

February 2008

SKYTALK



Volume 2 Issue 2

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“When we walk to the edge of all the light we have and take the step into the darkness of the unknown, we must believe that one of two things will happen. There will be something for us to stand on or we will be taught to fly”.

- Patrick Overton-



Capt. Erissa meeting up with old classmates (both are pilots, unbeknownst to her) at the Chief Minister's FBO in Borneo...@

Kuching Airport, Malaysia on 3 Jan. 2008. Captain Lim and Captain Hussein are the captains of this Citation X 750 with tail call sign M9 ATM. (belonging to the Chief Minister)

A pretty Swanky Jet!



.... AND here are 3 of our own Captains at a local function in Maple Ridge, BC. Honouring Capt. Jerry, Capt. Jim and Capt Peter (Ravioli)

**Their jets are getting fuel ed behind the building. So they say!!
Aye aye Captains!!**

A note to all members: The Executive Board, Whom you elected to represent your interests, in the last AGM, is committed to meet once a month on the last Wednesday of the month and this is an example of our agenda this month. Meeting is only for board members, unless you're invited.



**Aero Club of BC
Executive Board Meeting Agenda
February / 27 / 2008**

Reports.

1. Secretary-Donna McIntosh-Read minutes from the last Executive Board meeting
2. Correspondence
Old business resulting from the above
3. Treasurer/audit –report by Ron Johnson
4. Membership –Antonio Galasso
5. Education –Chris Georgas
6. News Letter –Erissa Yong
7. Archives –Joan McCracken
8. Clubhouse –John Grindon
9. Second Sunday Fuel Sale –Vacant-9th of March
10. Lease –Jim Zeilstra –1 tie down/no hangars available
11. Oil sales report-Jim Zeilstra
12. Fuel sales report- Jim Zeilstra
13. New Lease/ Moving of Fuel facility/New pump and computer system
14. Lease report progress
15. Club house improvements and hangar doors
16. Federal / provincial registration

New Business

1. Offer to Lease from Airport.
2. Next general meeting March 5th.
3. Fly-market on the Club's Fuel sale day
4. Young Eagles on for Airport Day.
5. Airport day will be two day event.
6. Airport looking for volunteers from the Aero Club.

Please read your Aero Club news in the monthly club meeting minutes emailed out to you, by our secretary Donna McIntosh, after each meeting, to keep up with what is happening in the Club. It is redundant for me to print the content of the minutes here. Check out [www. AeroclubBC.com](http://www.AeroclubBC.com) to get news about YOUR CLUB too. The newsletter editor is always looking for your contribution about the aviation industry and any interesting issues in and around the airport. Please feel free to email the editor your pho-

FUEL sale and Hotdog day is 2nd SUNDAY of the month. Come and support your club.



U.S. pilot jailed after aircraft accident (from AOPA)

By Dave Hirschman - February 2008

(submitted by Doug Stead)

A Wisconsin man this month became the first U.S. pilot jailed for a domestic aircraft accident after pleading guilty to negligent operation of a motor vehicle and disorderly conduct following a 2004 crash that claimed the life of his passenger.

Mark Strub, 45, was sentenced to 30 days in jail, 60 days of work release, and 1,000 hours of community service plus fines, court costs, and counseling fees.

Strub, a private pilot, was giving rides in an open-cockpit biplane at the Children’s Miracle Network Balloon Rally at Alexander Field, South Wood County Airport, and Kimberly Reed of Eau Claire, Mich., was his fourth passenger of the morning. Strub performed a series of aerobatic maneuvers and then followed the Wisconsin River at an altitude of about 50 feet agl when his airplane struck power lines. The Boeing A75 (Stearman) came to rest inverted in the river in about four feet of water.

Reed died in the crash, and Strub sustained minor injuries.

Strub told the NTSB that he had flown over the Wisconsin River many times but misjudged his location on the day of the accident. The weather was clear, and the plane had no mechanical problems at the time of the accident, according to the NTSB report.

