



The Step

*The Official News letter of the BC Floatplane Association
October 2006 Issued quarterly Volume 2 Edition 3*

Change at the top!

In a recent agreement, Stephen James has made a well-received offer to assume the role of BCFA President, allowing long-serving president Keith Monroe a chance to step back and reflect on his accomplishments during his extensive tenure as president. Limited information is available other than the above as the move occurred close to deadline, but will be covered off extensively in the January edition of The Step.

C PARKS --- SEASONAL PREAUTHORIZATION

The Float flying season is almost over, and, in accordance with our Partnership Agreement with BC Parks, members who visited restricted lakes listed in the Agreement (Attachment A) are required to report their visits, and any relevant observations, by December 31st. This is easily done via the BCFA website. Simply log on, click on the "End of Season Report to BC Parks" located on the left side bar, fill in the details as per instructions and click "Submit".

Please take the time to do this – we have worked very hard to gain access to lakes in the Park system, as well as to establish and maintain a good relationship with BC Parks. During meetings with senior Parks management this year, an important issue has arisen which we need to address:

A significant number of pre authorization applicants are simply ticking off all the lakes in the list, even though they plan to visit only one or two. Included are lakes that are virtually impossible to fly out of with conventional aircraft, and others that are far from their normally expected operating range.

This is not consistent with the spirit of our agreement with Parks, & renders it difficult for them to manage & administer sensitive locations. It should be noted that, with the recent changes

effected to the Parks Regulations, the vast majority of lakes are open to unrestricted access, & we need to maintain our credibility as partners with BC Parks. Therefore, when applying for seasonal preauthorization for 2007, please be selective as to which lakes you tick off – only apply for those which you have a reasonable expectation of visiting. Should your circumstances change, and you wish to visit a location you did not apply for, given our excellent relationship with BC Parks a later application to the Regional Parks manager is easy to do and will be well received.

Editor's Remarks

By Matthew McBride

Brenda Matas (Membership) will be approaching for renewals after December 27th. Details on how to renew are included below.

And it's not all business at the Nimpo Lake AGM, as the following diversion indicate: Pilots were asked to create a slogan using their aircraft registration. With 26 entries, the following four were determined to be among the best:

Aircraft Registration

C FIBE

C FLHL

C GYAH

C GYAH

Slogan

Certified flying idiot behind engine

Crazy flying leaves Honey lonely

Commander get your ass home (pilot)

Cook get your ass home (pilot's wife)

The winning entry was C - GYAH so Bill and Diane Davidson won a nice wine pack donated by Hester Creek winery.

Taken any good photos lately? The upcoming calendar for 2007 might be a great place to showcase your photography skills! If you've taken some shots that you think are calendar-worthy, then please get in touch with Don Wightman and discuss the specifics of how to get your artwork onto the annual BCFA calendar. For example, here's a shot of Pat Garve's Maule at Roche Harbor, lifted from the WSPA & SeeBees September newsletter.



President's Report

Keith Monroe offers some items for your consideration during the cold winter months!

Words of wisdom for OLD PILOTS....

The strength of the turbulence is directly proportional to the temperature of your coffee.---
Gunter's Second Law of Air Travel

The three worst things to hear in the cockpit:

The second officer says, "Damn it!"
The first officer says, "I have an idea!"
The captain say, "Hey, watch this!"

Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you

think it got to be this old?

"Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute."--- George Bernard Shaw

When asked why he was referred to as 'Ace': "Because during World War Two, I was responsible for the destruction of six aircraft, fortunately three were enemy." - Captain Ray Lancaster, USAAF.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins- Anonymous

Death is just nature's way of telling you to watch your airspeed. - Anonymous

"When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too."--- Admiral Rick Hunter, U.S. Navy.

"It only takes five years to go from rumor to standard operating procedure." - Dick Markgraf

"Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two." --- Paul Slattery

"I've flown every seat on this airplane, can someone tell me why the other two are always occupied by idiots?" --- Don Taylor

The only three things a wingman should ever say are:

1. Two's up.
2. You're on fire.
3. I'll take the ugly one.

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.

As a new copilot on a bomber I was told to say these three things and to otherwise keep my mouth shut and not touch anything:

1. Clear on the right.
2. Outer (marker) on the double (indicator)
3. I'll eat the chicken. (Crew meals consisted of one steak and one chicken to avoid possible food poisoning of the cockpit crew).

As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.

You can't fly forever without getting killed.

As a pilot only two bad things can happen to you and one of them will.

- a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane..
- b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane..

Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.

There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

More about Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance (e.g., If you fly under a bridge, don't hit the bridge.)

The ideal pilot is the perfect blend of discipline and aggressiveness.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

It is absolutely imperative that the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

If you're gonna fly low, do not fly slow! Anti Submarine Warfare pilots know this only too well.

It is solely the pilot's responsibility to never let any other thing touch his aircraft.

If you can learn how to fly as a 2nd Lt and not forget how to fly by the time you're a Maj. you will have lived a happy life.

Night flying:

- a. Remember that the airplane doesn't know that it's dark.
- b. On a clear, moonless night, never fly between the tanker's lights.
- c. There are certain aircraft sounds that can only be heard at night.
- d. If you're going to night fly, it might as well be in the weather so you can double count your exposure to both hazards.
- e. Night formation is really an endless series of near misses in equilibrium with each other.
- f. You would have to pay a lot of money at a lot of amusement parks and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single engine night weather flight.

