

CLALLAM COUNTY PILOTS ASSN/ WPA

November NEWSLETTER

CCPA meets on the third Thursday of the month, 7PM, Rite Bros, KCLM

Officers

President	open	
Vice President	Gary Johnson	452-2340
Secretary	Mike Kitz	457-3035
Treasurer	Jerry Nichols	452-5403
Board Member	David O'Donnell	417-4741
Board Member	Robert Hicks	452-9399
Newsletter Ed.	Gene Rimov	452-2806



Happy Thanksgiving

Future Field Trip Being Planned

Karen Mitchell who works at SEA Approach Control has offered to show us around some Saturday morning in January or February. All CCPA needs to do is decide when. So bring your input to our November 15th meeting.

TURBOMEDICAL

At our next meeting Bill Kitner, M.D. will tell us all the latest information about meeting medical standards for your flight physical. In the computer age, even our medical exams are being reformatted. So come to our next meeting. We don't want to miss you.

Do You Know How to Fly Into Canada Legally?

See the attachments to the CCPA minutes of our October meeting.

CCPA CALENDAR

November 15, CCPA general membership, Rite Bros, KCLM, 7PM

Turbomedical, William Kitner M.D.

November 30, Safety Breakfast, 7:30AM, Fairmont Restaurant, Port Angeles

December 5, Executive Board, 7PM, Coldwell Banker, Port Angeles

December 8, EAA Christmas Dinner and Celebration, CCPA has been invited to Participate. 5:30 PM social, El Cazador restaurant, 531 W. Washington, Sequim

For details contact Donna Sommer, 681-7427

December 14 & 28, Safety Breakfast, 7:30 AM, Fairmont Restaurant, Port Angeles

January 2, 2008, Executive Board, 7PM, Coldwell Banker, Port Angeles

January 17, CCPA general membership, Rite Bros, KCLM, 7PM

Report on Arlington, and Clallam County Emergency Management

Alan Barnard

**Minutes of October 18, 2007
CCPA General Meeting
@ Rite Bros**

The following topics were discussed

- New regulations on charitable event flights are now in effect which have new criteria and requirements per FAR 91.146.
- New changes to Instrument approach charts were noted. A number of suggestions will be submitted to the FAA for their consideration.

The program for the evening was Jeff Well discussing “*Flying into and out of Canada.*”. See the attached guidance document “Canada VFR Flight Planning” prepared by Tim Riley.

Canada VFR Flight Planning

Preflight Planning:

1. You can file your flight plan over the phone with Seattle Flight Service, OR, you can go online on www.duats.com and file it that way. You must indicate VFR and you MUST put in remarks section that “Canpass Notified”
2. You should possess a Vancouver VTA chart (equivalent to our Seattle TAC Chart). It would be good to also possess the Vancouver Sectional. Both of these charts are available at Rite Bros. There is also a book (similar to our AFD) called the Canadian Flight Supplement that can be purchased, but Rite Bros does not carry them. The Aviator Store at BFI does however.
3. Your path will take you fairly directly towards the Victoria airport which is north of the city. I would suggest staying close to Race Rocks enroute. The only problem is that there is a restricted area (blasting) that could be hot. I would further inquire with Kamloops Flight Service (they call it a “FIRC) the day of departure as our FSS may not have the up to date Canadian Notams.

While you have Kamloops on the phone, it would be a good idea to file your return flight plan as it needs to be done with them and ask for the notams and weather for Victoria. It is a good idea to tell them that you need for them to “walk” you through the filing process as they flight plans are different than ours. Keep in mind that the clubs ELT’s are fixed and that we do have life vests in the planes, as they will ask about those and other pertinent items.

Customs:

US:

I would call the US Customs and Border Protection office here at CLM the day that you wish to leave. They require a notification “outbound” and may provide you with a clearance number before you leave. Their phone number is 360-457-4311. This is NOT a 24 hour phone number nor is it staffed 24 hrs. The Bellingham office and Boeing Field office are both 24 hrs. There is also customs available with prior notification at FHR and PAE. You can visit there web site for the contact information at www.cbp.gov.

When you are ready to return to the US, you will need to call them with a two (2) hour notice. Keep in mind that even though you called them in advance, they may not be able to clear you due to the ferry schedule(s).