When CYPK becomes a Class C in April of this year.... , here is what it means.... (check out CARs and AIM)

- Class C airspace is usually a control zone (CZ) for a large airport.
- Control zones having a civil control tower within a terminal control area normally have a 7-NM radius. Others have a 5-NM radius, with the exception of a few which have a 3-NM radius.
- Control zones are capped at 3 000 feet AAE unless otherwise specified.
- Military control zones usually have a 10-NM radius and are capped at 6 000 feet AAE.
- For entry into a Class C control zone, an aircraft needs a functional Mode C transponder and an ATC clearance.
- Some Class C control zones change to Class E at night if the control tower shuts down.

Class C airspace is a controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance from ATC to enter. ATC separation is provided between all aircraft operating under IFR and, as necessary to resolve possible conflicts, between VFR and IFR aircraft. Aircraft will be provided with traffic information. Conflict resolution will be provided, upon request, after VFR aircraft is provided with traffic information.

Terminal control areas and associated control zones may be classified as Class C airspace.

A person operating an aircraft in VFR flight in Class C airspace shall ensure that:(a) the aircraft is equipped with (i) radio communication equipment capable of two-way communication with the appropriate ATC unit, and (ii) a transponder and automatic pressure altitude reporting equipment; and (b) a continuous listening watch is maintained by a flight crew member on a radio frequency assigned by ATC.

A person wishing to operate an aircraft that is not equipped with functioning communication and transponder equipment for VFR flight in Class C airspace may, during daylight hours and in VMC, enter Class C airspace provided that permission to enter and to operate within the airspace is obtained from ATC prior to the operation being conducted.



At the last club meeting, we had more food and more fun.... As agreed by the membership, every other monthly meeting is a pot luck.. Next pot luck will be in April ...See photos below....



At our Pot Luck this month, Joanne, our Archive Director, showed a wonderful Video presentation of her gliding experience in Hope B.C., last year. For our next Pot-Luck dinner, we would love to hear from members with Videos or slide show of their recent or past flying adventure or escapades. It could be educational or purely for entertainment value.

Up coming Fly –Out..... To VERNON?



**COPA FLIGHT 65 &
VERNON FLYING CLUB**

**Spring Training /
COPA Rust Remover**



Saturday, 03 May 2008

**Doors open at VFC Clubhouse 08:30 for Coffee & Registration
(No Pre-Registration Required)**

0930 to 1530 hrs.

Guest Speakers:

- **Pete Wise**, Outdoor Survival Expert
 - *“Emergency Survival Equipment & Techniques”*
- **Dr. Lawrence MacAuley**, Optometrist
 - *“ Vision Considerations when Flying”*
- **Peter Saunders**, Canadian Business Aviation Assn. (CBAA)
 - *“SMS - Safety Management System”*
- **TBA**
 - *“ TBA”*



Cost: \$20.00 per person includes refreshments & lunch

Friday Evening Pot Luck & Social 02 May 1730 hrs

**Seminar Participants, Members and Guests welcome
6210 Tronson Road, Vernon, BC**

(Vernon Hotel discounts at Tiki Village & Prestige Inn)

Agenda subject to change without notice



AN EDUCATIONAL SUMMIT :

Mr. Sylvan Allard, President and CEO of CHC Helicopter Corporation, invites you to attend their 4th Annual CHC Safety & Quality Summit from March 31 to April 2, 2008 in Fairmont Hotel Vancouver Downtown Vancouver. The theme of the Summit is “Practical Tools to Build a Safety Culture: Leveraging Your Safety Management System to Reduce Human Error”. There will be over 50 workshops for you to attend.



We are on the web.
AeroclubBC.com

We are located at the south side of the Terminal and we have avgas 100 LL at the fuel pump at a competitive price.

For contact :

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or

Email :

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(to contribute Newsletter material)

**Aero Club Phone #
604-465-0446**

•Aero Club Executives for 2007/2008

- **President: Jim Zeilstra**
- **Vice President: Don Hague**
- **Secretary: Donna McIntosh**
- **Treasurer: Ron Johnson**
- **Archives: Joanne McCracken**
- **Newsletter: Erissa Yong-Wilson**
- **Membership: Antonio Galasso**
- **Education: Chris Georgas**
- **Clubhouse: John Grindon**
- **Entertainment: Molly Galbraith**

Honorary helpers this month !!

Peter Olivieri

Wilf Cherneski

Horst Romani

Rene Keller

What is *Special VFR*?

