



# The Step

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29 December, 2008

**Greetings BCFA Members!** We hope you all have a fun, safe, & calorie free holiday!

Some of you are still flying floats, some getting the skis on, whatever you are doing, have a great time, but always remember the importance of the task at hand!

## **WEBSITE:**

We are in the process of making the BCFA website a more interesting place to visit. One new item is the addition of a photo gallery, (Planned launch is approx. Jan 1<sup>st</sup>) and we'll encourage everyone to post some pictures & a blurb about some of your favorite spots. (Your secret is secure with us). :) Please contact Dave Qualley [dave@airdave.com](mailto:dave@airdave.com)

## **NIMPO DOCK:**

We had planned a dock-building bee for the middle of March 2009 to help Terry Brandt build a new dock, as his was nearing the end of it's useful life, and finally succumbed to a windstorm last fall.

Plan changed:

It has been decided that it would be more practical to build a new dock on the ramp & launch it in sections in the spring sometime. We will build the anchors on the ice in strategic locations so they will be ready to secure the new dock this spring. Thank you to all the volunteers, we hope you will be able to make it in spring. Will post dates in an upcoming newsletter. Please contact Logan Sudeith [logan@xplornet.com](mailto:logan@xplornet.com)

## **PUYALLUP TRADE SHOW:**

Planned for 21 & 22 Feb 2009. COPA is interested in sharing a booth with us again this year, and we'll need a couple of volunteers to help out in Washington again this year. Please contact Steve Nunn. [Steve@SteveNunn.com](mailto:Steve@SteveNunn.com)

## **MEMBERSHIP:**

Our current membership number is 238. From Texas to Alaska, and east to Ontario. Most members are available via email, but there are several who still rely on snailmail. We value your membership not only for the cashflow, but also the more members we have, the stronger our voice for GA & floatplane ops. Thank you!

Please go to <http://www.bcfloatplaneassociation.com> and log in, click on Pay your membership dues.

OR print the last page of this newsletter, fill it out & mail it to Campbell River.

Please ensure that your info is correct & complete. Thanks lots for that.

Membership Director is Brenda Matas: [bmatas@island.net](mailto:bmatas@island.net)

Here is a story from Fred Glasbergen when he called MAYDAY & nobody came.

Waiting for suitable weather can sometimes be very tedious when having to ferry an aeroplane to the prairies from the west coast. The aeroplane was a Rans S6 coyote with a rotax 912 on straight full lotus floats. I knew this was going to be quite a challenge to drag these floats through the high mountain passage on a hot summer day. So the day before I was to set off the new owner phoned to say that the Saskatchewan government has just put a moratorium on new docks on his lake so could I put the aeroplane back on wheels. I was somewhat relieved but on the other hand it now reduced my available emergency landing locations but was now able to carry an extra jerry can of gas.

Departed my home at six am to get through the first mountain pass before it got too hot and as I was getting to the Hope slide area the weather started to break up and could see the sun shining on the mountain tops up ahead. Reported my position to Kamloops radio as there are RCO all over the province and it works very well as long as you have some altitude. Three and a half hours to Nelson in the Kootenays was very uneventful and actually a very pleasant flight. Stop for lunch with an long time friend and after filling up with 100LL was on my way to possibly Cranbrook if the CB build up did, not get to big. After departing Nelson did a slow climb following the valley to Kootenay lake and then southbound to Creston.

About an hour out off Nelson and about 7 thousand feet the engine lost power and could not get over three thousand RPM and I am now descending. The engine sounding terrible and seems like it is ready quite at any time and I am halfway between Crawford Bay where there was a nice strip and Creston where the other strip is. My only choice is ditching in the lake, the shore being too rough, no beaches, A quick thought was that maybe I should have been a little more forceful in selling him a Searey then the landing in the lake would have been no big deal. The winding highway below seemed like the only logical place, so aimed for a relative straight piece in the highway and I was still high enough to see the traffic ahead watching for a semi with two cars following it. As I was circling downward and the engine barely idling better give Kamloops Radio a call as I had talked to them about twenty minutes ago but now not getting any joy.

