The Victoria Flying Club ~ Aviation Excellence Since 1946

July 2016

Vintage in Victoria

Read about some of the vintage aircraft that have come by the Club recently!
“To promote flying and aviation in general, and to teach and train persons in the art and science of flying and navigating and operating all manner of heavier-than-air aircraft.”
(Victoria Flying Club Incorporation Bylaws, 1946)

In This Issue

2 News Around the Club
5 Aluminum Overcast at the VFC
7 PBY Catalina - A Part of Victoria's History
8 Stories from the Sky
9 First Solos and Member Achievements
11 VFC Celebrates 70 Years!
Alumni Profile: Lieutenant-Colonel Shawn Williamson
Contributed by Ramona Reynolds
13 PrepAir Tower Talk
Contributed by Simon Dennis
16 FleetCaptain Corner
17 Fly-Out Bug
18 Ground School Schedule

The Patrician accepts unsolicited submissions.

This publication may be reproduced in whole or in part, with prior permission of the publisher or author. The opinions expressed are strictly those of the authors.

Connect with us and share your aviation stories!

Front cover photo credit: Heath Moffatt
Photography's photo of the EAA's B-17 "Aluminum Overcast"
During June, the Club's new carpet saw many new feet come in for the BC Coast 99's Poker Run, the visit of the EAA's B-17 "Aluminum Overcast" and its crew, Mountain Ground School, COPA Flight 6's meeting night, the IMC Round Table group, and more!

Looking ahead through July / August, we anticipate lots of traffic with the Cadet program and longer summer hours. Reserve your plane rental early!

VFC Past-President and co-leader of the IMC Round Table Aux. Const. Don Devenney was recently honored with the RCMP Police Service Appreciation Award for his 20+ years of volunteer service to the community. Well done Don!

The Club has nearly 20 Instructors ready for your flight training. This spring, VFC welcomed its newest Instructors Eugene Nehring, Silvia Zilker, Mike Bahrey, and Dave Richardson.

VFC Maintenance reminds members that they are fully equipped to do Bendix magneto maintenance; call Dispatch to schedule your maintenance.

A fresh round of PPL Ground School is set to begin on July 20th, and CPL Ground School is scheduled for September / October. The Mountain Ground School class has proven to be especially popular, so additional classes have been added in - check the News / Events section for dates. Space is limited, so call Dispatch to make sure you have a seat.

We had a great time on June 12th for the BC Coast 99's Poker Run. The event helps fund scholarships for aviators working towards a career as a pilot. Congrats to the BC Coast 99's for selling 220 poker hands and raising almost $3000 for scholarships! A special thanks to Lynn Flandera and Connor Stevenson for running the YYJ poker table here at VFC.

Texada Island, July 27 - 31: Texada Aviation Week. Our friends on Texada report that half of the seats for the Aerospace Camp are filled, but there is so much more aviation-goodness happening around there for even non-Campers For more information about the week's activities, including an air show by the Fraser Blues and a dance, check out www.texada.org or call the Registrar (Doby Dobrostanski at 604-486-0334) for more information.

### AIRCRAFT RENTAL DISCOUNT

Monday to Friday
1700–0930
$10/hr rental discount, or
0.2 simulator time credit per hour of flight
(approximate value $20)

Saturday and Sunday
1700–0930
$15/hr rental discount, or
0.3 simulator time credit per hour of flight
(approximate value $30)
**NEWS / EVENTS**

