

COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

APRIL 2018

See You in Saint John

Maritimes Hospitality for
COPA Convention
(P.53)

More than
120
Classified Ads
(P.58)

NON-OWNER INSURANCE

DON'T GET CAUGHT
WITHOUT COVERAGE

AVGAS FLOWING AGAIN

SUPPLY INTERRUPTION
IMPACTS GA

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ELECTION DEADLINE
APRIL 2

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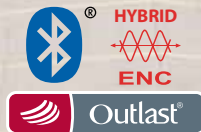
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COVER ART: Saint John's beautiful setting on the Bay of Fundy welcomes COPA delegates in June.
Photo by Paul Mifsud



FEATURE

53 SAINT AWESOME WELCOMES COPA

Maritimes hospitality and the beauty of one of Canada's most spectacular settings await delegates to the 2018 COPA Convention and Tradeshow in Saint John, New Brunswick June 21-23. Keynote speaker is Transportation Safety Board Chair Kathy Fox. COPA Flight 193, along with Atlantic Aviation, Saint John Airport and Hilton Saint John are jointly hosting the event, which includes important business meetings with plenty of fun social activities.

COPA **Flight**



EDITOR
Russ Niles
russ@copaflight.ca
250.546.6743

ASSOCIATE EDITOR
Steve Drinkwater

DISPLAY ADVERTISING SALES
Katherine Kjaer
250.592.5331
advertising@copanational.org

CLASSIFIED ADVERTISING SALES AND PRODUCTION COORDINATOR
Maureen Leigh
1.800.656.7598
classified@copanational.org

CIRCULATION
Maureen Leigh

ACCOUNTING
Anthea Williams

ASSISTANT ADMIN
Rajei Gill



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Canadian Owners
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75 Albert Street, Suite 903,
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SAFETY'S SUCCESS AVGAS FAILURE


Most of you reading this will likely have seen last month's first annual Safety Issue. We are thrilled at the level of positive feedback we received from the membership and how much many of you valued the articles and information included. One member commented to me: "it reads like a double-issue of Flying, but with articles relevant to Canada." As we indicated, we are tying the March issue in with the General Aviation Safety Campaign and the goal is to make it an annual staple for Canadian pilots.

As we go to press, we are just under one month to go in the voting for this year's Board of Directors elections. We have a record number of candidates running for the seven position this year and the level of interest and discussion the process has generated is an encouraging sign that the members are engaged in the organization and care about its long-term future. It is your organization and we encourage all of you who haven't voted to do so — either online on copanational.org or by requesting a paper ballot from our office. In order to be counted, ballots must be completed and received at COPA no later than close of business, April 3.

AVGAS

Anyone who has turned on the news in recent weeks has likely heard about the avgas shortage affecting airports across the country. Imperial Oil discovered a batch produced after Dec. 28 had conductivity levels that are

too high, causing concern for aircraft fuel gauges — particularly those of the capacitive type — and shut down production at the country's only avgas refinery in Edmonton. Since then, Imperial Oil has conducted testing at all affected airports and determined that the majority have fuel that is safe to use. Unfortunately, they have not resumed production and so airports are now running low on existing supplies. We are aware that some are arranging to import avgas from the US, though this appears to only be possible with a significant markup in price, something that will severely curtail springtime flying. Your COPA staff in Ottawa continue to dialogue with Imperial Oil as they seek to determine the cause of the contaminated fuel. We are hopeful that a resolution will be found soon and that flying activities can get back to normal.

This incident highlights the importance of the work COPA has been partially funding from the last few years at the National Research Council Canada to examine possible "drop-in" replacement fuels for 100LL, as a complement to the Piston Aviation Fuels Initiative, or PAFI, being undertaken in the US. Canada's direct contribution to the PAFI is the testing in radial-engine aircraft by the NRC (their Harvard Mk IV), and with their various test engines in their altitude chamber. Phase 3 of the current program expects to wrap up later this year, with project conclusion estimated next year. 

LE SUCCÈS DE LA SÉCURITÉ L'ÉCHEC DE L'AVGAS

Vous qui lisez ces lignes avez probablement déjà feuilleté notre édition du mois dernier, consacrée à la sécurité. Nous sommes très fiers du feedback positif que nous avons reçu de nos membres et combien plus-ieurs d'entre vous ont apprécié les articles qui s'y trouvent. Un membre l'a même qualifiée comme une double édition du magazine « Flying », mais avec du contenu canadien. Nous conjugons notre édition de mars avec la Campagne de sécurité de l'aviation générale et tenterons d'en faire une édition annuelle pour nos pilotes.

Au moment d'aller sous presse, il reste moins d'un mois pour les élections de certains directeurs au conseil d'administration de COPA. Nous avons un nombre record de candidats pour les sept postes ouverts et nous avons surtout été témoins de discussions et d'échanges de nos membres, ce qui dénote un engouement et un vif intérêt quant à l'avenir de COPA. N'oubliez pas que c'est votre organisation et j'encourage tous ceux et celles qui n'ont pas encore voté à la faire, soit en ligne à copanational.org ou en demandant un bulletin de vote papier à notre bureau. Tous les votes doivent avoir été reçus au plus tard le 3 avril.

AVGAS

Si vous avez un peu suivi les nouvelles d'aviation générale ces derniers temps, vous savez qu'il y a pénurie d'AVGAS qui affecte le pays tout entier. L'Impériale a découvert qu'un lot produit après le 28 décembre présentait des niveaux de conductivité trop élevés, ce qui pouvait affecter les jauges de carburant des aéronefs — en particulier celles de type capacitif

— et a donc arrêté la production à la seule raffinerie d'AVGAS du pays à Edmonton. Depuis, l'Impériale a fait des tests dans tous les aéroports touchés et a déterminé que la plupart avaient du carburant qui rencontre les normes. Malheureusement, elle n'a pas repris la production et les aéroports se trouvent maintenant en pénurie. Nous savons que certains prennent des dispositions pour importer de l'essence des États-Unis qui engendre une majoration importante des prix, ce qui réduira considérablement les vols ce printemps. L'équipe COPA à Ottawa continue de discuter avec l'Impériale alors qu'ils cherchent la cause du carburant contaminé. Nous souhaitons tous un dénouement rapide, que nos vols puissent reprendre normalement.

Cet incident souligne l'importance du travail que COPA finance partiellement au Conseil national de recherches du Canada (CNRC) depuis quelques années, pour trouver un carburant de remplacement au 100LL, complémentaire à la Piston Aviation Fuels Initiative (ou PAFI) entreprise aux États-Unis. La contribution directe du Canada au PAFI est la mise à l'essai par le CNRC des moteurs radiaux (dans le Harvard Mk IV) et de divers moteurs dans leur chambre en altitude simulée, ce qui permet de tester l'ensemble du système à diverses altitudes. La phase 3 du programme actuel devrait se conclure au cours de l'année, la fin du projet global étant prévue l'année prochaine. Il appartiendra ensuite aux législateurs canadien et américain d'approuver les carburants qui seront utilisés et au marché de choisir ceux qui entreront en circulation. ✈️



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SEND US YOUR STORIES, LETTERS AND PHOTOS

COPA Flight is the outlet for COPA members to let others know what they're doing to advance, promote and preserve the Canadian freedom to fly and we're here to share your stories.

Our Regions section publishes news about the myriad activities undertaken by COPA Flights across the country, our News section is the forum for stories of national interest that may be happening in your back yard and if you have something to get off your chest, write us a letter to the editor. We always appreciate nice, high resolution photos, whether to accompany your submissions or as part of our photo contest.

To help us deliver your message effectively and efficiently we ask that contributors follow a few guidelines.

The new format lends itself to concise, punchy stories that get the message across clearly and economically. Please keep event reports and local news stories to 300-400 words. Send them in a Word document without any formatting or inserted graphics.

News stories should be 500-1,000 words and make sure facts are checked and the statements made in the article are factual. We will edit out any libelous or erroneous material.

Letters should be no more than 500 words and be civil and respectful.

Photos must be sent in high resolution or we can't use them. A good rule of thumb is that if the image is 1Mb or larger it's good to go.

Remember that this is your magazine and among its roles is to reflect the activities, goals and objectives of COPA and we're happy to help you make COPA even stronger through an open channel of communications.

Send your submissions to russ@copaflight.ca. by the first of the month for inclusion in the next magazine.



✉ COVER DREAM

The airplane on your March cover was built by hand by my husband Stephen Mather and his late father Allan Mather. My husband Stephen has deemed it an extreme honour for their plane to have made the cover of your magazine. His late father Allan Mather was an avid reader of your magazine and Stephen knows how proud he would have been to see his plane gracing your cover!

Allan would have been extremely honoured and so very proud to have see it on your magazine. My husband Stephen would love a copy for us so we can frame one in his and his father's honour plus addition copies for his children so they have a small piece of their father's and grandfather's life dream.

Elaine Lamb

✉ GENDER EQUALITY VS. REVERSE DISCRIMINATION

I hate to write this during Women in Aviation Week, but I must put into words what many are only thinking. I feel as though our industry is working too hard to overcorrect for gender imbalance. Yes, there are less women than men in aviation, and yes, both genders are equally capable of performing any aviation-related task, from maintenance to piloting to controlling air traffic. The gender imbalance is not due to discriminatory hiring but due to the fact that, for some reason, there are less women applying for these positions or seeking the related training, just as there are fewer men who apply for fields dominated by women.

You do not have to spend much time in the air before hearing what seems like nearly half of all transmissions coming from women. Let me make one thing clear: I am not writing to dispute statistics. What I take issue with is the newly-accepted practice of reverse gender discrimination. I have both a son and a daughter and they are not responsible for what has happened in the past. What message does it send to my children when an organization is holding a girls only summer camp (Nav Canada Summer Camp COPA Flight March, 2018) or when, at events such as Girls Fly Too, only the female attendees can get a free helicopter flight and take part in certain activities?

It sends a message to my daughter that she is favoured for unique opportunities solely because of her gender, which instills a sense of entitlement from a young age. For her brother, it instills a sense of resentment toward his sister, and women in general, because he has been denied opportunities based solely on his gender. While these initiatives have good intentions, they are sowing the seeds for bigger problems in the future, when those seeds of entitlement and resentment blossom.

Yes, women are underrepresented in aviation. However, since we are facing industry-wide shortages of pilots, engineers and air traffic controllers, we should be promoting our industry to every young person, regardless of gender, race or sexual orientation and not blatantly discriminating against young boys who bear no responsibility for wrongdoings or false perceptions of the past.

These initiatives are insulting to women because they are saying, "Here is a head start and a helping hand because, without this help, you wouldn't or couldn't do it," which could not be further from the truth. Any self-respecting woman sees right through this and would rather be hired on merit, not as a result of the newly-acceptable reverse discrimination or, dare I say, affirmative action.

Jamie Lafortune

✉ MAKING IT YOUR OWN SAFELY

Many thanks to Jack Dueck for his article in the February issue of COPA Flight. When one makes the effort to contribute, there's always a risk that someone is going to pipe up and argue, and that might make us reluctant to contribute in future. So, my intention is not to argue; I just want to build a little on the information Jack provided.

Early aircraft designs usually consisted of a structure covered by fabric, wood or metal. The structure was designed to carry the lion's share (effectively 100 percent) of aerodynamic and other loads, while the covering provided aerodynamic efficiency while transferring some aerodynamic load only to the immediately surrounding structure (ribs, frames, tubes, etc.).

Most aircraft in the skies these days are of the semi-monocoque design, consisting of a system of structural members, frames, longerons, fittings, ribs and skins which together provide both structural integrity and most of the aerodynamic efficiency. In this design, there are a few non-stressed skins such as wing root fairings, some engine cowlings, wing tips, etc., but most of the aircraft skin contributes to the structural integrity of the aircraft as a whole. For further information, the FAA makes available a useful handbook: faa.gov/regulations_policies/handbooks_manuals/aircraft/amt_airframe_handbook/media/ama_ch01.pdf

When making repairs or modifications to an aircraft of semi-monocoque construction, in addition to considerations on the number, size and material of the fasteners, it is critical to consider the intended purpose, strength and durability of the skin because there is a high probability that the skin, including instrument panels and glare shields, is an integral part of the aircraft's structure. Fasteners must be of sufficient strength, number and spacing to adequately transfer loads from skin to skin and/or skin to frame.

When installing an access opening, we basically have two choices; reinforce the existing skin and structure so that

structural integrity is maintained whether or not the access panel is installed, or reinforce the skin and panel such that, with the panel installed, integrity is the same or better than it was prior to our modification. It usually ends up being a combination of the two.

Since we don't want to have to remove hundreds of screws each time we need access, this usually means installing doublers that will transfer loads from the fewer (albeit stronger) fasteners to the skin, which is compromised as soon as the number and spacing of fasteners is changed. In addition to the size, number and strength of the fasteners required, the skin size, purpose, strength (alloy), thickness, fastener spacing and pattern must also be considered.

Finding engineering information sufficient to design and implement modifications and repairs on GA aircraft can pose a problem, if indeed it exists at all. Manufacturers, assuming they are still in business, are reluctant to share this information. Some manufactures publish generic guidance, and some specific schemes or instructions exist, often in the form of bulletins. There is a whole other discussion on what constitutes a major repair or modification, but in the world of certified aircraft it has become increasingly difficult to implement "approved" repairs and modifications. If there is not a specific repair or modification scheme published by the manufacturer, then some form of approved engineering is required under the umbrella of an AMO.

While fastener failures are rare, and structural failures due to fastener failures even rarer, sadly there are too many examples of structural failures, sometimes fatal, caused by inadequate or improper repairs of semi-monocoque aircraft. It is the skin or structure adjacent to fasteners and/or extending from fastener holes that fail. So, even though the regulatory requirements for amateur-built aircraft may be less stringent, amateur builders want to benefit from the mistakes made and knowledge gained from the industry as a whole.

FAA AC43.13-1a is still considered acceptable data by TCCA, even for certified aircraft, and is available online for free. It provides a lot of information needed to design and implement repairs, useful when installing an access panel where there is none in the original design.

I am of course eager to be corrected on any of the above. I am an AME, though I have not made my living from working on aircraft for many years. I don't know what I don't know — a fact that I make part of my decision-making process — on aircraft and everything else.

Scott McFadden

✉ YOUTH MOVEMENT

Without a doubt, this is the strongest field of candidates I've seen in a long time for director of COPA's Southern Ontario region. Many of them have decades of experience in aviation and a wealth of additional qualifications that would serve COPA well. However, dare I say it, that also means they are well on their way to becoming old-timers like me.

The last thing COPA needs is to become, quite literally, an old boys' club. What we need is fresh blood. It's time to promote the younger candidates to positions of responsibility, where they can bring fresh ideas and new perspectives.

So it is exciting to see Alex Martins and Clark Morawetz putting their names forward. I don't know Morawetz, but I do know Martins and I know he will be a formidable asset in growing the COPA youth wing. He may lack thousands of flight hours, but he is intelligent, extremely personable and has a real passion for getting youth involved in aviation.

He has great ideas and the motivation to carry them through. I encourage all Southern Ontario members to take a close look at this younger generation. They are the future of COPA and their voices deserve to be heard.

George Patton

BOARD OF DIRECTORS ELECTIONS

COPA MEMBERS, IT'S YOUR TURN TO VOTE



On behalf of the membership and the Board, we thank the candidates who have put their names forward for election to help ensure that COPA continues to enjoy strong, capable leadership and governance. This year, elections are being held for positions in B.C./Yukon (2), Quebec (2) and Southern Ontario (3).

BEFORE YOU VOTE...

Candidate biographies are available in the March and April editions of COPA Flight, and online on the website copanational.org/en/elections/. All members in good standing who reside in the regions where elections are occurring are eligible to vote. Members in good standing who reside outside of Canada and have not selected a voting region previously, register your vote with the COPA national office by communicating your choice on or before April 2,

2018 (12 pm EDT) to Tessa Toutant at ttoutant@copanational.org, or 613-236-4901, ext. 107.

TWO VOTING PROCEDURES...

Voting is primarily conducted online via the members' portal on the COPA website. Eligible voters may also vote via paper ballot by requesting one from COPA's head office.

ONLINE VOTING:

Log in to the Members Only section at copanational.org/en/login/. Ensure you have your membership number handy;

- Select "Membership and Voting";
- Select "Election: Candidate Background and Voting" to view detailed candidate questionnaires and to cast your vote;
- Select "Submit" once you have voted.

Note: If you have already voted and wish to change your vote, all you need to do is log in and make the change. Only the change will be counted when you click the submit button.

VOTING WITH A PAPER BALLOT:

Contact Tessa Toutant: 613-236-4901 ext. 107 or ttoutant@copanational.org.

For paper ballots to be considered valid, they must be completed in full and received at COPA's office by Canada Post mail no later than April 3, 2018.

Election results will be published in the May issue of COPA Flight. Per COPA's policies and applicable legislation, newly-elected directors' terms will begin upon ratification of the election results at the Association's annual general meeting in June. 🗳️

MEMBRES DE COPA, C'EST À VOTRE TOUR À VOTEZ

Au nom de tous les membres et du conseil d'administration, nous tenons à remercier ceux qui ont posé leurs candidatures aux élections pour faire en sorte que COPA puisse continuer à progresser grâce à une équipe capable d'un leadership vigoureux et soutenu. Cette année, des élections auront lieu pour combler des postes en Colombie-Britannique et au Yukon (2), ainsi qu'au Québec (2) et dans le Sud de l'Ontario (3).

AVANT DE VOTER...

Vous pourrez consulter les biographies des candidats dans les éditions de mars et d'avril de COPA Flight ou, en ligne, sur le site web copanational.org/fr/elections-2/. Tous les membres en règle résidant dans les régions où des élections sont prévus sont admissibles à voter. Les membres en règle qui résident à l'extérieur du Canada et n'ont pas encore choisi une région où voter sont priés de communiquer leur préférence au siège social de COPA en communiquant avec Tessa Toutant à ttoutant@copanational.org, ou 613-236-4901, poste 107.

DEUX PROCÉDURES DE SCRUTIN...

Le vote se tient surtout en ligne sur le portail du site internet de COPA. Les électeurs admissibles peuvent aussi se prononcer sur un bulletin de vote classique qu'ils pourront obtenir en formulant une demande en ce sens au siège social (le bilinguisme du portail de scrutin est en construction, merci de votre patience et de votre collaboration.)

SCRUTIN EN LIGNE :

Connectez-vous à la section réservée aux membres sur copanational.org/en/login/. Ayez votre numéro de membre en vue;

- Choisissez « Français » en haut à droite et cliquez sur « Profil et élections au conseil » ou « Membership & Voting » si le choix apparaît en anglais;
- Cliquez sur "Election: Candidate Background and Voting ", afin de prendre connaissance du profil des candidats et pour remplir votre bulletin de vote;
- Cliquer sur "Submit" après avoir voté.



Note : Vous pourrez modifier vos choix jusqu'à la fin du scrutin, le 2 avril.

BULLETIN DE PAPIER :

Contactez Tessa Toutant: 613-236-4901, poste 107, ou ttoutant@copanational.org;

Pour être valides, les bulletins sur papier devront avoir été remplis au complet et être parvenus au bureau de COPA par courrier de Postes Canada, au plus tard le 3 avril 2018.

Les résultats du scrutin seront publiés dans l'édition de mai de COPA Flight. Conformément aux politiques de COPA et aux règlements en vigueur, le mandat des directeurs nouvellement élus débutera au moment de la ratification des résultats dans le cadre de l'Assemblée générale annuelle de l'association en juin. 🗳️

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NEWSLINE

BRITISH COLUMBIA AND YUKON (2 POSITIONS):



BLACK, DAVID NORTH VANCOUVER, B.C.

David has been an active participant in general aviation for over 35 years. He regularly flies with his pilot-wife throughout Canada and the U.S. and has flown general aviation aircraft in England, Germany, Israel and Jordan.

David is the current president of the Golden Ears Flying Club (at CYPK) (goldenearsflying.org) which operates two Cessna 172s for its 25 members. In that capacity, David also organizes aviation presentations on topics ranging from Pilot Decision Making to Terminal Procedures to Travel Logs to Aviation Humour.

David and his wife are Restricted Operator Certificate-Aeronautical (ROC-A) examiners. They run a program that brings aviation into B.C. high school classrooms as a means of teaching Science, Technology, Engineering and Mathematics (STEM) subjects and aviation-related courses like Cockpit Math, Leadership Through CRM, Aviation Weather and Careers in Aviation.

Over 20 years ago, David founded the Air Time Canada Youth Aviation Program (airfun.org) which uses aviation to help young people develop

self-esteem, confidence and leadership skills. In 2013, he received the Emilia Earhart Award of Merit from the Ninety-Nines at their annual convention in Montana for his work with troubled youth. Through the Air Time Canada program, David has personally conducted over 1900 first-flights and has seen a significant percentage of those people go on to become private or commercial pilots.

David spent some years as an air traffic controller and has worked at Boundary Bay tower (ZBB), Vancouver Centre and Vancouver tower (YVR).

In his current professional life, David is the director of technology for a transportation security company in Metro Vancouver. In that role, David has had a lot of experience leading complex projects and communicating with management teams, corporate boards and government organizations.

David is a passionate supporter and advocate of general aviation and has an excellent understanding of flight safety and flight operations. He is an articulate communicator and well versed in digital media and communications.



