotmail.com & Jim Pierce jpierce1940@hotmail.com are the Parks liaisons & will be sorting/filtering the various Parks volunteer projects put forth by BC Parks. Some seemed a bit "commercial" in nature, and we want to be careful not to infringe on any commercial operators. They will notify the folks who volunteered to help in "their neighborhood" and everything will be posted on the website in case anyone else wants to help out & share a day with other members. Always a good day/fly! Please let them know if you'd be interested in helping, & they'll let you know if/when something is planned for your area.

Addition to the website

Your Pres. came up with a great idea to add a blog to the website so we can log our activities & observations in the Parks. BC Parks folks appreciate ANY info they get about anything that we see, like vehicles, trash, animal sightings, damage, etc. Please take a moment to make note of whatever you observe. Thanks a bunch.

Photos & videos of the flyout to Taseko Lake is highlighted on the website!

Lena Shaw Elementary kids @ Boundary Bay

Cmolik Foundation & COPA for kids took a bunch of elementary kids for an incredible day @ & around Boundary Bay. See: <http://vimeo.com/67512337>

Learn to fly smart/safe - FREE

www.SmartPilot.ca is a new aviation web site that has been developed by CASARA to enhance flight safety in Canada, with support from the National Search and Rescue Secretariat. www.SmartPilot.ca will provide a rich resource of interesting and informative articles, videos and interactive programming to help better inform pilots about how to be safer in the air. DO check it out!

Safe wheels-down amphib!

****This is an email reply to Stephen Ratzlaff of the Washington Seaplane Pilots Ass'n.****

Mike Hirshfield here. I'm the Membership Chairman of the BC Floatplane Association. I'm also a private pilot with 60 years flying experience. I've been an amphib pilot for 19 years.

In response to your invitation to comment on amphib safety flying...on your subject of wheels down water landings of amphibious aircraft.

The certified amphib aircraft are locked in to some form of check. Example.. a checklist, voice recorders, lights, buzzers, mirrors, visual retraction flags.. all help but are not foolproof. The homebuilt aircraft on the other hand, would be free to design safety into their machine, to not flip. I have done this with my aircraft. The solution is an engineering one.

My amphib is a homebuilt, so I could design it so that it would not flip at landing speeds with wheels down on the water. There was no intention of testing this feature but test it I did. Twice. Raven Lake in Pitt Meadows and Schoolhouse Lake in the Cariboo (both within BC). A great lot of spray and a very quick stop was the result. And a pilot that felt very stupid was all that happened on both occasions.

My aircraft is a stretched TriPacer with a designed wing and a systems designed automotive engine. The floats were specifically designed so as the aircraft they carried, at landing speeds with wheels down, would not flip. However, there was much more than designing the floats. The entire aircraft's centre of gravity, the distance from the fuselage to the floats, extra floatation in the front of the floats, fuel carried in the floats rather than the wings, the length of the fuselage, the design and type of the spray rails, the size of the floats (2500's), many items contributed to a safe landing amphibious float plane with wheels down.

The two landings I made with wheels down - one was with two people up front and the other was just with the pilot, which would be maximum forward CG.

With passengers in the rear there would be much less likelihood of a flip. The large slotted flaps (designed by Abbott and Doenhoff in the Theory of Wing Sections) contribute greatly to the low landing speeds in the 45 mph range.

Some details of floats that don't flip.

1 - Wheel extension - 5 1/2 inches

2 - Compound spray rails

3 - Fuel tanks out of the wings and into the floats, located forward of the step

4 - Flaps - large slotted flaps with a control lip or fowler-type flaps

5 - Float struts - only long enough to give 30 inches prop clearance to the water

6 - A lightweight three-blade variable pitch propeller with a minimum diameter of 80 inches

7 - A very gentle chine and keel line to give more floatation to the forebody

8 - CG (centre of gravity) located ten inches forward of the step. CL (centre of lift) - a line drawn 12 degrees forward of the step should cross the centre of lift located at 25% from the front of the wing cord. (Angle of incidence) - minus 2 degrees for the floats, plus 2 degrees for the wings, plus 3 degrees for the wings with poor or no flaps.

Stephen, thank you for this opportunity to comment on your topic of flying safety. I too hope other pilots will have successful wheels down landings on water.

Sincerely,

Mike Hirshfield

Changes to the Canada Air Pilot Publication?

NAV CANADA, the country's provider of civil air navigation services is conducting an aeronautical study to determine if there is a requirement for the ILS/DME 1 RWY 27 Instrument Approach Procedure (IAP) at Victoria, BC.

It is very important to note that NAV CANADA is not reviewing the need for an ILS servicing Runway 27 at Victoria. NAV CANADA is conducting an Aeronautical Study to revoke the ILS/DME 1 RWY 27 instrument approach procedure from publication only. All ILS equipment will remain and the ILS/DME 2 RWY 27 IAP will continue to exist in the RCAP and provide descent limits of 200 feet AGL. All other available approaches for runway 27 will also remain published.

