



The Step

10 June, 2012

BC Floatplane AGM weekend July 20 - 21 - 22

Here we go again! This will be the first year that we'll be rotating locations for our Annual General Meeting & fly-in weekends. We're hoping that more & different members will be able to attend, and to make more communities aware of our organization & activities. Do plan to fly/drive in & join us @ the 108 Mile House Golf Resort & Conference Center for another fun & informative get-together! Full details on the agenda on the website, and the brochure for accommodations & useful info here:

<http://www.bcfloatplaneassociation.com/file157/AGM-BCFABrochure2011-001.pdf>

Wheel planes land @ the 108 Mi. strip.

Float planes land on Watson Lake (bring tiedown tackle) fuel & shuttles to the Conference Center & all activities.

Highlights

Friday the 20th will be arrivals, meet & greet, and by special arrangement, Bryan Webster will be putting on his underwater egress course in the 108 Mi. pool if there is enough interest. Still need a few more participants, special price for us is \$350 and is approx. 6.5 hrs in total.

Saturday morning will be the AGM, followed by catered lunch, then the afternoon presentations & speakers, door prizes, silent auction, happy hour, dinner, & evening entertainment.

Sunday morning the pancake breakfast & a poker run (~ 170 mi.) which is set up so both float & wheel planes can participate, ending with a cowboy lunch @ the Elkin Creek Ranch.

Bryan Webster's Egress Course

Bryan will be putting on his underwater egress course (for pilots & pass.) @ the 108 Resort Pool on Friday July 20. Special price for BCFA attendees is \$350, and will be approx. 6+ hrs. Phone 250 704-6401, see www.dunkyou.com email bryan@dunkyou.com for your reservation. (plan to come early enough) IF there is not enough participants, it will be cancelled, so register ASAP!

BC Forest Service History Pix

This is a brief pictorial account of the history of fixed wing flying in the roles of transport, supply, reconnaissance, patrol and inventory with the British Columbia Forest Service.

<http://www.bcfs100.ca/docs/pdf/0/480.pdf>

BC Parks volunteer page & blogs

Here is an interesting site to peruse, & see what some of our members have been up to, in several different regions:

<http://www.bcparksvolunteers.ca/guest-blog-keith-monroe-bc-floatplane-association>

Quarry Lake Trails Project

<http://maps.google.ca/?ie=UTF8&t=h&ll=49.674766,-124.107699&spn=0.020523,0.038581&z=15>

Quarry Lake is located on Nelson Island, not far from Pender Harbour on the Sechelt Peninsula (61 NM from Pitt Meadows). This low altitude lake makes for a good winter destination. The peninsula at the NE end of the lake has a beach behind the point that makes for a good floatplane beaching location, and the point is cleared for camping with an established fire pit, BCFA canoe (bring paddles) and picnic table and pit toilet. The local residents have been working on a trail system around Quarry lake and Little Quarry lake for some time and the BCFA has done lots of work establishing the campsite. Each May long weekend the residents do a trail cleaning day and Al Yard from the BCFA was there to help with the trail work.

Al's story/report:

I flew down to Quarry Lake on Sat afternoon as the weather forecast for Sunday wasn't too promising, and it's a lot easier flying through the rock pile with decent weather. When I got to Quarry Lake, I pitched camp, then spent a few hours doing some chain-saw work on blow-downs across the trail.

On Sunday, I spent the day with the chain-saw on the trail. I finished up the west side, then did some sections on the east side. By 5:00 PM, I hadn't met anyone else working on the trail. I was beginning to think I was on the wrong trail, or the wrong lake! So I hiked down to the bay to see if I could find Barry's place.

