

COPA FLIGHT



JANUARY 2017

COPA IN KELOWNA

BEAUTIFUL OKANAGAN
HOSTS 2017 AGM

MORE THAN
100
CLASSIFIED ADS

EXECUTIVE
APPOINTMENTS
COPA WELCOMES
NEW SENIOR STAFF

SURVIVAL SKILLS
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2016 REFLECTIONS
MESSAGE FROM THE
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COPA's AGM shifts west to Kelowna, B.C. in 2017 and it promises to be a popular destination for members. Kelowna is the centrepiece of B.C.'s beautiful Okanagan Valley. Not only will there be plenty of aviation-related activities, including COPA's business meeting, the Okanagan offers unparalleled wine, culinary, outdoor and flying opportunities.

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COVER PHOTO: Kelowna's downtown Okanagan Lake waterfront is a mecca of arts, culture and entertainment. *Photo by Shawn Talbot/Tourism Kelowna.*



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LOOKING BACK

2016 A Landmark Year For COPA

In fact, 2016 will have been a very intensive year punctuated by exciting changes at COPA, for which we should all be proud. Let me reminisce briefly on the most significant ones.

In July, at long last, after all these years as a well intended yet subdued newspaper format, with a little colour sprinkled on four pages and the rest in humble black and white, COPA Flight migrated to a very real magazine format, for half the price of before. Wanting to seize this opportunity, one of our most influential members and vector of change par excellence, Chris Hadfield became our official spokesman and proudly posed on the very first front page of our new publication.

Meanwhile in the boardroom, where I had just landed as Chairman of the Board, six new directors eagerly took their seats during our annual general meeting of COPA held in Yarmouth in June.

While all this went on, we dutifully kept an eye on the evolution of various situations including the windmill saga (Collingwood-Stayner) and the new regulations on Responsible Aerodrome Development (Mascouche).

In 2016, the COPA Board also launched a major review of its strategic planning. A standing committee comprised of board members and association members chosen for their expertise, as well as the President and CEO, was instituted. The team benefited from the support of a knowledgeable external firm. The committee, which also had access to precious data gathered from the periodic consultation of some 150 people, ultimately

submitted a comprehensive yet realistic plan. The board approved this refined blueprint for the future in October 2016.

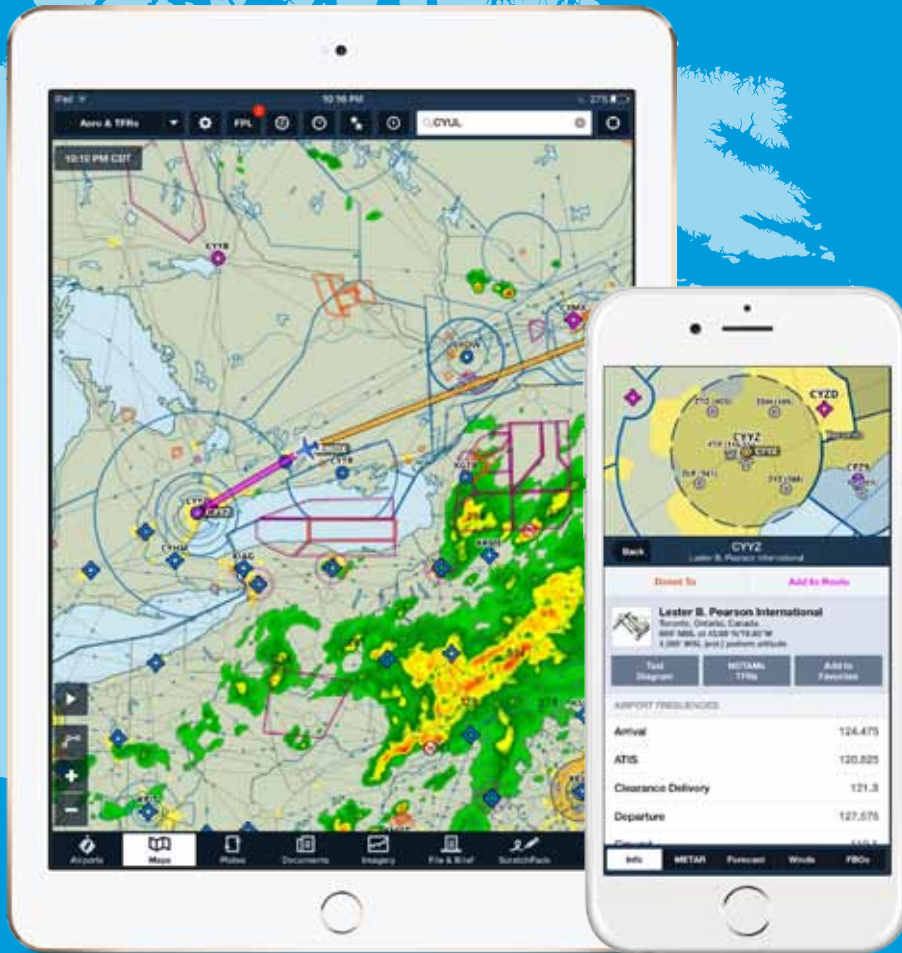
The plan has helped us review our mission, our principles and our vision, so we could now readjust our priorities and re-define our strategies. All of this was integrated into yearly campaigns, broken down in quarterly action plans. This all adds up to a rather hefty workload. Understandably, the launching and fulfilment of such ambitious goals meant we had to call for some reinforcement. This is why we've hired two additional staff members. Michel Cordeau has become our Manager of Operations since December 12, and Carter Mann is Manager of Government Affairs effective January 16. You can read their short bios elsewhere in this magazine.

I also wish to thank our staff at the Ottawa office for their dedication, all our board members for their voluntary participation and all of you COPA members for shouldering our collective effort. Do not hesitate to give us your feedback by writing to the addresses you will find on our web site (<http://copanational.org/Contact%20Us.cfm>), which is also earmarked for a major change this year.

In closing, I'd like to highlight the contribution of Tim Cole, our British-Columbia and Yukon Director, who has left his position and made us benefit of his vast experience for the last six and a half years. Thank you Tim!

On this note, I wish you all Happy New Year!

*Jean Messier
Chairman of the Board*



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LE TEMPS DES BILANS

2016, une année charnière pour COPA

L'année 2016 a été très intense et ponctuée de grands changements à COPA, pour lesquels nous devrions tous être fiers. Laissez-moi vous rappeler quelques faits marquants.

En juillet dernier il y a eu la migration tant attendue de COPA Flight, passant du format journal avec un peu de couleur sur quatre pages et le reste en noir et blanc, vers un format magazine totalement en couleur et ce, pour la moitié du prix d'avant. Voulant saisir cette opportunité, un de nos membres des plus influents et vecteur de changement par excellence, Chris Hadfield, devient note porte-parole et accepte de faire fièrement la une de notre première édition.

Au conseil, en plus de mon arrivée comme président du conseil d'administration, six nouveaux directeurs sont élus lors de notre assemblée générale annuelle en juin 2016 à Yarmouth.

Parmi les dossiers importants que nous suivons de près, il y a celui des éoliennes (Collingwood – Stayner) et de la nouvelle réglementation sur le développement responsable des aéroports (Mascouche), pour ne nommer que ceux-ci.

Le conseil d'administration a aussi entrepris en 2016 une révision majeure de son plan stratégique. Un comité permanent a été formé de membres du conseil, de membres de l'association choisis pour leur expertise et du président et chef de la direction. Ce groupe, qui a été supporté par une firme externe et alimenté tout au long de l'exercice par une consultation périodique de quelques 150 personnes, a déposé un plan exhaustif et réaliste qui a été approuvé par le conseil en octobre 2016.

Ce plan nous a permis de revoir notre mission, nos principes, notre vision, nos priorités et nos stratégies, lesquels ont été axés en des campagnes annuelles et des plans d'actions trimestriels, ce qui nous met beaucoup de pain sur la planche.

Ce plan nous a permis de revoir notre mission, nos principes, notre vision, nos priorités et nos stratégies

Vous comprendrez qu'avec tout ça, la mise en œuvre, la réalisation et la poursuite des objectifs ambitieux de notre nouveau plan stratégique ont nécessité l'ajout de personnel pour leur mise en place. Nous avons donc procédé à l'embauche de deux nouvelles personnes, soit un directeur des opérations en la personne de Michel Cordeau en poste depuis le 12 décembre, et un directeur des affaires gouvernementales Carter Mann en place le 16 janvier de cette année. Vous pourrez lire un aperçu de leurs expériences plus loin dans ce magazine.