**COCHRANE, PAT
COLDSTREAM, B.C.**

I am requesting your support in electing me one of the B.C./Yukon COPA directors.

I received my private pilot licence in 1990 and am current as of February 2018. I own a 1/4 share in a Piper Turbo Arrow III which is hangared at Vernon B.C. (YVK) and am a member of the Vernon Flying Club (COPA Flight 65).

I have extensive board and committee experience. I am in my 22nd year as a municipal councillor, having served 12 years at the City of Vernon and the remainder at the District of Coldstream, where I have chaired numerous committees as well as well as represented the community as acting mayor.

I find as a pilot that there is always more to learn, whether it is new upgrades in the airplane or changes to procedures. To help me be an effective board member, I will draw on the knowledge and experience of B.C. and Yukon COPA members.

COPA has an important role in protecting and improving general aviation in Canada. I will use my board and committee background to help COPA be successful.

As a COPA board member, I will work co-operatively with fellow board members and senior staff to make the best decisions possible on behalf of COPA members.

Please take a few minutes to vote and make Pat Cochrane one of your choices for B.C./Yukon director.



is to try to bring a fresh, more youthful perspective from the members at large about how to make COPA a more relevant organization to young and experienced aviators alike. As a COPA member, in addition to its important role as preserving our freedom to fly, I personally believe that COPA should also be the hub for everything aviation, including the social hub for participation, knowledge and events. I want to help achieve this. Additionally, I hope to use this experience to increase my profile within the COPA organization to become a more knowledgeable general aviation advocate. The biggest skill I can bring to the board is my 20+ years of business management experience by delivering a calm, level-headed approach and willingness to listen and consider all perspectives of issues. I am progressive and embrace new thoughts and ways of doing things. I may not have a significant amount of professional aviation experience behind me, but I have the passion, enthusiasm and dedication to represent B.C. & the Yukon, and to do my best to ensure our members' voices are heard as well as to guide future progressive changes to make this great organization one that reflects the beliefs of pilots in Canada.

**LORING, ARTHUR
KAMLOOPS, B.C.**

I am an enthusiastic 42-year-old small-business owner from Kamloops, B.C. My private licence was obtained in 1998 and I have been active in general aviation ever since.

In the past three years, I have significantly increased my activity by purchasing a Diamond DA20, which has allowed me a great opportunity to do more flying both locally and cross-country (my most recent trip being to Nevada). With becoming

more active again, I have also recently obtained my night rating and hope to pursue additional learning opportunities soon. In 2017, I was elected as the vice president of the Kamloops Flying Club (COPA Flight 82), where we have faced similar challenges of other clubs such as declining and aging membership, and are in the ongoing process of addressing those challenges to create a more vibrant and relevant club. I was re-elected to hold the same position for 2018. My main reason for wanting to become a COPA director

**LYTHALL, PETER
FORT ST. JOHN, B.C.**

I have been active in aviation for most of my adult life. As a youngster, I was introduced to general aviation flying with the grandfather of one of my childhood friends. Grandpa was a back-country outfitter and my first experience flying with him was memorable, sitting on freshly oiled yet well-worn saddles and salt blocks in the rear of a rough 172 without any seatbelt; when the baggage door opened in flight, he shouted at me to not fall out. And so it began; I started flying lessons when I was able to drive myself to the local airport.

I have been involved in both the experimental and certified areas of aviation, having built a Vans RV-7 kit-plane several years ago. I have had the opportunity to own several certified aircraft and to use these aircraft as tools for business as well as recreation. Whether it was used to attend to client meetings in remote areas or to enjoy the Canadian backcountry on a weekend camping trip, I have embraced aviation as part of a successful business and rewarding personal lifestyle. I have logged over 2500 hrs



of flight time in a variety of different aircraft as I pursued and completed my various ratings that have culminated in a Single/Multi Engine Land and Sea with a Group 1 IFR rating.

As a member of COPA Flight 180 I assisted with bringing a successful COPA for Kids event to Fort St. John in 2017, and I previously volun-

teered as a pilot with COPA for Kids in Alberta. I believe I can bring a fresh voice and a well-rounded GA perspective to issues facing the membership in western Canada. I am committed to ensuring that our rights and freedoms as a community are maintained for the current and future generations of aviators.

**MCELROY, DAVID
KELOWNA, B.C.**

Flying: 3500 hrs current SE/ME/IFR
Ownership — about 8 aircraft, both solely & in partnerships, including a C-140, Harvard, BE23, PA-24-250 and an RV-6.

- COPA — member since 1967 except the 15 years I spent in the UK between 2000-2014
- Past chairman, Scottish Aero Club, Perth, UK
- Current president, Kelowna Flying Club/COPA Flight 36
- Current director, B.C. General Aviation Association
- Reason for interest: my broad experience, well-suited to make a contribution to COPA members and members-to-be.
- Single most important skill: Leadership.



My bio speaks for itself. Lifelong passion for aviation which has included many multi-country expeditions including a round-the-world

flight. I want to share this passion with younger people and bring them into aviation. I am well-equipped to do so.

WELTE, KEN NANAIMO, B.C.

I hold a Cat-3 medical, with a night VFR rating, with 800 hours on type total PIC time of 900 hours. I am competent at flying from both left and right seats of a Cessna, an Arrow and a Comanche. I have around 300 off-airport landings under my belt. Nanaimo grass, Vargas Island and Nootka Island beaches, Dog Creek, etc. (again, landing from both left and right side of the aircraft). I have flown most of British Columbia, big chunks of Yukon, Alaska, Alberta and Washington state.

I own a Cessna 172, and am with the Nanaimo Flying Club and Nanaimo Air Cadets. I have supported the local COPA for Kids events at the Nanaimo chapter, and I have in the past been a Cadet Familiarization Pilot. I run the Flying Scholarship program at my Air Cadet squadron.

I believe that recruitment of new members is the biggest requirement for COPA over the next few years. With the drastic requirements for pilots in commercial aviation, our COPA voice needs to be strong to advocate



for access to airports and airspace. As costs, soar, we need a strong voice to support general aviation.

My single most important skill is being a comfortable and an effective public speaker in front of any size of group. My second-most important skill is that I have a passion for mentoring leadership in youth.

I was born in Campbell River, B.C. and graduated from Nanaimo District Secondary High School. I attended Malaspina College and studied science and social sciences.

As a teenager, I was an air cadet. I

received my private pilot licence while in college. I am a civilian instructor with the air cadets and run the flying program. I mentor young cadets on career planning and life skills. I complete one big flying trip every year.

I am a pragmatic and professional negotiator, I own my own business and understand how to keep costs in check. I understand that costs are our biggest barrier to enjoying general aviation. As commercial aviation grows at an unprecedented pace, we need a strong voice advocating for general aviation, from the local airports to the Federal government. I

WHITTEMORE, MARC KELOWNA, B.C.

My spouse Susanne and I are passionate aviators, flying for pure joy and fun. Living in B.C. affords us the opportunity to go to see places we would not get to as often otherwise, with our busy work schedules.

My flying dream got real at around 1995 and have about 1100 hours to date. I hold a private licence with instrument rating, and have owned eight beautiful single-engine birds over the years; currently flying a Mooney Rocket and a Maule. We are proud members of the Kelowna and Nanaimo Flying Clubs and our informal Nakusp Flyers Group. Why a COPA director? Our mission statement centres on freedom to fly. This freedom is always under threat from a variety of sources, and my main reason to stand for election is to help continue the work to preserve

this great freedom which I cherish. There are two other related reasons which indirectly contribute to preserving and enhancing the freedom. Firstly, it would be so helpful to establish some type of pilot support program. Many new pilots are too intimidated to fly to destinations they would like to. The system appears at first to be overwhelming; one or two flights with a fellow pilot on board is all it takes. Kelowna to Victoria is an example — a bit daunting but a conversation and ride with someone familiar is all that's needed; fellow pilots helped me long ago and I've helped others over the years. A structured program would help pilots overcome these intimidations. Secondly, ATC has different criteria for control in mountainous regions driven by safety. I advocate for extra training and knowledge to be built into our private licensing for



those training in mountainous regions to help pilots avoid the various insidious risks associated with mountain flying, and at the same time increase the freedom to fly by equipping pilots with more knowledge. As a practicing lawyer in Kelowna for 30+ years, I bring knowledge of legislative and regulatory schemes and a healthy wariness of the agendas of government and lobby groups. If elected a COPA director, I will serve faithfully and diligently.

SOUTHERN ONTARIO (3 POSITIONS)

ABLEY, JOE LONDON, ONT.

I learned to fly in the late '80s at the Cranfield airport in the U.K. (EGTC), in Cessna 150s and 152s. After getting my PPL at age seventeen, I spent the better part of three decades first at university where I had no money to fly, and later working in the tech industry in Europe, New Zealand and Canada when I had no time.

It took me until 2015 to get my priorities straight in the form of a Canadian licence. I now have a couple of hundred hours logged and hope to complete my instrument rating and commercial licence this summer. It turns out, despite all that time not flying, I still get the same giant smile every time I sit in the left seat or open a hangar door to the delicious aroma of

oil and avgas. I own a 1992 Grumman AG 5B Tiger (FBLY), which I bought in Kamloops, B.C. in January 2017 and flew back across the country to London airport (YXU), where it is now hangared. I am a member of Aviateurs. Quebec, COPA and COPA Flight 75, based in St. Thomas, Ont. (YQS), which is where I am doing my Instrument and CPL training. I'm also a current member of AOPA and the AYA (a Grumman type organization). I would like to be a COPA director because it seems like a great way to contribute back to the Canadian general aviation community whilst also getting a better insight into aviation in Canada in general. I have not-for-profit board and governance experience in a consensus/community context through my work designing and operating



global Internet infrastructure. However, I think the most useful skill I can contribute is the desire to focus on pragmatic, real-world answers to real-world problems.



ARMSTRONG, PAUL TORONTO, ONT.

I gained my interest in flying through my father, who was an R.C.A.F. fighter pilot who learned to fly in the British Commonwealth Air Training Plan. I joined COPA before I started flight training in 1975.

I have a commercial licence and currently fly 250 to 300 hours per

year, with most of my flying done on floats or amphibious floats conducting initial or recurrency training, insurance checkouts and aircraft ferrying. I am a Transport Canada Authorized Person. I was a partner for many years in a Part 703 Air Taxi operation that primarily did seaplane training under contract to a community college. I currently do not own an aircraft,

however I have access to a number of float and amphibious aircraft as I require. In addition to my flying background, I have considerable experience in the insurance field, at both the company and broker sides of the business. I am a member of the Ontario Seaplane Association and reside in Toronto. My main interest in becoming a director is to give back to aviation some of the skills and use the relationships I have developed in my varied tenure in aviation. Aviation in Canada has become increasingly costly and complex, and governments at all levels have become increasingly aviation-adverse at best, with it being viewed as a tax generation opportunity at both the federal and, even more, provincial level in Ontario. The biggest skill I can offer the board is my persistence, whether it is through motivating for a more engaged membership that will encourage COPA to be more than a \$200 hamburger club, or through helping an engaged board and executive to become a more active lobbying force.

ELWOOD, KEVIN STAYNER, ONT.

I am a husband, father, commercial pilot, business owner, landowner and elected municipal councillor in Stayner, Ontario. I have had a long-time love of flying, beginning flight training in 1986 and now carrying an ATPL licence, having flown 25 aircraft types. I have a network of industry relationships, from recreational pilots through to professional pilots, maintenance engineers and airport operators. I have owned several planes during my 32 years as a pilot, including ultra-lights, a Cessna 150, a Cessna 185, a Cessna 206 and a Piper PA11-S.

While flying is my passion, it is also my business and supports my family. I am a professional contract pilot flying the de Havilland Turbo Beaver. Prior to this, I was a corporate pilot from 1997 to 2006. I have 5650 hours flying, in every province and territory in Canada, and most of the continental U.S. and Europe. Our 100-acre farm is the home of Clearview Field (LV2), supported by RCAP IFR approaches. In 2009, I became aware of a proposed wind turbine project on land adjacent



to Clearview Field and close to Collingwood airport (NY3). I researched to understand how a dangerous proposal could be founded in government policy. To my dismay I learned that aviation facilities and procedures had been ignored by the provincial government even after COPA testified and submitted comments during the drafting of energy legislation. This gap in legislation resulted a project being approved by the province whereupon the onus was on the aviation community to appeal and prove it would result in harm to human health. With

much personal sacrifice, community support and COPA support the approval was revoked. I developed a knowledge of how aviation's community benefits are overlooked by both government and policy advisors. COPA has made it a priority to ensure general aviation is recognized for its contribution to society, be it economic or social. This aviation knowledge and government experience can assist COPA in protecting personal aviation and promote it as a valued, integral and sustainable part of the Canadian community, now and into the future.



HATCHER, CONRAD ST. CATHARINES, ONT.

My flying career began when I took my first lesson in 1975, in a Piper Cherokee, at the St. Catharines Flying Club. Since that time, I have amassed over 20,000 flying hours in a variety of aircraft as an instructor, charter, airline and corporate pilot.

Currently I work as a Class 1 Flight Instructor at the St. Catharines Flying Club, to which I returned after spending 14 years as an inspector at Transport Canada. I enjoy teaching both new pilots and those who are pursuing advanced ratings or learning to fly a different aircraft. I am also an active Pilot Examiner which affords me the opportunity to travel regularly around southern Ontario to a variety of airports and flying operations. I am able to get to know many more enthusiastic

pilots who I would otherwise not get to meet. My single most important reason for becoming a COPA director is that I am concerned for the future of personal aviation and I want to contribute to ensuring that it continues and thrives. I want to promote our segment of the aviation community and ensure that we expose as many new people as possible to the world of general aviation. I believe that the most important skill I can bring to the COPA board is that of a communicator. I want to tell our story and articulate our vision and values to the general public and the aviation community. If we fail to articulate our view of the world of aviation effectively, others will do it for us and it may not be accurate or favourable. I believe that I can use my experience, skills and talents to assist the board in achieving all of our mutual goals.

**JAVANPOUR, OLIVER
OTTAWA, ONT.**

Oliver is an avid pilot and has been flying since 2001. Among his flying adventures, he has flown his vintage aircraft from the west coast to the east coast. He has been a member of Rockcliffe and Ottawa flying clubs at various intervals. He is an instrument-rated (IFR) multi-engine pilot who has interests in regulatory topics and concerns around general aviation and economic development issues related to local airports in his town and province.

During the past year he has been closely involved in the upgrade and restoration of his vintage (1946) tail dragger. Oliver is a senior consultant working and writing extensively in the area of public policy, including privacy, governance, strategic planning and global affairs. Since 1996 he has worked closely within the public sector in Canada and the U.S. to develop public, business and operational policies that address the changing needs of governments. His insight into technology, legislative and legal nuances and operational mechanics have enabled

him to offer comprehensive and integrated strategic solutions to his clients. During the 1980s and 1990s Oliver was an active team member of several high technology firms in Ottawa. Oliver worked in various capacities, from highly technical positions to managing marketing and client relationships on an international scale. Oliver is a dedicated volunteer in the field of non-profit organizations and a supporter of health, education, arts and culture in Ottawa. For the past 25 years he has assisted non-profit organizations with community / government relations and organizational sustainability through his role as a board member, fundraiser and committee chair. Oliver is currently serving on the board of governors of Carleton University. He is the vice-chair of the governance committee. Oliver is encouraged to see COPA's recent direction in working collaboratively with various governmental organizations to protect and promote general aviation in Canada, and conduct studies in areas of aviation and economic development. To this end, as a member of COPA, he feels that his extensive



non-profit volunteer board experience could be used to assist COPA in planning general aviation sustainability and future planning. Oliver feels he may be able to share some lessons learned and experiences with COPA board and organization.

**LIGHTSTONE, PHIL
RICHMOND HILL, ONT.**

Phil is a licenced pilot with over 1700 hours, holding Night and VFR OTT ratings. He has volunteered with a number of aviation organizations, including Young Eagles, COPA for Kids, Hope Air, Canadian Air & Space Museum, Pickering Airpark, and is a member of the Buttonville Flying Club (COPA Flight 44). He is a partner in a Commander 114B. Aviation is part of his DNA; at an early age, he was building and flying balsa model airplanes, rockets, radio-controlled models and full-scale aircraft. He has been or is a member in the Academy of Model Aeronautics, Model Aeronautics Association of Canada, Kingston R/C Modellers (past director), Richmond Hill Model Airplane Club (past director), AOPA and COPA.

Phil is the past president and director of the Local Area Network Dealers Association (LANDA), representing the network industry in Canada. LANDA's focus included education, mentorship, collaboration, social and end user awareness. He has sat on numerous North American IT Industry advisory boards. He is the former marketing director of the Office Automation Professionals of Canada. Phil has written articles appearing in Canadian Jeweller Magazine, Computing Canada, COPA Flight and LinkedIn, and endeavors to educate and share his knowledge. Phil's interest is to help COPA execute meaningful change to impact the day-to-day flight and aviation experiences for COPA's membership, the aviation industry and the general public. As a technology professional and general aviation pilot, he brings the skills to



help COPA transition into the digital era and grow COPA's membership, including attracting new student pilots. Phil's DNA is about insightful execution and delivery.

MARTINS, ALEXANDER TORONTO, ONT.

COPA is an organization that has made a significant contribution to Canadian culture, history and identity. Growing up in a generation where many are tied to their electronic devices, general aviation and COPA has been a source of meaningful personal interactions, friendships, once-in-a-lifetime experiences and lifelong memories. This, unfortunately, is not the experience of many of my peers, which is why I would like to take on the task, as a director of COPA, to recruit young members. This would be best achieved by attending flying schools, colleges and universities to give a worthy pitch on the benefits and possibilities as a member of COPA. My single greatest advantage is being a member of my target audience, bringing a fresh viewpoint and vision for the future of COPA.

I fell in love with airplanes at the age of 10 at Ontario Place, sitting in an Air Cadet glider that was on display. I later joined Air Cadets, and years later finished with a glider and private pilot licence. Since then, I have become a member of the Brampton Flying Club,



flying the Cessna 152, 172 and learning tailwheel in a Bellanca Citabria. I am also a member of the York Soaring Association, where I flew two glider types and towed gliders in the club's towing aircraft. As a COPA director, experiences like these are what I hope to grow for today's youth. Currently,

I study Commercial Aviation Management at the University of Western Ontario, where I hope to open a university-based COPA Flight for aviation students. Given the opportunity, I hope to grow COPA's membership everywhere possible, so that it will be sustainable going into the future.

MORAWETZ, CLARK TORONTO, ONT.

I have been flying my entire life. I don't know when my first flight was. I grew up in general aviation, flying with my father and his friends for breakfast every Sunday morning. Flying is in my blood. I obtained my Glider and Private Pilot Licences as a member of the Air Cadets.

Since then, I have accumulated over 5000 hours of flying in everything from homebuilts to the Q400. Today, I work as a captain at Porter Airlines. While being a pilot is my profession, it is also my passion. Since I learned to fly, I have volunteered at COPA, Young Eagles and Women in Aviation events. In 2010, I helped Oshawa airport become the Most Female-Friendly Airport in the

World by flying more women in general aviation aircraft than anywhere else on earth. In 2011, Women of Aviation Week awarded me the Most Unusual Introductory Flight top prize. In 2017, I was given the President's Award by COPA for my work on COPA's Strategic Planning Committee. I am currently a member of COPA Flight 32, based out of Billy Bishop Toronto City Airport. For as long as I can remember, I couldn't wait for the next edition of COPA Flight to show up in the mail so I could check out the classifieds and dream about owning my own airplane. In 2017, my girlfriend and I purchased our first airplane, a 1971 Cessna 172L, through COPA Flight. I want to be your next director for Southern Ontario because I feel I have the ability to



bridge the gap between the general aviation community we have now, and the community that we need to have in the future.

**PECKHAM, RANDY
OTTAWA, ONT.**

Randy has been a pilot since 1985, holding Glider, Private and Commercial pilot licences. He is qualified for single- and multi-engine land aircraft, with a Group 1 IFR rating. He currently owns and flies a Cessna 340A and flies around 300 hrs per year for business and personal use. Previous aircraft ownership includes a Diamond DA40, Cessna T310R and a Piper Cherokee PA28. He has been a member of COPA since 2008 and an AOPA member since 2011.

Randy is an active member of the aviation community, with a passion for promoting general aviation. It is his belief that, as a COPA director, additional visibility can be brought to the aviation community with a goal to further highlight and validate its importance in Canada. Enabling and empowering general aviation while protecting and enhancing the availability and accessibility of aviation resources is his primary goal. Additionally, promoting the accessibility of aviation to the general Canadian population, and facilitating modernization of aviation, will be beneficial to aviators and passengers alike.



Randy has been involved in running numerous businesses, as well as working in the federal sector at the senior administrator level. He has served as an officer in the Canadian Forces. He

is versed in the functions of a board of directors, and understands the efforts and processes required to effect change and to influence decision-making.

**RONAN, DOUG
BRECHIN, ONT.**

I started flying at 14 with a good friend of my father, George Trelford, who had a Cessna 180 on floats. He taught me how to fly on many bush-flying adventures throughout Canada and the U.S. From then on, flying has been my life. During high school I worked at Markham airport as assistant manager. I was an apprentice AME at Markham and at Ken Wilson Aircraft. In 1988, I bought my first airplane — a 1964 Cessna 150; since then, I have owned over 125 airplanes and have accumulated approximately 6000 hours.