Well now is the time to declare a Mayday over to 121.5 and with all those satellites picking up the Mayday, and being a couple off miles from the Idaho and the US border I should get some real action now. The semi and the two cars following our just coming around the last bend and I set up to aim for the last car on the straight stretch and hoping that the last car doesn't decide to slow down or pull over. The engine has completely quit now, the prop is horizontal and getting lower find the uphill grade is quite a bit steeper as what it looked like from above. Rolled up to the top of hill and there was a driveway to the right which was just enough to get me off the road. Getting out slowly and let the adrenaline wear off and realizing that I am all right, no damage to the aeroplane and walking back to where I just put this C-FOKR [the aptly registration of this aeroplane] Holy s\*\*\*

Well traffic is flowing by as normal, no one is stopping, so maybe I better try my cell and behold I am getting a signal so 911 and get the RCMP in Creston and tell the French sounding female cop that she probably getting some calls soon as I have just declared a Mayday and had to land on Highway 3A somewhere around by Boswell and Sanca. She said no one has called here to report it and she wanted to be sure that I was not blocking the highway and no one was hurt. Seeing that it was quiet she will take a run out to see me anyway. In the meantime a guy came by walking his dog and said that my engine sounded like s\*\*\* and was wondering where I was going to end up. A little later the cop arrived and she helped push the aeroplane back a little further against the bank and tie it down for the evening.

She gave me ride into to Creston and on the way there I asked that we don't have to make a big deal about this as there is no damage or injuries. She tell me she knows all about engine failures as she was a flight attendant on the Air Transat Flight that landed lacking fuel in the Azores. She soon left that job to have a more rewarding career in the RCMP. The owner came over the next day with a trailer and towed the aircraft to Regina and dropped me of at Cranbrook so I could fly home back to Vancouver. Nobody ever heard the Mayday or if they did it was never reported and the Transport Canada heard about it two weeks later and was just curious and said that it was a non reportable incident, The aeroplane is back flying after the carbs where rebuilt and the owner is very happy with it but will still get a searey one day.

My spot should be arriving any day and it will be with me anytime I am flying. At least I can have Beverly track me via satellite every 10 minutes via email and when needed can get search and rescue organized.

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\*\*\*\*\*(end)\*\*\*\*\*

Remember, your membership gives you many tangible benefits, including:  
Pre-authorization rights to land in some of the sensitive lakes in the BC Parks system  
The annual 13 month calendar  
Biannual recurrency seminar  
Puyallup representation and a chance to volunteer there  
Annual AGM & social weekend @ Nimpo July 18-19, 2009  
Stewardship projects  
And of course access to the web site and this newsletter (both of which are improving)  
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What's the difference between a Flight Attendant and a jet engine?  
The engine quits whining when it gets to the gate.

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What's the difference between a duck & a co-pilot?  
The duck can fly.

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A check ride should be like a skirt...  
Short enough to be interesting, long enough to cover everything.

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Speed is life ... Altitude is life insurance.

Please print this page, fill out & mail to:

**COPA FLIGHT #72  
3753 S. Island Hwy  
Campbell River BC  
V9H 1L7**

# BCFA

2009 MEMBERSHIP APPLICATION FORM  
(Renewals need only fill in name and any changes in data)

New Member \_\_\_ Renewal \_\_\_ COPA Membership # \_\_\_\_\_

Title: Mr \_\_\_ Mrs \_\_\_ Ms \_\_\_ Dr \_\_\_ Date of Birth \_\_\_\_\_  
Month Day Year

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

\_\_\_\_\_ City \_\_\_\_\_

\_\_\_\_\_ Province/State \_\_\_\_\_ Postal Code

Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Fax (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Email \_\_\_\_\_ Occupation \_\_\_\_\_

Aircraft Type \_\_\_\_\_ Registration \_\_\_\_\_

**Annual BCFA fees: \$40.00**

Due Jan 1 of each year.

Method of payment: Cash \_\_\_\_\_ Cheque \_\_\_\_\_

(Please remit the \$40.00 BCFA membership by **cash/cheque** payable to

**BC Floatplane Association**

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

You may also use your VISA or a PayPal account through the PayPal function on the website [www.bcfloatplaneassociation.com](http://www.bcfloatplaneassociation.com)

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_