Il m'est important aussi de remercier les employés de notre bureau d'Ottawa pour leur dévouement, le conseil d'administration pour leur travail bénévole ainsi que tous les membres qui rendent possible la réalisation des objectifs de COPA. N'hésitez pas à nous faire part de vos commentaires aux adresses que vous retrouverez sur notre site web (<http://copanational.org/Contact%20Us.cfm>), qui lui aussi changera cette année.

Je termine en soulignant la contribution de Tim Cole, notre directeur de la Colombie Britannique et du Yukon, qui a quitté ses fonctions en fin d'année et qui nous a fait profiter de sa vaste expérience au cours des six dernières années et demie. Merci Tim!

Sur ce, Bonne année à tous!

Jean Messier
Président du conseil

CANADIAN Aviator

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✉ TYPE TOO SMALL

Regarding the size of print in our new Copa Flight.

All of your older pilots and members, which I'm sure are or will have difficulty in reading this magazine with such small print deserve to be heard. My membership dates back to 1978 and I do look forward to reading COPA Flight.

If perhaps you could find a way to make this necessary change, it would be well received by our membership.

The new Flight is excellent and I thank you for all of your work, in making it very interesting.

George Hache

Russ Niles Responds: *Significantly increasing the type size would substantially reduce the amount of content we could provide in the print magazine. We will be providing zoom capability in our online version of the magazine.*

✉ HANGING UP THE WINGS

After a wonderful 54 years of recreational flying, I have made the decision to hang up my wings. I have sold my 1985 Christavia MK1, float equipped, to a pilot in Alberta, who flew it on wheels to his base in Northern Alberta.

Building my Christavia was a wonderful experience, and converting it to floats was another great experience. Over the years I came across many COPA members who were encouraging and helpful in providing guidance along the way. Many float pilots questioned the float design that used wood for its construction, but here it is 17 years later and is still doing well.

From my first training flight in January 1962 on the grass at Buttonville to my final flight to C-GIHU's winter home base, in October 2016, through less than perfect weather, it was a journey that was worth while. Two pilots were most instrumental in getting me hooked on flying. My uncle Jim Follett, Chief Test Pilot on the Mosquito program in Canada, (see my article

Jim Follett Story, in the Nov. 2009 COPA Flight) invited me at the age of seven to see one of his air shows, and Harold Roach of Peterborough, Ontario, a friend of my dad who introduced me to float flying. Both have passed on, but I will always remember them.

I have appreciated the COPA articles from the first and I thank you from very early days for the articles that were excellent training reads that were always welcome. The dedicated members and directors are to be commended for the work they do, and have done for so many years.

While my flying days are over, (still licensed), I will continue to be a member of COPA and look to many enjoying COPA Flight issues.

All the best

Peter Follett
Pioneer Member
#247502



✉ FREEDOM TO FLY SUPPORT

By now everyone should be aware that COPA and the supporters of the Collingwood and Stayner Airports won a major victory to prevent the building of wind turbines that would have made the airports unsafe to use.

Everyone should also remember the Supreme Court case that COPA won a few years ago.

Both these cases point very strongly to the importance of the Freedom to Fly

Fund, and everyone needs to donate, if we want to keep our privileges ongoing.

To further illustrate what great freedoms we have in North America as compared to many other countries, anyone who belongs to AOPA as well as COPA should read an article in the November 2016 AOPA Pilot. It is written by Thomas B. Haines and is about an around the world flight in a Bonanza by Adrian Eichhorn.

This article illustrates the complexities and charges for this trip. It shows that user fees are the norm in most countries outside of North America.

One glaring example of user fees was the Bill that he received in Manila for more than \$2,300 in fees and charges for a fuel stop there.

Here is a copy of the Bill.

Service Description	Total
Airmach Aviation Charges	\$550.00
Communication	\$35.00
Landing Permit Facilitation	\$150.00
Permit Revision	\$50.00
Total.....	\$784.00
7% Airport Tax	\$54.95

Third Party Charges	
CAAP Air Nav Charges	\$125.00
CAAP Permit Issuance	\$20.00
Departure Clearance	\$150.00
Custom Fees	\$375.00
(Add Guarding & Inspector)	
Immigration Fees	\$240.00
Quarantine Fees.....	\$175.00
Landing and Take Off Charge	\$85.00
Parking and Lighting	\$120.00
Fuel 1.98 L 521 L	\$989.90
Total	\$2,279.90
Admin. Charge	\$227.99
Grand Total	\$3,347.84

I do not think that we need much more information than this to realize how good we have it and how important it is to keep our Freedom to Fly Fund very strong.

Earl C. Kickley
Member #80812

CARTER MANN

MANAGER OF GOVERNMENT AFFAIRS

TAKING COPA'S MESSAGE TO HALLS OF POWER



COPA is proud to welcome Carter Mann, as the new Manager of Government Affairs starting on January 16, 2017. Carter will be reporting directly to Bernard Gervais, President and CEO, and working out of the Ottawa office.

Carter has extensive knowledge and experience with general aviation in Canada, and deep understanding of past, current, and ongoing issues facing the industry. He also has extensive knowledge of machinery of government and government/legislative process at all levels of government and developing Ministerial-level briefing materials on emerging policy developments. Carter is a certainly well-organized, committed and dedicated, able to respond to rapidly changing schedules and situations.

He will help COPA in developing proactive and reactive communications plans, earned media and social media, to our members and the various stakeholders of general aviation, the regulator and air navigation service providers that interact with COPA.

As quick background notes, Carter can claim the following:

- Press secretary to various Ministers
- Parliamentary, Executive or Constituency Assistant to various elected officials
- Bachelor of Arts (International Relations) University of British Columbia, Kelowna, B.C.
- International Studies (Political Science) Lund University, Lund, Sweden
- Licensed Private Pilot with additional endorsements for multi-engine, sea-planes, gliders, night flying
- TT375.9 including PIC time on following types: Nanchang CJ-6, Beech 18, DeHavilland Beaver, Cessna 182, Cessna 172, Bellanca Citabria, Puchacz SZD-50-3
- Delta Heritage Airpark Management Committee member
- Boundary Bay Flying Club (COPA Flight #5) Vice-President **CF**

CARTER MANN, DIRECTEUR DES AFFAIRES GOUVERNEMENTALES

PORTER LE MESSAGE DE COPA DANS LES COULISSES DU POUVOIR

COPA est fière d'accueillir Carter Mann, à titre de Directeur des affaires gouvernementales à compter du 16 Janvier 2017. Carter relèvera directement de Bernard Gervais, Président et Chef de la direction et travaillera à partir du bureau d'Ottawa.

Carter a une vaste connaissance et expérience de l'aviation générale au Canada, une profonde compréhension de ses dossiers passés et présents et des enjeux auxquels fait face notre industrie.

Il possède également une très bonne connaissance des rouages gouvernementaux, du processus législatif à tous les niveaux

des gouvernements et de la préparation de dossiers de niveau ministériel dans l'élaboration de nouvelles politiques.

Carter apporte avec lui organisation, engagement et dévouement, capable de répondre rapidement aux changements de situations et de priorités.

Il aidera COPA à l'élaboration de plans de communications proactives et réactives en ce qui a trait aux médias traditionnels et médias sociaux, pour nos membres et les différents intervenants de l'aviation générale, au régulateur (TC) et aux fournisseurs de services de navigation aérienne qui interagissent avec nous.

Voici quelques faits marquants de la carrière de Carter:

- Attaché de presse de plusieurs ministres.
- Adjoint parlementaire, exécutif ou de circonscription au service de plusieurs élus.
- Bachelier en relations internationales de l'université de la Colombie Britannique, Kelowna, C.-B.
- Études Internationales (sciences politiques), université de Lund, Suède
- Licence de pilote privé avec annotations multi-moteur, hydravions, planeurs, vol de nuit.
- TT375.9 incluant le temps homologué de pilote aux commandes (PIC time) sur les appareils suivants: Nanchang CJ-6, Beech 18, DeHavilland Beaver, Cessna 182, Cessna 172, Bellanca Citabria, Puchacz SZD-50-3
- Membre du comité de gestion du Delta Heritage Airpark
- Vice-président du Boundary Bay Flying Club (COPA escadrille #5) **CF**

MICHEL CORDEAU NEW MANAGER OF OPERATIONS

ACCOMPLISHED AVIATION PROFESSIONAL JOINS COPA TEAM



COPA is proud to welcome Michel Cordeau as the new Manager of Operations, starting on December 12, 2016. Michel will be reporting directly to Bernard Gervais, President and CEO, and working out of the Ottawa office.

