



The Step

12 December, 2013

It's THAT time of year again

All memberships expire as of Dec. 31 so it is now time to renew.

Log into www.bcfloatplane.com Look for the button on the left "Pay membership dues" and follow the easy instructions.

Our Membership Director is Mike Hirshfield: hirshfield@shaw.ca

Also, it's a GoodThing to make sure your contact info is correct! Thanks.

2014 AGM

We decided that Northwood Lodge (on Timothy Lake just east of Lac LaHache) 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.** Book your cabin now! www.northwoodlodge.com

Complimentary Memberships

Do you know someone who has recently earned their float rating? We offer new float pilots their first year of membership in BCFA **for free!** Just tell them to contact Mike & Joanne at membership@bcfloatplaneassociation.com to get signed up.

Corporate Sponsors

We appreciate the support of our Corporate Sponsors, and encourage our members to support them in return. If your engine needs work, or your avionics need upgrading, (etc), just look on the website: www.bcfloatplane.com for "Floatplane & G.A. friendly" supporting businesses.

If you think of a business (yours?) that may like to support our freedom to fly (floats or otherwise) send a note to logan@xplornet.com & I'll send them all the info.

AGM Weekends

One more thing we would like to hear from any/all our members is what you thought of the AGM weekend. What went well, what could be improved, what new ideas could you submit, etc.

Starter woes?

If your starter struggles, particularly with a fresh battery and strong alternator or generator, chances are good that resistance in your airplane's "electrical plumbing" is to blame. With a few quick and easy tests, you and your A&P can pinpoint the source of any excessive resistance and--usually--easily remedy the problem.

First, some theory. What an electrician would call voltage is what a plumber would call a pressure differential. Similarly, electrical current is akin to water's rate of flow, and resistance is akin to blockage or friction in a pipe. Consider a water pipe with a partial blockage (point of resistance). When water is not flowing, the water pressure is equal on both sides of the blockage, so there is no pressure differential (voltage) across the blockage. Increase the flow, however, and the pressure downstream of the blockage drops, creating a pressure differential (voltage) across the blockage. The greater the flow (current), the greater the pressure differential (voltage).

Applying this concept to your airplane's electrical system, voltages in your airplane's electrical plumbing that appear while the starter is cranking (and thus current, or flow, is maximized) reveal the presence and location of resistance. Minimize that resistance, and you maximize the power delivered to your starter.

Resistance in aircraft electrical systems is usually caused by corroded terminals and connections, worn contactors (solenoids), and internal fracturing in wires and cables. To evaluate the overall health of your electrical system, measure the voltage between your battery's positive terminal and the starter's positive terminal while the starter is cranking. Do the same between the starter's case (ground) and the battery's negative terminal--again, while the starter is cranking. If the sum of these two voltages exceeds one volt, chances are good that you can significantly reduce resistance in your electrical system.

If you found a voltage greater than a few tenths of a volt between your starter and the negative terminal of your battery, clean your starter's contacts to ground (the airframe).

Also clean the grounding strap (connects the negative battery terminal to the airframe) terminal ends, point of attachment to the airframe, and point of attachment to the battery.

While you're at it, make sure the ground strap is in good shape.

If you found a voltage greater than half a volt or so between the battery's positive terminal and the starter, measure voltages across each component in between (again, with the starter cranking). For example, measure the voltage between the lugs on the starter relay to assess whether the relay needs to be replaced. The higher the voltage, the greater the resistance, and the more power the component is robbing from your starter. Using this method, you'll quickly pinpoint corroded terminal connections, a worn contactor, or perhaps even an aging aluminum battery cable in need of replacement.

The whole troubleshooting process shouldn't take longer than 15 minutes, and the necessary repairs probably won't take much longer.

Your Directors:

You can find the list of current directors, their 'job' & their contact info on the *Members Page*, listed in the *Members List*. The directors are the first dozen names listed. We do appreciate hearing from you. Our next tele-conference call is in Jan, so please do send one of us an email with ideas, feedback, suggestions, etc. for the agenda. Thanks.

Christmas shopping!

Check out the "Merchandise page" on the website for some great gift ideas. Maybe one of your flying buds would like a BC Floatplane jacket, hat, (or membership in the BCFA). Make sure your spouse reads this too! 😊

Have a safe & merry Christmas, & a happy New Year.

But not TOO "happy" on New Years Eve. 😊

BCFA Floatplane Scholarship

Spread the word! We're offering a \$2500. Scholarship for a lucky new float rated pilot. Check out the details on the website. www.bcfloatplane.com

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