In 1990, I started my business, Doug Ronan Aircraft Sales, selling aircraft, doing restorations, operating a structures AMO, and salvaging aircraft. We

operate from our 150-acre private airport with two intersecting 2000-ft grass strips and a 2000-ft water runway near the northeast corner of Lake Simcoe. I have extensive experience dealing with all aspects of both certified and homebuilt aircraft.

In March 2004 I formed the Ontario Seaplane Association (COPA Flight 110). In 2004, I was appointed to COPA's six-member National Seaplane Advisory Committee to deal with seaplane issues across the country. I was invited by Transport Canada to take part in the Responsible Aerodrome Development focus group in 2015/2016. I am currently a field director for the Seaplane Pilots Association and a director for the International 180/185 Club. I was a COPA director for seven-and-a-half years, and fought



and won many battles on behalf of general aviation in Canada. I look forward to your support in the upcoming election as a COPA director for Southern Ontario for a third term.

QUEBEC (2 POSITIONS)

BEAUCHESNE, JONATHAN MONTRÉAL, QUE.

Originaire de Montréal, Jonathan Beauchesne est pilote depuis près de 17 ans et détient sa licence de pilote commercial (canadien et américain) depuis 2010. Il possède également ses annotations multi-IFR, nuit et hydravion.

Jonathan siège au conseil d'administration de COPA depuis 2014. Il a défendu plusieurs aéroports, dont St-Hubert, Mascouche et Neuville. Il a rencontré de nombreux membres au cours des dernières années afin de faire rayonner COPA et permis la création de trois nouveaux Clubs COPA au Québec. Il souhaite



continuer de défendre les intérêts des aviateurs canadiens et trouver des opportunités qui permettront de faire croître le monde de l'aviation générale à l'échelle nationale.

Living in Montreal, Jonathan Beauchesne is a pilot for almost 17 years and holds a commercial pilot licence (Canadian and U.S.) since 2010. He also has multi-IFR, night and seaplane ratings.

Jonathan sits on the COPA board of directors since 2014. He defended several airports, including St. Hubert, Mascouche and Neuville. He has met many members over the past years in order to promote COPA, and helped to establish three new COPA Flights in the province of Québec. Jonathan wants to continue to defend the interests of Canadian pilots and find opportunities that will help the world of general aviation to grow countrywide.



MAJOR, PAUL-MARC GATINEAU, QUE.

Je me présente en tant que candidat au poste de directeur dans la province de Québec au sein de la COPA. Pilote privé avec une annotation VFR-OTT et vol de nuit ainsi que membre de la COPA depuis 1999, je suis propriétaire-partenaire d'un avion de type Cessna 172. Je suis membre du Ottawa Rockcliffe Flying Club, de l'Association des gens de l'avion de Gatineau et membre d'Aviateur.Québec.

J'ai vendu mon commerce, il y a près de 2 ans, je suis donc jeune retraité, ayant maintenant beaucoup plus de temps à vaquer à mon vif intérêt pour l'aviation qui est ma principale passion. Ma grande disponibilité et mon enthousiasme à occuper ces fonctions sont des motivations supplémentaires à travailler et faire avancer des dossiers difficiles afin de les mener à terme avec soin et de façon méticuleuse dans le domaine. Ces nombreuses expériences acquises dans mes occupations des 25 dernières années seront assurément un atout dans l'exercice de ces fonctions. Mon but est d'offrir mon temps et mon savoir au service de l'équipe en place en joignant le conseil d'administration de la COPA et ainsi continuer au sein de cette équipe d'atteindre les buts et les objectifs de l'organisme et ainsi continuer avec vous de mieux servir le domaine de l'aviation. En résumé, ma grande disponibilité, mon vif intérêt dans le domaine, ma rigueur et mon efficacité sont mes meilleurs atouts à joindre votre équipe pour ce poste.

I hold a private pilot licence with night and VFR-OTT ratings. I've been a member of COPA since 1999. I am the co-owner of a Cessna 172, a member of the Ottawa Rockcliffe Flying Club, as well as of the AGAG (Association des Gens de l'Aviation de Gatineau) and Aviateur.Québec.

I sold my business about two years ago, so I can now say I am a rather young retiree with much time to spend on what has been a lifetime passion. Being both readily available and keen at undertaking such a role, I bring motivation that will most certainly help me move forward with a number of difficult issues still at task. The vast experience I have acquired during the past 25 years will help me perform efficiently as I sit on the board of COPA. My aim is to make my time, my drive and my knowledge fully available to the management team of COPA so it can pursue its mission to promote and preserve the best interests of aviators. To sum it up, my availability, my sharp interest for aviation, my thoroughness and my efficiency remain my best assets as a future member of your team.



To advance, promote and preserve the Canadian freedom to fly.

As a COPA member you'll enjoy the many benefits that we offer, including but not limited to:

- Group insurance programs for aviation, life, dental, accidental death, emergency medical, home and auto, UAV
- Car and hotel discounts
- 5% discount with VIA Rail
- Monthly issues of COPA Flight
- Website Members-only section which includes free guides, updated articles, and community events
- A BMO MasterCard; whenever you make a purchase, a payment is made to COPA from BMO Bank of Montreal at no additional cost to you
- Discounts on other aviation publications including Wings, Helicopters, Canadian Aviator, and Air Maintenance
- Attending our convention to network and engage with fellow aviators

Join now and support aviation in Canada today!

Canadian Owners and Pilots Association
75 Albert Street, Suite 903
Ottawa, ON K1P 5E7
T: 613-236-4901
copa@copanational.org
www.copanational.org



DELORME, MATTHIEU LONGUEIL, QUE.

Membre de la COPA depuis 1999, je suis un passionné de l'aviation. Je suis propriétaire d'un Cirrus SR22 (GNTU), j'ai construit un S45 Mystère (GPMD) et je suis membre du conseil d'administration de l'aéroport de St-Mathieu-de-Beloeil (SB3). J'ai ma licence Privé IFR/Nuit depuis plus de 40 ans.

Au niveau professionnel, je suis premier vice-président du groupe Canam au niveau de la technologie et j'ai toujours été très actif au niveau de l'innovation (voir mon C.V.). J'ai cinq enfants, toutes des filles, de 23 à 33 ans. Ma plus vieille est contrôleur aérien chez Nav Canada et j'ai un gendre pilote à Air Canada. Je désire joindre la COPA afin de m'impliquer encore plus dans le développement de l'aviation générale afin d'en assurer la pérennité et d'en faire la promotion chez nos jeunes. Avec l'expérience acquise dans la gestion d'un petit aéroport et mon expérience en entreprise, je pense que je peux apporter à la COPA des conseils judicieux et des idées d'évolution novatrices. Ayant à voyager beaucoup en région, je réalise l'importance de garder les accès aux aéroports de ces régions, je connais plusieurs entrepreneurs dont le choix des emplacements en région est basé sur la proximité d'un aéroport.

A COPA member since 1999, I am an aviation enthusiast. I own a Cirrus SR22 (GNTU), I built a S45 Mystère (GPMD) and I am a member of the board of directors of St-Mathieu-de-Beloeil airport (SB3). I have had my private licence (IFR/Night) for over 40 years.

At the professional level, I am senior vice-president of technology for the Canam Group (CIO,) and I have always been very active in terms of innovation (see my resumé). I have five children, all girls, from 23 to 33 years old. My oldest is an air traffic controller at Nav Canada and I have a son-in-law who is an Air Canada pilot. I wish to join COPA to become even more involved in the development of general aviation to ensure its sustainability and to promote it among our youth. With the experience gained in managing a small airport and my experience in business, I think that I can provide COPA with sound advice and innovative ideas for change. Having to travel a lot around the region, I realize the importance of keeping access to regional airports. I know several entrepreneurs whose choice of locations in the region is based on the proximity of an airport.

**MESSIER, JEAN
MONT-SAINT-HILAIRE, QUE.**

Pilote depuis 1979, avec un peu plus de 3.000 heures de vol, détenteur d'une licence de pilote de ligne avion (ATPL) et d'une annotation flotteurs.

Au fil des ans j'ai eu le privilège de parcourir l'Amérique du Nord à bord de mon Mooney. J'ai fait carrière dans le domaine de la transformation et de la distribution de produits alimentaires jusqu'en 2010. En 2013, suite à la démission d'un directeur du Québec, on m'a demandé de me joindre au conseil de la COPA. J'avais du temps de disponible, le domaine de l'aviation me passionnait et j'ai pensé que mon expérience passée pouvait être utile, j'ai donc accepté. Les défis rencontrés m'ont plu et m'ont ainsi motivé à présenter ma candidature aux élections de 2014. Au cours des cinq dernières années j'ai participé à toutes les réunions du conseil d'administration et contribué sur plusieurs comités. J'ai occupé la fonction de vice-président de l'Est de 2014 à 2016 et depuis celle de président du conseil, ce dernier mandat se terminant en juin 2018. Je crois fermement que nous les pilotes et propriétaires d'avions avons besoin d'une association forte et dynamique pour nous représenter, pour défendre notre liberté de voler et surtout pour partager notre passion. Je sollicite un dernier mandat comme administrateur pour entre autres continuer à appuyer l'exécution du plan stratégique et mener à terme les travaux amorcés sur le rajeunissement de nos règles de gouvernance. Je crois sincèrement que ces changements permettront d'optimiser notre efficacité et rendront notre association plus attrayante aux nouvelles générations de pilotes pour en assurer ainsi sa pérennité. Je vous remercie à l'avance pour votre appui et j'espère avoir le plaisir de vous rencontrer dans un rendez-vous aérien ou tout autre événement aéronautique quelque part au Canada.



I've been a pilot since 1979. With slightly over 3000 hours in my logbook, I hold an Airline Transport Pilot Licence and a float endorsement.

Over the years I've been flying all over North America in my Mooney. I had a career in food production and distribution up until 2010. In 2013, in the wake of the resignation of a Québec director, I was asked to join the COPA board. Since I had time available and remained genuinely fascinated by all things flying, I felt the organization could benefit from my lifetime experience. Thus, I accepted the challenge and quickly started loving what I was doing to the point of no return: this is why, mainly, I became a candidate in the 2014 election. In the last five years, I've attended all board meetings and was also immersed in quite a few committees. From 2014 to 2016, I was vice-chair for the Eastern Region. Later on, I became chairman of the board. My term of office will lapse in June 2018. As a pilot and aircraft owner, it is my firm belief our kind needs a strong and dynamic organization to let us share our passion while representing us and preserving our freedom to fly. I hereby seek one last mandate as a director, so I can further support the ongoing implementation of the strategic plan and the rejuvenation work of our governance. I sincerely believe the forthcoming changes will let us optimize our efficiency while making our association more attractive to the coming generations of pilots, ensuring its viability in the long term. I wish to thank you well in advance for your support.



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FUEL TO FLOW

IMPERIAL RESOLVES AVGAS ISSUES

Imperial Oil said in early March that it intended to resume making 100 LL avgas after it resolved quality control issues that resulted in an interrupted supply to Canadian customers for much of February and March.

The company ordered a quarantine on all fuel shipped between Dec. 28 and Feb. 13 after tests revealed it might not meet conductivity standards which could lead to issues with capacitance-type fuel gauge sensors on aircraft and ground storage fuel tanks.

Imperial Oil said it had identified and tested all fuel in the field by March 8 and that 70 percent was fit for use. It had earlier said that the deficient fuel was unlikely to damage any aircraft or fuel dispensing equipment.

As those tests proceeded, the company was arranging for alternative sources until it could resume manufacturing and predicted that fuel supplies would return to normal by the end of March.

“This has been a challenging situation and we appreciate all of the patience, understanding and cooperation we have received from our customers, their resellers and from end users, said Imperial Vice President Jon Wetmore.



“We recognize this situation has significantly disrupted the avgas flying community and we apologize for this.”

The affected fuel was shipped from the company’s Strathcona refinery in Edmonton to wholesalers supplying customers throughout Western Canada and in Eastern Ontario.

Many of the affected areas were in the grip of severe winter weather

that minimized the impact on piston-engine customers but B.C.’s coastal areas were significantly affected. Several airports around Vancouver ran out of fuel and that grounded flight schools and other GA businesses. Some businesses arranged for fuel to be shipped from the U.S. but it was priced about 25 percent higher than the Esso product.

PHOTO CREDIT: RUSS NILES



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COPA FOR KIDS EVOLVES

BIG CHANGES TO PROGRAM IN 2018

BY CARTER MANN



COPA for Kids is a key element of the Canadian general aviation community's outreach to the broader community to introduce kids aged 8-17 to aviation. Every year, COPA Flights across the country fly hundreds of kids and ignite the spark that launches careers in all sectors of the aviation industry. This year, COPA is excited to announce some exciting changes to the program that will help members continue to deliver this program, as well as excite both parents and kids about the freedom to fly we, as pilots, enjoy.

We are excited to be collaborating with Hangaar to provide participating kids aged 14-17 access to a free online ground school that will help them take the first step in pursuing their dreams of aviation at any level. Hangaar's online ground school contains instructional videos and practice exams that satisfy Transport Canada's requirement for ground-school learning. They have also worked with many Flight Training Units across Canada to facilitate the recommendation required before they can write the PPL written exam. The youths will be provided

with information about how to access the online service upon completion of their COPA for Kids flight. To accompany their ground school, eligible youths will be given a regular, full-size logbook that they can use throughout their training and the beginning of their pilot career.

This year, the COPA for Kids program is expanding to allow one-off flights that occur outside of a scheduled, organized COPA for Kids event day. This change was one widely recommended in the feedback received from January's COPA Flight Consultation presentation that sought members' input on a variety of issues their respective organizations are currently tackling. The new model will allow pilots and passengers to schedule their flights according to their own schedules. It will also provide greater flexibility to accommodate variables such as weather, maintenance and other issues. For full details and information on certain restrictions to these flights, consult the newly updated Guide to COPA for Kids that will be available on COPA's website toward the end of March.

Another enhancement recommended by COPA Flights was to eliminate as much paperwork associated with these events as possible. Those organizing a COPA for Kids event this year will benefit from the ability to conduct registration online for both kids and pilots in advance of the event date. This registration system was developed by Jeff Page, of COPA Flight 70 (Oshawa, Ont.) and has been tested and adapted over the past several years. The web-based system is user-friendly for both the administrator and the user and will greatly assist with eliminating onsite paperwork. Additionally, the combined waiver/photo release will be available online throughout the registration process so pilots will not be required to sign each individual waiver. Because the process is online, administrators will be able to quickly and easily export and email the data to COPA following the event, eliminating the need to mail packages of documents to Ottawa.

The changes to the program for 2018 are a positive step for the COPA for Kids program and COPA is hopeful that these will enable us to build on the success of the program for future years. In the past five years, COPA members have flown over 17,000 youths through this program — a number that puts a serious dent in any potential pilot shortage. By doing more to capture kids' enthusiasm and enable them to take the first step through the door of a flight school to begin their training, we can foster the next generation of Canadian pilots and give them a helping hand as they embark on their careers in whatever area of aviation they may choose. 🛩️

GOOD NEIGHBOUR POLICY

BUS TOURS OFFER AIRPORT CONTEXT

BY GORD MAHAFFY



At the turn of the century the Oshawa airport was at risk from several groups. Developers had been successful in purchasing land very close to the airport for the purpose of building houses.

According to Oshawa Councillor Dan Carter the city council refused to issue them a building permit but they appealed this ruling to the Ontario Municipal Board who over turned the ban and allowed the developers to go ahead.

The results were large neighbourhoods next to the airport. At the same time the baby boomers were aging and looking for quiet neighbourhoods in which to enjoy retirement. The price of housing in Toronto was becoming prohibitive for many retirees and they headed to places like Oshawa.

This resulted in many newcomers living very close to an airport for the first time in their lives.

Throw in the lack of planning and leadership from past Ministers of Transport at the federal level and a few hostile city councillors and it looked like the Oshawa airport would close before the 21st century got started.

But a dedicated group of airport users (many of them COPA members) rallied supporters and forced the city council to commission an economic impact study of the airport. The results were overwhelming: the airport

brought in millions of dollars to the region, much of it outside money. Slowly city councillors changed their minds about closing the airport, and today it is a modern airport capable of accommodating the changing aviation technology.

However, there are still those neighbours who are very close to the airport who are legitimately concerned with noise and safety issues. Unfortunately there are also some people who become very disturbed whenever an airplane takes off or lands at the airport.

In order to be a good neighbour and reassure those people living close to the airport that their safety and comfort is being given a lot of consideration, the airport manager, Steve Wilcox, offers town hall style meetings on a regular basis.

The last one in December of 2017 was well attended but unfortunately there were some unruly people that interrupted the presentation and refused to acknowledge the chairman's request for order.

In order to reassure the more rational neighbours that their voices were being heard, Steve organized a bus trip airside to allow them to see the safety and noise abatement measures that were recently put in place.

On the day of the tour, residents were greeted with coffee and donuts

After seeing the Durham Regional Police Helicopter up close, residents began to understand why it is exempt from the evening curfew.

and a brief outline of what to expect. Once on the bus they got clearance from the tower to proceed, "Taxi Alpha, Bravo, hold short of 30". This was their first encounter with Air Traffic Control and many were impressed, especially when they got a close up look at a live airplane as the bus followed a C-150 taxiing to the threshold of runway 30.

Since the bus was airside it was in communication with the tower and this allowed the passengers to hear the clearances issued by ATC. After watching a small trainer take-off and several land, the bus was cleared to drive down runway 30. Steve pointed out the RESAs areas (Runway End Safety Areas). Planes are not allowed to use these areas except in emergencies, but it is a hard concept to explain to the public in a meeting. However it becomes very obvious when seeing them from the runway.

Many people on the bus were impressed with the newly constructed berms that keep aircraft noise within the airport boundaries. Visits were made to the Enterprise Air hanger which houses the Durham Regional Police helicopter and is the marshalling area for medevac flights. Residents on the bus supported the idea that the police helicopter and medevac flights are not restricted by the evening curfew and were happy that their life-saving services were available.

By the end of the tour, most of the residents felt a lot more comfortable living near the Oshawa Airport. And the good news is that these airside bus tours are slated to continue since they seem to be a far more effective way to educate nearby residents of the benefits of an airport. 🌟

ENFORCEMENTS

ATLANTIC REGION

- » The pilot-in-command of an aircraft failed to comply with all of the ATC clearances received and accepted. CAR 602.31(1), \$750.

QUEBEC REGION

- » A person signed a maintenance release that did not meet the applicable requirements. CAR 571.10(1), \$1,000.
- » A person operated a model aircraft having a total weight of more than 250 g but not more than 1 kg, at night, inside an aerodrome control zone and less than 100 feet from vehicles, vessels or members of the public. Interim Order No. 8: s. 5 (1)(f), s. 5 (3), s. 5 (5)©. \$750.

- » A person operated a model aircraft having a total weight of more than 1 kg but not more than 35 kg inside an aerodrome control zone, less than 250 feet from vehicles, vessels or members of the public and without the name, address and telephone number of the owner clearly made visible on the aircraft. Interim Order No. 8, s. 5 (4), s. 5 (5c), s. 8. \$750.


ONTARIO REGION

- » A person operated an aircraft in such a reckless or negligent manner as to endanger or be likely to endanger the life or property of any person. CAR 602.01, \$700.
- » A person operated an aircraft in Class F Special Use Restricted airspace without authorization to do

so by the person specified for that purpose in the Designated Airspace Handbook. CAR 601.04(2), \$750.

- » A person operated a model aircraft having a total weight of more than 1 kg (2.2 lbs) but not more than 35 kg (77.2 lbs) less than 250 feet (75m) from vehicles, vessels or members of the public and without the name, address and telephone number of the owner clearly made visible on the aircraft. Interim Order No. 8, s. 5 (4), s. 8. \$1,500.

PACIFIC REGION

- » A person conducted a take-off in an aircraft which was not maintained in accordance with a maintenance schedule that conforms to the Aircraft Equipment and Maintenance Standards. CAR 605.86(1), \$1,250. 

RÉGION DE L'ATLANTIQUE

- » Le commandant de bord d'un aéronef a omis de se conformer à toutes les autorisations du contrôle de la circulation aérienne qu'il a reçu et qu'il a accepté. RAC 602.31(1), 750 \$.

RÉGION DU QUÉBEC

- » Une personne a signé une certification après maintenance, sans se conformer aux normes de navigabilité applicables. RAC 571.10(1), 1 000 \$.
- » Une personne a utilisé un modèle réduit d'aéronef dont la masse maximale au décollage est supérieure à 250 g (0,55 livre) et d'au plus 1 kg (2,2 livres) pendant la nuit, à l'intérieur de la zone de contrôle d'un aérodrome et à une distance de moins de 100 pieds (30 m), mesurés latéralement, d'un véhicule, d'un navire ou du public. Arrêté d'urgence no 8: s. 5 (1)(f), s. 5 (3), s. 5 (5)c. 750 \$.