| JUL 2 | Delta Annual Fly-In |
| JUL 3 | VRCMS Open House |
| JUL 5 | COPA Flight 6 meeting |
| JUL 9 | CFB Esquimalt Naval & Military Museum Open House |
| JUL 16 | Campbell River Wings & Wheels; Victoria Air Maintenance Hangar Dance fundraiser for the PBY Catalina |
| JUL 20 - OCT 3 | PPL Ground School |
| JUL 23 | BC Aviation Museum Open House, 10-4; Boundary Bay Air Show |
| JUL 24 | Mountain Ground School |
| JUL 27 - 31 | Texada Aviation Week |
| JUL 30 | IMC Round Table |
| JUL 31 | Texada Island Fly-In http://texada.org/events/texada-annual-fly-in-2016/ |
| AUG 12 - 14 | Abbotsford Air Show |
| AUG 13 | VRCMS Largest Little Airshow |
| AUG 19 | American Aviation Day |
| AUG 21 | Mountain Ground School |
| AUG 27 | IMC Round Table |
| SEP 5 | Star Trek: The Starfleet Academy Experience in Ottawa finishes |
| SEP 10 - 11 | Annual Hood River Fly-In |
| SEP 16 - OCT 16 | CPL Ground School |

Is your aviation related event not listed? Let us know at news@flyvfc.com.

As the season heats up, don't forget to book your flights / aircraft / lounge rental early on. These reservations can be made by calling Dispatch.

**Have aviation-related news? Tell us about it at flyvfcmarketing@gmail.com.**

---

**VFC CHARTER SERVICE - BE THERE IN MINUTES!**

The Victoria Flying Club operates a charter service to a variety of destinations the lower BC area. VFC Charter offers inexpensive, timely, and direct transportation to places not serviced by other commercial carriers.

The charter service is an on-demand operation (no set schedules) and is operational in day VFR conditions. Please contact us for more information on destinations and costs.

---

**Texada AeroSpace Camp**

4 exciting days of aerospace science and flight **Youth ages 10 to 16.**

**Registration:**

www.texada.org info: 604 223 2588

27th to 30 July (day camp only)
FLY-IN or CRUISE-IN!
Saturday, July 16, 2016
Collector Cars - Historic Aircraft
Vehicle Registration $10 - 8am to 11am – Awards 2pm

Awesome Trophies! Music! Airplane Rides! Great Food! Prizes!

Follow the signs on Jubilee Parkway to the Campbell River Airport - YBL

Contact Info:
Wings: Bill Alder (250) 287-6259
Wheels: Jim Johnson (250) 204-5547
Airport: Admin. Office (250) 923-5012


* Cruise to Mount Washington July 17th for Sunday Brunch *

Events
“Amazing, the experience of a lifetime.” “This is the first time I’ve seen what my grandfather flew in during the war. Now I have a better idea of what he experienced.” “Best Father’s Day ever!” “One more item knocked off the bucket list.”

Those were some of the sentiments most often heard from crew and visitors between June 16th to the 19th, when the EAA’s B-17 “Aluminum Overcast” and crew visited our Club. The event brought out aviation-lovers from all over, with some visitors coming even from the other side of Canada and the United States. From newborns to the elderly, people of all ages came, with stories to share or stories to create of how this aircraft affects them.

In conversation with Tim Fox, one of the B-17’s crew, he told of why he loves being a part of this project. “We got started when there were a lot of WWII veterans still alive,” he said. “It is amazing to see how this plane touches people. Not unoften, some families will come and tell us that grandpa didn’t like to talk about the war or his experiences, but seeing this plane, he would feel safe to open up a bit. Even kids are impacted. Nowadays, it is really hard to impress kids, but when they see this plane and learn about what it did, they get all jazzed up.”

Tim shared some of the stories that were shared with him. “One time,” Tim continued, “some very well-dressed young men came in to the tour, just as we were getting ready for a flight. We were curious as to why they were there, dressed up in sharp black pin-stripe suits with gold pocket watch chains. The men explained that their Dad had flown a B-17 during the war. They said, “We were carrying Dad’s casket out of the church when you flew over. It was like Dad was saying a final goodbye.” It is moments like those that make me value being able to honour our veterans in this way, by flying their aircraft and sharing it with as many as we can.”

