

Beaufort Valley (Port Alberni) PG site guide:

Intro:

The Beaufort Valley offers rugged XC flying for experienced XC pilots capable of independent, self-guided flying adventures. The WCSC and ISS recently secured an access agreement with landowners and formalized LZ access to help grow the flying community! Although site requirements may appear restrictive at first glance, they represent the bare minimum to reflect the complex nature of this site. Notably, accessing launch requires passing through private land with active logging operations. Current agreements represents a baseline to improve upon in the near future (eg. including weekday access & establishing a CYA) if our access remains incident-free. Does this seem daunting? Fear not! We encourage pilots to enjoy this amazing site and dedicated volunteers are happy to help.

Novice pilots should fly with a mentor. Don't have one? [Sign up here!](#) Experienced Pilots are encouraged to join as well.

Site Requirements:

This site has special requirements due to its location on *private land with active logging operations*, and *proximity to the Port Alberni Airport and Class E airspace*. Please respect these requirements to ensure our collective continued access, safety, and allow us to negotiate improvements in the near future!

Required:

- Current [HPAC insurance](#)
- [P2 rating](#) or above
- HAGAR certification for flight in [Class E Airspace](#), (per: Canadian Aviation Regulations)
- Current [WCSC](#) or [ISS](#) membership/visitor status (per: Land Access Agreement)
- Gate key for road access via approved route (contact Lars below)

Strongly Recommended(!)

- Airband radio and restricted aeronautical operators [license](#) for at least one pilot per group
- Inreach/Spot (registered to [XCFIND](#))
- Tree kit
- Bivy/overnight survival kit

Advisory

- This is Class E airspace above 700' AGL and there is NO CYA(H/S) in the valley
- The existing glider advisory on VNCs (general aviation charts) should NOT be confused with a CYA as it does not change airspace structure/class or legal requirements

Safety:

-Busy airspace! Sail planes, recreational, commercial, and forestry aircraft are very common

-Most commercial traffic between Mt Irwin and Loon Lake. Some N or Mt Hal.

-Strong valley winds and cloud suck especially late in afternoon.

- Monitor real time wind data at PA harbour for webcam

<http://www.bigwavedave.ca/webcams.php?cam=11>

-Gated logging roads, no retrieves, limited landing options beyond the last fields.

Locations:

Launch: (49.345663°, -124.832381°)

Loon Lake Gate access to launch: (49.250609°, -124.701821°)

Launch Parking: 49.346404°, -124.834733° (approximate)

Main LZ: Brian and Lisa's Farm on Granville Rd: (49.309491°, -124.845411°)

-If you leave a vehicle here, park in their driveway and not on the side of road.

Location of key: See contact for Lars below.

Pre-flight arrangements:

-We have permission to fly every weekend or holiday until March 2021.

-Request NOTAM with Kamloops FIR Number: (250 376 6278) on the day you intend to fly.

-Call Sailplane club (1-866-590-7627) and notify them that you will be flying

-Pick up key (Contact Lars below)

*** Members are responsible for safety of the key and will be charged a \$500 key replacement cost if key is misplaced.**

Launch Access:

-See attached road maps. Follow Loon Lake main to Macmillan main and appropriate branch roads as marked.

-Gate is locked; key must be obtained from local pilot.

-Use road frequency posted at Loon Lake gate while on logging roads. Announce:

"Empty pick-up at (X) km on (road name eg. Loon main)" on the way up, and "Loaded pick up at X km on (road name eg. Loon main)" on the way down.

-Launch and road access is on private property.

-Please drive safely, respect private property and equipment, stay on designated access route, lock gate behind you and keep key safe.

-As we only have one set of keys, a good option is to leave third vehicle parked at loon gate and store key here.

-Only WCSC/ISS parties are permitted to access site: please do not let anyone else in behind the gate.

-The launch is located about 200m to the SE from the parking area. At the time of writing, there is no trail to launch. Hike 5 min to the SE through well-spaced tree plantations to reach the launch site. There is no wind-sock so bring some flagging tape with you.

Launch Description:

The Mt Irwin "Deer Hunter's" launch is located in the saddle SE of Mt Irwin proper. The launch itself has a large, flat grass-covered area that has space to accommodate about two fully laid out wings. There is a natural rock launch-ramp which slopes nicely downhill towards the valley providing a

relatively safe and non-committing launch and still offering good clearance over some soft, 20 year-old saplings below. The site faces prevailing meteorological winds (from the SW) which help coax thermic cycles up to launch from the valley below. House thermals are found above the wide-open bowl below launch, the spines immediately to the SE and NW, as well as directly above launch.

LZs:

As above.

Airspace:

Class E Comox TCA 700ft to FL 23000. HAGAR required. Glass G below 700ft.

Local ridge soaring ROW:

- Standard ROW rules from CARs apply.
- Local ridge soaring rules apply to PG/HG/Sailplane pilots.
- International ridge soaring rules are used in the Beaufort valley: the pilot with the ridge to the right has right of way, while the pilot with the ridge to the left must yield and give right of way by turning away from the ridge.

Altimeter setting:

- Approximate sea level pressure can be found at BWD under “Alberni HQ”:
<http://www.bigwavedave.ca/latest.php>

Cross-Country:

- XC potential along ridgeline and out over the valley.
- Be aware that the logging roads to the NW of the last fields and to the SE under Arrowsmith are gated so be prepared to hike out; landing options among cut blocks are limited.
- Strong inflow late in the day can make the return trip south from beyond Mt. Cameron challenging.

Flying Season:

- Best XC season is in the spring and early summer; flyable until mid to late September.

Flight logs:

Please post your flights to your flight database of choice: www.XContest.org/PG Forum, Leonardo etc.

Feedback:

This document is a work in progress and we would value your feedback and/or suggestions etc. Feel free to send Brian Black an email with your input.

Primary Contacts:

Lars: 250 735 4521

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