O.k. We know we live in the wet coast right? But, there are times we just have to fly the bird south for some sun.....so, how do we achieve departure and lift off in a less than perfect patch of paradise when we are bordering on IFR? You get the itch to fly. The bug's been biting.

It is not quite below VFR minima. You know you have nothing but severe clear sky south and west of here. So, can you ask for Special VFR?

Here is just a revision of this technical aspect of flight restrictions condensed from CARs part 602.....just a half dozen rules to remember.

- 1) Visibility must not be less than one mile (fixed wing)... One-half mile for fling wing.
- 2) You must operate clear of clouds and must have visual reference to the ground at all times.
- 3) *You must request* the special VFR and ATC must authorize it first. *ATC cannot ask you.*
- 4) Your aircraft must be telecommunication capable. (You too)!
- 5) You may not be able to return to same airport if weather falls below your expectation of sunnier sky beyond your takeoff point if the airport becomes below VFR minima.
- 6) You may be taking a risk. So, calculate and weigh your risks before asking for SVFR.



Club News...

Word is out that the club is offering tea, coffee, cookies and cakes every weekday afternoon. So, please come and join us to chat and tote some tea. We love to hear your flying stories. Don't have one?? Make up stuff.... That's what Doug did...!

Bizarre by and by.....

"Suspected Alien Kidnapping of two Aero Club of BC Members"By Doug Stead.



Was it Alien Abductions or another case being at the wrong place at the wrong time? Aero Cub of BC Members deserve to Know.

It was reported that on the 1st weekend of February 2008, two long time members of the Aero Club of BC had been quickly and quietly removed from the club's gas pumps. All this happened without so much as a stifled scream, drawing no attention what-so-ever to their plight. SIllegedly this event happened around noon Saturday as Rene and Helen Keller, minding their own business, claim they were just out and about, enjoying the crispy yet sunny weather. Although the RCMP have not confirmed or denied the details surround what took place, there is credible evidence indicating perhaps a somewhat strange/deranged pilot may have compelled these two Elder Statesman of the Aero Club into wear full flight helmets while at the same time restraining them into aircraft seats. Then and only then, quickly departing CYPK and taking up easterly headed!

As is the case in the vast majority of such cases, Rene and Helen where returned from whence they came, seemingly none the worse form their ordeal, or at least with no perceptible physically changes. Yet questions remain! Those helmets could they pos-

sible have been technically advance mind reading devices, sucking up their collective cerebral knowledge, a feat our government says is far beyond the current limits of human understanding? What about the possibility of a dimensional time shift which somehow corrupted the memory of the Keller's? Do they even know what really may have taken place? Talk to Rene and Helen, judge for yourself if you find their account of events as suspicious. A bright yet sunny cold BC winter day? Spontaneously whisked away for a smooth flight? Feed home made soup, conversational banter with lots of others? Just how many people also experienced simultaneously similar events in time distance? Lastly and perhaps most troubling of all not one but two pieces of pie, reappeared at the gas pumps with the Keller's! Tact - somehow, and for some as yet to be determined reason, these exact same two pieces of pie where fed to our on duty Air Traffic Controllers.

Should we be concerned? Is the truth out there?



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Hotch potch, (Hodgepodge) Hop scotch and such !!



At the Elephant and Castle watering hole after the Women in Aviation Leadership Forum at the Delta Airport Hotel, on February 19, 2008. The Aeroclub was represented by Erissa and Wendy.

And to the right is a photo of Wendy and Michelle, with Judy Cameron (L), the first woman pilot hired in 1978 by Air Canada .She is currently based in Toronto. She is Captain of a Boeing 767 flying between Toronto and Rome. She gave a most inspiring speech at the Forum.

.....and on the field.....here is the latest happenings.....this month.....



Erissa had her dream come true.....she was taken for a ride in her favourite single engine plane... The Cirrus SR22, Owned by John Wheeler. We flew over Squamish, Whistler, Pemberton and then to Chilliwack for lunch before returning to CYPK. John even bought lunch.

Ian Walker (next to Erissa) was given a sent off by the crew at Cobalt Aviation. Ian , an instructor on the field for many years, landed a job last month with Cathay Pacific to fly the Boeing 747. He is moving to Hong Kong soon. Who says there is no return on your investment, Ian ?? Hip Hip Hurray!!

It's never too late to be what you might have been. (George Elliot)