In early 2011, Aeronautical Information Services (AIS) began a cyclical review of the instrument approaches serving the Victoria International Airport. All existing approaches were reviewed against new Instrument Procedure design criteria to ensure compliance with the new rules. This exercise resulted in some Instrument Approach Procedures (IAPs), and their missed approach segments, to be redesigned. In the case of the ILS/DME Runway 27 approach procedure the approach minima were increased significantly from a 200 foot decision height and 1/2 mile visibility (RVR 26) to a 763 foot decision height and 2 1/4 miles visibility. This redesigned Canada Air Pilot IAP was renamed ILS/DME 1 RWY 27. The original IAP with 200' & 1/2 mile limits was moved to the RCAP (Restricted Canada Air Pilot) and renamed ILS/DME 2 RWY 27. Only operators that have received an OPS SPEC from Transport Canada are allowed to use the RCAP ILS IAP. The resulting changes to the ILS approach for runway 27 at Victoria has created confusion among pilots, and extra workload for controllers.

Runway 27 is currently served by 7 different IFR approach procedures. The IAPs are sorted below, beginning with the approach procedure that has the highest descent limits, down to the procedure that has the lowest descent limits:

ILS/DME 1 RWY 27 763 feet AGL

NDB/RADAR RWY 27 523 feet AGL

RNAV (GNSS) A 516 feet AGL

NDB/DME RWY 27 503 feet AGL

LOC/DME RWY 27 363 feet AGL

RNAV (GNSS)LPV RWY 27 253 feet AGL

ILS/DME 2 RWY 27 200 feet AGL*(In RCAP only)

During periods of inclement weather, pilots request the ILS/DME 1 Runway 27 IAP expecting the ILS to have the lowest limits for descent. Victoria Terminal controllers will frequently advise pilots of the other approach procedure options, which offer lower limits than the ILS/DME 1 procedure. Sub sequentially; pilots will request one of the other approach procedure options with lower limits. Pilots, who are not aware of the ILS/DME 2 RWY 27 with the 200' & ½ mile limits in the RCAP, are confused that all other available approaches in the CAP have lower limits than the ILS/ DME 1 Runway 27 IAP.

The missed approach procedure for the ILS/DME 1 Runway 27 IAP also creates traffic conflicts in the Victoria tower/terminal operation not normally seen with the other available IAPs. With the high descent limits, aircraft are typically starting their missed approach much sooner and higher than aircraft flying other approaches to Runway 27. The earlier missed approach puts the IFR aircraft in conflict with VFR traffic flying overhead the airport. Extra coordination between Victoria terminal and Victoria tower has been required to mitigate the conflict issue when aircraft are cleared for an ILS/DME 1 Runway 27 IAP, but this coordination adds to controller workload.

Please contact me at neidigt@navcanada.ca, or by phone at the number provided below, to make any comments or voice any concerns with respect to revoking the ILS/DME 1 Runway 27 instrument approach procedure from the Canada Air Pilot.

Please also CC Tim Cole of COPA: tcole@copanational.org

More information on this study may be found at [this link](#).

Sincerely,

Todd Neidig

UPS Victoria Terminal, Vancouver ACC and

Aeronautical Studies, Vancouver FIR

Nav Canada

ph. 604 598-4853

New Kamloops & Whitehorse RCO's

Make sure you see (print) this new info. You might be glad you did someday! ☺

Kamloops: <http://www.bcfloatplaneassociation.com/cmd/FileCabinet/file/189/>

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Classified Ads!

New member looking for: a C-180 '82 or '85. Email: dale@dalemortimer.ca

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- Hangered at Pitt Meadows since rebuild
- Beaching dolly (not self-powered)

\$44,000

Rick Baggett - 604-465-1102 - rbaggett@shaw.ca

In the FREEBIE dep't:

Our Willy Trinker (www.fly-bc.com 250 791 5621) has a pair of Spot Trackers he's not using anymore & is offering them for free to anyone who doesn't already have a tracking system and is an active pilot. (So they go to good homes)

I also have a nearly brand new set of PA 18 Arctic Covers for sale. They do say "Left and/or Right" on them and are marked Ten-ee-ah. Matching CMH - Heliskiing Bag included :-)) They won't quite fit our BushCaddy and I like to order some new ones before the snow flies. These ones were about \$1000.- plus new as I recall and I am asking \$750. (www.fly-bc.com 250 791 5621)

1 insulated engine cover & 2 wing covers + 1 set tail section covers - horizontal only + 1 windscreen/sunroof cover (sunbrella)

North Pender Island - Hastings Strip

Notam: Please be advised the owner ,John Hastings, of the North Pender Island Landing Strip requests:

PRIOR TO ANY FLIGHT INTO THE "NORTH PENDER ISLAND LANDING STRIP"
- HASTINGS STRIP:

PLEASE PHONE: JOHN HASTINGS 250 415 7709

BROADCAST LANDING INTENTIONS UPON ARRIVAL OVER STRIP ON
FREQUENCY 123.2

BBQ FlyOut this fall?

Rumor has it that it would be fun to have a BBQ flyout this fall. Can't argue with that theory 'eh? Send location ideas to one of your Dir's & we'll take it from there!

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