Michel is a dynamic and competent professional with comprehensive management/technical skills, having played leadership roles across various reputable aviation companies.

He has a rare balance of innovative edge and technical competencies, com-

bined with strong ideological acumen and executive-level capabilities.

He is proficient in organization leadership, communications and organization management, as well as being recognized for his strong background and understanding of technical issues.

As quick background notes, Michel can claim the following:

- Started in aviation in 1981 with the Royal Canadian Air Force (RCAF) as a Meteorological technician and communication specialist in Comox, BC.
- Holds an Airline Pilot Licence, with float rating and Class 2 instructor rating (expired).
- Chief Flight Instructor for many years with several general aviation and college-level Flight Training Units (FTU).
- North Atlantic Treaty Organization (NATO) Flying Training in Canada (NFTC) Subject Matter Expert (SME), trained approximately 900 military pilots from several countries.
- Head of Business Intelligence and Approved Training Organization (ATO) Quality Assurance Manager for the training of Airline Pilots on Boeing -737 and Airbus -320, for Lockheed Martin Commercial Flight Training in South Korea.
- Headed the TRAINAIR PLUS project for Lockheed Martin and succeeded to have the first training center held by a Full Flight Simulator (FFS) manufacturer in the world to be certified by the International Civil Aviation Organization (ICAO).
- Holds a Course developer certificate from ICAO.
- Holds a Master degree in business administration (MBA) (specializing in leadership and sustainability). **CFI**

MICHEL CORDEAU

NOUVEAU DIRECTEUR DES OPÉRATIONS

UN PROFESSIONNEL ACCOMPLI EN AVIATION
SE JOINT À COPA

COPA est fière d'accueillir Michel Cordeau à titre de Directeur des Opérations dès le 12 Décembre 2016. Michel relèvera directement de Bernard Gervais, Président et Chef de la direction et travaillera à partir du bureau d'Ottawa.

Michel est un professionnel dynamique et expérimenté possédant compétences de gestion/techniques ayant joué des rôles de leadership au sein de compagnies d'aviations réputées.

Il possède ce rare équilibre entre capacité d'innovation et compétences techniques combinés à un jugement et des capacités de niveau exécutif.

Compétent en leadership organisationnel, communications et gestion en entreprises, en plus d'être reconnu pour sa solide expérience et sa compréhension des questions techniques.

Voici quelques faits marquants de la carrière de Michel:

- Débute dans l'Aviation Royale Canadienne en 1981 (RCAF) à titre de technicien en météorologie et spécialiste des communications à Comox C.-B.
- Expert en météorologie, il a entraîné plus de 900 pilotes de plusieurs pays dans le cadre du Programme d'entraînement en vol au Canada (NFTC) pour l'Organisation du traité de l'Atlantique Nord (OTAN).

- Chef, veille stratégique et responsable de l'assurance qualité selon les normes de l'Organisme de Formations Agréées (ATO) pour l'entraînement des pilotes sur Boeing -737 et Airbus -320, pour Lockheed Martin Commercial Flight Training en Corée du Sud.
- A chapeauté le projet TRAINAIR PLUS pour Lockheed Martin qui est devenu le premier centre de formation au monde certifié par l'Organisation de l'Aviation Civile Internationale (OACI) détenu par un manufacturier de simulateur de vol.
- Chef Instructeur de vol pour plusieurs unités de formation au pilotage.
- Détiens une licence de pilote de ligne, avec annotation hydravion et instructeur de vol de classe 2.
- Détiens un certificat en développement de cours de l'Organisation de l'Aviation Civile Internationale (OACI).
- Possède une Maîtrise en administration des affaires (MBA) spécialisée en leadership et durabilité. **CF**

MO'S FLY-IN FEB. 25

CANADIAN CLASSIC ON OTTAWA RIVER



PHOTO COURTESY ANDRE DUROCHER

Preparations are gearing up for Canada's largest winter fly-in and Mother Nature seems to be cooperating.

Mo's Fly-In, which takes place on the ice of the Ottawa River, one mile west of the Ottawa VOR, is planned for Feb. 25, 2017.

The annual event is hosted by Maurice Prud'Homme and COPA Flight 169.

Last year's fly-in was hampered by high winds and bad weather by high winds and bad weather.

With forecasts calling for a traditional Canadian winter, prospects for hard smooth ice and dry snow seem a lot better. When the weather is right, the event draws dozens of aircraft from all over the region.

If conditions allow, a runway is plowed and wheel equipped aircraft can land but organizers always recommend that skis be used.

The runway is 3,500 feet long and 100 feet wide and oriented 34-16.

The fly-in is sponsored by the Quebec Aviators and Bush Pilots and COPA. **CF**

Incidents + Accidents

PRAIRIE AND NORTHERN REGION

A privately registered Piper PA-22-108 aircraft, departed Morden Regional, MB (CJA3) and was en route to a private aerodrome located 11 nautical miles North-East of CJA3. During the landing at the private aerodrome, aircraft directional control was lost due to a strong crosswind component. The aircraft veered to the right, departed the runway surface and nosed over. The aircraft sustained substantial damage. The pilot, the sole occupant, received minor injuries. The ELT did activate and search and rescue personnel were dispatched. At approximately 1800 CST the aircraft was located. EMS and Police did not respond.

A Piper PA-31 aircraft operated by South Nahanni Airways, was returning from Nahanni Butte, NT (CBD6) to Fort Simpson Island, NT (CET4) on a VFR flight itinerary with a pilot and one company employee on board. After levelling off at 5500 feet ASL, the right engine (Avco Lycoming TIO-540-A2C) began to surge. The right emergency fuel pump was selected on, the fuel tank was switched to the inboard and the engine ran smoothly. 5 minutes later, the right engine began to surge again. The emergency fuel pump was turned on again, however no change occurred. The pilot shut the engine down, feathered the propeller, and diverted the aircraft to the main Fort Simpson, NT (CYFS) airport. A few minutes later, the left engine began to surge. The pilot selected the emergency fuel pump and switched to the inboard tank with no results. An open area for a forced approach was selected, the left engine was shut down and the propeller was feathered. The pilot notified the FSS and the air operator of the emergency as well as their approximate location. A forced landing was conducted with the flaps fully extended and the landing gear retracted. The aircraft

contacted a few small trees and slid to a stop, sustaining substantial damage; there was no post-impact fire. The pilot and the passenger were uninjured and evacuated through the main cabin door. The 406 ELT was activated manually and cell phone communications were established with the operator. The two occupants ignited a fire to stay warm and for signalling, and they were rescued approximately 60 minutes after the forced landing.

A Champion (Citabria) 7ECA aircraft was operating on a VFR flight from Calgary/ Springbank, AB (CYBW) to Olds-Didsbury, AB (CEA3). Upon touchdown at CEA3, directional control was lost during the rollout after the pilot conducted a threepoint landing. The aircraft veered to the right and departed the runway surface. Power was added in an effort to regain control, however the aircraft went over a drainage ditch and came to rest on the other side. The pilot and the passenger were not injured, and the ELT was not activated.

ONTARIO REGION

Ontario Provincial Police (OPP) Smith Falls reported a Champion 7ECA that crashed on the runway at Cobden flying club (CPF4). Emergency Medical Services (EMS) was on scene, no injuries, no assistance required from Joint Rescue Coordination Centre (JRCC). Ontario Provincial Police (OPP) advised area control centre (ACC) and the Transportation Safety Board (TSB).

PACIFIC REGION

A privately operated Bell 206B helicopter, was on a sightseeing trip north of Pitt Lake, BC with 1 pilot and 3 passengers on board. While attempting to land on a glacier, the pilot encountered poor lighting conditions and touched down sooner than anticipated. The pilot lost control of the helicopter, the main rotor

blade contacted the tail boom and the helicopter rolled over on its side. The pilot and three passengers were able to escape with no injuries. The pilot sent an emergency notification via a GPS SPOT tracker and JRCC was notified.

A person called on the Media Line to report a helicopter crash on the Mamquam glacier east of Squamish. The caller reported that all four persons on board (POB) were uninjured and that an A-Star helicopter was heading to the location from Langley, BC. Royal Canadian Air Force (RCAF) R907 was on deck in Kelowna and was tasked to proceed to the position of the crash. The four POB were recovered by the A-Star and taken to Langley airport where they were assessed by Emergency Health Services (EHS). Transportation Safety Board (TSB) was notified. R907 was stood down and returned to base (RTB).

