



# The Step

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12 September, 2012

## July 2012 AGM weekend:

As you know, we did our 17<sup>th</sup> annual AGM & fly in weekend in July. Due to poor weather, we had only about a dozen planes make it in, & several folks drove to the 108. There were about 60 folks at the meeting & dinner. Many of the same folks of course, but there were many new faces as well, which is part of the reason we decided to rotate locations.

Poor weather story: Our Treasurer, Steve Nunn called Flight Services & stated he'd like to fly from Pitt Meadows to the 108, and the Flt. Svc's guy said "Not a chance." Steve said "I guess that's the end of my briefing then 'eh?" ...Yep.

The weekend agenda went off without a hitch, which was quite an accomplishment as it was the first time away from Nimpo, where things all fell into place easily after 16 straight years doing it here. Almost a bazillion details to think of & get organized, and still a bit of scrambling @ the end.

A BIG Thank You to Willy Trinker and Nick Christenson for help on that end!

Unfortunately the fly out Poker Run was cancelled @ the last minute. Several planes that planned on participating had to hurry back home to beat the weather coming in to the lower mainland so the few remaining planes decided to not go. It was a beautiful route, & the Elkin Creek Ranch planned a special cowboy lunch for us. Hopefully we can do it some other year.

Your directors are always trying to think of ways to make our association more useful & accessible to all the members as well as being pro active in the issues that come up for aviators. You should know that the BC Floatplane Association is well respected, and appreciated by the many folks/organizations who we have dealings with.

The other change to our future AGM plans is to (bi-annually) combine the AGM with the Rust Remover (next year) and then have a separate fly in weekend somewhere else in the summer. The date/location is not yet decided for next year. On the other (bi-annual) years we will combine the AGM & BCFA fly in weekend as we

always have. If you have any ideas on locations that would "work" for our meetings or fly ins, please contact one of the directors so we can look into it. Thanks.

Also, ideas are always welcome for future activities, and direction of the BCFA. Your membership \$\$ are welcome & needed of course, but your idea (or participation) could well become something even more powerful. Please keep "us" in the back of your mind when issues or ideas arise!

### **Pictures for the NEW BCFA calendar:**

We are currently shopping for a new printing company to produce our BCFA calendars. If you have a suggestion, please let us know. MORE IMPORTANTLY, we need some good Hi-Resolution pictures to grace it. Please send your picture(s) to the new "Calendar album" on the website.

[http://www.bcfloatplaneassociation.com/gallery/new\\_albums/](http://www.bcfloatplaneassociation.com/gallery/new_albums/)

Click on the left hand picture (bottom of page) and then on "calendar".

If you don't like that, you can send them to Dave Qualley [dave@airdave.com](mailto:dave@airdave.com)

### **From COPA Director Tim Cole:**

I am pleased to announce that Nav Canada has now made a commitment to not only retain weather reporting at Lytton and Clinton, but also to upgrade, at considerable expense, the AWOS installations at both sites. This upgrading will be an undertaking as part of Nav Canada's National Legacy AWOS Replacement Program.

The tentative timetable for completion for the two projects will be the spring of 2013 for Lytton and the fall of 2013 for Clinton. There will be no disruption of service.

Yesterday, my fellow COPA Director Brian Webster, myself, and COPA member at large, Captain Henry Ilg, representing COPA, and Mark Duncan and Lyle Soetaert representing the BC Aviation council, met with Nav Canada's Manager of Aeronautical Studies and Analysis, Brian Stockall, at the Boundary Bay Airport.

While making his announcement, Mr. Stockall advised that the write in campaign, organized by COPA, played a significant part in reaching the decision to retain these two very important weather reporting stations on these heavily traveled mountain VFR routes. He particularly commented on the quality of the safety rationale that was included in the correspondence.

In addition to the AWOS issue the importance and timeliness of the consultation process was discussed.

The satisfactory conclusion and retaining of these critical weather reporting sites is a prime example of the value of your collective action through your Canadian Owners and Pilots Association.

To those of you who took the time and effort to write in, THANK YOU!

To the flight Captains, will you please give this message wide distribution through your COPA Flights.

Thanks again and best regards,

Tim

*W. T. (Tim) Cole*

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**Just so you know:**

**From Nav Canada :**

**Terrace, British Columbia**

**Flight Information Services Enroute (FISE)**

NAV CANADA has initiated a multi-year project to redesign the Remote Communications Outlet (RCO) system used by the Flight Information Centres (FICs) to provide Flight Information Services Enroute (FISE). The primary goals of this project are to improve FISE service coverage and reducing frequency congestion on 126.7 MHz.

To achieve these objectives the following FISE RCO changes will be made:

A new FISE RCO frequency **123.37(5) MHz** will be installed at Terrace. Pilots who require flight planning, weather or NOTAM information should contact the Kamloops FIC (call sign "**Pacific Radio**") on this new frequency.

126.7 MHz will no longer be used for FISE or monitored by the FIC. It will however be used by the FIC, as required, to provide the aeronautical broadcast service (broadcast of SIGMET and urgent PIREP) and to conduct communication searches for overdue aircraft. It will be published as "**126.7 (bcst)**".

