



# The Step

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*The Official News letter of the BC Floatplane Association  
January 2007 Issued quarterly Volume3 Edition13*

*Happy New Year! Here are some important dates for 2007 for the BC Floatplane Association*

- April 28, 2007. BCFA Spring Conference at Pitt Meadows
- July 7 & 8. BCFA AGM at Nimpo Lake. **This date has changed from our last publication.** The new date is to accommodate many of our members who plan to attend the Yellowknife fly-in on July 14 & 15.

## **New President for BCFA**

Stephen James took over the yoke of the BCFA last fall, allowing long-serving president Keith Monroe a chance to unwind! Here is his first message.

### **Message from the President**

I have recently accepted the position of President of our Association. I would like to remind you that we have been very fortunate with our past Presidents and directors who have; and still contribute a tremendous amount of time and effort in to making this Association such a success. Our new directors have jumped in and are doing an excellent job to make this a productive association. I feel honored to be part of and work with this hard working group of people.

There are a number of projects that the directors are working on to name a few, The Strait of Georgia which Fred has done a excellent job of describing the status of this issue, Cecilia Lake status and the

Rykerts Point of entry. As many of you are probably aware Rykerts is a dock in the Kootenay River where you could clear customs into Canada. This past year it was closed as the dock was considered unsafe for the officers to meet the floatplane. I have been in contact with; and hoping to work with Canada Border Agencies to have the dock repaired so that floatplanes are able to clear customs at this ideal spot.

I hope you all have a prosperous year and look forward to seeing many of you at the AGM in Nimpo Lake on July 07. I would encourage all of you to give us feed back to ways of making our AGM more exciting or informational; perhaps a suggestion for a guest speaker. I'm happy to hear there are a number of members that will be traveling on to Yellowknife for their Fly In the following weekend.

Stephen James

**Communications regarding Strait of Georgia TC Issues  
Submitted by Fred Glasbergen, Director, BCFA**

A meeting was held on Nov. 23 in the Harbour Air board room at YVR south side beside the Flying Beaver Pub. Present were Debby Funk Communications manager, BC Initiatives Parks Canada, Rob Walker, manager Resource Conservation Gulf Islands National Park Reserve, James Molloy Aviation & Corporate Safety Manager Harbour Air Seaplanes and Fred Glasbergen Director BCFA. Dave Qualley BCFA Director attended for the first hour.

The Gulf Islands National Park Reserve of Canada seems to be expanding as we speak. For instance the Active Pass light house is now a federal park. Half of Saturna Island is now a Federal park including some the water which is now called a "Submerged lands protected area".

Federal Park rules state that no aircraft shall fly over a federal park at less than 500 feet. The one ruling we did confirm is that an floatplane on the water is the same as a boat and can go anywhere ashore in a federal park where a boat is allowed to go. Having said that we can not take off or land anywhere in the park but we can taxi into it. The late Toni Onley was in his right to be on the beach at Tumbo Island for filming they were doing when he was told to leave by a park ranger.

James Molloy (Harbour Air) noted that the airline has scheduled flights to every one of the major gulf island in addition to extensive charter services that they, and other operators, conduct.

It was also stated that the Gulf Island is a playground for recreational float pilots. The islands and surrounding water to the east of Samuel Island [ a reporting point] is now a park. It was strongly suggested that during low visibility that aircraft crossing there could be well below 500 feet for safety.

Also a safety concern is flying into Bedwell Harbour [now called Poets Cove] that when the winds blow it is nice to get close to the shore behind the cove but now that is a park that could be breaking their rules. The parks people also realize they do not have the manpower to regulate and the knowledge of airplane height. An example, as we were sitting in the Flying Beaver Pub a Turbo Otter took off eastbound with an immediate turn to the right to go westbound. As it went past us I asked

both Debby and Ron what they thought the altitude was 400 feet and 1000 feet was also suggested, but it was actually 200 feet.

If the proposed Southern Strait of Georgia Marine Conservation Area Reserve goes ahead it will take in some of the existing marine parks and they have three classes of ratings which mean that some of the areas might not have as much of an restriction as it does now. More meetings are planned and some of the other commercial operators are also going to be involved.

## **A Cautionary Tale** **Submitted by Keith Monroe**

Flight TK 459 from ADA-IST - Captain's leg for flight.

The weather at ADA was CAVOK we were using runway 5 for departure and we got to rolling, all systems normal and take off thrust set itself just fine on auto-throttle....after my V1 call and rotate we took to the air and everything was good too, then the drama starts...