QUEBEC REGION

A private Aeronca on floats took off from Lac Cahill, QC, for Gracefield, QC, on a VFR flight with the pilot and a passenger on board. During the initial climb, the engine (Teledyne Continental C85-12) ran rough and the aircraft stopped climbing. The pilot turned left to go back to the lake and conduct a landing on water. The aircraft conducted a hard landing on water and the floats were ripped off. The floatplane came to a stop on its belly in about two feet of water in the southern part of the lake. The occupants escaped unharmed. The aircraft was substantially damaged. The weather conditions were favourable to severe carburetor icing.

A Kangook MF brand powered paraglider type basic ultralight was conducting its takeoff run in a field located about 20 miles south southeast of Joliette (CSG3), QC, when the pilot lost control of his aircraft and collided with cars parked near the takeoff area. The pilot suffered minor injuries. The engine nacelle and propeller were destroyed in the collision.

An amateur-built Sagittaire 180 was on a local VFR flight from Alma Airport (CYTF), QC, with only the pilot on board. After about 30 minutes of flight, the engine (Lycoming) started to run rough. Carb heat was applied without change. The pilot chose a terrain to conduct an emergency landing in the Hébertville Station, QC, area about 5 NM south southeast of CYTF. The pilot landed his aircraft without incident and shut off the electrical power. After leaving the aircraft, the pilot saw fire on the right side of the engine nacelle. The fire spread and the pilot was unable to control the fire. Local firefighters arrived about 20 minutes after landing. The pilot was not injured and the aircraft was destroyed by fire. **CF**

RÉGION DES PRARIES ET DU NORD

Un Piper PA-22-108 privé a décollé de Morden Regional (CJA3), MB, et se dirigeait vers un aérodrome privé situé à 11 milles marins au nord-est de CJA3. Pendant l'atterrissage à l'aérodrome privé, l'aéronef a subi une perte de maîtrise directionnelle en raison d'une forte composante de vent de travers. L'aéronef a dévié vers la droite, quitté la surface de la piste et s'est retourné sur l'avant. L'aéronef a subi des dommages considérables. Le pilote, la seule personne à bord, a été victime de blessures mineures. L'ELT a été activée et une équipe de recherche et sauvetage a été dépêchée sur place. L'aéronef a été localisé à environ 1800, HNC. Les SMU et la police ne sont pas intervenus.

Un Piper PA-31 exploité par South Nahanni Airways retournait à Fort Simpson (CET4), NT, depuis Nahanni Butte (CBD6), NT, dans le cadre d'un itinéraire de vol VFR avec un pilote et un employé de la compagnie à bord. Après s'être mis en palier à 5 500 pi au-dessus du niveau de la mer (ASL), le moteur droit (Avco Lycoming TIO-540-A2C) s'est mis à fonctionner par à-coups. La pompe carburant d'urgence droite été activée, le réservoir carburant interne a été sélectionné et le moteur s'est mis à tourner normalement. Cinq minutes plus tard, le moteur droit s'est de nouveau mis à fonctionner par à-coups. La pompe carburant d'urgence a de nouveau été activée, mais il ne s'est rien passé. Le pilote a coupé le moteur, a mis l'hélice en drapeau, et s'est dérouteré

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Incidents + Accidents

sur l'aéroport de Fort Simpson (CYFS), NT. Quelques minutes plus tard, le moteur gauche s'est mis à fonctionner par à-coups. Le pilote a sélectionné la pompe carburant d'urgence et le réservoir interne sans résultats. Le pilote a choisi une aire dégagée pour effectuer une approche forcée, a coupé le moteur gauche et a mis l'hélice en drapeau. Le pilote a prévenu la station d'information de vol (FSS) et l'exploitant aérien de l'urgence et leur a transmis son emplacement approximatif. Le pilote a effectué un atterrissage forcé avec les volets sortis au maximum et le train rentré. L'aéronef a heurté quelques petits arbres, a glissé et s'est immobilisé après avoir subi des dommages importants. Il n'y a pas eu d'incendie après l'impact. Le pilote et le passager n'ont pas été blessés et ils ont pu évacuer l'aéronef par la porte principale de la cabine. La radiobalise de repérage d'urgence (ELT) de 406 MHz a été activée manuellement, et les communications ont pu être établies avec l'exploitant grâce à un téléphone cellulaire. Les deux occupants ont allumé un feu pour rester au chaud et créer un signal visuel. Ils ont été secourus environ 1 heure après l'atterrissage forcé.

RÉGION DE L'ONTARIO

La Police provinciale de l'Ontario (OPP) de Smith Falls a signalé l'écrasement d'un Champion 7ECA exploité par Champlain Flying Club sur une piste à l'école de pilotage de Cobden (CPF4). Les Services médicaux d'urgence (EMS) étaient sur place, aucun blessé, aucune assistance requise du centre conjoint de coordination de sauvetage (JRCC). La Police provinciale de l'Ontario (OPP) a avisé le centre de contrôle régional (ACC) et le Bureau de la sécurité des transports du Canada (BST).

RÉGION DU PACIFIQUE

Un hélicoptère Bell 206B privé, assurait un vol touristique au nord de Pitt Lake, BC, avec un pilote et trois passag-

ers à bord. En essayant d'atterrir sur un glacier, comme la luminosité était mauvaise, le pilote a touché le sol plus rapidement que prévu. Il a perdu le contrôle de l'hélicoptère, la pale de rotor principal est entrée en contact avec la poutre de queue et l'hélicoptère s'est renversé sur le côté. Le pilote et les passagers s'en sont sortis sans blessures. Le pilote a transmis un avis d'urgence au moyen d'un système de repérage GPS SPOT et le JRCC a été avisé. Une personne a appelé sur la ligne des médias pour signaler l'écrasement d'un hélicoptère sur le glacier Mamquam à l'est de Squamish. L'appelant a signalé que les quatre personnes à bord (POB) étaient indemnes et qu'un hélicoptère exploité par A-Star de Langley, BC, se rendait sur place. Un R907 de l'Aviation royale canadienne (RCAF) se trouvait sur le pont à Kelowna et a reçu l'instruction de se rendre sur le lieu de l'écrasement. Les quatre POB ont été récupérées par l'hélicoptère exploité par A-Star et emmenées à l'aéroport de Langley pour être examinées par les Services d'urgence de santé (SUS). Le Bureau de la sécurité des transports du Canada (BST) a été avisé. Le R907 a été rappelé et est retourné à la base.

RÉGION DU QUÉBEC

Un Aeronca privé sur flotteurs, a décollé du Lac Cahill (Québec) à destination de Gracefield (Québec) selon les règles du vol à vue avec le pilote et un passager à son bord. Lors de la montée initiale, le moteur (Teledyne Continental C85-12) a subi des ratés et l'avion a cessé de monter. Le pilote a effectué un virage à gauche pour revenir amerrir sur le lac. L'appareil a amerri durement et les flotteurs se sont arrachés. L'hydravion s'est immobilisé sur le ventre dans environ 2 pieds d'eau dans la partie sud du lac. Les occupants sont sortis indemnes de l'accident. L'avion a subi des dommages importants. Les conditions météorologiques étaient favorables au virage fort du carburateur.

Il a perdu le contrôle de l'hélicoptère, la pale de rotor principal est entrée en contact avec la poutre de queue et l'hélicoptère s'est renversé sur le côté.

Un appareil ultra-léger de base de type paramoteur de marque Kangook MF effectuait sa course au décollage dans un champ situé à environ 20 miles au sud-sud-est de Joliette (CSG3), QC, lorsque le pilote a perdu la maîtrise de son appareil et est entré en collision avec des automobiles stationnées près de l'aire de décollage. Le pilote a subi des blessures mineures. La nacelle du moteur et l'hélice ont été détruites dans la collision.