**These changes will take effect July 26, 2012 at 0901 Coordinated Universal Time (UTC).**

The appropriate aeronautical publications will be amended.

The FISE RCO system is under revision with numerous changes occurring over the next several years. Pilots should monitor NOTICES and aeronautical publications for specific RCO changes. Information on the RCO Redesign project including current maps of RCO sites and their frequencies is available on the NAV CANADA web site ([navcanada.ca](http://navcanada.ca)) under **Products and Services / ANS Programs / RCO Redesign** or directly at the following [link](#).

For further information, please contact:

Brian Stockall

Manager, Aeronautical Studies and Analysis

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Email: [stockab@navcanada.ca](mailto:stockab@navcanada.ca)

### Satellite phone fees:

I've been shopping. I hate the idea of paying \$5-600/year & not using the system. I finally found one (Annual Emergency) with a cheaper **annual cost** but expensive minutes. (Who cares about the cost in an emergency?) Maybe you like it too. ☺

### **Iridium Annual Subscription Plans**

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Write to: [jennifer@atlanticrt.com](mailto:jennifer@atlanticrt.com) she was very knowledgeable & helpful.

### **Maintenance Symposium January 2013:**

An email from System Safety Services...

"I am emailing to ask if the BC Floatplane association members would be interested in attending next years 31<sup>st</sup> Annual Maintenance symposium.

I have attached a copy of our newsletter and the draft poster.

We would be very interested in knowing what they would like to see presented at this symposium and if a member would even agree to be on the symposium committee.

I'll send the newsletter separate so the file isn't too big.

Please give me a call if there is interest.

There will be a panel discussion on Pilot AME and Inspections.

Cheers and I look forward to discussing the above with you for the betterment of aviation Safety.

Cheers

Gordon Dupont CEO"

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Richmond, BC Canada V6V 1G1

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Web: [www.system-safety.com](http://www.system-safety.com)

### **An email about Green Lake @ Whistler:**

I talked to Jay Symons, the manager at Edgewater.

He has a dock and allows the odd patron to use it. He is not really interested in going any further with it even if we were to offer to extend or build another one.

He would be happy for "the odd visitor" preferably with permission by email but would prefer it (expect?) if they were also to patronise the Lodge. Meals are OK but not cheap.. We have not stayed but that is not cheap either, I think. He is also concerned that aircraft might arrive at inconvenient times, eg during wedding etc. and that's another reason he wouldn't want much more traffic.

In the meantime Harbour Air bought Mike out last April. Apparently Jay went over to introduce himself and discuss traffic pattern, as he has had some low approach noise, and effectively got the cold shoulder.

I'll talk to the Muni as Jay was under the impression that Mike's original planning permission (for Tanks and access etc) included a third party user clause. It might be unusual but Whistler Muni are a mean lot when asked for favours!

## Columbia Seaplane Pilots Assosiation:

### **Saturday September 22, 2012**

Crescent Lake Resort is welcoming all comers to join in the fun on Saturday the 22nd of September. My wife Karen and I will be at the Resort on Friday the 21st and can be your eyes from the ground. Call us on the cell phone at 541-915-6390 for a pilot report of local conditions. Gill, the Resort Manager (541-433-2505) or Karen and I could shuttle ground bound planes from the Crescent Lake Airport (5S2). The airport has completed runway renovations and is now open. For the latest call ODA at 800-874-0102 (M-F 9-4). As always use back county procedures.

Venue: Fly in, hob knob, and eat dinner together at the Resort dining room. Sit around a campfire and tell lies. Breakfast in the morning either in your cabin or at the Resort dining room at 8:00 am. You must make your room/cabin reservations with the Resort (541-433-2505 or see link below) on your own. Just mention you are coming in your plane and will need a spot to tie up or beach.

### **Sunday September 23, 2012**

Woahink Lake (IOO), south of Florence

Greg and his wife Jan will open their Lodge for our group and provide the venue for a lunch BBQ. They understand we are / or may be coming from a place we cannot prepare for a potluck and have indicated they will take care of gathering the appropriate BBQ food and drinks, but will need to be paid back for the cost. As such they do need to know how many to buy for. For those wishing to do a wheel landing at Florence (6S2) let me know and we'll get either myself or Greg to pick you up with a little warning. Florence AWOS is 541-997-8664.

Venue: Fly from Crescent and rally at Woahink Lake. (See link below for details) Karen and I will leave early and head by car to Florence to meet the group. Fly in, eat, tell more lies and farewells.

Contingencies:

Weather: Yes - there is bound to be weather at one spot or the other..or not..so if there is weather at Crescent look again in the morning and see if Woahink is still a Sunday destination splashin option. If Woahink predicts fog then Crescent is probably going to be the "clear" Saturday choice.

With all that Greg and Jan at Woahink need to have a rough count of planes and people. Please respond (even if you have before or not) and let me (them) know if you plan on coming. Thanks and see you all there.

Dave Wellman - Eugene, OR 541-984-1442 (office)

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