- » Une personne a utilisé un modèle réduit d'aéronef dont la masse maximale au décollage est supérieure à 1 kg (2,2 livres) et d'au plus 35 kg (77,2 livres) à l'intérieur de la zone de contrôle d'un aérodrome, à une distance de moins de 250 pieds (75 m), mesurés latéralement, d'un véhicule, d'un navire ou du public et à moins que les nom, adresse et numéro de téléphone du propriétaire ne soient clairement visibles sur l'aéronef. Arrêté d'urgence no 8: s. 5 (4), s. 5 (5)©, s. 8. 750 \$


RÉGION DE L'ONTARIO

- » Une personne a utilisé un aéronef d'une manière imprudente ou négligente qui constitue ou risque de constituer un danger pour la vie ou les biens de toute personne. RAC 602.01, 700 \$.
- » Une personne a effectué le décollage d'un aéronef sans que la maintenance

de l'aéronef ne soit effectuée conformément aux consignes de navigabilité. RAC 605.84(1), 2 500 \$.

- » Une personne a utilisé un modèle réduit d'aéronef dont la masse maximale au décollage est supérieure à 1 kg (2,2 livres) et d'au plus 35 kg (77,2 livres) à une distance de moins de 250 pieds (75 m), mesurés latéralement, d'un véhicule, d'un navire ou du public et à moins que le nom, adresse et numéro de téléphone du propriétaire ne soient clairement visibles sur l'aéronef. Arrêté d'urgence no 8: s. 5 (4), s. 8. 1 500 \$.

RÉGION DU PACIFIQUE

- » Une personne a effectué le décollage d'un aéronef, sans que la maintenance de l'aéronef ne soit effectuée conformément à un calendrier de maintenance qui est conforme aux Normes relatives à l'équipement et à la maintenance des aéronefs. RAC 605.86(1), 1 250 \$ 

INCIDENTS + ACCIDENTS

PRAIRIE AND NORTHERN REGION

TSB Report#A18W0025: C-FWCR, an Aerospatiale AS-350-B2 aircraft operated by Great Slave Helicopters was conducting a flight from a hilltop helipad approximately 3 nm WNW of Tulita, NT (CZFN). While on the mountaintop helipad, the pilot was conducting an engine ground run to bring the engine up to operating temperature. The engine was started and brought up to 70% gas generator speed (Ng) at which time C-FWCR began vibrating. The helicopter began to bounce and yaw to the left. The pilot raised the collective to lift the helicopter off the helipad, and was not able to maintain control. The helicopter contacted the ground and tumbled approximately 300 feet down the mountain. The pilot, who was the sole occupant, was seriously injured. The pilot was wearing the lap and shoulder harness, but was not wearing a helmet. The ELT did not activate.

TSB Report#A18W0035: a Piper PA-28-160 aircraft was conducting a local flight from Hinton/Entrance, AB (CEE4) with 1 pilot on board. While landing on the frozen turf runway, which had approximately 2 inches of recent snow accumulation, FTZG touched down and during rollout drifted to the left. The aircraft contacted a snow berm along the side of the runway. The nose landing gear struck the snow berm lifting the aircraft, and the right wing was damaged as it made contact with the ground. The pilot was not injured, and the ELT was not activated. The aircraft was substantially damaged.

Strategic Aviation Service pushed back the Air Canada Jazz aircraft (Dash 8-300) and had completed the deicing. They disconnected the push

bar from the front landing gear but instead of backing up the operator of the tug drove forward jamming the push bar underneath the landing gear and between the two front wheels possibly doing damage to the landing gear and wheel of the plane. The aircraft remained in the deicing area blocking lane 3 of the apron as well as taxiway Alpha for approximately 6 hours.

ONTARIO REGION

TSB Report#A18O0022: a privately registered Piper PA-32RT-300T Turbo Lance aircraft, was conducting a flight from Brantford, ON (CYFD) to Toronto/Billy Bishop Toronto City, ON (CYTZ). During the landing on Runway 26 at CYTZ, the aircraft porpoised, bounced and landed back hard. The nose landing gear collapsed and the aircraft came to rest on the runway on its main landing gear. There were no injuries.

While completing a touch and go on Runway 25, a Cessna 172R on a flight from Windsor, ON (CYQG) and landing at Windsor, ON (CYQG) requested a full stop because of a propeller strike. C-GGPO was able to taxi off the runway. One IFR departure, an Amerijet International Boeing 727-233 (N395AJ/AJT450) on a flight from Windsor, ON (CYQG) to Toledo Express Airport, OH (KTOL) was delayed.

The Trenton Joint Rescue Coordination Centre (JRCC) called the London, ON flight information centre (FIC) at approximately 0200Z to enquire about possible flight plans around the Tobermory, ON (CNR4) aerodrome, as there was an emergency locator transmitter (ELT) going off. The Trenton Joint Rescue Coordination Centre (JRCC) was given flight plan information. At 0227Z, the pilot of a Waterloo-Wellington Flying Club Cessna

172S from Kitchener / Waterloo, ON (CYKF) to Tobermory, ON (CNR4) called to advise flipping the aircraft on landing at CNR4. The pilot had vacated the aircraft because of coyotes nearby, and had flagged a passing motorist on the highway. The pilot was unharmed. The Trenton JRCC was advised and was not able to contact the airport manager (APM). Trenton JRCC advised issuing a NOTAM to close Runway 12/30.

A Cessna 152 on a local flight from Kingston, ON (CYGK) and landing at Kingston, ON (CYGK) crashed on Runway 19. Operational impact: Runway 01/19 was subsequently closed.

PACIFIC REGION

TSB Report#A18P0019: An AutoGyro Cavalon Gyroplane aircraft, was on a local flight from Victoria Intl, BC (CYYJ) with only the pilot on board. Shortly after takeoff from Runway 09 at an altitude of approximately 20 feet above the ground, the pilot moved the controls aft and the main rotor blades contacted the vertical stabilizer. The aircraft descended, contacted the runway and rolled over on its side. The propeller, rotor blades and tail section were substantially damaged. The pilot sustained minor injuries.

QUEBEC REGION

TSB#A18Q0024: A Cessna 172M, was on a visual flight rules (VFR) flight from Quebec/Jean Lesage, QC (CYQB) to Montmagny, QC (CSE5) with a student pilot on board. During landing on Runway 26 at CSE5, the student pilot lost control of the aircraft and exited the runway on the south side. The aircraft came to a stop in a snowbank on the edge of the runway and sustained minor damage to the propeller and the nose wheel fork. The emergency locator

transmitter (ELT) went off after the impact, but the student pilot was not injured. At the time of the incident, the wind varied from 200° to 280° magnetic, 10 knots, with gusts at 20 knots. The surface was 50% clear and dry, 45% covered in sheets of hardened snow, and 5% covered in frost.

A Cessna 152 on a flight from

Montreal/Saint-Hubert (CYHU), QC, landing in Montreal/Saint-Hubert (CYHU), QC, that was carrying out a touch-and-go, rebounded. Its propeller and engine cowl hit the ground and the nosewheel collapsed. The aircraft came to a stop in this position and the pilot exited the aircraft on his own, without injury. Emergency services were contacted, then cancelled, after checking with the airport staff and the pilot. The runway was inspected and re-opened at 2145Z. All departing and incoming aircraft were redirected to Runway 06L. No significant delay.

After a touch and go Runway 27,

a privately registered Cessna 172M, on a flight from Ottawa/Gatineau, QC (CYND) and landing at Ottawa/Gatineau, QC (CYND) asked the specialist if anything looked out of the ordinary with the aircraft's wheels. After a low and over, the specialist confirmed the wheel on the right side appeared to be higher than the left side. This was also confirmed by an Enterprise Helibenny Robinson R44 (C-GBQZ) on the ramp. Emergency services were offered but the pilot refused and elected to attempt a landing. Airport Authority advised and were on stand by. After landing, the aircraft veered to the right and flipped into the snow bank approximately 50ft off the north side of the runway. The pilot advised he/she was unhurt and exited the aircraft. Emergency services called. East side of Runway 09/27 closed by NOTAM. 🚧

RÉGION DES PRARIES ET DU NORD

Un hélicoptère Aerospaiale AS 350

B-2 de la Great Slave Helicopters était en train de démarrer sur un hélicoptère à environ 3 mm ONO de Tulita, TNO. Le pilote a commencé à ressentir une « résonnance sol » et a donc augmenté la puissance pour réduire le poids sur les palettes, entraînant l'hélicoptère à rouler au bas d'un remblai. L'aéronef a subi des dommages modérés et le pilote, seul à bord, a subi des blessures mineures. NAV CANADA n'a fourni aucun service et il n'y a pas eu d'incidence sur l'exploitation.

Le pilote et propriétaire d'un Piper

PA-28-160 privé effectuant un vol vers Hinton/Entrance (CEE4), AB, circulait vers l'aéroport lorsque l'une de ses ailes a heurté un banc de neige à l'extrémité de la piste. L'étendue des dommages à l'aile est inconnue. La piste a été fermée jusqu'à midi le lendemain. Un NOTAM a été émis. Le pilote communiquera avec le Bureau de la sécurité des transports du Canada (BST) et l'exploitant d'aéroport.

Un de Havilland DHC-8-301 exploité

par Jazz (C-GMON/JZA8476) reliant Grande Prairie (CYQU), AB, à Calgary Int. (CYYC), AB, a indiqué qu'un remorqueur avait heurté et endommagé ses pneus avant après le dégivrage. L'aéronef a été immobilisé et les passagers ont débarqué sur l'aire de trafic principale.

RÉGION DE L'ONTARIO

Rapport du BST no A18O0022 :

un Piper PA-32RT-300T Turbo Lance, d'immatriculation privée, de Brantford (CYFD), ON, à Toronto/Billy Bishop Toronto City (CYTZ), ON. Durant l'atterrissage piste 26 à CYTZ,

l'aéronef a marsouiné, rebondi et fait un atterrissage dur. Le train avant s'est affaissé et l'aéronef s'est immobilisé sur la piste sur son train principal. Personne n'a été blessé.

Alors qu'il effectuait un posé-décollé

sur la piste 25, un Cessna 172R exploité par le Windsor Flying Club effectuant un vol en provenance et à destination de Windsor (CYQG), ON, a demandé un arrêt complet en raison d'un impact d'hélice. C-GGPO a pu quitter la piste. Un départ IFR, un Boeing 727-233 exploité par Amerijet International (N395AJ/AJT450) reliant Windsor (CYQG), ON, à Toledo Express Airport (KTOL), OH, a été retardé.

Un Cessna 172S (C-GQRA) exploité

par Waterloo-Wellington Flying Club reliant Kitchener/Waterloo (CYKF), ON, à Tobermory (CNR4), ON, s'est écrasé au moment de l'atterrissage à CNR4. Il y avait une seule personne à bord, et elle n'a subi aucune blessure. Le Bureau de la sécurité des transports (TSB), le Centre des opérations aériennes et le Centre conjoint de coordination des opérations de sauvetage (JRCC) de Trenton ont été avisés.

RÉGION DU PACIFIQUE

Rapport du BST no A18P0019 :

un autogire, exploité par AutoGyro Cavalon, effectuant un vol local depuis Victoria (CYYJ), ON, n'avait qu'un pilote à bord. Peu de temps après avoir décollé de la piste 09 à une altitude d'environ 20 pi au-dessus du sol, le pilote a poussé les commandes vers l'arrière et les ailettes du rotor principal ont touché l'empennage vertical. L'aéronef a perdu de l'altitude, heurté la piste et s'est renversé sur le côté. L'hélice, les pales et la queue ont été très endommagées. Le pilote a été légèrement blessé. 🚧

TCCA'S REVISED IPC POLICY

GNSS CHECKS NOT REQUIRED IN CERTAIN CIRCUMSTANCES



Last fall we initiated a discussion on IFR topics, beginning with clarifying the February 2017 IFR Flight Test Guide requirement (Aeroplane (b) on page 2) for an aircraft used for an IFR flight test to “...be equipped with GNSS receiving equipment...”.

COPA met with TCCA Commercial Flight Standards Branch and obtained an exemption to this rule when, in the case of private pilots doing an IPC on their personal aircraft, that aircraft is not equipped with GNSS. TCCA distributed the information to all the TCCA regional offices across the country via an email dated November 14, 2017, for dissemination to all Pilot Examiners. As agreed with TCCA, after a suitable delay to ensure the information had reached all concerned personnel across the country, we distributed this information through our weekly eFlight as well as our monthly COPA Flight magazine. As sometimes happens, important information (and this particular exemption is important) does not always reach all intended persons in a timely fashion. Consequently, as pilots are trying to do their IPC, some encounter objections from their Pilot Examiner and inquire with us about this issue.

We have again confirmed with TCCA Commercial Flight Standards Branch

and obtained a copy of the text of their November 14, 2017 email. The salient points of this email are reproduced here: “Following discussion with COPA, we have agreed that holders of private pilot licences completing an IPC on their own aircraft are not required to demonstrate a GNSS approach if the aircraft is not equipped to do so. If, on the other hand, these pilots rent an aircraft equipped with a GPS or pass the IPC in an FTD, they will have to demonstrate their ability to conduct a GNSS approach. This applies to private pilots passing the IPC on their own aircraft, not to private operators, who still have to comply with the requirements of CAR 604.” COPA and TCCA understand that this information might not have reached all concerned and we will co-operate in facilitating this communication. Should you encounter any problem with your IPC related to this exemption, we suggest that you first show this text to your Pilot Examiner. If this does not work, contact this COPA office by email (jcaudet@copanational.org) or by phone (613-236-4901 x 111). All you need to do is provide us with the name of the Pilot Examiner; we will relay the information to TCCA Commercial Flight Standards who will rapidly address the issue. ✈️

LA POLITIQUE IPC RÉVISÉE DE TCCA

VÉRIFICATIONS GNSS NON REQUISES DANS CERTAINES CIRCONSTANCES

L'automne dernier nous avons lancé une discussion vis-à-vis la qualification IFR, clarifiant le Guide de test en vol IFR du février 2017, particulièrement l'exigence qu'un avion utilisé pour un test en vol IFR soit « ...équipé d'un récepteur GNSS qui est une installation certifiée... » (Avion (b) page 2).

COPA a rencontré TCCA Direction des Normes de l'Aviation Commerciale et a obtenu une exemption pour les pilotes privés qui font leur IPC sur leur avion personnel alors que cet avion ne serait pas équipé d'un GNSS tel que stipulé dans le guide. TCCA a distribué l'information appropriée à tous leurs bureaux régionaux à travers la Canada par le biais d'un courriel daté du 14 novembre 2017, pour fins de dissémination à tous les Pilotes Examineurs. Tel que convenu à ce moment, COPA a respecté un délai raisonnable pour faciliter la distribution de cette information aux personnes concernées avant de publier les détails de cette exemption dans notre eFlight hebdomadaire ainsi que dans notre COPA Flight mensuel. Occurrence fréquente, certaines informations importantes, et cette exemption constitue une information importante, n'atteignent pas toujours leurs destinataires aussi vite que souhaitable. Bref, lorsque des pilotes essaient maintenant de faire leur IPC, certains font face à des objections de la part de leur Pilote Examineur et nous contactent pour valider la situation.

Nous avons revalidé avec TCCA Direction des Normes de l'Aviation

Commerciale et avons obtenu une copie du texte de leur courriel du 14 novembre 2017. Les points saillants sont reproduits ici :

“Following discussion with COPA, we have agreed that holders of private pilot licences completing an IPC on their own aircraft are not required to demonstrate a GNSS approach if the aircraft is not equipped to do so. If, on the other hand, these pilots rent an aircraft equipped with a GPS or pass the IPC in an FTD, they will have to demonstrate their ability to conduct a GNSS approach. This applies to private pilots passing the IPC on their own aircraft, not to private operators, who still have to comply with the requirements of CAR 604.” Une traduction libre de la part COPA se lit comme suit :

« Suite à une discussion avec COPA, nous avons accepté d'exempter les détenteurs d'une licence de pilote privée complétant un IPC sur leur avion personnel de l'exigence de démontrer une approche GNSS si leur avion n'est pas équipé en conséquence. Par contre, les pilotes privés qui louent un avion équipé d'un GPS ou qui font leur IPC dans un FTD doivent démontrer leur habileté à voler une approche GNSS. Cette exemption est valide pour les pilotes privés faisant leur IPC sur leur avion personnel, mais n'est pas applicable aux opérateurs privés, qui doivent toujours se conformer aux exigences du RAC 604. »

COPA et TCCA reconnaissent que l'information n'a peut-être pas rejoint toutes les personnes visées et nous collaborerons à faciliter cette communication. Si vous faites face à des problèmes ayant trait au déroulement de votre IPC, nous vous suggérons tout d'abord de montrer ce texte à votre Pilote Examineur. Si cette approche échoue, contactez le bureau de COPA, soit par courriel jcaudet@copanational.org, ou par téléphone (613-236-4901 x 111). Donnez-nous le nom de votre Pilote Examineur et nous relayerons l'information à TCCA Direction des Normes de l'Aviation Commerciale qui adresseront rapidement la situation. 📧

They are just a few of the reasons why we do what we do.



It's simple really . . .

We do it because others can't or won't.

We do it because liking something on Facebook just won't get it done.

And we do it because we believe that everyone deserves a chance at a better future.

Be a part of **something BIGGER**

Learn more about **Mission Aviation Fellowship** and our mission of sharing God's love through aviation and technology.

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www.mafc.org

By Phone:
1.877.351.9344

By Mail or In Person:
264 Woodlawn Rd. W., Guelph, ON N1H 1B6



CALLING ALL COPA MEMBERS!
PRESERVE YOUR FREEDOM TO FLY AND WIN THIS WATCH!!!

HOW?

For every \$100.00 that you give to the Freedom to Fly Fund, COPA will enter your name into a draw for your choice of a woman's or man's Breitling COLT watch (value of \$3,000.00). **The draw will take place at the June 2018 Convention in Saint John, New Brunswick.**

TIME FOR A NEW WATCH?

CLASSICAL AND HI-TECH MODELS TO CONSIDER



Time is a critical aspect of every flight; time, distance and fuel remaining are essential components.

Aviation watches may be considered in three categories: prestigious, budget and “tech”. Garmin’s D2 Charlie and the Apple Watch are clearly tech, while Hamilton, Citizen and Casio are budget-conscious brands, with a wide range of aviation watches typically priced below \$1,000. Omega, Bremont, Bell & Ross and Breitling manufacture timepieces which transition form and functionality, with prices starting at \$4,500. What’s on your wrist (or not) is an expression of your personality and budget.

Omega began manufacturing chronographs in 1957 and is known for timepieces used on the Gemini and

Apollo space missions; they were last worn on the moon in 1972. The second version of the Speedmaster went on to be the first Omega worn in space, on the wrist of Walter Schirra, on October 3, 1962. Designing a timepiece which can accurately record the passage of time in the harshness of space is no mean feat. NASA’s space program began during a time before GPS and personal computers, when watches were mechanical instruments. Omega’s space watch was selected by NASA after a rigorous tendering process. Their timepieces are certified to be accurate to between -4/+6 seconds per day, required for the precise navigation requirements of space exploration.

Bremont is a relative newcomer to the industry. Founded by pilots Nick and Giles English, they have brought

◀ Aviation watches range from basic models to expensive, feature-filled timepieces.

timepiece design and manufacturing back to England. Bremont’s chronographs are certified to the Contrôle Officiel Suisse des Chronomètres (COSC) standard, guaranteeing uncompromising accuracy. Certain limited-edition timepieces include parts of original aircraft, such as the original fabric from the Wright Flyer. Their newest timepiece, the Bremont 1918, includes metal from a Spitfire, Hurricane and Bristol Blenheim as well as wood from a Royal Aircraft Factory S.E.5a. Bremont collaborates with many aviation organizations, including Martin-Baker, the RAF and Boeing. Their Martin-Baker line pays tribute to the famous ejection



seat company. Bremont's limited-edition MBI watch, denoted by a red aluminum barrel, may only be purchased by individuals who have ejected from an aircraft using a Martin-Baker seat. Constructed to withstand the rigours of high-altitude or deep-water environments, Bremont timepieces adorn the wrists of civilian and military aviators worldwide.

Citizen's time technology is focused on providing affordable watches to every citizen. Founded in 1930, Citizen manufactures approximately 400 million pieces annually. Citizen began manufacturing watches for pilots and aviation enthusiasts in the 1990s. Always innovating, their watches are powered by light (Eco-Drive), and time-, day- and date-synchronized using radio signals from an atomic clock (Atomic

Timekeeping). Their newest watch movements use satellite GPS signals (Satellite Wave). Citizen's Skyhawk and Navihawk models utilize quartz movements and are available in a variety of materials, including stainless steel and titanium. The Skyhawk Limited Edition features a super-titanium case and bracelet five times harder and 40 percent lighter than stainless steel. With licensing agreements with the Blue Angels and Red Arrows, an owner can feel as if they are a part of the team.

Hamilton is a strong supporter of a variety of Canadian organizations, including the Air Cadets, Red Bull air racer Pete McLeod and the Northern Lights Aero Foundation. Aviation is part of their DNA, beginning in 1918 when they began supplying airmail pilots with accurate mechani-

cal watches. Fast forward to the 21st century, their Khaki Aviation X-Wind includes an easy-to-use crosswind slide rule. Inside the case of their 2018 Limited Edition is the first Hamilton chronograph movement with a silicon hairspring. This material makes the movement more precise as silicon is non-magnetic and less sensitive to shocks. Hamilton's watches are available in both quartz and mechanical movements, allowing the owner to match technology with budget.