Un Sagittaire 180 de construction amateur, effectuait un vol selon les règles de vol à vue pour un vol local au départ de l'aéroport d'Alma, QC (CYTF) avec le pilote seul à son bord. Après environ 30 minutes de vol, le moteur (Lycoming) a subi des ratés. La réchauffe carburateur (Carb Heat) a été appliquée, sans changements. Le pilote a choisi un terrain pour effectuer un atterrissage d'urgence dans la région d'Hébertville Station, QC, à environ 5 miles nautiques au sud sud-est de (CYTF). Le pilote a posé son appareil sans incident et a fermé l'alimentation électrique. Après être sorti de l'appareil, le pilote a observé la présence de feu au côté droit de la nacelle moteur. Le feu s'est ensuite propagé et le pilote n'a pu intervenir pour contrôler l'incendie. Les pompiers de la localité sont arrivés environ 20 minutes après l'atterrissage. Le pilote n'a subi aucune blessure et l'appareil a été détruit par l'incendie. **CF**

TRANSPORT CANADA ENFORCEMENT ACTIONS

- › A person operated an unmanned air vehicle contrary to the provisions of a special flight operations certificate (SFOC) issued by the Minister. CAR 603.66: Fine \$1,500.
- › A person projected or caused to be projected a directed bright light source into navigable airspace in such a manner as to create a hazard to aviation safety. CAR 601.20: Conditional Discharge with 100 hours of community service.
- › A person operated an aircraft contrary to the operating limitations set out in the aircraft flight manual. CAR 602.07: Fine \$750.
- › A person operated an aircraft when the maintenance performed on the aircraft had not been certified. CAR 605.85(1): Fine \$1,000.
- › A person failed to ensure that an entry made in a technical record was accurate, legible and permanent. CAR 605.93(1): Fine \$250.
- › A person operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. CAR 602.14(2): Fine \$750.
- › Une personne a utilisé un véhicule aérien non habité sans se conformer aux dispositions du certificat d'opérations aériennes spécialisées délivré par le ministre. RAC 603.66: Sanction 1 500 \$.
- › Une personne a projeté ou a fait projeter, dans l'espace aérien navigable, une source lumineuse dirigée de forte intensité de manière à constituer un danger pour la sécurité aérienne. RAC 601.20: Sanction Absolution conditionnelle de la cour (100 heures de travaux communautaires).
- › Une personne a utilisé un aéronef sans se conformer aux limites d'utilisation qui sont précisées dans le manuel de vol de l'aéronef. RAC 602.07: Sanction 750 \$.
- › Une personne a utilisé un aéronef dont le travail de maintenance n'avait pas été certifié. RAC 605.85(1): Sanction 1 000 \$.
- › Une personne a omis de s'assurer que l'inscription consignée dans un dossier technique était de façon précise, lisible et permanente. RAC 605.93(1): Sanction 250 \$.
- › Une personne a utilisé un aéronef à une distance inférieure à 500 pieds d'une personne, d'un navire, d'un véhicule ou d'une structure. RAC 602.14(2): Sanction 750 \$.



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ON THE HORIZON

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 07:30 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.

OLDS/DIDSBURY, AB (CEA3): 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.

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.

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 19:30 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/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 19:30 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or nealandnadine@hotmail.com.

HAVELOCK, NB: COPA 27/ The Havelock Flying Club invite you to fly-in or drive-in for breakfast any Sunday of the year. For more information, please contact Steve Eastwick at sdeastw@nbnet.nb.ca or 506-386-4120.

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 0930 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. Please call or send an email to let us know you are coming. 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 9h30. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. SVP de nous appeler ou envoyer un courriel pour nous aviser de votre visite. 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 18:30 – 21:00. 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.

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 18:30; meeting starts at 19:00. Join us for news and updates, guest speakers and fellowship! For more information, please contact Daryl Nelson at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>.

LETHBRIDGE, AB: The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you to our weekly Saturday morning breakfast, 07:30 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 Lethbridgesportflyers@lethbridgesportflyers.com

LINDSAY, ON: Kawartha Lakes Flying Club, COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month 19:00 at LCVI High School, 260 Kent St. West

in Lindsay. Come in east door. Except for the July BBQ and December Christmas Party. For more information, please contact Bob Burns at bobklfc@gmail.com or visit Kawartha Lakes Flying Club at www.klfc.ca.

MORDEN, MB (CJA3): COPA Flight 145 Fly-Day Fridays. Every Friday starting first Friday in June to the last Friday in August. The Morden Flying Club host a BBQ rain or shine. Fly in or drive in we welcome everyone to come and join us for a burger, chicken, hot dog or steak with a dose of hangar talk. We look forward to seeing you. Morden Flying Club meetings are the first Monday of every month at 1900 hrs at the terminal building as well. For more information, please contact Ron Loewen at 204-312-0640 or bd5ron@gmail.com and visit www.mordenflyingclub.com/events.html

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 09:30, 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 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

OKOTOKS, AB (CFX2): Foothills flying Club, COPA Flight 81 regular meeting at 19:30, last Monday of the month, Sky Wings classroom at the Okotoks Air Ranch. For more information, please contact Jim at j-sbleaney@shaw.ca or 403-689-6950.

PENTICTON, BC (CYYF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900hrs 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 1000hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Perry Yaremchuk flyr9@gmail.com

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 11:00 and 15:00. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 19:30 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

ON THE HORIZON

POINTE CLAIRE, QC: Every 3rd Thursday except June, July, August & December, the Montreal Chapter of the Canadian Aviation 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! Wives 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 conjoints et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 8:00 a.m. April-December. Located at the Prince Edward Flying Club, co-ordinates N 43 59 21 W77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meets 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 19:30. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

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 19:30 at the Airport Terminal Building, visitors welcome. The December meeting is a pot luck 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.slfflyingclub.com. Email slfflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meetings second Thursday of the month at 19:30. Hamburgers and hot dogs and snacks anytime at terminal -self serve. For more information, please contact Myron Bignold at 403-638-7370 or winnmy@telusplanet.net.

BRAMPTON, ON (CNC3): 1830 hrs Monday Night BBQs begin! Starting June 13, every

Monday night to September 3. Join us for our Legendary Monday Night Summer BBQ. Going strong into our 11th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport. For more information, please contact President Fred Grootarz at 905 212-9333 or fred@acronav.com; V.P. Alain Ouellet at 416-709-2020 or aouellet@icecanada.com

SEDGEWICK, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 19:30 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.

ST. THOMAS, ON (CYQS): COPA Flight 75 hosts a Wednesday evening fly-in barbeque rain or shine, starting June 22nd and running until September 7th. Starts at 1800 and ends around 1930. Contact copa75@outlook.com for more information.

VICTORIA, BC (CYYJ): COPA Flight 6 usually meets the first Tuesday of each month from 19:00 until 21:00. 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.

WESTLOCK, AB (CES4): CopA Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 19:00, 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!

WHITECOURT, AB (CYZU): COPA Flight 185 holds its meetings on the third Tuesday of every month, except December, at the terminal building at 19:00. Come by and visit. For more info please contact Curtis at 780-778-0854.

WIARTON/GEORGIAN BLUFFS, ON: COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the Wiarton/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

NEUVILLE, QC (CNV9): Rendez-vous mensuel de l'Aéroclub de Neuville, premier vendredi du mois de 16h00 à 19h00. Avions et exposants sur place. Bienvenue à tous. / Regular COPA Flight/Flying Club Meeting, held every 1st Friday of the month from 1600 to 1900. Exhibition of aircrafts and aviation products. Welcome to all. Information: info@aeroportdeneuville.ca et/and Facebook (Aéroclub de Neuville).

JANUARY 27 - 29, MONTEBELLO, QC: 27th Annual Winter Weekend Rendez-Vous at the Fairmont Le Château Montebello. Organized by the Canadian Branch of the International Challenger Owners Association (ICOA Canada) and members of COPA Chapter 121, Carleton Place, ON, this premier winter event is for all ski-equipped airplanes to gather in an ideal winter setting and for the whole family to enjoy. Come and see many Challengers in action! For more information, call Claude Roy at Tel.: 613-836-7243 or by E-mail at arm-roy@bell.net

FEBRUARY 2, WINNIPEG, MB: Join COPA Flight 35 for a Rust Remover at 7:00 pm at the ANAF Veterans Hall 3584 Portage Avenue.

FEBRUARY 12, HAWKESBURY, ON (CPG5): Hawkesbury Flying Club / COPA Flight 131: Ski Fly-in at the East Hawkesbury Airport. Sloppy Joes served by the HFC president. 11:30 to 13:30 Skiplanes only! But you are also welcome if you drive in. For more information contact Stephen Farnworth at (h) 613 632-3185 or (c) 613 678-0325 or HawkesburyFlyingClub@gmail.com

12 FÉVRIER, HAWKESBURY, ON (CPG5): Hawkesbury Flying Club / COPA Escadrille 131: Ski Fly-in à l'aéroport de Hawkesbury Est. Sloppy Joes servis par le président de HFC. 11h30 à 13h30 L'atterrissage sur skis seulement! Bienvenues aux visiteurs en voitures. Pour plus d'informations contacter Stephen Farnworth à (h) 613 632-3185 ou (c) 613 678-0325 ou HawkesburyFlyingClub@gmail.com

FEBRUARY 26, COBDEN, ON: COPA Flight 124, Champlain Flying Club, hosts their annual "Ski Plane" winter Fly-in from 10:00 until 14:00 hrs at the Bruce McPhail Memorial Airfield, Cobden. CPF4 in the Flt Supp. Beans and chilli with all the fixins and beverages. For more information please contact Bob McDonald, bobkim.mcdonald@gmail.com or (613) 432-8496. ☑

OVER THE HORIZON

MARCH 5, 2017, OTTAWA, ON: 15th Annual Ski Fly-in at the Rideau Valley Air-park.

