



*The Official News letter of the BC Floatplane Association
January 2006 Issued quarterly Volume 2 Edition 1*

BCFA Founding Member MYRON OLSON passes away

Official Notice issued by Olson family

OLSON, Myron Dale Alfred - Aviator - of Langley, BC - Passed away December 30, 2005 at age 69, after 9 years battling cancer. Survived by wife Gerdina, children Kari (Dave), Karla, Clarke (Patricia), Amelia (Mitch), and Tessa, grandchildren Megan and Mattheus, brothers Rennie (Janet) and Darryl (Sandy).

Born November 24, 1936 in Edmonton, Myron earned his pilot's license while working the ground for Associated Airways. Certified as an Aircraft Maintenance Engineer and flew for PWA as a Bush Pilot from 1955-1966 in the Northwest Territories. Joined Air Canada in Vancouver as second officer on the DC-8, retiring as captain on the Boeing 767 after 30 years of service.



In his retirement, Myron co-founded the BC Floatplane Association and served as a director in the Quarter Century in Aviation Club. Also active in the Langley Aero Club, PAMEA, International 180-185 Club, COPA, BC Aviation Council and the Vintage Car Club of BC. Major highlight of Myron's 25,000 hours-flying aviation career was his participation in the 1971 London-Victoria Air Race, flying a single engine Staggerwing Beechcraft.

May he fly forever with God's Heavenly Host, through the grace of our Lord Jesus Christ, our Saviour and Redeemer. Funeral to be held Saturday, January 7 at

11:00 a.m. at St. Andrew's Anglican Church, 20955 Old Yale Rd, Langley, BC.
Reception to follow at 12:30 p.m. at the Canadian Museum of Flight at Langley Airport,
Hanger 3 - 5333 216 St.

In lieu of flowers, donations to the Canadian Museum of Flight in memory of Myron would be appreciated.

BCFA President Keith Monroe pays tribute to Myron Olson

It is with great sadness that we acknowledge the passing of Myron Olson. Myron was founding member/director of our organization and has been very active and effective in bringing our organization to what it is today. He will be long remembered and forever missed.

A few years ago we honoured him with a lifetime membership in our organization, recognizing his enormous contribution. I have known Myron since the spring of 1998 where about 50 concerned floatplane operators met at Williams Lake airport to voice concerns with BC Parks. This was the meeting that started the ball rolling to form the BC Floatplane association. Myron took notes at that meeting and was the driving force in getting our organization up and running.

In the early years of our association, Myron did almost everything. He took notes at meetings, looked after membership, acted as secretary, wrote letters, looked after the bank account, merchandise, photo album etc. He also did a lot of research on the laws and practices elsewhere regarding floatplane operations.

I remember one quote he promoted “that Federal prison inmates had more rights that we did“ (referring to our being prohibited from a number of Parks)

Myron was an inspiration to us all. He seemed to have unlimited energy toward any cause he championed. He of course had an extensive knowledge of all things aviation (Air Canada captain, AME). Myron also had an extremely contagious sense of humour. When I first met him, he explained that he had undergone surgery for cancer and had part of his colon removed. His business card said ‘Myron Olson;’ (semi colon). He often joked about the three most important things to an airline captain - sex, seniority, salary. He didn't define the priority order.

Our thoughts now turn to his wife Gerdina and family. They can be so proud of this dedicated Canadian. He left his mark in so many ways. He was very active in COPA and will be remembered in that organization as well. We will be looking for ways to remember and honour Myron Olson.

Keith Monroe, President, BC Floatplane Assn.



Editor's Remarks

By Matthew McBride

The joy of the season is offset at this time with the loss of Myron Olson, a true friend of the BCFA, and to anyone who loves flying. I was watching Wings Over Canada on Friday night (December 30) and among the many guests on the program, which featured a fly-in in the Yukon, was Myron. You couldn't help but notice how he loved flying, and was such a great representative of aviation in general.

Our second edition, one of four annually, contains a substantial view of 2006 from Keith Monroe, an outline of some of the directors of the BCFA, an article from the WPSA and some information on dunking training. We also cover the new AIM document issued in the fall by Transport Canada, and be sure to check out or small, but hopefully growable, want-ads!

Your continued feedback, suggestions and input are greatly appreciated. Our next edition is April 1, 2006 and there's no time like the present to make your submission, send your letter, photo etc. Send it all to spazz900@shaw.ca so I can get to work on it!

President's Report

Happy New year everyone. I hope 2006 is a rewarding and prosperous year.

I'm not one to make New Years resolutions but I thought it would be useful to outline the issues and activities facing our organization in 2006. We of course have to continue to be diligent and monitor management planning processes that are ongoing within BC Parks. Fortunately we have an agreement with BC Parks that ensures they consult with us on planning for any new parks or recreation areas. We are also monitoring a proposal by Parks Canada to create a Marine Conservation area in the southern Strait of Georgia. Fred Glasbergen and Don Wightman recently attended an open house on this proposal and they will provide more information.