When I got there, there were all kinds of people they had been working on the bridge I didn't realize that. Anyways they were a good bunch of guys and there was a feast of food for everyone!! I scooted back to my camp just before dark and it poured rain all night. Next morning (Monday), it was obvious I wasn't going flying so I took my axe and did some finishing work brushing out the trail on the west side. I got back about noon and the rain was starting to let up so I broke camp and figured I would try and find some fuel, then maybe make a try for home. (I didn't really want another wet night in the tent!!) Previously I had left a message for the fuel outfit at Powell Lake, but never heard back, so I thought I would look around Pender Harbour, since it was quite close. (The weather looked too ugly for Campbell River). I wouldn't recommend getting fuel at Pender Harbour I spent a couple of hours taxiing around trying to find docks I could get on then to try find someone who knew where the fuel was. All I could find out was where boat gas was ... but when I got there ... they said they don't normally allow float planes at the dock. But they felt sorry for me and allowed me to jerry can some fuel to the plane. I had thought of getting a room in Pender Harbour and flying home the next day but it looked like nobody would let me tie up overnight. The weather was too ugly to try heading up one of the inlets and poking my way through the mountains, so I headed down the coast to Howe Sound and up to Squamish. I made it about half way between Squamish and Whistler but got boxed in. I tried several different altitudes ... but couldn't find a way through ... and decided life was too short for this stuff so headed back to Squamish. I landed in a slough in Squamish that had a bunch of boats and docks. It took a while to find a dock I could get on, they were all full of boats and pilings. I finally squeaked onto the end of a dock only to find out it was the Squamish Yacht Club dock. Normally yacht clubs don't welcome float planes but they were a good bunch of guys and said no problem. They even lent me a key to get back in and gave me key for the showers. Since I was cold and wet and hungry I opted for a motel room instead. (getting kind of wimpy in my old age!!)

Anyways, next morning the weather was a bit better I was able to hunt and peck my way up to Darcy from there it was a straight shot home. That sure is a pretty camp spot on Quarry Lake! I couldn't see where you could pitch a big tent but there was room for 2 or 3 small pup tents like mine. I also made good use of the canoe. When I got home, there was a message from the fuel outfit at Powell Lake they said they had 100LL no problem. That would have made my life a lot easier had I known!

Join us for our Rust Remover on Saturday, June 16th!

The Pacific Rim Aviation Flight Training Center will be hosting a Transport Canada Approved Rust Remover seminar on Saturday 16 June from 1300 to 1630. The Rust Remover is a valid and beneficial way for pilots to complete their 2-year recurrent training requirement. as per CAR 401.05(2)(c). The three hour course will be broken into two sections and will cover a variety of practical topics. We'll start by running through the pilot thought process for the planning stages of a cross country flight and use this scenario to connect topics such as:

§ Practical Weight & Balance

§ Fuel Planning & Management

§ Aircraft Airworthiness & Required Documents

§ Obtaining & Interpreting Weather & NOTAM Information

§ [NAVCANplan](#) Online Flight Plan Filing

§ Uncontrolled Airport Arrival & Departure Procedures

For the second half of our refresher course we've arranged a visit from a Pitt Meadows Tower Air Traffic Controller who'll be there to answer your questions, make suggestions, and tell you how you can make their job easier. Included in the cost of the seminar is a copy of the new Vancouver VTA and VNC and we'll take a moment to discuss local changes on this latest revision.

To reserve yourself a spot, please call Kate at 604-366-8211 or send an email to kate@pacificrimaviation.ca

Registration is \$50 and includes current VTA & VNC charts. The fee can be paid in advance or at the door by cash, debit or credit. Please bring your logbook in order to validate your attendance and re-currency.

Parks Lakes Preauthorizations

ALL of the applications for BC Parks lakes access have been granted, & Parks thanks you all for your attention to this. It's important for their usage stat's, and remember to report what you saw this summer in your fall report.

"New" Floatplane Base in Mackenzie

This just in from Mackenzie, BC: Al Walker needs some support emails to get approval from the city fathers. Email Address: alwalker@willistonair.com

Looking to start up an old float plane base on Morfee lake in Mackenzie BC. This will be a huge boost for the local economy and for your client base. Looking for as many letters of support as possible to get approval from the town. Thank you for your time and consideration, call anytime, would appreciate any input your group may have. 250-997-5557

Classy Classifieds

1970, C-185 low time 2285 TTSN, C-FCDN. RStol, Private 34 years. IO-520, 505 on FAC/Reman, 365 on Cermie-Nil cylinders.

E.I. Engine Scanner, 3430 EDO /hatches. New interior 9 , exterior paint new last year. Bubble windows, new windshield, new battery, dual radios, intercom, Mode C, LR fuel, wheel gear, wing and cowl covers. \$160,000.00.

e-mail montyexton2011@hotmail.com 250 392 0096.