From a pure technical perspective, the Apple Watch is designed to provide immediate information at the flick of your wrist. With cellular, GPS, Wi-Fi and Bluetooth connectivity, the Watch will receive data from aviation apps, including ForeFlight and AeroWeather. Supporting many aviation apps, the Apple Watch becomes an extension of your iPhone, delivering content to your wrist. Displaying the current METARs and TAFs on your wrist becomes a convenient way to be alerted to weather changes. Flight instructor Mark Brooks reports that his Apple Watch allows him to check weather or send quick text messages while minimizing distractions to student pilots. With SOS capability, the Apple Watch becomes a personal locating device, backing up the aircraft's ELT.

Whether you own a \$350 Citizen watch or a \$6,000 Omega timepiece, routine maintenance is critical to safeguarding your investment. Watches which are water-resistant require their seals to be replaced every two years to ensure that swimming with your watch does not damage it. Citizen ECO-Drive watches never require their battery to be replaced, while mechanical timepieces require periodic servicing, much like your aircraft does. During my trips to Oshkosh and Sun 'n Fun, I noticed a few timepiece manufacturers prominently displaying their new models. Popular aviation watches can be found at pilot shops and on line. As with any purchase, a bit of homework can help you pick that right timepiece which then becomes part of your persona. 🕒

ARE YOU PROPERLY INSURED?

YOU MAY NEED A PERSONAL NON-OWNED POLICY

Are you a student pilot? Do you rent aircraft? Do you often fly with friends who are flying other people's aircraft? Are you a freelance flight instructor? If you answered yes to any of these questions, you are a candidate for Personal Non-Owned (PNO) aircraft liability insurance, also known as renters' insurance or COPA's VIP Bronze Policy. It protects you personally if you have an accident with a non-owned aircraft.

Why doesn't the owner's insurance respond? Whether it be an individual, a flying school or club, their insurance policy is designed to protect them, not you. Even if their policy has some coverage, do you know if it has adequate coverage levels? Have you checked your responsibilities in the event of an accident under the rental agreement? Without a PNO policy, you could be flying with no insurance; relying on someone else's insurance coverage to protect yourself is an unacceptable risk. If anything happens to a rented aircraft while in your possession, you could be held responsible for the damage. Flight school deductibles can be as high as \$2500, \$5000 or even more. It doesn't stop there. The school's insurance company can also seek recovery for the full amount of the loss from you. You can also be held liable for the lost revenue (loss of use) of the aircraft. Even if you're not at fault, mounting a legal defence could cost thousands.

Scenario 1: On final, a bird struck the leading edge of the right wing of a rented aircraft resulting in significant damage to the wing. The pilot was able to maintain control of the aircraft and landed without any further incident. The pilot was not found to be negligent; however, the rental agreement stated that the renter is responsible for the \$2,500 deductible. The



PNO policy responded and covered the deductible amount.

Scenario 2: The insured was flying a club aeroplane and experienced a hard landing. The club's bylaws stated that members were responsible for the deductible of \$5,000 in the event of a loss. The PNO policy responded to the club's deductible, however the accident aircraft was a leaseback and the owner (also a club member) filed a second claim for loss of use. The PNO policy again responded with both a legal defence and a loss-of-use settlement offer.

Scenario 3: While taxiing for takeoff, the right main gear of a rented Piper Arrow collapsed, causing a prop strike and significant damage to the aircraft. The flight school asserted that the pilot was being a "cowboy" and that the gear collapsed due to side-loading resulting from excessive taxi speed. Their demand for damages, including loss of use, easily exceeded the renter's PNO policy limit of \$10,000. The policy responded with a legal defence and investigation which included inspection of the damaged aircraft as well as an analysis of prop-strike and tire marks on the taxiway. These proved the collapse was a result of a mechanical failure and poor maintenance, not negligence on the part of the renter pilot. The cost of defence and investigation was over \$30,000

▲ Flying other people's airplanes can be costly if you're not properly insured.

and was fully covered under the policy.

Finally, if you are a freelance instructor you take on non-owned liability risks every time you fly with an owner. For the same reasons outlined above, the owner's insurance protects them, not you. And even if you are named on their policy, how do you know they have enough coverage or even have hull coverage? And what's to stop them from electing not to put through a claim, instead demanding that you pay for the damage to their aircraft? And even if you have a great relationship with your client, there is nothing stopping the insurance company from coming after you, as pilot in command, to recover their loss.

Aviation insurance isn't just for owners. Aircraft renters, students, borrowers and instructors need coverage too. For more information on PNO insurance, or the COPA VIP Insurance Program, please call the COPA VIP Magnes Team toll-free at 1-855-VIP-COPA (1-855-847-2672), or email us at vicopa@magnesaviation.com. As always, we are at your service to answer your questions, assist you in obtaining the best premium and coverage possible, and help you stay protected year after year. ✈️

LOCATEURS, ASSUREZ-VOUS

POLICES D'ASSURANCE PERSONNELLES NON-PROPRIÉTAIRE

Êtes-vous un pilote étudiant ? Est-ce que vous louez un avion ? Avez-vous souvent voler avec des amis ou pilotez-vous les avions d'autres personnes ? Êtes-vous un instructeur indépendant ? Si vous avez répondu oui à l'une de ces questions, vous êtes alors candidat à l'assurance responsabilité civile des aéronefs personnels non assurés (PNO), également connue sous le nom d'assurance locataire ou le contrat d'assurance Bronze VIP de la COPA. Il vous protège personnellement si vous avez un accident avec un avion dont vous n'êtes pas le propriétaire.

Pourquoi l'assurance du propriétaire ne répond-elle pas ? Que ce soit un individu, une école de pilotage ou un club, leur police d'assurance est conçue pour les protéger, pas vous. Même si leur contrat a une certaine couverture, savez-vous si elle a des limites de couverture adéquats ? Avez-vous vérifié vos responsabilités en cas d'accident en vertu du contrat de location ? Sans l'assurance des aéronefs des non propriétaires, vous pourriez voler sans assurance. S'appuyer sur la couverture d'assurance de quelqu'un d'autre pour se protéger est un risque inacceptable. Si quelque chose arrive à un aéronef loué pendant qu'il est en votre possession, vous pourriez être tenu responsable des dommages. Les franchises des écoles de pilotage peuvent atteindre 2 500 \$, 5 000 \$ ou même plus. Cela ne s'arrête pas là. La compagnie d'assurance de l'école peut également vous demander le recouvrement pour le montant total de la perte. Vous pouvez également être tenu responsable de la perte de revenus (perte d'utilisation) de l'avion. Même si vous n'êtes pas fautif, la facture des frais de défense juridique pourrait coûter des milliers.

Scénario 1: En approche finale, un oiseau a heurté le bord de l'aile droite, causant des dommages importants à l'aile d'un avion loué. Le pilote a pu garder le contrôle de l'avion et atterrir sans autre incident. Le pilote n'a pas été jugé coupable de négligence, mais le contrat de location stipulait que le locataire devait être responsable de la franchise de 2 500 \$. La police personnelle des non propriétaires (PNO) a répondu et a couvert le montant de la franchise.

Scénario 2: L'assuré pilotait un avion d'un club et a eu un atterrissage dur. Les règlements du club précisait que les membres étaient responsables de la franchise de 5 000 \$ en cas de perte. La police du PNO a payé la franchise du club, mais l'avion accidenté était une cession-bail et le propriétaire (également un membre du club) a déposé une deuxième réclamation pour perte d'usage. Le contrat du PNO a de nouveau répondu à la fois par une défense légale et une offre de règlement de perte d'usage.

Scénario 3: Pendant le taxi pour le décollage, le train d'atterrissage principal droit d'un Piper Arrow loué s'est effondré, ce qui a causé un impact de l'hélice et causé des dommages importants à l'aéronef. L'école a affirmé que le pilote était un « cowboy » et que le train d'atterrissage s'est effondré en raison d'une charge latérale due à une vitesse de roulage excessive. Leur demande de dommages-intérêts, y compris la perte d'utilisation, a facilement dépassé la limite de 10 000 \$ de la police PNO du locataire. Le contrat a répondu par une défense et une enquête juridique qui comprenaient l'inspection de l'aéronef endommagé ainsi qu'une analyse des marques d'impact et de pneus sur la voie de circulation. Ceux-ci ont prouvé que l'effondrement était

le résultat d'une défaillance mécanique et d'un mauvais entretien, et non d'une négligence de la part du pilote-locataire. Le coût de la défense et de l'enquête était de plus de 30 000 \$ et était entièrement couvert par le contrat d'assurance des non propriétaires.

Enfin, si vous êtes un instructeur indépendant, vous assumez un risque de non-responsabilité chaque fois que vous voyagez avec un propriétaire. Pour les mêmes raisons décrites ci-dessus, l'assurance des propriétaires les protège, pas vous. Et même si vous êtes nommé sur leur contrat, comment savez-vous qu'ils ont une couverture suffisante ou même avoir une couverture sur la coque ? Et qu'est-ce qui les empêche de choisir de ne pas faire une réclamation, mais plutôt de vous demander de payer pour les dommages subis par leur avion ? Et même si vous entretenez d'excellentes relations avec votre client, rien n'empêche la compagnie d'assurance de vous réclamer le recouvrement en tant que pilote commandant de bord pour récupérer sa perte.

L'assurance aviation n'est pas seulement pour les propriétaires. Les locataires d'aéronefs, les étudiants, les emprunteurs et les instructeurs ont également besoin d'une assurance. Pour plus d'informations sur l'assurance des non-propriétaires ou le programme d'assurance VIP COPA, veuillez appeler l'équipe VIP Magnés COPA au numéro gratuit 1-855-VIP-COPA (1-855-847-2672) ou nous envoyer un courriel à vipcopa@magnésaviation.com. Comme toujours, nous sommes à votre service pour répondre à vos questions, vous aider à obtenir la meilleure prime et la meilleure couverture possible et vous aider à rester protégé année après année. 🛩️

ON THE HORIZON

AIRDRIE, AB: COPA Flight 134 regular monthly meeting. 1st Thursday of the month at 19:30 held at Airdrie Airport (CEF4) - 4.5 kms east on Yankee Valley Blvd off Highway 2. For more information, please see our website www.airdrieflyingclub.ca or email us via the web contact form.

BEAVERLODGE, AB: Flight 184's monthly meeting is held on the third Tuesday of the month at 1930 hrs in the Board Room on the second floor of the Grande Prairie Airport Terminal Building.

BORDEN, ON: Flight 84's Monthly meetings are held on the third Thursday of the month at Edenvale Aerodrome (CNV8) at 1900h. www.bordenflyingclub.com.

BOUNDARY BAY, BC: Flight 5's monthly meetings are held every second Wed of the month, 19:30 at Delta Heritage Air Park (CAK3). No meetings in July and August.

BRANTFORD, ON: Flight 148's Monthly meetings are held on the third Wednesday of each month, at 1900 hrs, Brantford Flying Club

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 1930 the second Tuesday of each month. Get together and socialize with others who; have a casual interest or curiosity in aerobatics and aerobatic aircraft, occasionally conduct an aerobatic maneuver or are currently pursuing aerobatic competition. We meet to discuss various club events, aerobatic training, aircraft's and participate in various social activities. Location of the monthly meeting does change so please visit our web site www.aerobaticscanada.org for details and more information about the club, events, contest results/photos and contact information.

CALGARY AB: Flight 114. Meetings are held on the second Wednesday of the month starting at 1900 to 2100. Location is the Hangar Flight Museum (formerly the Aerospace Museum of Calgary) - 4629 McCall Way NE, Calgary, AB T2E 8A5

CARLETON PLACE, ON: Flight 121's Monthly meetings are held on the last Saturday of every month at 1000h at the Carleton Place Airport.

CHARLOTTETOWN, PEI (CYYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to

arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, pound@pei.sympatico.ca.

CHATHAM-KENT, ON: COPA YCK will host their monthly meetings every first Monday of each month at 1900h.

CLARENCE-ROCKLAND, ON: Flight 132, Embrun. Meetings every first Thursday of each month at 20:00 at 3984 Indian Creek Road, city of Clarence-Rockland.

CORNWALL, ON: Flight 59's Meetings are the 2nd Saturday of each month at 9 am at Cornwall Regional Airport (CYCC).

EDENVALE, ON (CNV8): Every Thursday from January 5-December 15, the Edenvale Classic Aircraft Foundation restoration shop is open and we invite everyone to fly over, or drive by and pay a visit. Membership flights are available in all our tail-dragger aircraft, including the Tiger Moth and Fairchild Cornell. For more information, contact Bryan Quickmire at 705-818-2223 or info@classicaircraft.ca. Visit our website at www.classicaircraft.ca.

EDMONTON, AB: COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 1930 held at the Alberta Aviation Museum - 11410 Kingsway Avenue NW in the lecture area. For more information, please see our website or contact Janis at treasurer@copaedmonton.ca.

ESTEVAN, SK (CYEN): Regular COPA Flight 3/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 1930 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or nealandnadine@hotmail.com.

FREDERICTON, NB: Flight 2. Meeting times are 2nd Tuesday of each month at the Bloor Street Church in Fredericton at 7 pm.

GRAND FALLS-WINDSOR, NL: COPA Flight 195 Regular monthly meeting (excluding June, July and August) held 3rd. Tuesday at 1900 in the community room of IBEX Fuels, 46 Hardy Ave. All welcome whether you are a seasoned pilot, or just getting interested in aviation come on out.

GUELPH, ON: COPA Flight 1's meetings will be held the first Tuesday of the month, 1930hrs at the Guelph Airpark Café.

Hanover, ON: Flight 54 Monthly meetings on every 2nd Saturday of the month at the CYHS SMA Boardroom from 0930 to 1030. Everyone welcome!

HAVELOCK, NB: COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. Our weekly Breakfasts are served between 0800 and 1000. For more information check out our website at www.havelockflyingclub.ca

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 1100 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. For more information, please call Michel at 819-923-6767 or HawkesburyFlyingClub@gmail.com. The airport web site is <http://www.easthawkesburyairport.com>

HAWKESBURY EST, ON (CPG5): Escadrille 131 déjeuner mensuel les 1er samedis du mois de 8h30 à 11h. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. Pour plus d'information, contactez Michel 819-923-6767 ou HawkesburyFlyingClub@gmail.com. Notre site web pour l'aéroport est <http://www.easthawkesburyairport.ca>

HIGH RIVER AIRPORT, AB (CEN4): First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 1830 - 2100. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca. Visit our website at www.eaahighriver.org for more details.

HINTON, AB: COPA Flight 126 is also the Hinton Flying Club. Meetings on the second Friday of the month at 2000 hrs at the Hinton/Entrance Airport Clubhouse/Terminal Building.

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 1800; meeting starts at 1900. Join us for news and updates, guest speakers and fellowship! For more information, please contact John Itterman at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>.

KITCHENER, ON (CYKF): COPA Flight 26, Breslau Flyers. Monthly meetings are held on the second Tuesday of each month (September-June) at 1900 hrs in an upstairs classroom at the Waterloo Wellington Flight

ON THE HORIZON

Centre. A variety of speakers present a range of interesting aviation topics. All are welcome. For more information, please contact Flight Captain Gordon Millar at gordon.millar@rogers.com or visit the website for the Breslau Flyers at <http://www.copaflight26.com%22/>

LAC LA BICHE, AB: COPA Flight 165. Monthly meeting held every second Tuesday at CYLB terminal building. AGM on or before October 1 each year. <http://www.laclabicheflyingclub.ca>

LETHBRIDGE, AB: The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you to our weekly Saturday morning breakfast, 0730 held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. We encourage you to call ahead if you're in the area. If you catch us at a Fly-In instead please feel welcome to join us there. All of our activities including the postings of our monthly meetings can be found on our Event Calendar at <http://www.lethbridgesportflyers.com>. To contact us, please call our club President, Mic Thiessen at 403-327-8808 or send us an email at Lethbridge-Sport-Flyers@telus.net.

LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 1900 at LCVI High School, 260 Kent Street West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The airport supports an active float-based membership. For more information, please contact Bob Burns at bobklfc@gmail.com, or visit the Kawartha Lakes Flying Club at klfc.ca.

MEDICINE HAT, AB (CYXH): Flight 171 Medicine Hat (Gas City Aviators) Club meets the last Thursday of the month at the Club Hangar at 1900. Additionally coffee and donuts every Wednesday from 0900 to 1030 at the club hangar.

MIRAMICHI, NB: Flight 39. Monthly meetings 1st Sunday of every month at 7:30 pm.

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 0930, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings;



join our "Truancy Squadron" callout offering weekly impromptu fly-outs. The cost is free — the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 orpresident@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

OKOTOKS, AB (CFX2), Foothills Flying Club, COPA Flight 81 regular meeting at 1930, last Monday of the month, Okotoks Elks Hall. 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at foothillsflyingclub@icloud.com or 587-226-9753, or visit our website at <http://www.foothillsflyingclub.com/>

OLDS/DIDSBURY, AB (CEA3): Monthly Meetings held every first Tuesday of the month at Olds-Didsbury Airport at 1930 hrs. COPA Flight 142 fly-in second Saturday of each month 0900 until 1300hrs. Discounted Fuel, coffee and donuts. Everyone welcome to come and meet fellow pilots and take advantage of the discounted fuel. For more information, please contact Ed Shaw at 403-701-1600.

L'ORIGNAL, ON: CPG5 East Hawkesbury airport every first Saturday of the month for breakfast from 0830 to 1100.

OSHAWA, ON: Flight 70's meetings are held on the first Thursday of Every Month at 7:30 PM at 420 Wing Oshawa.

PONOKA, ON: COPA Flight 187 monthly meeting is held on the first Monday of every month at 1900, at the airport terminal.

PENTICTON, BC (CYFF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900 hrs at the club house on 126 Dakota Way. All pilots and members of the public interested in aviation are welcome. We also meet every Thursday morning at 1000 hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ron Johnson, ronjohnson@telus.net 250-493-0441.

PETERBOROUGH, ON: Flight 34's meetings are every 2nd Wednesday of the month, 7:00 pm, Peterborough Airport Terminal.

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 0800 a.m. April-December. Located at the Prince Edward Flying Club, co-ordinates N 43 59 21 W 77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

PITT MEADOWS, BC (CYPK): Aero Club of BC is holding its traditional fly-in and fuel sales. Every 3rd Sunday of the Month 09:00 to 18:00. Free hot dogs and coffee between 1100 and 1500. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 1930 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

PLYMPTON-WYOMING, ON: Sarnia Flight 7 holds their monthly meetings at 1900, every fourth Monday of the month at the Naval Association located at 403 Wing, 1430 Lougar Avenue, Sarnia.

POINTE CLAIRE, QC: Every 3rd Thursday except June, July, August & December, the Montreal Chapter of the Canadian Aviation

ON THE HORIZON



Historical Society features a guest speaker at their 1100 hrs meeting at the Pointe Claire Legion Hall, 365 St-Louis. Light lunch provided, \$5 voluntary landing fee requested. Anyone interested in the history of civil or military aviation is welcome. For more information, please call Ron at 450-463-1998.

PONTIAC, QC: COPA Flight 169 Pontiac Monthly breakfast meeting on the 1st Saturday of the month. Come and talk about aviation with passionate flyers! Spouses and children are welcome. For more information, please contact Maurice at 819-360-0706 or Andre at 819-329-2830.

PONTIAC, QC: Escadrille 169 Pontiac: Déjeuner mensuel les 1er samedi du mois au restaurant Aylmer BBQ situé au 134, rue Principale (Aylmer), Gatineau, 819-684-4372. Venez parler aviation avec des pilotes passionnés! Les conjointes/conjoints et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

PRINCE GEORGE, BC: Flight 79. Monthly meeting held every 2nd Wednesday of month at 1930 at Clubhouse in the south end of apron at CYXS.

QUEBEC, QC : Escadrille 168, 3e Lundi de chaque mois 19:30 hr. À divers endroits chez divers membres. Flight 168, 3rd Monday of every month, 1930 / Call for information / Téléphoner pour information (418) 889-9023

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meet on the 3rd Monday evening of each month (except July & August) at the Flying Club building directly north of the Red Deer Airport Terminal Building. Meetings start at 1930. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

SASKATOON, SK: Flight 10 meets every second Tuesday of the month at 1900 at SK Aviation Museum classroom.

SEDGEWICK, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 1930 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@cciwireless.ca. Monthly Fly-In every third Saturday, 157. Fly-in for coffee, goodies and visiting 1000 - 1300.

SHOAL LAKE, MB (CKL5): Shoal Lake Flying Club/COPA Flight 162 holds general meetings on the second Tuesday of every second month (Feb, April, ...) at 1930 at the Airport Terminal Building, visitors welcome. The December meeting is a potluck supper followed by a short Annual Meeting and a social event. Check the meeting schedule by clicking on the News and Events tab at www.slflyingclub.com. Email slflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meetings second Thursday of the month at 1930. Hamburgers and hot dogs and snacks anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winmy@telusplanet.net.

STAR CITY / TISDALE, SK: COPA Flight 93. Monthly meetings on the 3rd Monday of the month Sep-Jun at the Tisdale Airport Terminal Building.

VAL D'OR, QC: COPA Flight 192's monthly meetings are on every 2nd Tuesday of the Month. 1800 at Hangar Q-60, Val-D'Or, QC.