As well, we monitor NavCanada activities and proposals. Recently NavCanada has proposed new fee structure for 8 major airports in Canada, including Vancouver and the Vancouver seaplane base. This will affect commercial operations mostly but private

aircraft are also included. COPA has vigorously opposed this and the BCFA will also write a letter to NavCanada.

We are also putting together information on the availability of fuel and services in BC. Monty Exton and Dan Nelson are working on this project and are actively seeking input from members and others that know of fuel and service availability. Fred Glasbergen continues to work on getting a lake named after renowned BC artist Tony Onley.

Other planned and potential activities in 2006:

- ✎ **Puyallup Trade show** - We will set up a booth at this show in Washington.
- ✎ **AGM at Nimpo Lake** – July 15th, mark it on your calendar
- ✎ **Williams Lake Fly-in** - We have been in contact with Williams Lake authorities to participate in a fly-in in conjunction with other local events. This has not been finalized and no date yet established.
- ✎ **Fly-in at Fort St James** in conjunction with their annual Aviation history project on the Labour Day weekend. Again, this is a proposal and details have not yet been finalized.
- ✎ We also are working with BC Parks and looking for potential Stewardship projects. There won't be a 'rust remover' recurrency training conference this year but do plan to have one in 2007 at Fort Langley.
- ✎ **Calendars 2006.** We have produced an attractive 2006 wall calendar and mailed it out to all members. We are also distributing these to key stakeholders (BC Parks officials, MLA's etc). For those that are interested, the pictures on the calendars are from northern BC parks. The bottom photo is of Tatlatui Lake, the top picture is Trygve lake (both in Tatlatui park). The top right hand photo is of Fenton Lake in north Tweedsmuir park, the site of our stewardship clean up project in August 2005.
- ✎ **Newsletter.** BCFA will produce this newsletter quarterly. If any member has an interesting story, technical information, humour, photo etc, please send it to Matthew. Also, Matthew is providing space in the newsletter for any 'for sale' items members may have.
- ✎ **Pre-authorization.** Remember to visit our website bcfloatplaneassociation.com to identify the lakes you wish to visit in 2006 that are available for pre-authorization.

Have a great year.....Keith Monroe, President

Membership by Brenda Matas

By now most of you will have received a fine calendar, the Parks map, and my annual plea for renewal. January 1 is our due date as this is the time of year that most of us are not flying too much and we have time to process the memberships. There are two easy ways to renew. One is on the website (www.bcfloatplaneassociation.com) where you can renew by using the PayPal option. You do NOT need a PayPal account. You can just use

a credit card. For our US and other non-Canadian members, change the country from Canada to the USA or elsewhere on the drop down menu.

The second way is to just send a check to: BCFA, 3753 S. Island Hwy Campbell River, BC V9H 1L7.

The membership fee schedule will stay the same for this year and will be discussed again at the AGM in conjunction with the 2006 budget that our treasurer has produced.

Please be aware that we use your profile on the website to generate our membership list and to create labels for mail-outs. We also use the email address on that profile to keep you informed. Therefore it is VERY important that you go into the website and update your profile if you have any changes in address or email.

Thank you for your continued support as it is you the membership who have ensured our Freedom of Flight and made our remarkable agreement with BC Parks work.

Profiles of your BCFA Directors

Here's a brief outline of some of the directors of the BCFA...we'll track down the others for the April issue!

Keith Monroe, President – parks his Cessna 185 at home in Prince George. After a successful career in BC Hydro, and 45 years in aviation, he now leads the BCFA he joined in 1998. You can reach him at : (250)-964 4281, or at kmonroe@telus.net

Dan Nelson, Director lives in Kamloops where he is a semi-retired flying instructor. Dan also knows how to handle livestock, spending 25 years ranching in Wild Rose country! He's been flying since the mid-70's, spent 21 years instructing and 11 as a DFTE in the Pacific Region. He joined the BCFA in 1998, and has in the past acted as Treasurer. Today, he pilots his Piper PA 11s.

Membership Director Brenda Matas is a retired RN, camped out in Campbell River where she pilots her Super 22 Bushmaster Homebuilt. Here 30 years involvement in aviation includes 6 years with the BCFA, and you can find her at (250) 923-5177 or bmatas@island.net

Paul Collard is a dentist based in some superior flying country in Vanderhoof/Fort St. James BC. Flying since 1973 and with the BCFA since 2002, Paul currently pilots a Helio Courier. Contact: 250-567-4805 Home or collardp@telus.net

John Baker retired to Smithers after a career as a Geologist/Drill Contractor, and takes 30 years of experience into the cockpit of his Cessna 185. A BCFA member since 2000, you can reach John at (250)-847-1506 or johnbaker@uniserve.com