At 400 AGL we are required to select a ROLL mode, I selected heading for the captain, as we were cleared on runway heading, however it didn't engage, the mcp didn't light up or the FMA or the F/D bars...nothing....so

I tried putting on LNAV, same thing.....we continued manual...then at 1000 I tried to engage the A autopilot...that did nothing...B, that did nothing...then at 1500 I tried to reduce to climb power by pressing the N1 button...nothing, tried changing the MCP speed, didn't budge....at this point departure cleared us to MUT vor after 3000, so the captain was flying full manual turning the a/c while the F/D were telling him to continue his heading, started getting confusing....

Then passing 7600 feet while climbing to level 260, we asked the Chief F/A to do a cell phone check in the back...she came back with no results. We were slightly shocked....then we were able to put in autopilot A but when it engaged, the VNAV AND LNAV came on all by them selves and the plane dove downwards a little, and then autopilot kicked off. Things went insane, level change came on by itself, and it pulled the speed back to 171 knots with the flaps up while we were doing 284 so she started climbing at 4500 feet per min, I'm sure people noticed at the back that something was wrong....I didn't enjoy it....then both EADI flight directors disappeared completely, and the FMA locked on VNAV and LNAV, and the aircraft was telling us to turn in a completely useless direction, the captain kept her in manual, now passing 22,000 feet we were utterly confused, the checklist had nothing, we couldn't use our FMS LNAV and the aircraft was being crazy, then several seconds later I was cross checking the 3 airspeed indicators like MAD because I had no idea which FCC was engaged versus which was we selected and what the damn plane would command us to do....I tried autopilot A again (to reduce the workload so we could problem solve together) it engaged! However, 10 seconds later it kicked off...because...and I'm glad this didn't happen in IMC...the Captain's EADI flight director was asking for a 20 degree nose dive, and my EADI F/D was commanding a 20 degree nose UPTK history that messes up the MCP panel, coming from experienced captains...

So the pre recorded cell phone announcement was played FOUR times, and nothing, then we asked each one of our cabin staff to basically violate people and find the phones. Guess what.....5 cell phones were on, 2 were texts messaging, and one person was playing music and looking for a cell phone tower at altitude to see if it kicked in or not! Passengers were furious, because we were heading to CAT II airport at the time and we needed these damn instruments for the approach into IST.... attitude....we just looked at each other....., the altitude warning horn went off at random intervals...and the stress level was a little higher than usual because we know VERY well flying the -400 that someone's friggin' cell phone is on back there, that's the ONLY thing in almost 10 years of flying.

Once those 5 cell phones were switched off....everything came back to normal, both autopilots came on when we selected each one, all F/D indications came back, the FMS was usable and nothing went wrong again.

### **Membership by Brenda Matas**

I am back and ready to start sending reminders. To avoid this onslaught, please follow the EASY directions below. To renew on the website: Use your credit card **or** your PayPal account. (You do NOT need a Pay Pal account; you can just use a credit card). Log In and use the Pay Dues button and follow the directions. I did it for the first time and if I can do it, ANYONE can do it! Note that you can change the country from Canada to the USA or elsewhere on the drop down menu. Log on today and see how easy it is.

[www.bcfloatplaneassociation.com](http://www.bcfloatplaneassociation.com)

The second reliable old fashion way is to just send a check to the following address and expect it to be processed in early January.

BCFA  
3753 S. Island Hwy  
Campbell River, BC  
V9H 1L7

**The fees remain at \$40.00**

### **Weather Cam Update**

Due to the severe weather experienced on the West Coast, causing damage to equipment and necessitating unscheduled replacement and repairs, the Chatham Point Weather Cameras will not be operational as planned on 18 January, 2007. The weather cameras are now scheduled to be available on the NAV CANADA Aviation Weather Web Site effective 15 March, 2007.

## **Safety Suggestions from Alaska**

The following information was retrieved from [alaskafloatratings.com](http://alaskafloatratings.com).

### **Why Mountain Flying Instruction Benefits Every Pilot**

The following accident illustrates why every pilot benefits from mountain flying instruction in a real mountain location. Many of my students come to Alaska, not just for the float flying, but for the mountain flying instruction they receive along with the rating or float refresher.