Some of the visitors shared their story with Katy at the ‘Learn to Fly’ table in VFC’s lobby. Karen Thorstad, the niece of Captain Freddie McCall (WWI flying ace, Canadian Aviation Hall of Famer, and first president of the Calgary Flying Club) shared her scrapbook of newsclopping and letters surrounding her uncle’s life (pictures 1 and 2, opposite). It was a particular pleasure to meet several Victoria Flying Club graduates from the 1950s as well, one even coming in from Shuswap Lake. David Smith (picture 3) talked about getting his licence in 1957. He remembered very clearly the great time he had and the Instructors back then: Ray Schofield, Art Smith, Gordie June, Mike Sealy, and CFI Dave Filby.

So many stories, so many good memories came from this event! VFC wishes to thank the EAA for including us in their tour, the many volunteers who came out to contribute, the AC/BC friends and the Dark Knight of Victoria, the B-17 crew (Lorraine and Ken Morris, Dale Ensing, Tim Fox, Nick Hirsch and Glenn Hill), Heath Moffatt Photography, the many members of the media including Daphne Goode and crew from Shaw TV, Robert Freeman and David Sward from Transport Canada, Tourism Victoria, and many more!

Do you have a moment to share? Please share your story, and we may feature it in a future Patrician! Email Katy at flyvcmarketing@gmail.com to share.

Photo credit of background image and images 4, 5, 6: Heath Moffatt Photography

Photo credit of image 7: Mike Woods, from his backyard in Fairfield

Photo credit of image 8: Robert Lovett Photography
As I progress in learning about the Club during its 70th year, I am intrigued by how much aviation has shaped what Victoria is today, particularly with the creation of the Pat Bay service base and airport back in the 1930s / 40s that eventually became our Victoria International Airport. Can you imagine what Victoria would be like if that never happened?

At VFC's Open Houses and other events, we have been pleased to share with the community morsels of aviation history that have shaped Victoria. The Catalina Preservation Society has been a regular supporter ever since it was formed in 2010, to assist in the restoration of a PBY-5A CF-UAW, purchased by Bob Dyck. The PBYs, including Bob Dyck's, are part of the history of Victoria and Pat Bay, with many stationed here at the sea base during WWII.

For this particular PBY, it is a bit of a homecoming. This aircraft itself first saw life right here at the Pat Bay military station in July 1943, being used in wartime training programs. It wasn't alone. Among many other Patrol Bombers, there were also Blackburn Sharks, Supermarine Stranraers, and Grumman Gooses. The Patrol Bombers themselves were the most widely used seaplane in WWII.

As you have seen over the years, the Society has made great strides in its progress to restore the plane to its RCAF Canso 11024 configuration. So far, it has been repainted to RCAF colors, had the engines reconditioned, and had new floors installed. Next up is the reinstallation of rear observation blister plexiglass, a nose turret, (replica) guns, and reactivation of the rear hatch stinger gun position. Happily, it has a current certificate of airworthiness and is one of only about 15 PBYs still flying.

Would you like to get a PBY tour or get involved in the restoration? Check out pbycatalina.com to find out how.

Another fun opportunity to support the preservation of this piece of Victoria's aviation history is to attend the gala fundraiser at the Victoria Air Maintenance hangar on July 16th! Experience the following with them:

- Live Music with the Commodores Big Band at 6pm - 9pm
- Dancing with the Swing Dance Association of Victoria
- Airplane Rides
- Raffle & Door Prizes
- Prizes for the best period costumes 1940s WW2 era
- Catering by Charelli's Cheese Shop & Delicatessen

Contact Victoria Air Maintenance to get tickets: 250-656-7600

Edited by Katy Earl with help from The Catalina Preservation Society and Patrick Phillips.

