



AVGASS

Fall 2000

Two Days in July!

What a great summer. The two worst days we had were in July when it rained pretty heavy one day and was dull the second day. Other than that one can't complain this year about the weather. It co-operated to the fullest. If you never got your flying quota in this year then you only have yourself to blame. Our fly-in weather was great, it was great for Arlington. The Campbell River Airport Appreciation days and the Duncan Fathers Day ultralight fly-in were the only events that I can think of that had poor weather.

End of Summer BBQ

We held an end of summer BBQ on the 9th of September and was well attended. It ran from 3P.M. till midnight. Lots of stories were exchanged. There was lots of food and I am sure all had an enjoyable time. Thirty members attended.

IMPORTANT NOTICE

Self~Administered CPR --

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

Lets say its 6:17 p.m. and you're driving home (alone of course) after an unusually hard day on the job. Not only was the work-load extraordinarily heavy, you also had a disagreement with your boss, and no matter how hard you tried he just wouldn't see your side of the situation. You're really upset and the more you think about it the more uptight you become.

All of a sudden you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home, unfortunately you don't know if you'll be able to make it that far.

You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself! Many people are alone when they suffer a heart attack. What can you do?

Without help a person whose heart stops beating properly begins to feel faint and has about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough. and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without letting up until help arrives, or until the heart is felt to be beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating, The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a phone and, between breaths, call

for help. You'll be giving yourself CPR with this technique.

The above was taken from Health Cares, Rochester General Hospital via Chapter 240's newsletter "AND THE BEAT GOES ON . (reprint from The Mended Hearts, Inc. publication. Heart Response).

Tell as many other people as possible about this, it could save their life It's simple to remember, and easy to do. Save a life, your life, your spouses life, your friend's life, even your enemy's life.

This article was taken from the Parksville-Qualicum Aero Club Newsletter and I would urge everyone reading this to pass the information on to everyone you know, it may be of help one day. If you want a saved copy request it from me and I will send via e-mail. jlowen@direct.ca

Next Meeting

The next meeting of the Nanaimo Flying Club will be on November 19, 2000. Nominations for executive and elections for the following year will be on the agenda. Anyone wishing to serve please put your name forward.

Gas Pumps

New gas pumps should be installed in the near future. Payment for fuel will now be in the form of Visa or Mastercard at the time of dispensing. There will be no need for the treasurer to continue with this time consuming job of billing. I am sure we can find some other task for her to take up the slack time in her schedule. She has a few things that she would like to pass on elsewhere in this newsletter.

A letter from the PQAC Club proposing a joint effort in hosting a Transport Canada Seminar

Gentlemen:

Wolfgang Carolsfeld provided your names as a contact for the Nanaimo Flying Club. I have been in discussions with both Transport Canada and Navcan regarding the airspace structure (my pet peeve is the numerous restrictions to the Class 'C' airspace to VFR traffic) in the Lower Mainland area. As a result of numerous discussions (which have been very constructive), I learned that they have planned three presentations of 'Operation Update' for the Vancouver area pilots. This is a program that started many years ago in Vancouver and one that I thought most beneficial to those of us who fly to YVR and ZBB on a regular basis. The day long session covers the airspace structure, flight procedures, terminal operations, communications etc. The program also meets the re-currency training requirements specified in CARS.

In any event, I have been able to obtain a commitment from TC and Navcan for an Island presentation for Sat. Nov. 25. (No other date is possible for this year). Wolf mentioned that NFC would be willing to participate and make the Club space available for the workshop. He did indicate, however, that the seating capacity is around 30 which may not be sufficient space if the interest is as great as it has been in Vancouver in the past. We are currently canvassing our membership to see what numbers might be interested. I consider the session to be of considerable value to all pilots and especially to those who are not familiar with the Class 'C' space. It would be nice to be able to open the session to pilots from Duncan and Courtenay if space was available. TC and Navcan would also like to provide as much exposure as possible in a given presentation. As a first step, could you advise if the NFC is interested in participating and make the Club available for the day. If the answer is in the affirmative, I would also appreciate your confirmation of the maximum number of seats that are possible. There are other details to discuss with you but I leave that to a subsequent phone conversation. I will be attending this weekends seminar in Vancouver and will have

further discussions with the TC and Navcan organizers.

Regards,

Ray Dechene - PQAC

Tel: 468-1875

The answer from the office of the President

Ray,

The Nanaimo Flying Club would be interested in this meeting on that date. We currently have approx. 45 chairs in the club and could make room for 20 or so more. On the other hand, we have recently fixed up the club hanger quite nicely and could fit over 100 chairs in there if we could get them. I don't think it would get too cold out there with the doors closed and 100 people sitting about. You can contact me any afternoon 3-7:30 at 245-7435

John Hubbard

Hopefully this will come together and enough members will attend to make it a good showing. Maybe even a barbi Q for lunch.

Members will be contacted when final arrangements have been made.

Fuel Pump Update.

Volunteers were out in force on Saturday, September 23 to dig a trench and pad for the new fuel delivery system to be installed at the Nanaimo Flying Club. The old system will be removed. Members will still have to use their key system but payment is now made by Visa, Mastercharge, and although I am not sure American Express was mentioned. One item worth mentioning is the requirement to predetermine the number of liters of fuel you wish to pump. This by no way means that if you ask for 100 liters and only pump 80 that you will be paying for 100.

Treasurer's Report

As you should be aware by now, the fuel pumps go in the week of Sept 27. Your fuel keys will still be needed to start the works and your credit card will allow you to pump the fuel. This means (praise be) that for those who have bought fuel, this will be the last fuel bill you will receive from your treasurer. I am including your September bill and/or statement of funds due or owing if any.

1) If invoice and no statement, the amount on the invoice is the amount you owe the club.

2) If statement with or without invoice, you have purchased not necessarily this month but have in the past and:

a) if the amount is positive, you owe the club the final amount in the column

or

b) if the amount is negative (minus sign in front), you have a credit with the club. I will apply the appropriate amount to next year's dues and parking/locker fees unless I have written instructions to the contrary.

I expect all accounts to be zeroed by the end of October. Hint: Amounts outstanding after that time still allow the executive the option of turning off the power to the fuel key(s).

Last but not at all least, I want to express my hearty thanks to John Owen, John Hubbard and Derek Carter for spending that beautiful Saturday digging the trenches for the system. I was at the clubhouse to pick up my crew for a SAREX in Victoria at eight in the morning and John and John were already at work.

THANK YOU.

Items received just before going to press.

Jim Hannibal has a hanger for sale at \$30,000 firm. It is located at the South End of the airport. Jim is an executive member of the NFC and phone number can be found in this newsletter.

PRESIDENT - John Hubbard - 245-7435

VICE PRESIDENT - Dan LaRose

TRESURER - Joyce Clarke - 390-4090

SECRETARY - Jim Hannibal - 248-4638

DIRECTORS -

Ken Griffith
Lee Pond
Gordon Trites
Doug Tyce
Joe Mondok

Coming Events

Nov. 12 - Kevin Psutka of Copa fame will be at the club around 10 to give a talk to all interested parties. Want to start a copa flight? Anyone willing to be on the board of such a flight? Please try to attend.

Nov. 19 - Nanaimo Flying Club Elections. 9:30

Nov 25 - Nav Can will be giving an all day workshop on Vancouver airspace, flight procedures, communications etc. Everyone is urged to attend. Lunch will be served. Also at the club.