

# GETTIN' THERE

## aviation information for local destinations

### Destination:

Sechelt (CAP3)

### Why Go?

There are a number of reasons to go to Sechelt – most of them challenges. The runway (11/29) is 2400 feet long so it is a good place to practice short field landings and take-offs. As you are travelling across the Geor-

gia Strait to get to Sechelt you will be flying at 4500 feet going there from Victoria and at 5500 feet coming home. As a result, you will be speaking with both Victoria and Vancouver Terminal – good experience for dealing with controllers other than Victoria Tower.

### Getting There

CAP3 is a bit difficult to find for the first time. Victoria and Vancouver Terminal will likely instruct you to fly to the western shore of Gabriola Island before starting across the Strait. This will be to minimize any conflict with larger commercial going into Vancouver. Once you get



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to the western shore of Gabriola, turn northbound and fly directly to the mainland. This will likely put you on a direct line to Sechelt. You will notice a gravel pit of sorts on the mainland and Sechelt airport will be just to the east of that. You should be able to see the field at mid-Strait.

Circuit height at Sechelt is 1300 feet and the downwind legs are over the water so you will need to cross mid-field at 1800 feet, descend to circuit height on the upwind side and then re-cross mid-field to join the appropriate downwind. Landing on runway 29 is pretty straightforward. Landing on runway 11 is not terribly difficult but there are trees up to 100 feet AGL and 300 feet from the extended centreline. There is also a gully about 400 feet from the threshold of runway 11 that sometimes provides some updrafts. Again, not too difficult for a competent pilot who is paying close attention to what he/she is doing.

## Local Knowledge

The attraction of Sechelt, as mentioned, is the challenge that it affords pilots. There is not much to do once you land as the town is a good way away. But once you have flown in, you will agree that it was worth the effort.

Be aware that the CFS mentions noise abatement procedures that need to be followed. Nothing complicated – circuit altitude of 1300 ft. and cir-

cuits over the water – so you shouldn't have any trouble complying. Have a look in the CFS before you go to ensure you're up-to-date on the current procedures.

## Weather

There's no METAR / TAF for Sechelt but you can have a look at those for Vancouver and also look at the METAR for Powell River. If there is agreement on weather at both of these places, you can be fairly sure that the weather will be consistent at Sechelt. You can also ask for a weather briefing when you file your flight plan.

## Important Links & Contacts

### Sechelt Airport:

[www.sechelt.ca/Live/Transportation/Airport](http://www.sechelt.ca/Live/Transportation/Airport)

### District of Sechelt:

[www.sechelt.ca](http://www.sechelt.ca)