APRIL 3-14, 2017: Governor General's Cup Caribbean Air Rally 8th edition. www.airrally.com.

APRIL 4 - 9, 2017, LAKELAND FLORIDA:

Sun n' Fun <http://www.sun-n-fun.org/>

APRIL 22, 2017, TILSONBURG, ON: Canadian Harvard Aircraft Association Dinner. Event Contact: Pat Hanna p_hanna@harvards.com

JUNE 4, 2017, Carman (South) Airport Day

JUNE 23-24, 2017, KELOWNA, BC:

COPA Convention <http://copaagm2017.ca/>

JULY 15, 2017, SAINT-ANDRÉ-AVELLIN, QC: For more information: 819-983-8454, paulam@live.ca

JULY 24-30 2017, OSHKOSH, WI:

Oshkosh, EAA Airventure <https://www.eaa.org/en/airventure>

150 AIRPORTS IN 2017

TORONTO PILOT MARKS CANADA'S ANNIVERSARY

BY DARIN GRAHAM



Recently I saw a news article about celebrating Canada's 150th Birthday next year, 2017. I remember being in kindergarten in 1967 and being part of Canada's Centennial celebrations. As a kid, it was hard to imagine what 100 years old meant, but it felt special nonetheless.

As we head into the New Year, the list of special events is growing. I began to wonder what I might like to do to be part of the celebrations. It had to be a personal challenge, a celebration of what Canada offers, and a way to help others. I decided to fly to 150 Canadian airports during the year.

My airplane is a Piper Cherokee 140, on the small side but with reasonable speed and range to hop-scotch between airports that aren't too far apart.

Canada is a huge place so this is a pretty big task. It will require lots of time and planning.

Aviation is a fundamental part of Canada's history and our prosperity. We almost take it for granted that we can jump on a plane and be anywhere in Canada within a day. There are so many people and goods that go through the airports, within our country and as points of entry from the world beyond our borders. Inside our vast geography there are many isolated towns that would not be able to

Darin Graham with his Cherokee at Billy Bishop Airport.

be reached without an airport. Aviation and airports are certainly worth celebrating for Canada's 150th.

The www.FlyCanada150.ca website is all about my journey during 2017. Throughout the year I hope to write regular posts about the flights, the airports, and the people I visit along the way. I will also try to update maps and lists of the airports I've visited.

As part of this celebration I decided it was important to help others, so I've chosen to work with two remarkable aviation charities I believe in: COPA's Freedom to Fly Fund and Hope Air. **CF**

HELIPORT MAKES WAY FOR MEDEVACS

NANAIMO HOSPITAL HELIPAD CLOSED TEMPORARILY



An expansion of Nanaimo's waterfront heliport will allow B.C. Air Ambulance to establish around-the-clock emergency service for the mid-Island area.

The expansion was certified in early November and allocates two additional helicopter landing apron sites at the facility. That will allow two helicopters to be on standby at all times.

The heliport is located on the Nanaimo Port Authority lands and the facility is administered by Pacific Helicopter Services.

"We are very pleased that we were able to work with our landlord, the Nanaimo Port Authority, along with the Nanaimo Regional General Hospital, in establishing this additional heliport capacity that will support emergency patient air transfers to and from the hospital's proxim-

Expansion of Nanaimo's heliport allows 24-hour medevac service.

ity," said Pacific Helicopter Services CEO Danny Sitnam.

The heliport at Nanaimo General Hospital has been closed due to construction and the new waterfront capability fills a pressing need.

"We have strongly supported the opportunity to offer this dedicated helicopter landing area and with the recent expansion of the heliport, it now allows emergency first responders to meet the community's needs, all while making this area a truly multi-modal transportation hub," said Port Authority CEO Bernie Dumas.

Pacific Helicopter Services is owned by Helijet, which also used the Nanaimo facility for scheduled service to Victoria and Vancouver. **CF**



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B.C. & Yukon Plane Talk The Doctor is In at Langley Airport

"DOC MARTIN" TAKES OVER FROM DR. BOB BALDOCK

BY TIM COLE, COPA DIRECTOR



No, it's not the actor Martin Clunes, who plays Dr. Martin Ellingham in the popular British TV comedy, but Dr. Martin Grypma, M.D. and CAME. (Canadian Aviation Medical Examiner). The real "Doc Martin" is no slouch, having a most impressive resume, that includes his specialty as an orthopaedic trauma surgeon, primarily in Alberta and BC. Among many of his accomplishments he was Chief of Surgery at the Lethbridge Alberta Regional Hospital. He has worked internationally in China, Japan, Nigeria and Uganda.

Dr. Grypma is an accomplished musician and an avid private pilot. He is a member of COPA Flight 175/The Langley Aero Club and flies a Cessna 172 out of Langley (CYNJ).

For many years Langley has had a resident CAME in Dr. Bob Baldock, but he retired a little over a year ago. Dr. Grypma will provide his services from the same office that Dr. Baldock used for many years.

It's just across the apron from the Airport Cafe on the south east corner of the airport. After your appointment, you can stop in for a little of Judy's Chilliwack pie! Appointments can be made online at drgrypma.com or by phone/text at 604-329-3579.

I guarantee that he has a better bedside manner than the TV "Doc Martin!"

COPA 2017 AGM & FLY-IN

This year's AGM and Fly-In is looking like it will surpass all previous COPA events! The venue is superb. Kelowna will knock your socks off for you folks that haven't visited the Okanagan before. The volunteers are enthusiastic and have been working hard to make it a success. The airport community and the local tourism folks are fully behind the venture and the local aviation community in the valley is gearing up to make your visit outstanding! Registration is now open on their website: <http://copaagm2017.ca> and they also have a Facebook page at "COPA AGM 2017".

There is now less than six months left before June 23 to 25, and the pace for the

Top right: George Serviss was awarded the Langley Aero Club's Ed Batchelor Aviation Citizen of the Year Award accompanied by wife Marg, son Steve and daughter in law Connie.

Bottom right: Jim Stunden, left, and Eric Munzer, right, show COPA President Bernard Gervais RAA Chapter 85's Zenith 750 Cruiser project during a West Coast visit by Gervais.

Left: Members of the 2016 Delta Heritage Air Park (CAK3) Remembrance Day Team with Trevor Skillin's Stearman.

organizers is picking up. If you are interested in, or know of someone that is interested in becoming a sponsor or exhibitor, you will find the required information and contacts on the website.

This is a real opportunity for all COPA members to participate in a really worthwhile and fun project, and at the same time it is an opportunity to raise funds for COPA Flight 36/The Kelowna Flying Club and COPA National. They have a fund sharing agreement. Remember this is all provided by volunteers and the funds that are raised support our "Freedom to Fly". Oh yes, I'll see you in the sunny Okanagan, and bring your sun screen!

TIM IS DEPARTING THE FIX

At the end of November, I sent a note to my many friends in the Canadian Owners and Pilots Association, and friends of COPA, notifying them that effective Dec. 31, 2016, I had decided to retire from my position as a COPA director for BC & YT.

This action will allow me to spend more time with my family, travel, fly my aircraft and to devote my time to a long deferred personal literary project.

I have enjoyed my six and one half years as COPA's B.C. and YT representative, COPA's Treasurer and Chairman of the Audit Committee. I am leaving this office with eighteen months remaining in the term, however I am comfortable in doing so in that I am confident that our recently-elected director Joe Hessberger will provide outstanding service to the B.C. and YT members, and to the Board.

In the more than 40 monthly columns that I have written in this publication, I have received much positive feedback and this has encouraged me to branch out in my literary efforts. This will be my last regular submission to this column, although I will likely make ad hoc submissions from time to time. I want to thank all my loyal readers and those COPA members that have made my time as a COPA Director a real joy as I travelled about, from event to event, and COPA Flight to COPA Flight. The camaraderie extended to me by the GA community has been outstanding and has made it all worthwhile.

I believe that COPA has played, and needs to continue to play, a very prominent role in the aviation community in Canada. I remain a staunch supporter of COPA and I encourage all of you to support COPA in it's efforts to represent the GA community and to protect Canadians' freedom to fly.