When you arrive in Port Angeles, you will need to park in front of the terminal building on the east side of the ramp. There is a white painted box. Remain inside the plane and wait for the agent to arrive to clear you. You will a current passport as well as your pilot's license and medical. If there is not a current 2007 decal, you will have to inform them before you leave and be prepared to pay for this upon your return. It is suggested to purchase this decal prior to your trip as it will speed things up on your day of flight.

Canadian:

You will need to call 1-888-226-7277, which is called CANPASS, and speak to a Canadian Border Protections Services person. When they answer, simply state your aircraft tail number starting with the "N" number and tell them that you would like to make the necessary arrangements for customs notification. This can be done at anytime in the planning phases. They will need a phone call the day of telling them with some accuracy, your time of arrival. During that phone call, they will ask you several questions. Answer them and they will tell you that you are all set for your arrival.

When you arrive at Victoria (CYYJ) you will park at the Shell Aerocentre. Customs has a video camera which allows them to see if you are truly there. An agent may or may not come out and inspect you. If they don't, they will give you a clearance number. Write it down somewhere. You can then either park there or at the Victoria Flying Club which is cheaper. If they come and inspect you it is fairly simple. They will ask to see your passport and ask a variety of questions. Easy!

The Flight:

On the day of the flight remember to call Canpass for the required update and US CBP for your outbound notification. Note: the US may not require this call so check with them. Do your run up and then call Seattle Flight Service on 122.6 prior to departing. When they respond, give them your tail number and tell them that you would like to active your "trans border flight plan". They will tell you that it is activated and give you a "trans border squawk code". Write that down. Depart as normal heading to the north.

You have two options; 1) Call Whidbey and ask for flight following. They will give you a squawk code that is different than the one that FSS gave you. Squawk that until they tell you to return to it. If you are above 2500' they will hand you off to Victoria Terminal on 127.80. When they do that, you will need to put that "trans border squawk code" back into the transponder. Whidbey should tell you to do that. But before you call them you will need to get the ATIS code at CYYJ on 118.80 and write it down.

Option 2 would simply be to call Victoria Terminal directly after writing down the ATIS information. You will know which runway is in use at that time. I usually fly

HANGAR FOR SALE

By Bob Russell, CLM 780, \$55,000

**Bob's hangar has in addition to the other hangars in his building
sheet rock and extra insulation**

For more information, call Tim Riley at Coldwell Banker, 360 460-4655

**Minutes CCPA Executive Board Meeting
November 7, 2007
Coldwell Banker**

Minutes of the October 3, 2007 Executive Board Meeting were approved as sent out. Treasurer's Report of \$648.12 in checking account and \$827.64 in savings account.

Planned programs for the next 4 months are as follows:

**November 15th Turbo Medical – Bill Kintner
December 8th EAA Holiday Dinner
January 17th Arlington Review and Emergency Management Update
- Alan Barnard
February 21st Open**

The proposed change of the KCLM UNICOM is still under FCC review.

FAA changed the approach procedure to runway 8 without getting local comments. The new procedure is not appropriate for most of KCLM pilots including Kenmore Air. FAA has been asked to re-think the change and may change back. There is a NOTAM that has been issued that alleviates some of the concerns....but more still needs to be done.

WPA 2008 membership/renewal program is now in effect. Pilots are encouraged to renew online or send checks or cash directly to CCPA Treasurer, Jerry Nichols. Also, encourage your fellow pilots to join!!!!

Gene will send copies of the CCPA newsletter to WPA to be included in the Wings magazine and website. Jerry would like to organize a trip to KSEA Approach to go on a tour of their facility. It will have to be done on a Saturday. Contact Jerry if you are interested.

Bob Russell's hanger #780 is currently for sale. Contact Tim Riley for information @ 460-4655.

Next Safety Breakfasts are:

**November 9th and 30th
December 14th and 28th**

Next Executive Committee Meetings are:

**December 5th
January 17th**

The finest turnout of the year occurred at our October general membership meeting. Would you believe that over 20 folks squeezed into that tiny pilots' lounge at the top of Rite Bros?

Jeff Well, Rick Mowbray, Tim Riley, Mel Rudin, Jim Ude, David Miller, Bud Williams, Mike Kit, Dava McNutt