D.B. (Don) Wightman is the President of PML Professional Mechanical Ltd. His contact information is: Phone 604-421-3337, Cell 604-340-6501 and Fax 604-421-2296

Stephen James is the General Manager for West Chilcotin Forest Products Ltd and is based in Nimpo Lake BC, which is excellent employment if you can get it! Flying a Cessna 210, with 26 years around aircraft, his home number is (250) 742-3484 and email is sjames@wcforestproducts.com

Monty Exton has been involved in flying for the past 28 yeuars, becoming a BCFA member and director in 1998. A BC Land Surveyor, you'll find Monday at (250) 392-1132 and by email at montyexton03@hotmail.com

Matthew McBride edits The Step, lives in Steveston, and owns McBride Communications & Media Inc., which in turn owns radio stations CHMZ Tofino and CIMM Ucluelet. He flies a PA28-140 out of Boundary Bay, and tags along on floatplanes whenever he can! (Hint...broooooaad hint!) He's always at (604) 220-8393 cell, (604) 271-5964 home and spazz900@shaw.ca

We'll profile other directors in the April edition of The Step.

Mechanical Article from WSPA

If your starter struggles, particularly with a fresh battery and strong alternator or generator, chances are good that resistance in your airplane's "electrical plumbing" is to blame. With a few quick and easy tests, you and your A&P can pinpoint the source of any excessive resistance and--usually--easily remedy the problem.

First, some theory. What an electrician would call voltage is what a plumber would call a pressure differential. Similarly, electrical current is akin to water's rate of flow, and resistance is akin to blockage or friction in a pipe. Consider a water pipe with a partial blockage (point of resistance). When water is not flowing, the water pressure is equal on both sides of the blockage, so there is no pressure differential (voltage) across the blockage. Increase the flow, however, and the pressure downstream of the blockage drops, creating a pressure differential (voltage) across the blockage. The greater the flow (current), the greater the pressure differential (voltage).

Applying this concept to your airplane's electrical system, voltages in your airplane's electrical plumbing that appear while the starter is cranking (and thus current, or flow, is maximized) reveal the presence and location of resistance. Minimize that resistance, and you maximize the power delivered to your starter.

Resistance in aircraft electrical systems is usually caused by corroded terminals and connections, worn contactors (solenoids), and internal fracturing in wires and cables. To evaluate the overall health of your electrical system, measure the voltage between your battery's positive terminal and the starter's positive terminal while the starter is cranking. Do the same between the starter's case (ground) and the battery's negative terminal--

again, while the starter is cranking. If the sum of these two voltages exceeds one volt, chances are good that you can significantly reduce resistance in your electrical system.

If you found a voltage greater than a few tenths of a volt between your starter and the negative terminal of your battery, clean your starter's contacts to ground (the airframe). Also clean the grounding strap (connects the negative battery terminal to the airframe) terminal ends, point of attachment to the airframe, and point of attachment to the battery. While you're at it, make sure the ground strap itself is in good shape.

If you found a voltage greater than half a volt or so between the battery's positive terminal and the starter, measure voltages across each component in between (again, with the starter cranking). For example, measure the voltage between the lugs on the starter relay to assess whether the relay needs to be replaced. The higher the voltage, the greater the resistance, and the more power the component is robbing from your starter. Using this method, you'll quickly pinpoint corroded terminal connections, a worn contactor, or perhaps even an aging aluminum battery cable in need of replacement.

The whole troubleshooting process shouldn't take longer than 15 minutes, and the necessary repairs probably won't take much longer.

Training Events

Winter/spring schedule for Aircraft Ditching, Underwater Egress and Sea Survival training for the Lower Mainland:

January 18, 2006 February 27, 2006
February 6, 2006 March 20, 2006
February 15, 2006 April 03, 2006

COURSE INFO:

This one-day training session starts with 3.5 hours classroom presentation, including ditching procedures, aircraft egress, passenger safety and sea survival techniques. During the afternoon session in the pool, practical instruction is given on life preservers and life rafts (righting from inverted position, boarding, equipment and use). This is followed by practicing several different scenarios in the underwater egress trainer, a debrief and presentation of certificates and training records. Our course is Transport Canada approved as a recurrent training program satisfying the Canadian Aviation Regulations (CAR) 401.05 (2) (a) two-year recency requirement for private pilots.

TUITION: \$250 + G.S.T. per person. Student and group rate: \$225 + G.S.T. per person.

For more information, please refer to: www.proaviation.ca , or contact Jackie Heiler at 604-575-8689. Pro Aviation Safety Training, 3696 - 156 Street, Surrey, BC V3S 0H4

Classified Ads

Wanted: Wheel gear for a Helio Courier. Any type and vintage considered if sound. Paul Collard collardp@telus.net 250-567-4805

Float-endorsed, but no plane yet! Would love to fly with any float-pilot for fun, stick time, etc. Matthew, spazz900@shaw.ca or 604-220-8393