As a member of five COPA Flights/Flying Clubs, as well as the RAA and EAA, I still plan to be active in the B.C. flying community. Until I see you at the airport, I wish you all that old bush pilot's blessing:

May you have tight floats and tailwinds. **CF**

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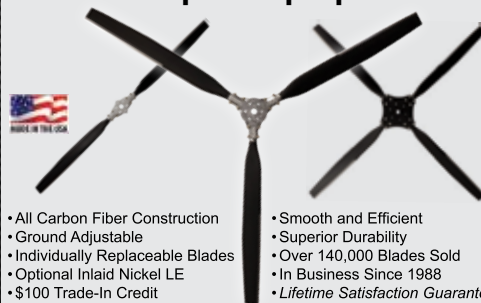


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ROMANCING WINTER

99S OFFER CHANCE TO BUILD AND SLEEP IN AN IGLOO

PHOTOS COURTESY JILL OAKES



The Manitoba 99s, the University of Manitoba, CASARA, RAA and Springfield Flying Club are joining forces to offer individuals, families and groups the chance to spend a night in an igloo. The groups will hold their annual igloo building weekend workshops, January 28-29 and February 4-5, 2017.

Participants are introduced to traditional Inuit skills needed to thrive in Arctic conditions. This workshop has been offered for over 35 years and is ranked the Canadian Automobile Association's number one destination activity in Manitoba in winter. Following Inuit tradition, the workshop is designed to accommodate all ages and all skill levels. The eldest participant so far was 85 and the youngest was a toddler who came with her pregnant mom.

Participants from South Africa to Norway to Venezuela to local Manitoba pilots, Lyncrest Airport neighbours, snowmo-

bilers, outdoor enthusiasts and people who dislike winter but want to be prepared when they are driving between Portage and Brandon or winter flying.

Wondering how to arrange your bedding, go to the washroom, close the door, and what to eat in an igloo? These and other important tips to enjoying the experience, including how to stay dry and warm, locate an "igloo-type" snowdrift, and manage food and water in frigid temperatures are covered.

Igloo living is a lot of fun but in case you want to be found, CASARA partners with the MB 99s, scheduling a search exercise providing workshop participants with first-hand experience developing signaling and other ground to air communication skills. The Manitoba Trappers Asso-



ciation introduces trapping and tracking skills useful to individuals caught away from home without supplies. Snow Motion provides inspiring demonstrations that leave everyone wanting to get outside no matter what the weather is like.


For people or groups who would prefer to rent igloos that someone else has built,



A group from Argentina took part in the igloo workshop last year and really got into the spirit of the adventure.

the MB 99s rent out igloos in order to raise funds for the upcoming 2000-hour engine overhaul required on our C150 C-FLUG (which is rented for \$20/hour). We already have several igloo bookings in February, including a woman from California who's keen to make her partner fall in love with winter.

Whether a romantic retreat or a refreshing location for your next sewing bee, book club meeting, retreat or board meeting, getting comfortable outdoors in winter is one way of making the winter fly plus provides us with lifesaving survival techniques in a fun and family centred atmosphere.

To register for the weekend workshop, book a night in a pre-built igloo, or set a date for your own group, message the MB 99s on Facebook <https://www.facebook.com/WomenFlyManitoba/> 



Rem's Report

Homebuilt Aerobatics Came Slowly

VOLUNTEERS DEVELOPED TECHNICAL STANDARDS

BY REM WALKER



As noted in a previous column, homebuilt aircraft became legal and respectable in Canada in 1958. With the influence of the founding of the Experimental Aircraft Association in the U.S. in 1953, interest in owner-built aircraft took off like a rocket.

Many Canadians joined the EAA and as the number of EAA members steadily climbed they formed themselves into EAA Chapters.

It was evident that a Canadian organization was needed to represent Canadian interests to the Department of Transport. In the mid 1960s a meeting was held in To-

ronto, gathering EAA Chapter executive officers who elected Al Ludford as President and Herb Cunningham as Vice-President of the newly-formed Experimental Aircraft Association Canadian Council (EAACC).

When the first aerobatic contest was held in Peterborough in the late 1960s it forcibly brought to everyone's attention that Amateur-Built Aircraft, including the venerable Pitts Special, were not approved for aerobatics in Canada. Several competitors were not permitted to fly Canadian homebuilts in the contest.

EAACC approached Transport Canada with a request to change the regulations to permit aerobatics in amateur-built aircraft. However, it was realized by the EAACC that a request, by itself, would not be successful.

Proper technical material to back up the request was essential to bring about a change in the regulations. In the meantime, Herb Cunningham had become president so he went on the prowl to find qualified technical people who would prepare and present the technical material to Transport Canada.

Ted Slack, of Ottawa, became the chairman of the EAA Technical Committee (EAATC) consisting of people with technical backgrounds in all phases of design, engineering and test flying. Each was a professional, volunteering his time and expertise, to enhance Canada's aviation community in general and the amateur-built movement in particular.

Together, the EAATC members went to work to carry out a very detailed stress analysis of the Pitts, including many hours of test flying. Transport Canada was impressed with the quality and depth of the report. Gerry Younger's Pitts Special was the first recipient of a waiver permitting aerobatics in this aircraft.

Today, those who wish to fly aerobatics in their Amateur-Built Aircraft have two choices as noted in Airworthiness Manual

549. Part A applies to those who will follow the simplified aerobatic procedure. Part B applies to those who wish to have an unlimited aerobatic authorization for their aircraft.

The November issue of COPA FLIGHT contained an article that describes, in detail, the advances that Canadian pilots have made in Canada and abroad. The Red Bull Air Races and Airshow programs on TV have done much to publicize this sport. Many airshows across Canada have provided a springboard for pilots to experience the competitive world of flying aerobatics to become a champion. As Luke Penner said, as quoted in the article, "It's a very physical type of flying. There is zero automation." Amen to that. You fly the airplane, not a computer.

It was evident that a Canadian organization was needed to represent Canadian interests

Subsequent to the report on the Pitts and the ability to obtain waivers to fly aerobatics in specific homebuilts, the EAATC went on to study the regulations of the day. The EAATC suggested several changes to Transport Canada and they were accepted in September 1974. The gross weight went up to 1,985 pounds from 1,500 pounds. The wing loading went to 20.4 pounds per square foot, up from 15 pounds per square foot. This enabled many more designs to become available to Canadian builders.

Ted Slack and the technical committee went on to champion the cause of using composites in the construction of homebuilt aircraft, which, at that time, was not approved for homebuilts. They also studied the need for approval to allow Canadians to build their own helicopter. I'll provide details in the next issue of COPA Flight.

For information on the regulations, inspections, paperwork and hints to build your own Amateur-Built Aircraft, go to the website; www.canada.eaachapter.org. **CF**



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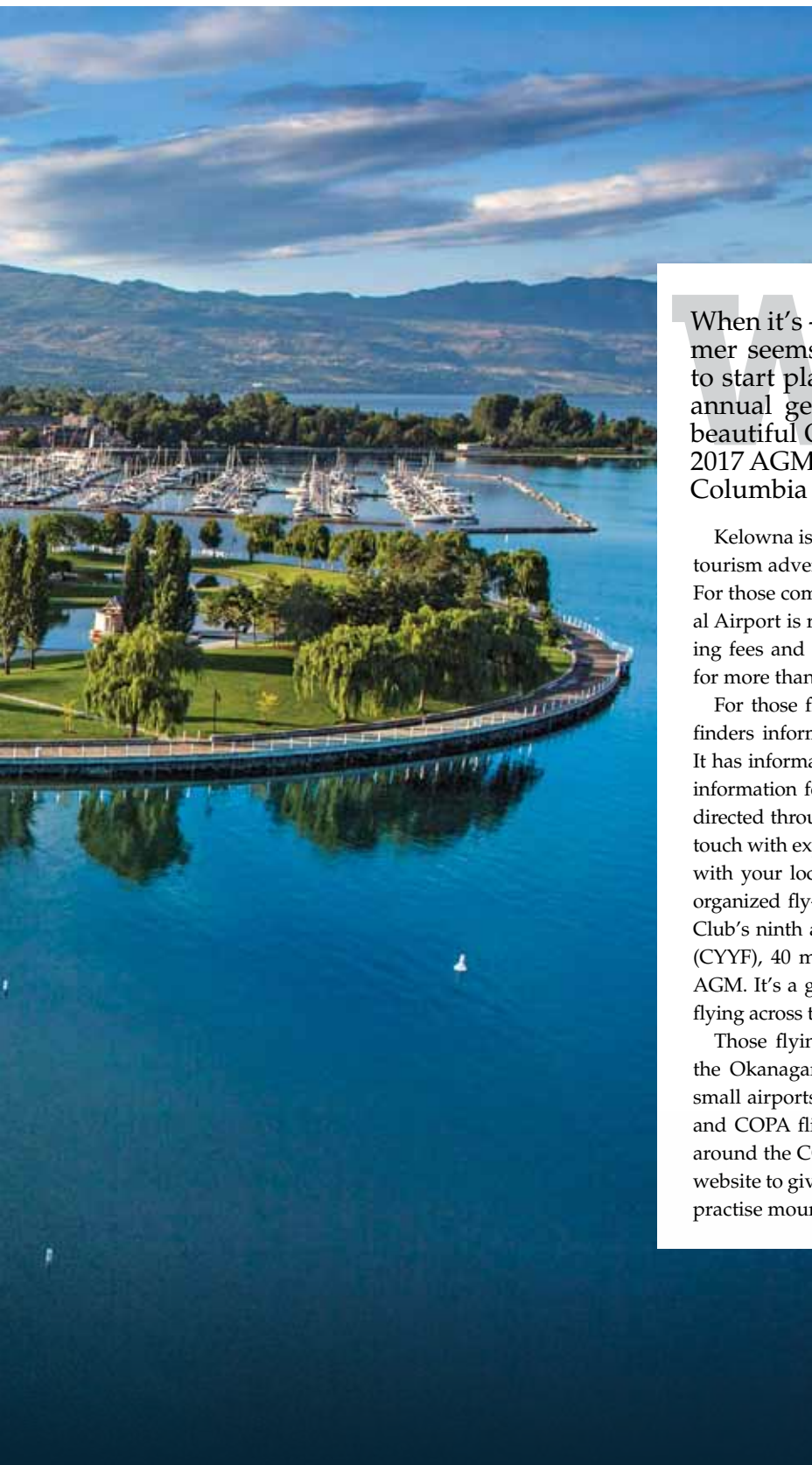


