



Joanne McCracken, editor

## A ROOM WITH A VIEW - clubhouse renovation a hit with members



“Why didn’t we do this sooner?” is often the reaction of club members when they first walk into the upstairs meeting room. Where before our view had been restricted by walls and shelving, members and visitors are now treated to a panorama that stretches from the terminal to taxiway Charlie. We can watch air traffic come and go on the main runway in comfort. We can critique good and not so good landings, as well as watch daily visits from “con-air” and the “sked”, along with the occasional business jet that comes roaring in. Since the airport has now approved of a new location for the fuel system near the west side of our building, we will be able to monitor it easily when the new tanks are installed. Now if those darn painters would just show up and get busy with the outside.....

## Joanne gets her first ride in a Beaver



Some of our members might say, "A ride in a Beaver, what's the big deal?" Well, for yours truly it was a big deal. I have read and heard much about the storied, much beloved Canadian bush plane over the years. The last time I was flying with Erissa in her 182, we encountered a DHC2 on the radio, and she gushed "Oh, my favorite plane in the world!" The pilot agreed. We looked for it, but it was behind us, heading in the other direction. I have had a few rides in float planes; a souped up Taylor craft, a 180, and Wendy Boyes' 175, but never a Beaver. A few weeks ago while on an Alaska cruise, I had the opportunity for a sightseeing flight in Ketchikan. The experience was billed as a "misty fiord" trip, but that day the southern Alaska port was having a bout of uncharacteristically clear and warm weather. (Ketchikan, which is just North of Prince Rupert, BC is noted for 200 plus inches of rain per year.) I also had the luck to choose Island Wings, which turned out to be run and piloted by Michelle Masden, the only female bush pilot in town. It's her plane, and she is justifiably proud of the way it has been restored, right down to the lovingly waxed paint. The seating was set up so that all six passengers had a window to look out of and take photos. She gave us our pre-flight instructions, then fired up the Pratt and Whitney wasp. That radial motor chugging away at idle on all nine cylinders reminded me a bit of a Harley motorcycle. When powered up, headsets are not optional, they're necessary. It's LOUD! Soon we were airborne and heading over spectacular steep cliffs that plunged into the sea on all sides. Later in the flight she landed on an alpine lake and gave us the chance to get out and stretch our legs. We took photos of Michelle and her plane, while she took our cameras and returned the compliment. An alpine lake in the middle of the wilderness is a beautiful place. What impressed me most was the silence - no cars, planes, or anything else - just quiet that spread over us like a soft blanket. On the way back Michelle explained that she flew tourists in cruise ship season, and did other bush plane jobs during the winter. In the off season she hauls everything from groceries and equipment, to people and huskies, sometimes scud running a few feet off the water. The beaver is an expensive beast to maintain. For example, an engine overhaul is needed every 1600 hours ( about two years worth for Michelle ) at the cost of about \$50,000. If you are interested in more information about this air service, log on to: <http://www.islandwings.com>

*Joanne*



“Misty Fjords” near Ketchikan, the alpine lake we landed on, and Michelle Masden with her trusty DCH2

## FLY - IN PLANNED FOR LANGLEY NEXT YEAR

### COPA 2011 AGM & FLY-IN

The Aero Club of BC (COPA Flight 16), The BC Floatplane Association (COPA Flight 72), The Abbotsford Flying Club (COPA Flight 83), Delta (COPA Flight 5) are joining together to hold the 2011 COPA Annual General Meeting in the lower mainland. The event will be held from June 24th to June 26th at the Langley airport in conjunction with the Langley Aero Club's annual Fly-In. Higher performance aircraft and floatplanes will use the Pitt Meadows airport and details are also being worked out with Fort Langley for the use of their facilities. A planning committee has been meeting since last spring to help make this event come about.