VERNON, BC (CYVK): COPA Flight 65 hosts a regular monthly meeting every 3rd Tuesday of the month at 1900. There is a BBQ before the meeting Apr, May, and June at 1730 hrs and a pot-luck BBQ but no Meeting in July and Aug also at 1730 hrs.

VICTORIA, BC (CYYJ): COPA Flight 6 usually meets the first Tuesday of each month from 1900 until 2100. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact copaflight6@gmail.com.

WELLAND, ON: Flight 149. Monthly meeting held every 3rd Tuesday of each month. Niagara Central Airport, Pelham. 7:00 pm

WESTLOCK, AB (CES4): Copla Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 1900, in the terminal building at Westlock Airport.

For more information, contact Dan at dan@syz.com or 780-961-2213. We look forward to seeing you!

WETASKIWIN, AB: Flight 51 meets every first Tuesday of the month.

WIARTON/GEORGIAN BLUFFS, ON: COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the Wiaraton/Keppel International Airport CYVV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or dshcolter@cabletv.on.ca

EVENTS ON THE HORIZON

APRIL 2018

APRIL 10 – 15, LAKELAND, FL: Sun 'n Fun is generally accepted to be the first show of the season and the weather in central Florida is generally warm and welcoming. In addition to a major air show, the event features a massive trade show and educational forums and seminars.

APRIL 14, SASKATOON COPA FLIGHT 10 Rust Remover. Location — CYXE — Fly in or drive in. Bay 5, Hangar 5, Saskatoon Airport, Saskatoon, SK S7L 5X4. To be held at our new Saskatchewan Aviation Museum & Learning Centre. Come and see what we have! Harvard, Cornell, Tiger Moth, Chipmunk, Tracker and more! Registration on-line and at the door. Time 8:00 hr. to 15:00 hr. Lunch provided. Contact copflight10@gmail.com; see our blog post at <https://copasaskatoonraa.com/> or phone Len at 306-230 9258 for further details.

APRIL 21, KELOWNA, BC (CYLW): COPA flight 36, Kelowna Flying Club. Our 4th annual RUST REMOVER will be held Saturday, April 21, in Hanger 9 of the T Hangers at YLW. Keynote speaker will be John Mullock, an acclaimed aviation meteorology and mountain weather expert; Dr. Morris with 10 tips on how to keep flying into your 80s; Kelly Collins on Mountain Flying, up and down drafts, and at least one other speaker. Check-in is at 0830 and the program runs from 0900 to 1400. Attendees of this COPA approved Rust Remover will qualify for a log book sticker showing they participated in currency training to meet CARS 421.05. People flying in on April 20 for an overnight stay or early on the 21st will be given free parking at YLW — just ask Ground (121.7) for taxi instructions to the T Hangers and our marshall will meet you there. Visitors in cars can also park free outside Hanger 9. Cost for the RUST REMOVER is \$25 and includes coffee, a light breakfast of Danish pastries, and a hearty lunch. We welcome overnight guests and we will host you and our

ON THE HORIZON

members to free hamburgers, hot dogs and beverages from 1700 to 2000 on Friday evening. After the RUST REMOVER we usually do a fly-out to an Okanagan Valley airport. Please e-mail michael@blairkelowna.com if you are coming to our RUST REMOVER so that we can plan for you. For more information call Michael Blair at 250 575 4584.

APRIL 21, TILLSONBURG, ON: The Canadian Harvard Aircraft Association is once again pleased to host the Annual Awards Banquet and Fund-Raising Auction. Everyone welcome! Date: Saturday, April 21, 2018. Location: Royal Canadian Legion Branch 153, 16 Durham Street, Tillsonburg, ON N4G 1V7. Time: Altitude Adjustment 4:00 PM, Dinner served at 5:00 PM. Cost: \$35.00 per person (advance sales only by April 15). Special Guest Speaker: Leon Evans, Chief Pilot of the Canadian Warplane Heritage; Lancaster Pilot, Tour of England. Tickets may be ordered at www.harvards.com or by contacting Jeannette Rooke at 519-539-2762 or email jerooke@msn.com. For other event information or to donate to the auction, please contact Pat Hanna at 519-212-6021 or email p_hanna@harvards.com

MAY 2018

MAY 5, VERNON, BC: Vernon Flying Club, COPA Flight 65, will hold its annual "Rust Remover" recurrent pilot training on Saturday 5th of May 2018. Registration 0800 hrs. Training sessions 0900 to 1500 hrs with lunch supplied. Visit their website <http://www.vernonflyingclub.org> for more information.

MAY 6, RED DEER, AB: COPA Flight 92, Red Deer Flying Club is having its annual fly in/drive in pancake breakfast on Sunday, May 6, 2018, from 8:00 a.m. until 11:00 a.m. at the Sky Wings Hangar, Red Deer Regional Airport. Please visit www.reddeerflyingclub.org for more information, or email jimthoreson@shaw.ca.

MAY 12, DRAYTON VALLEY, AB: (Rain Date May 13) Fly in Breakfast, Drayton Valley (Flight 186) at CER3 8am to 11am. Donations for meal. Fly or drive in. Contact Jason Colby 780-542-1485.

MAY 12, SOUTH RIVER, ON. CPE6 South River/Sundridge Airpark, Pancake and sausage fly-in. Fly, drive, bike or walk. Come out to meet the new airport owner. Pancakes served from 9:00am to Noon. This a rain or shine event.

MAY 16, LETHBRIDGE, AB: Lethbridge Sport Flyers/COPA flight #24, will be holding a COPA for Kids fly day on Saturday 12th May 2018 (weather day will be Saturday 26th of May), at the Lethbridge County Airport.



MAY 19-20, STANLEY, NS: Stanley Sport Aviation Annual Fly-In breakfast. Saturday & Sunday, May 19th & 20th. 8 AM to 12 Noon Both days. Stanley Airport, NS, CCW4. N45 06 02 W63 55 14. Airport Ph: (902) 632-2251. Recurrency Safety Seminar Saturday, May 19th 13:00 Hrs. NASCAR All Star Race on the big screen Saturday evening, 19th. For more info contact Debbie Murley, dm-murley@hotmail.com Ph: (709) 634-1931

MAY 26, ABBOTSFORD, BC: Flight 83. Wings 'n' Wheels at Abbotsford Flying Club (CYXX). Saturday May 26th 08:00 to 15:00. All welcome. Airplane, Car and Motorcycle awards. Grass area parking around clubhouse. Early arrivals and camping available Friday. Free and friendly event, no registration. Free coffee 08:00. Brunch 9:30 to 12:00 \$8. Live music. Cash Draws, Awards 12:30. Ruth: 778.808.5887 Ed: 604.538.3814. info@AbbotsfordFlyingClub.ca www.AbbotsfordFlyingClub.ca

MAY 26, CHATHAM KENT MUNICIPAL AIRPORT (CYCK), ON. Breakfast and Safety seminar. Hosted by RAA chapter 4975. Kent Flying Machines. Fly in or drive in. Fuel available. Breakfast 8:00am to 10:00am. Safety Seminar starts at 10:00am. For directions check out our web site at kentiflyingmachines.ca or the Canada Flight Supplement. For more info call 1-519-692-5309.

MAY 26, TORONTO, ON: Flight 32 is hosting along with Porter FBO, a COPA for Kids event at YTZ, Billy Bishop Airport in Toronto between 1000-1400. For any questions, please contact Peter at 416 930 7360.

MAY 27, CAMROSE, AB: Camrose Flying Club / COPA Flight 137 annual Fly-in Breakfast from 0700h to 1200h.

MAY 27TH, BARRHEAD, AB (CEP3) 9th Annual Fly-In / Drive In Breakfast. 8:00 - 11:00 AM. \$8.00 per person, kids 8 and under free — all you can eat. 100 LL fuel available, excellent ramp & grass parking. 07/25 - 3000 x 100 hard surface, 123.3 Com., 122.55 AWOS, Elev. 2120'. Contact; Wade @ 780-674-0142 or wade.evans1@gmail.com

MAY 30-JUNE 3, CALGARY, AB: The Canadian Aviation Historical Society holds its 55th Annual National Convention and AGM in Calgary. "Canadian Aviation Then and Now" is the theme. Sessions exploring historical and current aspects of civilian, military and industrial aviation will take place at the Sheraton Cavalier Hotel. Consult www.cahs.ca for registration and updates or contact Bert Furlong at furlongb@shaw.ca, phone 403-252-3246.

EVENTS OVER THE HORIZON

JUNE 2018

JUNE 2, PRINCE GEORGE B.C. COPA FLIGHT #79 Central B.C Flying Club is holding a fly in breakfast starting at 8 am at the clubhouse to about noonish. By donation. Longest flight and draw prize. Contact John Hebb at johnhebb@telus.net

JUNE 3, PITT MEADOWS, BC : The British Columbia Coast Chapter of the Ninety-Nines (International Organization of Women Pilots) will hold its 37th POKER RUN in June of 2018. 99s POKER RUN — SUNDAY, June 3 (rain date June 10), Pitt Meadows, BC (CYPK): Open to all pilots...everyone welcome. Choose from 8 airports: Abbotsford, Boundary Bay, Chilliwack, Delta Airpark, Langley, Squamish, Victoria, Pitt Meadows (terminus). Support aviation scholarships and have a great day flying for prizes! For more information visit

ON THE HORIZON

www.bccoast99s.com or BC Coast 99s on Facebook, or email bccoast99s@gmail.com

JUNE 3, SMITH FALLS, ON: Smiths Falls Flying Club Annual Fly-In Breakfast. Sunday June 3, 2018. The Club & COPA Flight 100 have been holding this event since 1964. Breakfast is served from 7:30am to 11:30am rain or shine. So Fly-In or Drive-In and enjoy a day at the airport. Location is at the Smiths Falls Airport (CYSH). 102 Van Exan Drive, Montague, Ont. (11 kms east of the town of Smiths Falls off Roger Stevens Rd.) <http://www.smithsfallsflyingclub.com/> Airport# 613-283-1148

JUNE 9, MELFORT, SK: COPA Flight # 182. COPA FOR KIDS. Date: Saturday June 9th, 2018. Alternate: Sunday June 10th, 2018. Where: Melfort Airport. Time: Flying starts at 9am. Preregistration available: Contact Trent Rae 306 921-7926cel or email: trent.rae@fy-doctors.com or register at 8:30 that morning.

JUN 9, RIMOUSKI, QC: Association Aéro-Sportive de Rimouski — Club COPA 202 (CYXK). 9 juin 2018. Rendez-vous aérien et

portes ouvertes. Au programme : Dîner hot-dogs de 11h30 à 14h00, breuvages, cafés, collations. Visite des installations de SOPFIM et de l'aéroport, simulateur (Beech Baron 58). La plus cordiale des bienvenues ! Remis au lendemain en cas de pluie. / 9 June 2018. Fly-in and open doors : lunch with hot-dogs from 11:30 to 14:00, beverages, coffee, snacks. Tour of the installations of SOPFIM and of the airport. Simulator on-site (Beech Baron 58). A warm welcome ! Postponed to 10 June 2018 in case of bad weather.

JUN 9, DRAYTON VALLEY, AB: (Rain Date June 10) Copa for Kids, Drayton Valley (Flight 186). Contact Jerry Greiner 780-621-2555 for info.

JUN 9, EDMONTON, AB: COPA Flight 176 is holding a Fly-In Breakfast followed by our annual Rust Remover. Please register for the Rust Remover on our website. Registration fee \$30 prior to June 1. After June 2 and at the door \$40. TIME: Fly-In Breakfast: 8:00-10:00. Rust Remover: 0:30-15:00 (complies with Transport Canada Recurrency Requirements). LOCATION: Villeneuve Airport —

CZVL CONTACT:

Janis — treasurer@copaedmonton.ca
REGISTRATION: www.copaedmonton.ca

JUNE 9, MELFORT, SK: COPA Flight # 182 COPA FOR KIDS: Date: Saturday June 9th, 2018. Alternate: Sunday June 10th, 2018. Where: Melfort Airport. Time: Flying starts at 9am. Preregistration available: Contact Trent Rae 306 921-7926 cel or email: trent.rae@fy-doctors.com or register at 8:30 that morning.

JUNE 10, CARMAN, MB: The Carman Flyers Group (CFG) is again hosting its annual Airport Day. Special attractions this year include displays of several types of aircraft-Tiger Moth, Harvard, Cornell, a glider and Ag Spraying aircraft. Displays of model aircraft, a working flight simulator, and kids activities round out the day. Admission is free with brunch being sold from 9:00 am -1:00 pm. Airport located 1.5 miles south of Carman beside Hwy #3. Info: John Carley @ (204) 745-0426; email:jcarley@mymts.net. Freq. 123.2.

JUNE 10, DISLEY, SK: EAA South Sask. Chapter 154 are holding our 26th annual fly-in drive-in breakfast at Disley, Sask. CDS2. We will be serving pancake's, bacon, eggs, strawberries and whipped cream as well as juice and coffee. It will run from 0800 to 1100. Bring your friends with you to see some interesting aircraft. Adults \$10.00 kids twelve and under \$5.00. For more info please contact Vic Zubot 306-731-2249 or Ron Wood at 306-751-1064.

JUNE 10, COBDEN, ON (CPF4): COPA Flight 124, Champlain Flying Club, host their annual Fly-in/Drive-in/Walk-in Breakfast and open house from 0700 to 1100 hrs. Lots of great food and down home music. For more information please contact Bob Braden at braden.robert1@gmail.com or phone 613-432-2815

JUNE 10-15, CAMP ANJIGAMI, ON: Fly from Otsego Lake's splash-in, directly to Camp Anjigami, then fly directly to Grand Marais' splash-in. Make it a week of flying, a splash-in "Trifecta"! Where: Camp Anjigami, Ontario, Canada (N047.50.36 W084.35.36) Cost: \$150.00 USD per person / per night (stay 1 — 4 nights) (plus HST tax) (This special rate applies to this event only) Price includes: Accommodations (2 adults per room), Meals (BYOB), Boats motors and gas (2 per boat), Advice and help with border crossing (Procedures can be found @ www.CampAnjigami.com, click seaplanes, border crossing). Does not include the cost of fishing licences. (www.Ontario.ca/outdoorscard). RSVP required, please call or email as soon as possible, accommodations are limited. williams@CampAnjigami.com or (239)588-0560.



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ON THE HORIZON

JUIN 16, WALKERTON, ON FLIGHT 54. CYHS Hanover Saugeen COPA For Kids. 0830 registration, 0930 flying start and 0200 flying finish.

JUNE 16, KELOWNA, BC: Flight 36 COPA For Kids at the Kelowna Flying Club on June 16th!

JUNE 16, VIRDEN, MB: Virden Area Flying Club is hosting a Fly-in breakfast at CYVD. Breakfast served from 08:00 to 11:00 hrs. (CDT). Pancakes, eggs, ham, toast and fruit. Rwy 08-26. X wind 13-31 (grass). Fly in, drive in or walk in, everyone welcome. For info contact John @ 204 851-6230 or Noreen @ 204 748-5567.

JUNE 16-17, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37, is proud to invite all COPA members and the aviation community to its 24th annual fly-in, hold at the Sherbrooke airport. A lot of aircraft of all kinds, a fly market, static displays, work shops, exiting conferences and seminars, home built/restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs and more. Saturday night special dinner, movies and signers. Free camping on site. Contact Real Paquette 819 878-3998; send us an e-mail at lesfaucheurs@hotmail.com; or visit our website at www.lesfaucheurs.com.

JUIN 16-17, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Envol 37, est fier d'inviter tous les membres de COPA et toute la communauté d'aviation récréative du Canada, à son 24ième rendez-vous aérien annuel tenu à l'aéroport de Sherbrooke. Au menu: beaucoup d'aéronefs de tous genres, marché aux puces, avions en démonstration statique, ateliers de construction amateur, conférences et séminaires, concours de construction et restauration d'aéronefs, comptoir commerciaux, manufacturiers d'avions, clubs d'aviation, souper festif du samedi soir, projection de film, chanteurs, restaurant sur place. Tours d'avions et d'hélicoptères si la météo le permet. Camping gratuit sur place. Contactez Réal Paquette au 819 878-3998, ou écrivez-nous à lesfaucheurs@hotmail.com. Visitez www.lesfaucheurs.com.

JUNE 17, PICTON, ON: Picton, Ontario, CNT7. COPA Flight 53 will host our annual Father's Day Flyin, Sunday, June 17th at the Prince Edward Flying Club. Best breakfast anywhere! \$10 donation. Information call Jeff or Jackie Douglass at 613-471-1868

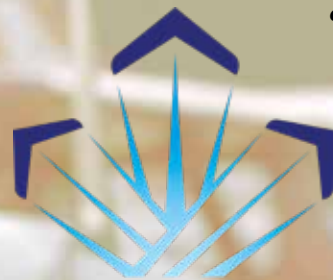
JUNE 21-23, SAINT JOHN, NB (CYSJ): The Atlantic Flight Centre and COPA Flight 193 (Saint John) will be hosting the 2018 COPA Convention and Tradeshow. Stay tuned for more details.

JUNE 23, LINDSAY, ON: Kawartha Lakes Flying Club(COPA Flight 101 Lindsay) is again this year holding a COPA For Kids at the Kawartha Lakes Municipal Airport, CNF4. This years date is Saturday June 23rd with a rain date of Sunday June 24th.

JUNE 24, SCOTSFIELD, NB (CCF9) COPA FLIGHTS 2 AND 86: All pilots and friends are invited to a special Fly-in to acknowledge

and honor Ernie McLean who is a former Director of COPA and who has supported the flying community in the Maritimes for more than 40 years. Breakfast, brunch or lunch will be served from 8am to 2pm. Antique, Sports Car Clubs and Paragliders have also been invited to attend. Nearest fuel available at CYFC and emergency 91 Octane available on site. For more information please contact me by email at peter.forbes@nb.aibn.com

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SAVING AN AIRPORT

NEW OWNERS REVIVE SUNDRIDGE

BY DAVE JENKINS



Another general aviation airport in Canada was in serious risk of closing. The local township listed for sale the Sundridge-South River airport (PE6), located in central Ontario. This beautiful rural gem of a facility was in jeopardy and rumoured to be made into a solar farm or a racetrack.

A small group of aviation enthusiasts came forward at the brink of the closure and successfully purchased the lands that contain the airport. The motivation was, and is, to keep the 85-year-old facility just that: an airport to serve the local communities and remain a haven for general aviation pilots. It truly is a gem in the world of grassroots general aviation airfields (pun intended). It is located five minutes off highway 11, just north of Muskoka, beside the towns of Sundridge and South River, and only a short one-hour or so flight from Toronto.

Built in 1933, this airfield has a colourful past, which includes Amelia

Earhart and Norwegian World War Two pilot trainees. This natural landing field boasts two very hard-packed, dry, sandy-soil turf runways. Covered in thin grass, it is extremely fast-draining and has the feel of landing on asphalt, but with the ambiance of landing on a rural grass field. The main runway is a comfortable 3200 ft long and 100 ft wide.

Those who visit can buy burgers and hot dogs in the terminal and cook them on the barbecue. Gary, "The Bear" Thornborrow, the airport manager, a local outfitter and nature guide, has plenty of stories to share.

The new owners can also arrange a 5-minute ride into town to visit one of many local restaurants. There is 100LL available. COPA members get discounts. Those who stay a few hours can go for a round of golf nearby, or use one of the airport canoes and go for a paddle in the adjacent river. The fishing is good, too.



▲ Sundridge Airport is undergoing a revival under its new owners.

Underwing camping available is available and showers and flush toilets are available in the terminal as well as outhouses for those who are camping. There are plenty of hotels and motels nearby, too.

Float planes can land on Forest Lake, located beside the airport. It's equipped with a seaplane ramp if storage is needed.

Monthly events will include barbecue fly-ins (the first being May 12, the grand reopening) and others, such as pick-your-own blueberries, and a fly-in camping event. Updates will appear at at sunairpark.com.

There are also investment opportunities such as land leases for hangars as well as aviation lots for sale. These are located abeam the airport with frontage on a year-round, publicly-maintained road. 🇺🇸

A GIANT NIGHT

FILM PRESENTATION AT LINDSAY

BY JIM RICHARDS

The Kawartha Lakes Flying Club (COPA Flight 101 — Lindsay) presented to their members a viewing of the **Reunion of Giants**, a documentary film featuring the last two airworthy World War Two-era Lancaster bombers flying together in the skies over England.

It had been 50 years since two Avro Lancaster bombers flew side by side.

The Canadian Warplane Heritage Museum's Avro Lancaster, VeRA, flew from Hamilton to meet her British counterpart Thumper, the only other surviving airworthy Lancaster bomber in the world, at the RAF Battle of Britain Memorial Flight (BBMF) in England.

The flying club was honoured to have World War Two veteran and Lindsay resident Peter Healey join the meeting.

Healey volunteered as an RAF aircrew in 1943 at the age of 18. There was a shortage of aircraft gunners, so Healey was sent to Egypt for training, then to Palestine where he became an aircrew member on the two-engine Wellington



bomber and then the four-engine B-24 Liberator. Foggia, Italy was Healey's next stop where he joined No. 40 Squadron RAF (No. 5 Group) and flew on the B-24. Then, in 1944, they were supplied with the Avro Lancaster. Healey flew a combined 25 missions as a rear-gunner in B-24s and Lancasters. 🇺🇸

▲ Kawartha Lakes Flying Club executive with Peter Healey: Jim Richards (Communications), Bill Fry (Director), Allan Darling (Treasurer), Peter Healey (World War Two veteran and rear-gunner on B-24s and Lancasters), Bob Burns (President), Jim Baldwin (Secretary) and Flavelle Barrett (Past-President)

TOWERING ACHIEVEMENT

FREEDOM TO FLY FUND THE BIG WINNER

BY GEOFF ANDERSON

The Eastern Ontario Pilots Association (EOPA) is a loose association of people associated with aviation, both commercial and recreational, in eastern Ontario. We have been getting together once a year for a fun-filled evening of curling and potluck in Vankleek Hill, Ont.