Above: Photo from pbycatalina.com of Pat Bay Airbase in the 1940s (from their website: Photo Courtesy of Al Botting and the Cdn DND). Below: photo credit: Heath Moffatt Photography
"Just returned home after a quick trip to Victoria where I had a great time getting my seaplane endorsement flying with John Evans!! Big shout out to John and Graham for going the extra mile in helping me get ‘er done with a tight timeline!!! I highly recommend VFC for flight training and recurrency needs; it seems to be a very well run operation!!"
- Trevor Larsen

"Kimmy’s flown like a dream, and been an awesome ride! 13hrs of Hobbs, and two days travel!
After 13.6 hrs and 1’200 miles, GKMY made it into Whitehorse. She flew via Lillooet, Prince George, Fort St John and Fort Nelson, Watson lake, to Whitehorse.
On my journey from Fort St John to Whitehorse, every landing was followed by a check of the GFAs and METARs, since there was a belt of ACC that ran just SW of Fort Simpson, and there were forecasts of possible thunderstorms along that line. Though about 200+nm from my route of flight, and forecasted to only move eastward, still required constant check-ins.
While flying from Fort Nelson to Watson Lake, about 20nm out from Nelson, I gave a position report and got a response from an aircraft about 80nm north, inbound to Fort Simpson: “GKMY? Are you a Cessna 172?”
Me (nervously, due to weather reports): “Roger, KMY”
A/C: “You out here from Victoria?”
Me: “Sure am, outbound from Fort Nelson, trying to get Whitehorse!”
A/C: “I’m from Shawinigan Lake, trained through VFC, thought I recognized the ident!”
Turns out it was another VFC graduate; he had finished his licence just last year, and is already in an aircraft, based out of Fort Simpson. He sounded as surprised as me to hear another VFC pilot up in the north!
Received an amazing reception into Whitehorse International! They turned on the approach lights (overcast day) and gave me all the directions I needed when on the ground, while welcoming to the Yukon (giggling under their breath about me coming from Victoria)."
- Zachary Nicol

We love hearing about your flying experiences! Share with us on social media or email them in, to flyvfcmarketing@gmail.com.
“Without disruption of air traffic, these fearless, forthright, indomitable and courageous individuals did venture into the wild blue yonder in flying machines. Furthermore, these skillful individuals did safely land said flying machines at Victoria International Airport, incurring no significant damage to self or machine, thus completing first solo flights.”
Women in Aviation

New Members
Boudewyn Correlje
Brandon Field
Caleb Daniel
Charles Paterson
Cyprian Ojum
David Lunn
Justin Pond
Kalana Premawardana
Kalim Mabrouki
Kwan Lun Chow
Lantz Brown
Loral Ohara
Luke Barre
Matthew Fenlon
Marc Tracey
Michael Deakin-Macey
Michael Parker
Nick Shaw
Ron Steeper
Stas Kouzmine
Stephen Sharman
William Levene

First Solo
Iain Bell
James Skittrell
Jordan Decembrini
Montgomery Bjornson
Nicholas Slater
Robert Slegg
Wade Popel
Zachary Rowbotham

Multi-Engine Rating
Duncan Cochrane

PPL Written Exam
Pragadesh Sunderasan
Stuart Weaver

RPP Written Exam
Lee Denny

PPL Flight Test
Stuart Weaver
Ranjit Devi
Connor Stevenson
Cass Van Der Krogt

CPL Flight Test
James Knie

Instructor Rating
Stephan Heinemann

Instructor: Colin Brown
Robert Slegg
Instructor: Jessica Rabideau

VFC SMILE CARDS

Pick up your smile card today at the VFC office, and 5% of your grocery purchase will go towards creating scholarships and awards for VFC members. Thank-you Thrifty Foods! To date, the Victoria Flying Club has received over $17,177 from the Thrifty Foods Smile Card program. These funds have been appreciated by all members of the club. Thank you Thrifty Foods!
VFC Celebrates 70 Years!

Alumni Profile: Lieutenant-Colonel Shawn Williamson
Contributed by Ramona Reynolds

Lieutenant-Colonel Shawn Williamson of 443 Maritime Helicopter Squadron has one of those stories that have made him the balanced and approachable leader he is today. It’s full of unexpected twists and turns that have made his challenging journey one to write about.