Donna McIntosh is secretary and Jim Zeilstra is treasurer of the

committee that meets on the third Thursday of each month at the club's meeting room. As the event draws closer more frequent meetings will be required. A

web site is under construction see: [copacon2011.ca](http://copacon2011.ca). Wendy Boyes of the BCFA is heading the volunteer subcommittee and she can be reached at

[COPAvolunteers2011@gmail.com](mailto:COPAvolunteers2011@gmail.com).

Many volunteers will be needed to make this a success. Please contact Wendy to volunteer and list what area you would like to volunteer for: e.g. Transportation, greeters, security, set up/teardown, marketing & promotion, food & beverage, etc. If you have no particular preference please contact Wendy and she will find you a place on one of the subcommittees that is short of

personnel. In addition to volunteers, sponsors and sponsorship is also critical to making this event a success. If you would like to be a sponsor or would like to suggest a sponsor, please send your information to Donna and she will update the sponsorship list.

It has been many years (over 35) since this event was held west of the mountains and it is long overdue. As Wendy says: "Let's get together and show the COPA members and friends what the WestCoast hospitality is all about!"

Tim Cole  
2011 COPA AGM & Fly-In  
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### SIZE MATTERS



This photo provides a good comparison to the relative size of an Aircraft Carrier in relation to buildings, cars, etc... (USS JFK docked at Malta)

## IT'S TIME TO PAY YOUR DUES

Annual Membership renewal fee is \$66.96 plus HST for a total of \$75.00.

Cheques are preferred for renewal fees. Cash is good or you can renew your membership by simply sending a note to: [james\\_zeilstra@telus.net](mailto:james_zeilstra@telus.net) indicating that you would like to charge the membership fee to your account or credit card.

Membership privileges, including fuel discounts, will end at the end of October.

**AGM - Wednesday, November third starting at 1930:** President, secretary, lease, education, and membership portfolios are up for election. At this meeting the board will be looking for approval for funding of the north side fuel outlet.

## NEWS FROM THE 99'S (BC COAST CHAPTER)

During our October Annual General Meeting, Cindy Pang came forward to be our new Chapter Chair. Cindy has most recently moved back to Vancouver with her job, flown a plane across Canada, and volunteered to organize the combined Section Meetings for the West Canada Section and the North West Section of the 99s. Vice chair - Raeleen Ranger, Secretary - Joanne McCracken, Treasurer - Joan Lynum Thanks to Caroline Kolasa for her hard work as past chairperson and best wishes for her new flying job in Alberta.

Nov 7th, 2010 Sunday 99's BC Coast Meeting - Langley

Christmas party Sunday Dec 5 at Joan Lynum's

New Poker Run dates were discussed: New Date: May 1st, 2011 Sunday, Rain Date: May 15th, 2011

### Specifications (DHC-2) De Havilland Beaver

Data from Donald 1997, p. 328.

#### General characteristics

Crew: 1 Capacity: 6 passengers, 2,100 lb (953 kg) useful payload Length: 30 ft 3 in (9.22 m) Wingspan: 48 ft 0 in (14.63 m) Height: 9 ft 0 in (2.74 m) Wing area: 250 ft<sup>2</sup> (23.2 m<sup>2</sup>) Empty weight: 3,000 lb (1,361 kg) Gross weight: 5,100 lb (2,313 kg) Powerplant: 1 × Pratt & Whitney R-985 Wasp Jr. radial engine, 450 hp (336 kW)

#### Performance

Maximum speed: 158 mph (255 km/h) Cruise speed: 143 mph (230 km/h) Range: 455 miles (732 km) Service ceiling: 18,000 ft (4,586 m) Rate of climb: 1,020 ft/min (5.2 m/s)

#### Related development

de Havilland Canada DHC-3 Otter

#### Comparable aircraft

Fairchild F-11 Husky, Gippsland GA8, Helio Courier, Max Holste M.H. 1521 Broussard Murphy Moose, NoorduyN Norseman, PAC Cresco

*Thought for the day:*

*The probability of survival is inversely proportional to the angle of arrival.  
Large angle of arrival, small probability of survival and vice-versa.*