One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

At the end of the day, the controllers, ops supervisors, maintenance guys, weather guessers, and birds; they're all trying to kill you and your job is to not let them!

Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.

It is a tacit, yet profound admission of the preeminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.

Remember when flying low and inverted that the rudder still works the same old way but hopefully your instructor never taught you "pull stick back, plane go up".

A tactic done twice is a procedure. (Refer to unpredictability discussion above)

The aircraft G-limits are only there in case there is another flight by that particular airplane. If subsequent flights do not appear likely, there are no G-limits.

One of the beautiful things about a single piloted aircraft is the quality of the social experience.

If a mother has the slightest suspicion that her infant might grow up to be a pilot, she had better teach him to put things back where he got them.

The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward...and wish.

Keith Monroe, President

Membership by Brenda Matas

Your membership director usually starts about now to remind you that all memberships are due Jan 1 of each year (so that the summer is free for the directors to focus on other projects). You will have a slight reprieve this year as I will be away until Dec. 27th. But when I return, I will bombard you all with letters, emails and so on. There are two easy ways to avoid this bombardment. You may renew NOW via

1. The website: You can renew using the Pay Pal option. You do NOT need a Pay Pal account. You can just use a credit card. 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

2. The second more 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

To sum up some of the BCFA activities:

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 thanks to director Matthew McBride

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.

Ft. St. James Aviation Society Annual reunion

By Paul Collard

The Ft St James Aviation society held its second annual function on the Saturday of September 2. This second get together was a lower key than the inaugural occasion of the previous September. There were no speakers booked, and the day centred around the Golf Club, and its amenities.

Tickets bought a round of golf, and a great steak dinner catered by the Golf Club. Attendance was good, with over 65 making the time to relax with their colleagues of the past and present, and enjoy the display of historic photographs and displays that the Society has gathered. They showcase the pivotal role Ft St James, and the amazing personalities that have flown out of there, have played in the formation of the airlines we know today, and the role of aviation, particularly float planes, in the releasing of the wealth of Central and Northern B.C.

The day could not have been better, with warm sunshine, and no winds. The meal was excellent, and a good time was had by all.

Plans of the Society include finding a permanent home for their collection of aviation material, and holding social and fundraising events to support this venture. The amount of history of aviation that centres on Ft St James would make an excellent subject for a book for aviation fans and the general public. Accordingly, some of the better-known aviation scribes are to be approached to see if there is interest.

The Floatplane Association of B.C has been happy to support the Society in the start up stages, and looks forward to more meetings in the future. The location makes an excellent opportunity for a "fly in" for float and wheel planes. Plans were made this year to accommodate visitors, and provide them with some transport, but due to late publication of the event, most participants drove in.

Next year there can be more emphasis on providing a fly in event, and let more flyers enjoy the excellent company, great food, and superb location of Ft St James.

Minutes of the AGM at Nimpo Lake

B.C Float Plane Association Annual General Meeting July 15th, 2006

- President Keith Monroe called the meeting to order at 10:50 am. A special thanks to Terry and Lois for the use of the facilities and to Mary Kirner and others for organizing all the food. Thanks to all the volunteers of Nimpo and Anahim to make this event a success.
- Moved to adopt the agenda as presented 1st Bill Davidson 2nd Gordon Furgeson. All in favor
- Keith went on to give the group a overview of the high lights of the projects the association is working on in the past year
Langley Museum \$ 200.00 donation in honour of Myron Olsen

- 2) Fort St James has established an annual fly in and capturing the aviation history of that area. B.C.F.A donated \$ 500.00
- 3) BC Parks year end report contained 29 reports
- 4) There was a successful cleanup of garbage at Fenton Lake in Partnership with B.C. Parks this past year. Good publicity resulted from this project
- 5) Director Fred Glasbergen continues to work on the Strait of Georgia Conservancy project and will continue to monitor.
- 6) Will continue to work on website to have current information on fuel services.
- 7) Discussions underway with BC Parks re pre-authorized access for Metsantan Lake.

- Steve Nunn in Don Wightman's absence gave a financial report. The present bank balance at the end of May was about \$ 10,000.00. Income generated from membership and other sources estimated at \$ 15,000.00 annually. A special thanks to all the companies and individuals that have donated so generously to make this association a success.
- Keith Monroe told the group that newsletters will be posted on the website and mailed out to the membership.
- Steve Nunn attended the Puyallup show again and feels that we receive good exposure for the association. There are a number of our members from Washington and Oregon.
- Membership Fees. Discussion on the fee structure. The greatest expense is the monthly teleconferencing. Agreement to leave the fees the same for another year.
- Constitution distributed for review. Motion to accept the changes as presented 1st Buddy Jones 2nd Steve Nunn, all in favor.
- Election of Directors. Of the current directors the following still have a year left in their two year term Matthew McBride, Paul Collard, Don Wightman, Steve James. Existing directors Fred Glasbergen, Monty Exton, Brenda Matas and John Baker have agreed to let their names stand for another two years. Dave Qualley and Daryl Doherty have agreed to stand as directors for two years. The directors will meet to decide who will take the executive positions.
- Calendars Discussion on the acceptance of the calendar that was distributed to members last year. No decision on the type of calendar for this year. Last years was well received but was expensive to mail out.
- Moved to adjourn meeting at 11:50 am.

Upcoming Events

The Yellowknife Fly-in date has been set for July 13-15, 2007.