Shawn’s 30 year military career is filled with highlights that could each entail its own article. He has been deployed to ships, and has completed tours on both Canadian coasts, Ottawa, Toronto, Europe, and the Middle East. On his first tour at 443 in 1990, his sole job was to learn to fly helicopters. His second tour in 2008 was as Deputy Commanding Officer.

This is Shawn’s third tour of 443, his first as Commanding Officer of a 260 person staff that consists of 150 technicians, about 25 support staff and the remainder air crew. While still in transition, the new hangar facility that opened in April of 2015 will allow for all unit operations to be housed under a single roof that will assist in a smooth move from the CH-124 Sea King helicopters to the Sikorsky CH-148 Cyclone helicopters.

Shawn’s leadership philosophy is based on the 4 F’s: Fighting, Flying, Fitness, and Family. He explains that "Fighting is what Canada demands of us. Flying is what we bring to the fight. Fitness and Family are what keep us healthy, balanced, and focused so we bring our best with us."

Shawn started his aviation career as a cadet at 676 Kittyhawk Air Cadet Squadron in Sidney where he received a summer flying scholarship earning his PPL at the Victoria Flying Club. As a local kid, he got a job as a "ramp rat" on evenings and weekends at VFC, hauling and fueling planes and getting them ready for the next day. He remembers that for the whole year of Grade 12, there were only four days that he didn’t work: Christmas Day, New Years Day, and two fog days.

"It was the perfect job for any kid who had their sights on a career in aviation," says Shawn. “I was a kid in Grade 12, an air cadet with my PPL working on the airfield. It was literally a dream come true.”

He remembers one morning while working on the ramp, a black car pulled up and questioned him about why he was on the field and told him not to ask any questions. It turned out to be security detail for George H.W. Bush, then Vice-President to Ronald Reagan, who was flying in to go fishing with the Oak Bay Marine Group.

For a lot of the neighborhood kids the military was a natural progression. After graduating from Parklands High School, Shawn was accepted into Royal Roads Military College where the story takes a turn. His performance in math and science were "not that stellar," and eventually Royal Roads gave him “the boot.” Although shaken, he course corrected and obtained his wings as an air navigator in 1990, and
with great tenacity, over an eleven year period, he finished his degree on his own time while continuing to work and raise his family.

Having five children, one with acute special needs, "gives you good perspective, awareness and sensitivity" that you might not otherwise have.

"I tell kids now you have to have tenacity. It’s important to be focused on achieving, but sometimes you have to adjust to persevere through that adversity in your career and personal life."

He realizes now that while experience in cadets is great, doing well in school really matters. "Doing well in school is the thing that will get you in the door."

Shawn also advises youth with an eye on a military career to become involved in the community. Volunteer and participate in sports or student council. Participate in activities that develop your interest in aviation for both technicians and air crew. Get your licence on your own if you want to fly. If you want to be a pilot in the military, a degree is a requirement these days.

"Stick to it. There will be setbacks. I’ve lived that. Readjust as you go, refocus. Just keep at it." He continues that "a military career isn’t for everyone. Techs have longer tours. Air crew postings are usually four to five years; flight supervisors are about three."

Commanding the 443 Maritime Helicopter Squadron has been the highlight of his career to date. "I came here in 2015 hoping to leave my fingerprint on a greater vision. I'll leave in 2017 open to opportunities."

A red-tailed hawk sits on a post just outside Shawn's office. The elders in my other life in aboriginal law taught me that a red-tailed hawk holds personal power and spiritual significance for a Chief. It didn’t surprise me that one would sit right outside the Commanding Officer’s window surveying the field. Shawn was born to add value to this world, serve his community, and empower the people around him.

Lieutenant-Colonel Shawn Williamson is a fine example of making course corrections along the way. Sometimes you follow a different route than you had originally planned but that just might be the route that leads you to greater opportunity.
As defined by the International Civil Aviation Organization (ICAO), a **hot spot** is “a location on an aerodrome movement area with a *history or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.”* Hot spots are indeed appropriately named, and I’m sure every pilot could think of at least one, based on the ICAO definition, that they could label at an aerodrome they frequent. One of PrepAIR’s core goals is to disseminate important information to pilots in an accessible format, and hot spots are a perfect example this, yet they are currently publicized through only very limited means. Here at YYJ tower, we intend to change that.

