

# AV-GASS



Nanaimo Flying Club  
P.O. Box 6  
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(250) 245-3620

General meetings are the third  
Sunday of the month at 09:30  
with executive meetings taking  
place one hour prior.

## **2000-2001 Nanaimo Flying Club Executive**

President	Jerry Budlong
Vice-President	John Hubbard
Secretary	Doug Steele
Treasurer	Joyce Clarke
Director	Ken Griffith
Director	Lee Pond
Director	Joe Mondok
Director	Derek Carter
Director	Glen Proteau
AV-GASS	John Owen

## **A little military humour**

"Air Force '45, it appears your engine has...oh, disregard...I see you've already ejected."

"Citation 123, if you quit calling me Center, I'll quit calling you twin Cessna."

"About three miles ahead, you've got traffic 12 o'clock, five miles."

"If you hear me, traffic no longer a factor."

"I am way too busy for anybody to cancel on me."

"You're gonna have to key the mic. I can't see you when you nod your head."

"It's too late for Louisville. We're going back to O'Hare."

"Put your compass on 'E' and get out of my airspace."

"Don't anybody maintain anything."

"Climb like your life depends on it...because it does."

"If you want more room, captain, push your seat back."

"For radar identification, throw your jumpseat rider out the window."

"Hello flight 56, if you hear me rock your wings.."

"OK TOWER, IF YOU HEAR ME ROCK THE TOWER!!"

The controller working a busy pattern told the 727 on downwind to make a three-sixty. The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"



Here are some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews. "Squawks" are problem listings that pilots generally leave for maintenance crews to fix before the next flight.

(P)=PROBLEM (S)=SOLUTION

(P) Left inside main tire almost needs replacement  
(S) Almost replaced left inside main tire

(P) Test flight OK, except autoland very rough,  
(S) Autoland not installed on this aircraft

(P) #2 Propeller seeping prop fluid,  
(S) #2 Propeller seepage normal - #1 #3 and #4 propellers lack normal seepage

(P) Something loose in cockpit  
(S) Something tightened in cockpit

(P) Evidence of leak on right main landing gear  
(S) Evidence removed

(P) DME volume unbelievably loud  
(S) Volume set to more believable level

(P) Dead bugs on windshield  
(S) Live bugs on order

(P) Autopilot in altitude hold mode produces a 200 fpm descent  
(S) Cannot reproduce problem on ground

(P) IFF inoperative  
(S) IFF always inoperative in OFF mode

(P) Friction locks cause throttle levers to stick  
(S) That's what they're there for

(P) Number three engine missing  
(S) Engine found on right wing after brief search

(P) Aircraft handles funny  
(S) Aircraft warned to straighten up, "flyright" and be serious

(P) Target Radar hums  
(S) Reprogrammed Target Radar with the words



## **Runway**

Runway, the black Manx cat that was adopted by the Nanaimo Flying Club a few years back and then by us, had a little surgery today. He developed an abscess on his left side as a result of fighting for his territory. He is very good at keeping all feline acquaintances off his property but there must be one out there that put up a good fight. He is being kept overnight with a drain fitted. As of this time he has come out of anesthetic and is looking about his new surroundings with a towel wrapped around him. Runway is looking forward to returning home to assume the lifestyle he has become accustomed to.

We have found that over the last few years that he has lived with us that we have to use cunning and deceit when dealing with him. He has a mind of his own. He can hide in the house and we are unable to find him, continually posing a challenge to capture him when we leave for the evening. He is independant in nature, preferring to be on his own which is a switch from his days at the club when he seeked attention and companionship. He is always there when I return home from work to be carried into the house. That is as close as I can get to him. Once in he is stand off ish. Go figure cat behavior.

### **Highlites of the last meeting**

Outside parking for non-members will be increased to \$200.00 in January 2001, to bring in line with rents charged elsewhere on the field.

An increase in rent for inside and outside member parking was defeated by a large margin.

Frank Benvin will be unable to co-ordinate this year's fly-in because of work commitments. He is looking for a volunteer so if anyone is interested please put your name forward. Jim Hannibal has volunteered to administer the poker rally again this year. Gianni Grando has volunteered to work with T/C to co-ordinate "EVENTS".

Snoopy, of \$20.00 was won by Dan LaRose. The coffee fund received the other half of the 50/50 draw.

Christmas party will be December 16, 2000. Chinese auction will be held again, no gift over \$10.00. Lee Pond organizing and will accept names and any item you wish to bring for the pot luck dinner. Ken Griffith will be supplying two geese.

The concrete for our fuel pumps was donated by Mayco Mix.

Howie Davis donated equipment to facilitate the removal of the old fuel pumps.