This year we teamed up with Hawkesbury Flying Club (COPA Flight 131) to hold our 38th event. The evening kicked off with three curling teams competing

for the Mug, which was won by Hebb Russell's team. Supper followed, and then a 50/30/20 draw that raised \$450 for COPA's Freedom to Fly Fund. The final event was a Spaghetti Challenge. This challenge invites teams to build the highest free-standing structure with a marshmallow on top using only 20 sticks of spaghetti plus one metre each of masking tape and thin string. Vaughn Olmstead's team won with a 27-in. tower. The evening was a big success



with good company, good food, good fun and a good outcome for the Freedom to Fly Fund. 🇺🇸

SAYING GOODBYE TO A LEGEND

FATHER GOOSE A FIXTURE IN DURHAM REGION

BY GORD MAHAFFY

Sadly, aviation legend Bill Lishman (Father Goose) died Dec. 30, 2017. Lishman had a strong connection with aviation in the Durham region and will also be remembered for his epic experiment that demonstrated bird species that had lost their ability to migrate could be retrained to make those life-saving flights by using an ultralight aircraft as a mother goose.

Lishman wrote a book about his experience, which led to the movie Fly Away Home. He lived in a subterranean house that sits on the north-

ern boundary of the Oshawa control zone, with a grass strip for his trikes and microlights. Lishman was a passionate naturalist who was very concerned about global warming.

He could legitimately be called a modern philosopher who believed there was other intelligent life in the universe that we must ultimately welcome and get along with. He could also be referred to as “a bridge over troubled waters”, since he was an avid aviation enthusiast and at the same time a supporter of so many environmental groups.



PHOTO CREDIT GORD MAHAFFY

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Pour de plus amples renseignements, contactez le Groupe Magnes au numéro de téléphone 1-855-VIP-COPA ou visitez le site internet uavinsurance.ca.

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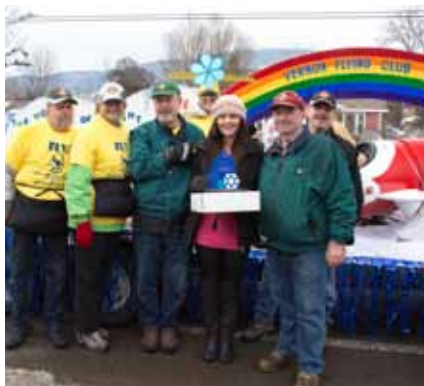
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EVERYONE LOVES A PARADE

FLIGHT 65 SHOWS WINTER CARNIVAL COLOURS

BY STUART MCLEAN



The northern Okanagan valley was a beehive of activity in late January as members of COPA Flight 65 — Vernon, B.C., along with the Vernon Flying Club (VFC) and the local Civil Air Search and Rescue Association (CASARA) group, prepared for the challenge of entering a float in the 58th Annual Vernon Winter Carnival Parade.

The mile-long parade, which kicks off the 10-day carnival, presented the opportunity to make residents aware of the VFC and CASARA, as well as COPA Flight 65, in a light-hearted environment. After several weeks of planning

and preparation — and team building — the masterpiece was ready. On Parade Day (Feb. 3), the enthusiastic volunteers would not be thwarted by the cool weather and overcast skies. Forecasted rain and snow showers held off long enough to allow the fun to begin. Volunteers took the opportunity to showcase the COPA for Kids event scheduled for July via a “Wonder of Flight” theme. This was depicted using small barrel airplanes flying through clouds and a rainbow. To top it off, a second part of the parade entry consisted of members of the Vernon Flying Club RV Formation Flying Team,

The Snowflakes. Thousands of people lining the parade route were thrilled to see a professional-grade flyover demonstrating the precision flying of four different Van’s RV amateur-built kit planes.

To everyone’s delight, the float was awarded the Grand Champion prize for Best Overall Special Effects. Maybe it was the swivelling windsock that tipped the scale. It was a good day for community involvement by Flight 65, VFC and CASARA, not to mention enjoyment for all participants. Already there is talk of doing it again for next year’s Winter Carnival. 🛩️

HIGH-SCHOOL AVIATION TAKES OFF

HOW A SMALL-TOWN COMMUNITY CAME TOGETHER



The energetic and optimistic spirit of Vanderhoof, a small town in British Columbia's interior, has conspired to provide a unique opportunity for high school students at Nechako Valley Secondary to earn their first steps towards a career in aviation.

A pilot class of seventeen students — pun intended — started their first semester of Aviation 11 in January 2018. With the support and guidance of Class 2 Flight Instructor and 25-year veteran teacher Andy Sundahl, students are aiming to complete their private pilot ground school, which will include dual flight time in the Vanderhoof Flying Club's Cessna 150, as well as time in two of the College of New

Caledonia's Redbird FMX 1000 full-motion flight simulators. "Everything just came together at the right time. Everyone pulled together because I think they could see the obvious potential for this program. And students who are dreaming of a career in aviation just received a tremendous opportunity to realize that dream," says Sundahl, who has been a teacher in the Nechako school district since 1993 and earned his initial instructor rating with the Edmonton Flying Club back in 1988.

The story began with the College of New Caledonia (CNC) recognizing the impending pilot shortage and the foresight to create a program

▲ Aviation 11 classes have begun at Nechako Valley Secondary School.

to train pilots to a commercial level. The Vanderhoof airport (AU4) is an excellent training airport with three runways, including two grass runways and a GPS approach. The uncontrolled airport is within a flat central plateau, and it is only a short flight to Prince George (YXS), Fort St. James (YJM), Quesnel (YQZ), Fraser Lake (BZ9) and other nearby aerodromes. With the support of local pilots, including Guardian Aerospace flight school owner Eric Stier, Vanderhoof village council, Nechako School District 91 and Community Futures Development,



expertise and support. The Redbird sims were installed in a specially wired room across from the library with the support of school district technicians Jay Bangs and Keith Teichroeb and, sooner than everyone really expected, all the pieces were in place.

Aviation 11 will not only focus on the required TCCA ground school topics, but also include the history of aviation, model building and cross-curricular projects with English, Math, Science and even Art and Multimedia. Field trips to the new RD aviation maintenance hangar at

SUNDAHL IMMEDIATELY RECOGNIZED THE OPPORTUNITY FOR STUDENTS AT NECHAKO VALLEY



the Vanderhoof airport as well as a Prince George airport tower and facility tour are also in the plans for this semester. The course includes more than twice the number of hours required for the private licence and allows for a much broader educational experience for students. In addition to their ground school requirement, students will also be earning Applied Skills credits toward their high school graduation diploma. Students will be fundraising and looking for sponsorship for dual instruction in the Vanderhoof Flying Club's Cessna 150 as well as program varsity jackets similar to Nechako Valley's basketball and football teams. The excitement and pride of the enrolled students is obvious. And the entire community is proud of how everyone came together to make all the pieces work for the benefit of its students. For more information, contact Andy Sundahl at 250-567-7834, asundahl@sd91.bc.ca or at Nechako Valley Secondary School, 250-567-2291. 🛩️

an aviation business diploma program was developed and launched in 2013. Two Redbird FMX 1000 flight simulators were purchased and installed in the CNC Vanderhoof campus building as an integral part of the program.

Unfortunately, the business aviation diploma program did not stir up the enrollment CNC hoped for, so the resourcefulness of the Vanderhoof community kicked in. Nechako Valley Secondary School principal Ken Young recognized the opportunity for his students. With the support of Nechako Lake's District Careers Coordinator Darren Carpenter, they took the initia-

tive to gather and focus the necessary resources to provide a unique opportunity for Nechako Valley students. They first proposed the idea to Sundahl, who had been teaching in Nechako Lakes since 1993. They also knew that Sundahl was an active Class II flight instructor with the Vanderhoof Flying Club and that he had recently purchased a Piper Super Cub. Sundahl immediately recognized the opportunity for students at Nechako Valley. Next, Floyd Wuthrich, president of the Vanderhoof Flying Club and Larry Frey, Chief Flight Instructor were brought on board and enthusiastically offered their professional

LAC LA BICHE ICE FLY-IN

80 AIRCRAFT ATTEND WINTER FESTIVAL OF SPEED

BY DR. KEN ZACHKEWICH | PHOTOS BY STACEY SKYRPAN



With the blank canvas of a huge lake, the 2018 Lac La Biche Winter Festival of Speed Committee carved out another amazing lay-out for its 2018 event, held Feb. 24-25, 2018.

COPA Flight 165 is one of the groups that works with an amazing crew of volunteers to put on what has grown into Canada's premier winter motor sports event, which proudly includes the nation's largest ice fly-in.

The Western Canadian car ice race and snowmobile drag race championships, along with motorcycle and ATV oval racing, horse sleigh rides, and a trapper's pavilion were all a short shuttle ride from the ice airport apron.

Over the two days, 80 aircraft landed on the prepared 4200'x120'x42" thick strip on the eastern side of Lac La Biche Lake. Aircraft ranging from a Navajo twin to several Cessnas and Pipers, to an assortment of experimental and homebuilt aircraft attend-

ed this year's event. Small wheeled aircraft like RV's and a Sonex had no issues with the runway or any of the four taxiways. Two Robinson helicopters landed on the separate helipad that was prepared just adjacent to the apron.

What is truly amazing is that within four to five days, the ice surface adjacent to the small northern Alberta town of 3000 is transformed into a world class racing facility and airport with a maze of adjoining roads. Though the construction is relatively quick and intense, planning and organizing begins months ahead of the event. Securing donations and volunteers to put on this event is no small feat. 2018 marks the 35th year for the Winter Festival of Speed. The Ice Fly-in joined the festivities in 2010 and has been involved and grown ever since.

Landing on the ice is somewhat of a novelty for pilots. The surface is inherently slippery, though this year's

runway was textured by a grader with a blade that shaved off humps and provided longitudinal lines down its length. The long runway allows for plenty of room to roll out with minimal use of brakes. With taxiways alpha through delta, there were plenty of opportunities to exit. With up to four aircraft on final at times, the quick exits were welcome.

In addition to enjoying a hot cup of coffee or hot chocolate with a donut, hot dogs were available for roasting. An exciting addition to this year's fly-in was an on-ice, wood-fired pig roast.

The Lac La Biche Flying Club is proud to make this annual fly-in happen. Without the attendance of adventurous pilots from B.C, throughout Alberta, and Saskatchewan, this event would not happen. Thanks to all who attended and we look forward to seeing new and returning faces the last weekend of February 2019! 🐷



VULCAN AIRPORT (FX6) HAS NEW LED LIGHTING



The Vulcan Flying Club, partnering with both the Town and County of Vulcan, made application for and received a grant to fund the purchase and installation of a new LED ARCAL system, including runway, taxi and ramp lights. "Come and check them out any night. It now works the same as all other nighttime runways — very bright," says the club president. 🌟

◀ Vulcan Airport now sports bright new LED lighting.

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SAINTE-ANNE-DU-LAC

ONE OF QUEBEC'S MAJOR WINTER FLY-INS

TEXT BY JEAN-PIERRE BONIN

PHOTOS BY HÉLÈNE LAVIGNE & JEAN-PIERRE BONIN



Sainte-Anne-du-Lac is the last village going up Quebec's Route 309, about 40 kilometres north of the town of Mont-Laurier. Like most small towns hosting a fly-in, it often turns out to be quite the event.

Now well established in its eighth year as an annual winter fly-in, the organizers worked hard to ensure the runway would be suitable for both ski- and wheel-equipped airplanes by cleaning and surfacing for weeks prior to the February 24 event. People came by road and by air to celebrate winter. Fifty aircraft showed up, which makes it one of the bigger winter fly-ins in Quebec. Homemade

muffins and hot coffee welcomed pilots and passengers as they came to sign the guest book. A shuttle vehicle brought those with a bigger appetite to a nearby restaurant. Some of the aircraft types on scene included an Airbus (ex-Eurocopter) EC120 Colibri and a Pilatus Porter on wheel-skis, who was able to back up on his own to park. There was also a low-tech, wooden Jodel F11 and a high-tech, composite Diamond DA40, a locally-designed and built Pegazair, and of course Cessnas, Pipers and others, coming in all sizes and colours to brighten the day and please the eyes of visitors. 🍪

SAINTE-ANNE-DU-LAC

UN DES GROS RVA HIVERNAL DU QUÉBEC



Sainte-Anne-du-Lac est le dernier village au bout de la 309, à environ 40 kilomètres au nord de Mont-Laurier. Comme dans tout petit village accueillant un RVA, l'événement devient tout un — événement.

Depuis huit ans qu'il se tient, ce RVA est maintenant incontournable dans le circuit hivernal des RVA.

Les organisateurs ont travaillé d'arrache-pied pendant des semaines précédant le 24 février, pour s'assurer que la piste soit prête et praticable tant pour les avions sur skis que pour ceux sur roues. On y vient par la route ou bien sûr par la voie des airs pour célébrer l'hiver. Cinquante appareils se sont posés cette année, ce qui en fait un des gros RVA hivernaux. Les pilotes venus signer le livre d'or et leurs passagers étaient accueillis avec des muffins faits maison et du café chaud. Pour ceux dont l'appétit était plus important, une navette les amenait vers le restaurant du coin tout près. Certains des types d'avions sur scène inclus un Colibri EC120 d'Airbus tout comme de regarder un Pilatus Porter sur skis-roues qui se stationne tout seul de reculons. Il y en a eu de toutes dimensions et de toutes les couleurs pour épater les visiteurs, du rudimentaire Jodel F-11 en bois au Diamond DA40 en composite ou le Pégazair de conception et construction locale avec, bien sûr, les Cessnas, Pipers et autres. 🍪

ASSEMBLÉE GÉNÉRALE ANNUELLE 2018 D'AVIATEURS QUÉBEC :

UN RENDEZ-VOUS TOUJOURS AUSSI POPULAIRE

TEXTE ET PHOTOS : JONATHAN BEAUCHESNE, DIRECTEUR POUR LE QUÉBEC



Le 3 février dernier se tenait l'Assemblée générale annuelle 2018 d'Aviateurs. Québec à l'École nationale d'aérotechnique, située directement à l'aport de St-Hubert (YHU). Cette rencontre est, pour plusieurs pilotes, un événement incontournable de l'aviation générale au Québec. Pour l'occasion, près d'une centaine de personnes ont pris part à cette journée.

En plus de la portion administrative de l'ordre du jour, complétée dès le début de la matinée, trois conférenciers sont venus discuter avec les participants des drones, du vol de voltige et du vol de brousse. En après-midi, Major Myrian Lafrance, de la base aérienne de Trenton, est venue exposer le travail effectué par les équipes de recherche et sauvetage. Finalement, une séance de mise à jour des connaissances présentée par des formateurs de l'association est venue clore cette journée bien remplie.

À partir de 2019, année qui soulignera le 40e anniversaire de cette association provinciale, l'AGA devrait avoir lieu au printemps afin de favoriser l'achalandage de ceux et celles qui voudraient s'y rendre avec leur appareil.

D'ici là, vous pouvez consulter le site web de l'association (www.aviateurs.quebec) afin de demeurer au fait des activités et formations organisées par cette organisation active sur le territoire québécois. 🇵🇸



♦ Des membres de l'association s'inscrivent à l'assemblée générale annuelle; Plusieurs séminaires sur la sécurité des vols ont été présentés.

29E RENDEZ-VOUS AÉRIEN CHEZ MO

UN GRAND SUCCÈS SUR TOUTE LA — GLACE

PAR : JONATHAN BEAUCHESNE, CLUB COPA 169 — PONTIAC, QUE.

PHOTOS : KIRSTEN MANN, JEAN-PIERRE BONIN



Pour les aviateurs du Québec et de l'Ontario, le dernier samedi de février revêt un caractère tout particulier : c'est le Rendez-vous aérien Chez Mo.

Et février 2018 n'a pas fait exception à la règle avec la 29e édition de cet événement couru par de nombreux pilotes et passagers. Fidèle à la tradition, Mo (Maurice Prud'homme) a accueilli les participants avec son légendaire chili, encore une fois délicieux et réconfortant, sur les glaces de la rivière des Outaouais. Son

équipe de bénévoles, expérimentée et efficace, a su gérer de main de maître tout ce trafic aérien et cette affluence au sol. Au total, ce sont environ 55 appareils qui se sont posés sur l'habituelle piste 16-34 aménagée pour l'occasion. Un véritable plaisir pour petits et grands de voir tous ces avions et hélicoptères stationnés sur la rivière. Soulignons la présence de plusieurs représentants d'Aviateurs Québec, qui a contribué aux côtés de COPA et de nombreux autres com-

manditaires à supporter cet événement. Un grand merci à Mo pour son hospitalité et son accueil souriant. Prendre le temps de converser avec lui et les participants sur place explique en grande partie le succès de cet événement et représente l'exemple parfait du pouvoir de rapprochement créé par l'aviation générale. Rendez-vous en février 2019 pour le jalon qui marquera le 30e anniversaire d'un des rendez-vous aériens les plus populaires du Québec. 🍷

REGIONS ATLANTIC

VEHICLE LOTTERY SUCCESS

FLIGHT 63 RAFFLES OFF NEW CAR



COPA Flight 63 — Tri-County Flying Association in Yarmouth, N.S. held their annual vehicle lottery on February 10 at the Rodd Grand Hotel. As usual, the 444 tickets were all sold and nearly 400 people attended the evening gala. This is not only a great fundraiser for the group, it also involves the three counties which comprise the local community, creating awareness of the aviation community in the area.

OTHER COPA FLIGHTS AND FLYING CLUBS COULD TAKE A LESSON FROM THIS

A car dealership (not always the same one each year) and other great sponsors get involved, with many non-members attending the gala. This is a reverse-order draw, with prizes awarded to various numbers such as the 50th, 100th, etc. ticket drawn until down to the last one, which is the big-prize winner. This year, the big winner was Joe Pickett. This is a great example of an ongoing fundraiser for the flying association, but it's not easy; it takes many hours of work by a few people securing sponsors, selling tickets, promoting the event, etc. One key 'spark-plug' for the group is Cliff Gavel, who has taken the lead in this since it started. Leland Anthony, the MC for the evening, has also been doing this since it started. Other COPA flights and flying clubs could take a lesson from this. An annual lottery raises money, involves most of the community and raises awareness of aviation activities. 🚗



◀ COPA Flight 63-Tri-County Flying Association holds a car lottery every year to raise funds for the club.



TOUCHDOWN IN **SAINT AWESOME**

COPA CONVENTION TAKES FLIGHT IN SAINT JOHN, NB
BY TESSA TOUTANT | PHOTOS COURTESY DISCOVER SAINT JOHN



COPA members and aviation enthusiasts mark your calendars for the annual COPA Convention and Tradeshow, taking place this June in beautiful Saint John, New Brunswick. »

SAINT JOHN NB



This year's convention is brought to you, in part, by the Atlantic Flight Centre and COPA Flight 193 (Saint John) and promises to be a celebration of Canadian general aviation you won't want to miss.

Our keynote speaker for this year's banquet is Kathy Fox — COPA member and current chair of the Transportation Safety Board of Canada. Back again this year by ever-popular demand is the Co-Pilot Course for spouses, teaching you everything you need to know to be an effective and helpful right-seater.

The main venue this year is the Hilton Saint John Trade and Convention Centre, conveniently located in downtown Saint John and within easy walking distance of shops, restaurants and the local market. If you haven't booked your room already, do so soon as the block is filling up. Details can be found on COPA's website. Details on confirmed sessions and speaker

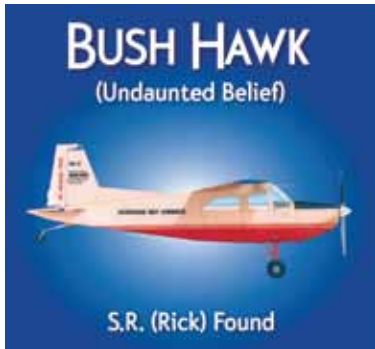
information will be announced in the coming weeks. Friday's fish-fry lunch promises to showcase the best of maritime cuisine for all convention attendees. Thanks to The Magnes Group for their sponsorship of this program element.

For those flying in, detailed information about arrival and parking procedures will be distributed in the May edition of COPA Flight and on copanational.org. For the first time, the Saint John International Airport will be allowing underwing camping with 24-hour access for registered campers. Additionally, the Atlantic Flight Centre has confirmed that they will be offering convention attendees a discount on fuel purchases. There will be shuttles operating between the airport and the Saint John Hilton.

Saturday promises to be the highlight of the weekend as the airport hosts its annual Family Day for the community. The static display, food trucks

and other activities will be an exciting enhancement to our convention. For the policy wonks, the organization's Annual General Meeting will take place Saturday morning at the Saint John Hilton. For the first time, members not in Saint John will be able to stream the meeting online, as well as vote on the resolutions online from anywhere in Canada.