If you are an IFR pilot and have referenced the CAP taxi charts at sites such as YVR, you may have noticed hot spot information is included for large, complex aerodromes. However, for all of you VFR pilots I can guarantee you have never seen hot spot information included in any non-IFR aeronautical publication. Why? Because, quite simply, it does not exist. I would readily argue that it is as important to include hot spot information in VFR publications as in IFR publications.

- **VFR users** are an inherently more diverse group, from the aircraft they fly, their frequency of flights, to their experience and competency levels as pilots. Excluding such a group from access to important safety information unnecessarily increases risk.

Victoria’s runway safety committee, of which YYJ tower is a leading member, regularly reviews and examines YYJ runway incursions once they occur. One initiative of the committee is to provide easier accessibility to improved safety information, especially for the aforementioned VFR pilot. Access to information was the driving force behind the development of PrepAIR itself, and one outlet is the inclusion of hot spot information in both IFR and VFR publications. At both YYJ tower and PrepAIR, reducing runway incursions is a top priority, and we firmly believe publishing hot spot information in IFR and VFR publications is a very important and proactive step.

This spring at PrepAIR’s YYJ 2016 refresher seminar, an entirely new diagram for YYJ was presented to attendees. It is in the form of a taxi chart for YYJ, based upon the airport diagram that CAP and CFS users alike will be familiar with, and it includes, for the first time for this aerodrome, hot spot symbology and details. Furthermore, we are very excited to say that come fall of 2016, this diagram will be included as a full page insert under the YYJ section of the Canada Flight Supplement (CFS). This will be the first time a diagram detailing hot spot information will be included in a VFR publication, for any aerodrome, nationwide. So, not only do we know that this will allow YYJ pilots to better avail themselves of important safety information, we also hope to set a precedent for other sites across the country whose users could benefit from having hot spot data presented in the CFS as well. Sooner than later, we hope the entire CFS, as well as other applicable publications, will reflect all aerodromes that have identified hot spot areas of concern.

On the last page of this article you will find the hot spot diagram for YYJ that will be included in the CFS for this fall. It should be of no surprise to local users
that our hot spots surround the triangle created
by the intersection of runways 03/21, 14/32 and
taxiway Echo. This area is a heavily used, confined
space, shared by commercial, private, and vehicle
operators alike. It includes multiple hold short lines,
associated signage and runway/taxiway markings, and
Echo is by far YYJ’s most travelled taxiway.

Additionally, as you users of YYJ will know, all three
runways (the two mentioned above as well as 09/27)
are often in operation all at once. A common scenario
involves traffic landing or departing runway 09,
medium category traffic waiting to depart off runway
03, and inbound medium category traffic on final for
runway 14. This use of multiple intersecting runways
is inherently complex, but gives ATC an increased
operational advantage in terms of efficiency and wake
turbulence separation. Ground traffic on taxiway Echo
can often be holding between runway 03 behind
them, runway 14 in front of them, and runway 09 off
of their right - they are surrounded and confined to
a few hundred feet of taxiway by active runways on
all sides. In essence, it is the perfect storm to create a
hot spot, and certainly meets the definition of one as
set out by the ICAO.

I will leave it to you to further study the specifics of
the diagram, but I can not stress enough the following
critical points especially pertinent to YYJ hot spot
areas:

• Besides mandatory hold short read backs,
  practice verbatim read backs of ATC taxi
  instructions. It is an excellent habit to get into and
  makes it clear to ATC you have understood what
  is being asked.

• Pay extremely close attention to runway crossing
  and hold short instructions from ATC. A typical
taxi routing from the east apron (where a lot of
general aviation traffic originates), to runway 09
(our most used runway, especially during summer)
involves an inherently complex instruction.