Telus is donating a telephone booth that will be installed to cover the new fuel control box next to the club-house.

Remember, when you take fuel from the new system a receipt is issued after the pump is shut off. Don't forget to pick up that slip. It has all the information on it that is required by anyone wishing to make charges against your credit card.

**After making the statement that it took so little intelligence to dispense fuel from the new system that even pilots can make it work. I failed at my first try.**

## Fuel Pump Update

The fuel pumps are now operational. You still have to exchange your old keys for a new set. When you want to get fuel, you ground the aircraft and hit enter on the keyboard of the unit. You then swipe your credit card with the bar facing the right. Wait for the transaction to take place over the phone line. Select the pump one or two. Select the number of liters of fuel you require. If you think you need 40 and only pump in 30 you pay for 30. Seems fair. Turn your key to on. Lift the nozzle, flip the handle on the pumps up. Dispense the fuel. Replace the nozzle and retrieve your key and printed receipt.

Since I have been a member I have to say it is the easiest way yet to receive fuel. You get a printed receipt, so you can keep track of your usage by keeping the receipt. The pumps work smoothly. I had a five litre jug for testing the delivery. I requested 5 liters and the pump shut off automatically and the amount recorded was 5.006 liters. Not bad.

Thanks to all that had a hand in bringing this system into being. *ed.*



The boss, digging a trench for the new fuel system. Just taking a little break.



**To keep meetings from running indefinitely, conference rooms at Zartech Industries were allotted only a 45-minute supply of air.**

I was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge?" To which I replied, "If it was without my knowledge, how would I know?" He smiled knowingly and nodded, "That's why we ask."

Please be on your best behavior when flying into the Duncan airport. The newsletter editor there is on the lookout for poor flying techniques that can be written into their newsletter.

I would like to thank all the members and guests who turned out for today's meeting and election. For the first time in quite a while we had members who were willing to let their names stand for the various positions and an actual election took place. As with many clubs and organizations the work load tends to fall on the few individuals who are willing to get involved, leaving the vast majority to sit back and watch it happen. Recently I have been guilty of non participation and watched as others did an admirable job of keeping the club alive and active.

With the membership's confidence in having elected me President at today's meeting I am determined not to have that viewed as a bad decision and will make every effort to carry on with the hard work that the previous executive has started.

My feelings are that the elected executive are there for the sole purpose of carrying out the wishes of the membership as a whole and take their direction from the club. That is why it is important to attend the general meetings and voice an opinion so that the club's direction is that of the majority.

My thanks to everyone who served on last year's executive and I look forward to working with those who stayed on and were newly elected for the coming year.

Best regards,  
Gerry Budlong

There were 30 members and 2 guests present for our November general meeting and Club elections.

Christmas dinner will be Dec. 16 It will be pot luck with the club providing a turkey and Ken Griffiths donation 2 geese. If you wish to bring a salad, desert or and entre please do so. A gift exchange (\$10 max) will be held after dinner. This has been a lot of fun in previous years so come on out and enjoy yourself.

It was voted on that outside parking for non-members only would be increased to \$200 per year. A similar vote to increase inside parking was soundly rejected. For the first time in many years, we had people running for office. I lost my President's chair to Gerry Budlong and was elected vice-president so any further entries here will come from Gerry. We now have a new Secretary, Doug Steele and two new directors, Glenn Proteau and Derek Carter. Joe Mondok was re-elected. Ken Griffith and Lee pond have one term left to serve.



Ken Griffith was nominated again this year to let his name stand for appointment to the Nanaimo Airport Commission. Hopefully the Club will have a representative on the board again this year.

## From your treasurer

Another year is coming to a close. I am in the process of sending out your dues, parking and locker invoices for 2001. In fact, they may even go in the envelope with this newsletter. Please check your statement if any and let me know of any discrepancies you may find as this will be the last -- hooray -- statement to include fuel purchases. Of course, if you don't pay, you'll get reminder statements. And those of you with negative amounts due, we will be sending your refund-cheque in December.

Speaking of fuel purchases, there are some of you who have not traded in your old fuel keys for the new ones. This mean you will not be able to purchase fuel until you do. We need those keys back as the old locks have been sold and not surprisingly, the purchaser would like the keys for the locks, too.

Also, when you are purchasing fuel, please pay attention to the instructions on the screen. When it says, Please wait, please wait, it is validating your card and if you try to start the fuel flow before it is finished, it will stop and you'll have to start again. In addition, the amount that is validated is held on your card so each time you start up, that much less credit is available to you until the batch is closed at appx. 11:30 p.m. that night.

Enjoy the Christmas party and if I don't see you before, Happy New Year