A recent accident, amidst the canyons of New York City, will be the subject of this first e-mail. My first rule of Mountain Flying sounds simple enough: Don't hit the mountain! Some pilots have had difficulty in following this rule. Why? The FAA refers to the reason as "skill-based errors."

### **I will ask you some of the same questions I ask during my check rides.**

1. What determines an aircraft's radius of turn? Rarely do I get the correct answer! So as you think about this question I will tell you. An aircraft's radius of turn depends on its ground speed and angle of bank.
2. Where's the wind? How fast it is? If the instructor pilot with the Yankee pitcher had had situational awareness, he would still be here with us.

### **My second rule of Mountain Flying is: Never be in the middle of the canyon.**

The Cirrus pilot started his turn from the middle of the river. Would you start a U-turn from the middle of the road or would you use all the available space?

Flying in the mountains is really simple, as long as there isn't a wind. The Cirrus had a tail wind. Did the pilot know this? Was he aware? We only know the outcome of the situation. Two pilots die, a good airplane is destroyed, and the public cries out to ban all airplanes from the sky.

When the wind starts blowing is when the fun starts. I love to fly in the mountains, look for the ridge lift, and **always keep a way out --- my third rule.**

### **Rules to survive by:**

Know thyself first --- what is your level of skill?

Know your aircraft --- what are its limitations?

Know thyself in your aircraft --- what is your skill level in this particular airplane?

Again it all sounds simple enough. In reality I've discovered few pilots are really aware of even some of the simplest manoeuvres.

Vern Kingsford, DPE, CFI, Bush pilot, Mountain pilot, A&P, IA, Super Cub pilot

web: <http://www.alaskafloatratings.com>

## Excellent instruction on DRCO techniques Submitted by Daryl Doherty

How to use a DRCO such as the one at Puntzi Mountain.

In the not to distant past we were able to call up the closest FSS by using the closest remote communications outlets. These outlets were connected to the closest FSS by a landline & were always active. In todays attempt to cut costs most of these RCO's have become DRCO or Dial up Remote Communications Outlets and have a specific way to access them. In order to make use of them the pilot must key the mic 4 times in 5 seconds. If you are successful you will hear a dial tone, then ringing, and finally 'Link Established'. After hearing the link established the pilot then can call Pacific Radio with their aircraft type, position, frequency they are calling on, and lastly the DRCO that they are communicating through.

An example of the radio call to Pacific Radio from Nimpo Lake would go something like: “ Pacific Radio, Cessna 185 CFABC Nimpo Lake 126.7 Puntzi Remote. One must remember that there is now only the one FSS in Kamloops and they are monitoring the entire province so if they are busy there may be a delay before they are able to answer. Also, calling between 5 to the hour and 5 past the hour may catch them doing weather observations, or entering the weather into the system.

To brush up on how to use the DRCO you can read the procedures in any flight supplement. DRCO locations are also listed in the CFS. While communicating with the FSS specialist remember to not just update your flight plan but to also file a pilot report on what you see and what the ride is like. They don't always have your specific flight plan in front of them, so tell them when and where you took off from, the route you took & whether you are IFR or VFR. I should mention that if during the above contact procedures you hear an "error" message you should wait a few minutes & try again.

Safe Flying.

Some great photos Turner Lake  
Submitted by Beverly Lawrence



**What the BCFA Does For You!**  
**Submitted by Brenda Matas**

1. Puyallup Trade Show. Committee members have attended the February Puyallup trade show for several years and as a result we now have many members from Washington State.
2. Spring Conference. Every two years we plan an event to coincide with a Rust Remover and 2007 is the next one. Details will be forthcoming in future newsletters.
3. Nimpo Lake AGM and Social. Hosted by the Nimpo Lake Resort, Terry Brandt, the neighbours and other community members. Among the guests were representatives from BC Parks who expressed appreciation for our unique partnership agreement and stewardship activities undertaken by different members in different areas including putting up signs in the camping areas on Turner Lake on the Sunday following the AGM.
4. A calendar that is forthcoming.
5. BCFA Website. Please log on and keep your individual profile current. It is being used for mail-out labels and for current email addresses. Thankfully, we have a committee of knowledgeable computer members and directors helping us with that project too.
6. A newsletter called The Step published quarterly.

**All good reasons to keep your membership current. Thank you for your continued support as it is you the membership who have ensured our Freedom of Flight.**

The Step is published quarterly for the benefit of the members of the BC Floatplane Association. For information regarding this publication, or to submit editorial content, photos, classified ads or commercial advertising, contact:

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