Those wishing to partake in some more of the local area will have the opportunity, through the spouses' program, to explore the region thanks to Freedom Tours and Travel, who have arranged activities ranging from holistic spa experiences to educational excursions, including the Huntsman Marine Science Centre in neighbouring St. Andrews. Stay tuned, as more details and additional excursions will be announced in next month's magazine. Registration for this year's convention is open and the link can be found on COPA's website. We look forward to seeing you in Saint John. 🍷



BUSH HAWK (UNDAUNTED BELIEF)

An important chapter of Canada's aviation history is told for the first time in a new book by S.R. (Rick) Found titled *Bush Hawk (Undaunted Belief)*. The Found family's name is famous among bush pilots worldwide for having built a tough little freighter aircraft designed for hard service in Canada's wilderness. The author's father Sherman, along with his uncle Nathan (Bud) Found, and with financial backing from department store magnate John David Eaton, took on the herculean task of gaining FAA certification for their dream aircraft. Despite both financial and engineering setbacks, they hung in and produced an airplane that outperformed anything then being imported from the United States. So why, with an industry begging for the plane, were only 27 aircraft produced? Financial consultants and timid bankers did the trick and crashed the Found FBA-2C before it could gain altitude. For 15 years the rights to manufacture lay in Eaton's vault but, (undaunted) Bud Found did the Phoenix-from-the-ashes thing and the Bush Hawk flew once more. Don't wave the maple leaf just yet, as what is known as angel money became the devil's own and the Found's lost their Bush Hawk to investors once more—this time across the seas from where it is about to reappear in international skies.

By S.R. (Rick) Found
 Publisher: Canadian Aviator Publishing Ltd. Imprint of Coast Dog Press
 List price \$34.00 (incl. shipping)



VERTICAL HORIZONS

Author Doug Grant was a long-term employee of Okanagan Helicopters and has put together

an amazing fluidly written and comprehensive history of this pioneer company. OK, as they soon became known, achieved world renown from humble beginnings in British Columbia's interior by developing a mountain flying technique that is still a fundamental of helicopter flight training. Teaching the US army was just one of the achievements of founder, Carl Agar, who became known as Mr. Helicopter as he took the company into world prominence. Grant has not missed one other outstanding feature of Okanagan Helicopters—hundreds of former employees still speak of the pleasure they experienced in working for this pioneer Canadian company.

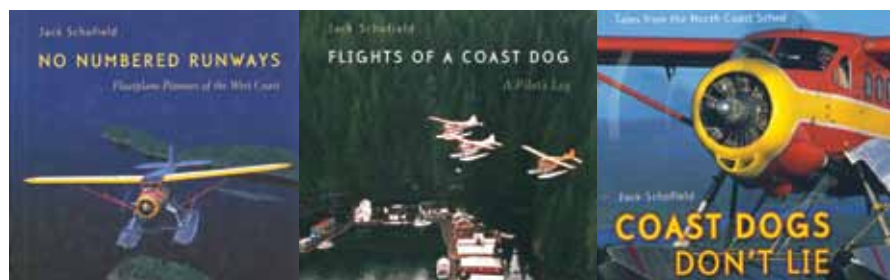
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
 Price: \$55.95 (incl. shipping)



HANGAR FLYING

Hangar Flying—Tales from the Flight Deck will be hot off the press by the end of November—a great 162 page full colour gift for an aviator friend who might just be yourself! Six professionals tell stories from their log books and some outstanding aviation artists illustrate with acrylic paintings and pen and ink sketches and now, for the first time, a twenty-first century painting by a digital Raphael and that's not finger painting. Priced at \$31.00 CAD we can mail it to you for \$7.00 anywhere in Canada. Perfect under the covers reading during winter's blast.

Author: Jack Schofield
 Price: \$44.00 (incl. shipping)



THE COAST DOG SERIES

These are Schofield's three books that were destroyed in a warehouse fire and brought back to life by an enthusiastic aviation community who ordered sufficient numbers of sets to finance the reprinting. Wow! That's something of a mind-boggling story. *Flights of a Coast Dog* — a BC book award and west coast bestseller along with its sequel, *Coast Dogs Don't Lie* and some significant BC aviation histories in a revised edition of *No Numbered Runways* makes up the trio of great flying yarns with a BC Coastal flavour.

Author: Jack Schofield | Publisher: Coast Dog Press
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WINGED WARRIORS TAKE FLIGHT

WOMEN IN AVIATION CHAPTER AT
UNIVERSITY OF WATERLOO



University of Waterloo Aviation student Jodie Scarrow has established a new Women in Aviation chapter, Winged Warriors. The new UW chapter of Women in Aviation is home to a new collegiate chapter for young women with dreams of becoming the next generation of aviation professionals. The official launch event was held at Waterloo Wellington Flight Centre March 2.

"I have always been passionate about aviation," said Jodie Scarrow, third-year UW Aviation student. "I attend every conference and event possible to get involved and learn more. When I asked if there was a Women in a Aviation group at UW, I was told there wasn't, but was encouraged to start one. I knew

there was potential, so I readily took on the task."

The launch event attracted a variety of people interested in aviation who took part in networking opportunities with women in the industry.

"We were happy to host the launch event of the Winged Warriors," commented Bob Connors, General Manager of the Waterloo Wellington Flight Centre. "WWFC has always been a strong supporter of Women in Aviation and with International Women's Day on March 8, this seemed like the perfect opportunity to celebrate women and the new women in aviation chapter."

The event featured keynote speakers Anna Pangrazzi, President and Owner of Apex Aircraft Sales Ltd.

Waterloo Wellington Flight Centre

The Skills You Need — The School You Want

and Vice-President & Director of Northern Lights Aero Foundation and Dr. Suzanne Kearns, Associate Professor, Geography & Environmental Management, University of Waterloo.

“There is currently a shortage of pilots,” commented Connors. “Canadian airlines have stated they’ll be hiring about 1,000 commercial pilots this year, maybe even more, but only about 600 Canadians will be produced by flight schools.”

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*ONLY ABOUT 600
CANADIAN PILOTS
WILL BE PRODUCED
BY FLIGHT SCHOOLS
THIS YEAR*

engineers (AME) are also in short supply and companies are looking for new ways to source staff.

“The ratio of women to men in the aviation industry remains low,” said Connors. “However, that can change with increased awareness and promotion of career opportunities to young women. There are many women pilots, AMEs and controllers who are very successful and well respected and there is huge potential for more.”

WWFC is both involved in gender-equality initiatives to reach out to young women and highlight aviation career paths, such as pilots, air traffic controllers and maintenance professionals. WWFC hosts two events, Girls Can Fly and Aviation Fun Day each year with a focus of introducing the aviation industry to youth and their families. Both events are hugely successful with a large attendance.



Photo by Mike Reyno

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1974 CESSNA 172M, 6855 TT, 535 SMOH, IFR King/Cessna/Garmin Avionics, JPI EDM 700, PowerFlow Exhaust, Reiff Heater, In Annual, NDH, Well Cared For, Hangared Last 30 Years, \$59,000, 905-849-1339, ggrenville@cogeco.ca (3121.16405)



2003 CIRRUS SR22 w/TKS/Avidyne/G430's, only 420.5 TTSN! One Owner, Hangared, No Damage History and All Logs! Chute Repack 2014, Cutters/Motor 2015! CALL! Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.16368)



1980 MOONEY M20K 231 - \$112,500 USD 3,645 hrs TT; 870 hrs SMOH; 216 hrs SPOH; GLASS PANEL Mooney M20K! Garmin G500, GNS-430 WAAS, ADSB-Out, Synthetic Vision, Chartview, Turbo Plus Intercooler, Complete Logs, Turnkey Solution! Aviation Unlimited 905-477-0107 ext 225 (2247.16384)



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1970 PIPER CHEROKEE 180, 9017 TTSN, 1137 SMOH, Well Maintained, Commercial, Training Aircraft! \$ 45,000 CAD. Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.16367)



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1973 EMERAUDE 305, Lyc 0-235, Warp prop ,1350 airframe, A-200 I-COM, 254 engine, always hangared E-mail for more details: coot42@eastlink.ca (3109.16209)



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2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SVT!\$215,000 USD	1977 C182Q, 1902TT, 129 SM, GNS430/WAAS, C2000 AP,\$ 139,900 USD
2005 Cessna 182T Half Share at CYKZ! G1000!\$132,900 USD	1977 Piper Super Cub, 1585 TTSN, Edo 2000 Floats, Wheels and Skis!\$115,000 USD
2005 Cirrus SR20, 2359 TT, 367 SFRM\$163,900 USD	1976 Mooney Exec, 5892TT, 2433SM, GX'S GPS, 140 KTS (9.5GPH), Flown Often!\$60,000 CAD
2003 SR22, 420 TTAE, TKS, Dual 430's and Avidyne PFD/MFD! Heated Hangar!\$219,900 USD	1976 Piper Lance, 2774 TT, 1743 SM, King w/HSI/ALTI! AP!\$89,900 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!\$89,900 USD	1976 Tiger, 1471TTAE, Original, Elec Gear&Flaps, All Logs, Hangared!\$42,000 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!\$99,000 USD	1975 Mooney Exec, 5892 TT, 2433 SM, Flown Regularly! GX'S GPS! EDM700!\$60,000 CAD
1998 C182S, 1206 TTAE, King Digital/KAP140 AP!\$177,000 USD	1975 Traveler, 2072 TT, 1419 SM, Beautiful!Paint/TanLeather\$40,900 USD
1994 Bonanza A36, 1405 TT, Garmin GTN750/650 GPS, Immaculate!\$400,000 CDN	1974 414 6905TT, 1118SM, Full De-Ice\$125,000 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520\$150,000 USD	1974 C172M, 1295TTAE, 1028 SNEW 180HP Engine & CS Prop!\$ 64,900 USD
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1974 PIPER AZTEC PA23-250 Full IFR, Garmin GNS 530, GTX 330, GMA 340, AICD 3, Auto Pilot, Dual Brakes, Full De-Ice, Fresh Annual Asking \$75,000. Will consider trades. 416-543-3251 (2849.16340)



1972 CESSNA 177B 3684.4TT, 78.5h on 3 blade Hartzell prop, 180hp Lycoming O-360-A1F6. 1684.8 Engine hours. STEC 40 Fuel flow monitor, Elec. ignition, Garmin 430 Nav Com coupled to the Autopilot, NARCO AT165 Trans. Mode C, NARCO MK 12D Nav Com, new #3 cylinder, Power Flow exhaust, tail gap seals, strobes. 2 new extra tires, new battery, light weight starter, wheel pants. Annual April 2016. \$65,000 USD. Call 306-421-6500 or email: 2000@accesscomm.ca (3097.15998)



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SPORTSMAN 2+2, 1997, 51TTSN. Recovered 2006. Lycoming O-360, 180 HP, 512 hrs. Propeller Hartzell HCC2YR-1Bf, 125H SMOH. Floats EDO 2425. Horton STOL. Wheel gear included. Asking 69,000,00\$ Pierre 819-586-2234, ampmgodon@outlook.fr (3061.16228)



1964 BEECHCRAFT MUSKETEER A-23 with IO346A dual injected 170hp Continental engine, with 870.9hrs SMOH. Aircraft 2309.75TT. Always hangared, not flown in 10 years, never damaged. Best cash offer as is. Sale could include purchase of hangar at Stirling Airport and fresh annual could be available. Motivated seller. 613-391-2361 (3139.16355)



CESSNA 182P - 1973. 3530 TTSN, 1456.5 SMOH (TBO : 2500). EDO 2960 Floats. Propeller-landplane : McCauley 2CA34C204-C, SPOH :317.9 due 2015, Seaplane : McCauley C2A34C204-C, SPOH : 0.0. Audio panel King KMA-20, 2 radios comm/nav, Bendix/King KX155, 1 DME transceiver Bendix/King KM62, 1 transponder Bendix/King KT75 Garmin. Micro vortex generator kit (STC #SA00834SE) on wings and tail surfaces, BAS shoulder harness (STC #SA2067NM), Horton stol-craft kit (STC #SA2285CE), L/H aileron trim tab by Aero-trim (STC #SA1297SO), Brackett air filter, Fuel drain mod kit (SKC206-24), Electronic international fp5 fuel flow transducer (STC #SA00068SE), Insight engine analyser, Engine heater Reiff Corp., Engine modified IAW Texas skyways (STC SE8949SW), 250hp TBO @ 2500hrs, Engine mount Seaplane West, Replaced RH fuel cell in 2012, Replaced engine rubber mount. Annual February 2018. \$110,000 OBO. Call Robert Adam, 819-732-6066 (bus), 819-727-6223 (cell), 819-732-6189 (home). Email : radam@cableamos.com (2753.16398)



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1977 MAULE M5-235C, TTSN 3201, TSMO 1302, Useful load 1070lb on Oleo Wheel, 948lb FlyLight Wheel skis, 1020 Aqua 2440 float. Fresh annual February 2018. Well Maintained, Great Performer. Hangared at CSU3 St Hyacinthe, Quebec, Canada. \$125,000 on float, wheel skis extra. Call Gilles Berthiaume 514-592-4186, gberthiaume@alpha-vico.com (3135.16365)



2000 CHALLENGER II AULA, 625 TTSN, Well Maintained, Rotax 503, Turbulence skis and interior, Puddlejumper Amphibs, Garmin 296, Icom A6, AvComm Intercom, Canopy and engine covers, always hangared, \$23,000. 613-836-6445 or email john_woudstra@rogers.com (3136.16352)



1979 ZENAIR CH-200. Lycoming 0-320, TTAF 1720 hrs, 193 hrs. since brand new genuine Lycoming Pistons, rings and cylinders. Warp Drive ground adjustable propeller. Regularly flown by self in the Toronto area since 1980. Many trips to the East Coast, Sun&Fun and Oshkosh. Unique backward sliding split canopy. ICOM-A200 Radio with intercom, Mode (C) transponder. Asking \$ 20,000 CDN OBO. Medical. Can be seen in Oshawa and Lindsay Ont. 905-725-2295 ask for John. (3129.16332)



1947 CESSNA 140, 1085 TTSN, 469 STO/H, complete logs, Classic Airplane, EAA Award Winner. Always hangered, upgraded interior leather, original wheel fairings not shown, 2 headsets, 2 pfd, Garmin 195, KX155, Mode-C, Based CAT4, \$29500 Tel: 250-240-4670 (2652.16316)



1946 AERONCA CHAMP 7AC. 8150 TT, 950 SMOH. 65 HP, ELT, VHF, Lowrance GPS. New fabric and paint 2008. Straight skis included. Annual just done. \$27,000 OBO. (416)678-9372 or jcsair@gmail.com (3040.16393)



1977 XP R172KB, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 Mccauley prop. 514 342-1893, cell. 514 386-3478 Plane hangered in St-Hubert. (2810.16309)



2001 EUROPA CLASSIC, 500 hrs, Rotax 912S for sale by owner-builder-always hangered. \$50,000.00 obo. for detailed information go to <http://petertimm.blogspot.ca/> (3113.16403)



1963 PIPER CHEROKEE 160, TTSN 2500, SMOH 540, VG's, Gap Seals, Hoerner Wig Tips, Sky-Tec Starter, New Tires, Battery, Vacuum pump. Annual Oct 2017, located at CAQ4. \$37,500. Email: biglakebiker@hotmail.com (3118.16356)



1964 MOONEY M20C, 2852 TTSN 708 SMOH 69 SPOH, will annual for buyer. Great flying airplane, \$55,000 OBO CAD, Gladstone, MB. 204-368-2266, tntoews@gmail.com (2623.16372)



1998 FOUND BUSHHAWK XP TTAF 836, Engine 610 Hrs, 300 HP LYCOMING IO-540, Prop 140 hrs Hartzell, Aerocet 3400 Amphibs, Useful Load 1190 lbs on amphib. Stored in heated hangar for winter. Original owner, 5 place seating with 250 lb Cargo area, Electric Flaps, 100 US gallons, full wheel kit and winter covers. Bendix King KT67A Transponder, Garmin Aera 510. Fresh Annual Nov 2017. \$350K CDN. Jlfish1961@hotmail.com. 705-313-4581 (3132.16635)



1972 CESSNA 150L 6010 TTSN, 260 SMOH engine, Skytech starter, Slick Mags, Cessna 300 NAV/Com, Bendix ADF, Paint and Interior very good, always hangered, prairie aircraft, \$25,900. 204-573-6174 (3146.16390)



1977 BAKENG DUCE, Lyc O-235 engine, 872 SMOH. VFR Panel, AK-451 406/121.5 ELT, lcom IC-A6 comm, Canopy or Open Cockpit option. Asking \$12,000 CND. Contact Kevin at 905-715-3438 or kticknor@bell.net (2783.16204)



1965 COMANCHE 260, 4617 TT, 1930 SMOH, 1139 since prop strike/rebuild. IFR certified, all A.D.'s complete. \$40,000 Email: ddewar@goinet.ca or Call: 204-648-4649 (2384.16305)



1972 LAKE TURBO BUCCANEER FOR SALE – Custom one of a kind paint job, cargo door, lightweight starter, winter kit, long range fuel and more – all AD's, May 2017 annual. Call 514-497-3265 email cfboq@hotmail.com (2957.16404)



1964 PIPER PA-23-250 AZTEC C MODEL 5535 TT 415L 1590R SMOH Props 45 L&R SMOH in 2015 Full IFR, always hangered CYTB, Fresh Annual, may consider 50% share, selling because I bought a 50% share in a Navajo \$59,000US 519-635-8872 siriusconinc@gmail.com (3082.16632)



1946 CESSNA 140, 1846 TT, 50 SMOH C85. New cylinders, alternator, mags, starter. Com, xpdr, OM Category, Paint 6/10, interior 8/10. Hangered CLB2, \$24,500 OBO, 519-404-7385, markaraujo@outlook.com (3147.16391)



2010 JUST AIRCRAFT HIGHLANDER TTSN 40 hrs Rotax 912 100HP, Twocan exhaust, Soft Start, Tanis engine heater, Warp Drive 3 blade GA, Garmin 296 GPS, Comm/Com headsets, Tach, ALT ASI CHT EGT OAT TBI, Oil Temp, Oil Pressure, Amp, Amphib float kit, Vertical Compass, Turbulence Aviation Wheel/Skis, new never used 1600 Shark series III amphib floats. Always hangered. \$70,000.00. Phone 705-367-5805 (3033.16419)



1977 BEECHCRAFT SUNDOWNER C23. 180 HP Lycoming, TTA+E 1600 hrs, transponder/mode-C, TKM radio, 4-place intercom/PTT. New tires, brakes, wheel bearings, battery and intercom in the past 18 months. Flown regularly. Fresh annual in March. Call sign C-GXNI. Based in Saskatoon. 29,000.00. 1-306-221-3800 Charlie or Charlie@combineworld.com (3137.16353)



1966 CESSNA 172G, 220HP, 4200 TTAF, 630 SMOH, Edo 2440B Floats, Garmin 250, Fresh Annual August 2017, Excellent Performance, Well Maintained, Lots of Extras, Located Flin Flon, MB \$95,000 obo 204-271-3772 baynton58@gmail.com (2978.16005)



2009 VANS RV9A. 195 TTAF Lycoming 320 160hp 660 SMOH. Dynon D100, Garmin GTR200, GRT engine monitor, BT76 transponder, Flightline interior. \$72,000CDN. \$57,500USD. Email grant@springwaterwoodcraft.com or Phone 705-721-3422. (2856.16344)



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1953 C170B, 3308 TT, Continental 0-300B SMOH124H, 80 in. prop 124H, Horton STOL, C-180 Gear with P-Ponk, Flint aux Fuel 24 US Gall., V-Brace, Float plane hooks, never on floats, 2 King VHF, GPS KLN 89B, 4 place intercom, 10 documented STCs, all logs since new, Always hangared no corrosion. All inspections up to date, 9/10 in and out. Asking \$62,500 CDN. Call 418-956-7127 or email: richarddes35@videotron.ca (3054.16224)

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1980 BEECHCRAFT SIERRA C24R 2574 TAF, 950 TSN engine and CS 3-Blade prop, 2007 new windshield, Paint and Leather interior, 10/10, immaculately cared for. Retractable Gear, 200hp fuel injected Lycoming IO-360. This may be the nicest and best equipped late model Sierra in existence. Hangared in CEN4. \$90,000 OBO. Contact Matt @403 699-4258 or mclark@bidell.com (3038.16318)

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1962 MORANE SAULNIER MS 880B. CF-OTU, 3440 TT, 164 SMOH, VFR, 2011 Interior, 4 seats re-upholstered, rear headliner, bulk head cover and yoke boots replaced. 20K CND denniswhitford@live.com (3111.16209)



1977 PIPER TURBO ARROW III, 2372TT, TSIO-360-FB, 1316 SMOH, 414 hrs New Prop. MAC 1700, KY92, KMA20, Knots 2U Mods, EI Engine Monitor, Mode C Transponder, \$75,000 CAD 250-218-8595 (3130.16633)



2011 RANS S7S ON ZENAIR 1450 AMPHIBS. 213 TTSN. Rotax 100hp. Electric flaps, Elis, twin radio, iPad mini dash mount, Transponder. Much more options. 200 hour just done by Rotax. \$89,000. fwleslie@eastlink.ca. NS, Canada. (2951.16085)

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