• If you are instructed to hold short of runway
  03/21 or runway 14/32 on taxiway Echo,
  approach the hold short line slowly and
deliberately to make it visually obvious to ATC
  and other aircraft operating in the hot spot areas
  that you will hold short.

• Minimize cockpit distractions as much as
  possible, at all times, but especially when
  operating near hot spots.

• If unsure of any instruction from ATC, ask
  immediately for clarification. Acknowledging
  an instruction that you are not sure of is a very
dangerous and slippery slope.

It is my sincere hope that if you are reading this
article, you will put the diagram on the next page
to immediate use. You will also find included a knee
board template to compliment the diagram, with the
intent that you can print, fold and have the diagram
on one side, with the template to fill out in the
cockpit on the other.

Once again, look for the diagram’s inclusion come
this fall in the CFS (specific publication cycle to be
determined), and please do not hesitate to contact me
at anytime for clarification on issues concerning hot
spots and their depiction.

Runway incursion prevention is one of the most
critical safety issues facing any aerodrome, but
especially at complex, multi-user ones such as YYJ.
This will be a continuing theme throughout future
editions of Tower Talk, and we are all responsible to
do what we can to reduce incursion occurrence - the
access to information such as hot spot diagrams is an
integral part of our collective defence.

Fly prepared and take care,

Simon Dennis is a YYJ tower air traffic controller,
ATPL pilot, co-creator of PrepAIR Pilot Accredited
Inter-user Refresher seminars, and former VFC
instructor. He can be reached at simon.dennis@
navcanada.ca and will respond as soon as he takes
off at least one of his two headsets.
Conducting Weight and Balance Calculations away from CYYJ

Here’s the scenario: You’re on a multi-leg cross-country flight. You take on an extra passenger. Or more fuel. Or passengers select different seats changing the aircraft’s balance. You are away from Victoria and have things on your mind. A flight plan needs filing, the weather needs a second look - and now the weight and balance is uncertain.

We know that the PIC must ensure the aircraft is loaded correctly, but how should the pilot exercise that responsibility? Dig out the aircraft flight manual, look up the basic empty weight and moment and do the calculations by hand? Sure that’s one way, but now we have a better alternative:

1) Use your phone to go to:
   mail.flyvfc.com:54321/fleetcaptain/wb

2) Enter your signature (a password that you can get from dispatch)

3) Select a plane from the list

4) Enter the fuel quantity and weights

5) Press the Compute W&B button

A report will be generated showing your inputs, a graphical depiction of the flight envelope with your flight’s loading, and an indication of your takeoff category. If you’re loaded outside the envelope or have broken a loading rule, that will be clearly indicated.

There are several benefits: It’s fast and easy, it can be done any time, from anywhere with a data connection, and the calculations are always based on up-to-date aircraft data.

Thanks to Rolf Hopkinson for nagging me about needing this feature! 😊

Steve Demy
ATPL, ATP (multi), B. Eng. (Electrical)
Victoria Flying Club - Director
Columbia 300 driver
FleetCaptain - Developer
sndaviation.com
Ken Armstrong was the guest speaker of June’s presentation about flight safety and dangerous activities relating to risk of litigation. Ken frequently consults/communicates with organizations such as Transport Canada Aviation, Nav Canada, and the Victoria Airport Authority Consultative Board on numerous issues relating to Canadian aviation.

Approximately 22 members listened intently as Ken touched upon many points about aviation safety, one of which was low level flying. Unless absolutely necessary this type of flying should be avoided, as contact with unseen wires, trees, other objects, and obviously the ground are a real hazard. When crossing large bodies of water one should always try to fly high enough to allow for safe gliding distance should the engine stop turning. To best prepare for water landings, Ken recommended enrolling in an aviation egress training program teaching best ways to exit an overturned or sinking aircraft.

Another of Ken’s comments was about unintentionally breaking aviation CARs (Canadian Aviation Regulations), which may bring upon license suspension, monetary fines, or both. Pilots should always have a good understanding of CARs and piloting within busy airspace corridors.

The next COPA Flight 6 meeting will be Tuesday July 5th 7:00 PM at the Victoria Flying Club. The guest speaker will be Dr. Allan Rempel speaking about the differences between flying in the United States and flying in Canada.

Allan received his private pilot training and his PPL license in Canada, then spent the next 3.5 years in the United States, where he still has the majority of accumulated flight time. Besides personal experience, Allan will make reference to the AOPA/COPA Guide to Cross-border Operations, as well FARs and CARs and other standard procedures. From the last COPA Flight 6 fly out to Port Townsend, Jefferson County, Allan will explain some things pilots might have experienced and offer suggestions for future trips into US airspace.

You don’t need to be a COPA National or member of the Victoria Flying Club to attend. Bring a friend if you wish! For more information, contact copaflight6@gmail.com.
## Ground School Schedule

### Summer 2016 Private Pilot Schedule

Classes Monday and Wednesday from 19:00 to 22:00

<table>
<thead>
<tr>
<th>DATE</th>
<th>TOPIC</th>
<th>INSTRUCTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul 4</td>
<td>Navigation</td>
<td>Brady</td>
</tr>
<tr>
<td>Jul 6</td>
<td>Navigation</td>
<td>Brady</td>
</tr>
<tr>
<td>Jul 11</td>
<td>Radio &amp; Electronic Theory</td>
<td>Brady</td>
</tr>
<tr>
<td>Jul 13</td>
<td>ATC</td>
<td>Colin</td>
</tr>
<tr>
<td>Jul 18</td>
<td>Review</td>
<td>Colin</td>
</tr>
<tr>
<td>Jul 20</td>
<td>Canadian Aviation Regulations &amp; Licencing I</td>
<td>Brett</td>
</tr>
<tr>
<td>Jul 25</td>
<td>Canadian Aviation Regulations &amp; Licencing II</td>
<td>Brett</td>
</tr>
<tr>
<td>Jul 27</td>
<td>Aerodynamics &amp; Theory of Flight</td>
<td>Iain</td>
</tr>
<tr>
<td>Aug 1</td>
<td>BC DAY</td>
<td>--</td>
</tr>
<tr>
<td>Aug 3</td>
<td>Airframes &amp; Engines</td>
<td>Dave</td>
</tr>
<tr>
<td>Aug 8</td>
<td>Systems &amp; Flight Instruments</td>
<td>Dave</td>
</tr>
<tr>
<td>Aug 10</td>
<td>Human Factors &amp; Pilot Decision Making</td>
<td>Brett</td>
</tr>
</tbody>
</table>

**Ground School Course** - $350  
**Ground School Kit** - $275

**CALL CUSTOMER SERVICE TO REGISTER FOR GROUND SCHOOL TODAY.**

---

**CPL Ground School**  
Sep. 16th - Oct. 16th  
$495 or $15 a repeat class

**Mountain Ground School**  
July 24th  
$78
Diploma in Business Administration —Aviation Option

Combine flight training with a prestigious university business diploma tailored to the aviation industry.

If you’re graduating or have recently graduated from high school and want to become a commercial airline pilot, this program is for you!

Employers recognize that good pilots do more than fly aircraft; they are active problem solvers, strategic decision makers, and superior communicators. The most successful are skilled in business management, leadership, team building, and crew resource management.

Classes are held at the Victoria International Airport or at the University of Victoria campus over a nine-month period.

The unique program schedule means you can complete both your private and commercial pilot’s license and the Diploma in Business Administration.

The only entrance requirements are successful completion of Grade 12, the desire for a career in aviation, and the motivation to complete an intensive business program.

To learn more or to apply, please contact: Business and Management Programs T 250-721-8073/8072 bmt@uvic.ca

For information about flight training, contact the Victoria Flying Club: T 250-656-2833 info@flyvfc.com

Offered in collaboration with the Victoria Flying Club