AN OKANAGAN EXPERIENCE

KELOWNA WELCOMES COPA 2017 AGM

BY LAURA GIBBS

PHOTO: TOURISM KELOWNA PHOTOGRAPHER: SHAWN TALBOT



When it's -12 degrees Celsius and snowing summer seems a long way off but it's a great time to start planning to attend a very special COPA annual general meeting. Kelowna, B.C, in the beautiful Okanagan Valley, is hosting the COPA 2017 AGM June 23-24 at the University of British Columbia Okanagan Campus.

Kelowna is B.C.'s summer hotspot destination for all kinds of tourism adventures and offers a unique experience for aviators. For those coming in their own aircraft the Kelowna International Airport is ready to welcome all private aircraft with no landing fees and enough room designated on the airport property for more than 180 aircraft.

For those flying across the mountain passes, check the Pathfinders information on the registration site at copaagm2017.ca. It has information on the best routes along with videos and key information for reference. Specific questions or concerns can be directed through the contact link and organizers will put you in touch with experts to guide you. Another great option is to check with your local flying club or your regional COPA director for organized fly-out plans to the COPA AGM. The Century Flight Club's ninth annual cross Canada flight terminates in Penticton (CYYF), 40 miles south of Kelowna, two days before the 2017 AGM. It's a great way to celebrate Canada's 150th anniversary: flying across the country with other aviation enthusiasts!

Those flying in may want to take to the skies and explore the Okanagan Valley from the air. There are about a dozen small airports in the Okanagan and all have active flying clubs and COPA flights. Those organizations will be hosting events around the COPA AGM and will be posting information on the website to give plenty of opportunities to explore the region and practise mountain flying. >>

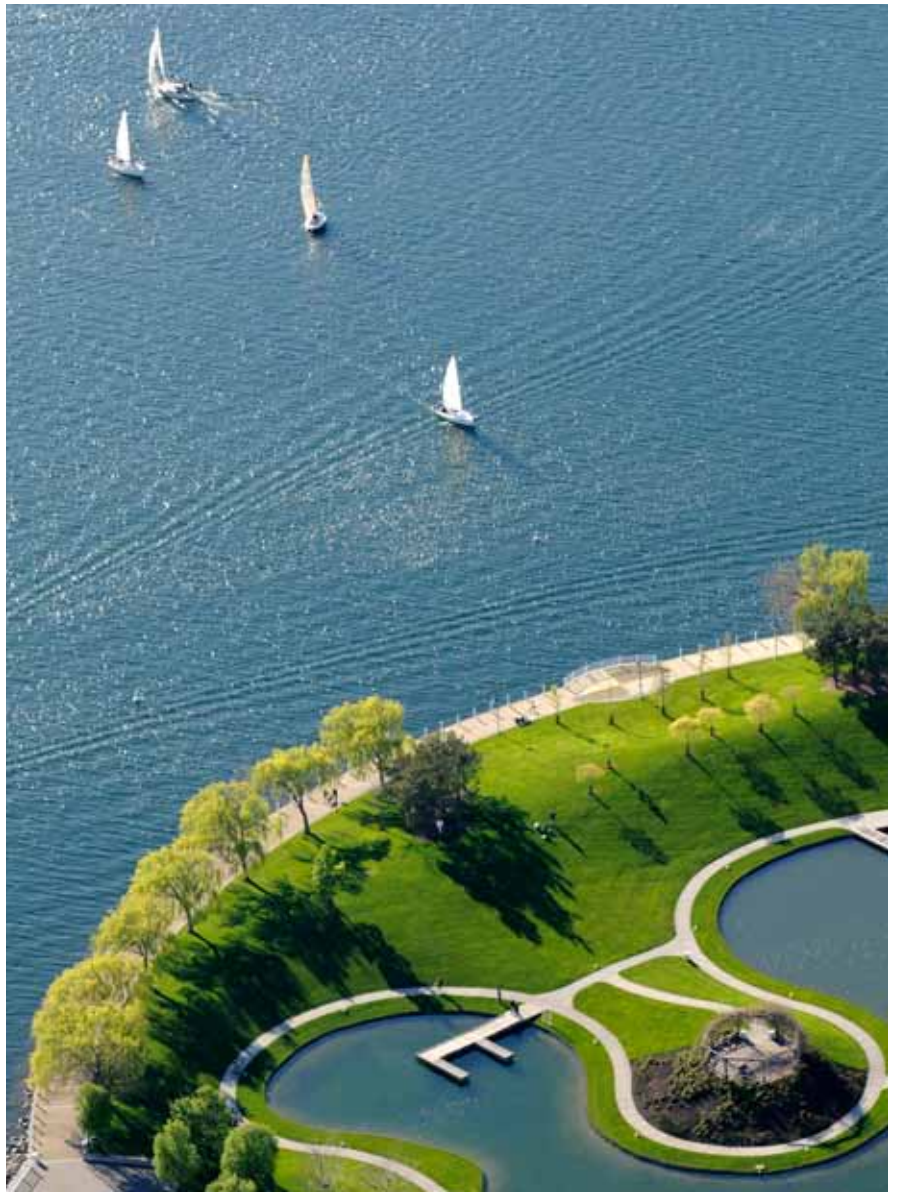
COPA AGM
KELOWNA 2017



Great weather, great flying and a bounty of arts, culture, outdoors and culinary experiences await delegates to the 2017 COPA AGM in Kelowna next June.

There will be “under the wing” camping off the tarmac at CYLW and Kelowna and the surrounding area offers every other type of accommodation imaginable, from on-campus rooms at the University of British Columbia — Okanagan to hotels with all amenities such as the Four Points Sheraton across from the airport. There are bed and breakfasts and upscale lakeside resorts just a stone’s throw away. The summer is a busy time in Kelowna, so you’ll want to make reservations as soon as possible to ensure you secure your ideal accommodations.

PHOTO: TOURISM KELOWNA PHOTOGRAPHER: SHAWN TALBOT



PHOTOS: KELOWNA DAILY COURIER (IX); TOURISM KELOWNA PHOTOGRAPHER: SHAWN TALBOT (2X)

Kelowna is easy to reach by car or by commercial airline. CYLW has more than 65 daily non-stop commercial flights with routes from most major Canadian cities.

The COPA AGM and conference will have a wide range of plenary sessions trade show exhibits featuring the latest in aviation technology and training; the business meeting; social events with breakfasts, lunches, picnics and dinners; tour opportunities; and shuttles between venues. The full line up is at copaagm2017.ca site.

Kelowna is renowned for its relaxed summer lifestyle and boasts more than 2,000 hours of sunshine every year. Those attending the AGM should consider adding extra time to experience it all.

There's a reason the New York Times dubbed the Okanagan "Napa North."

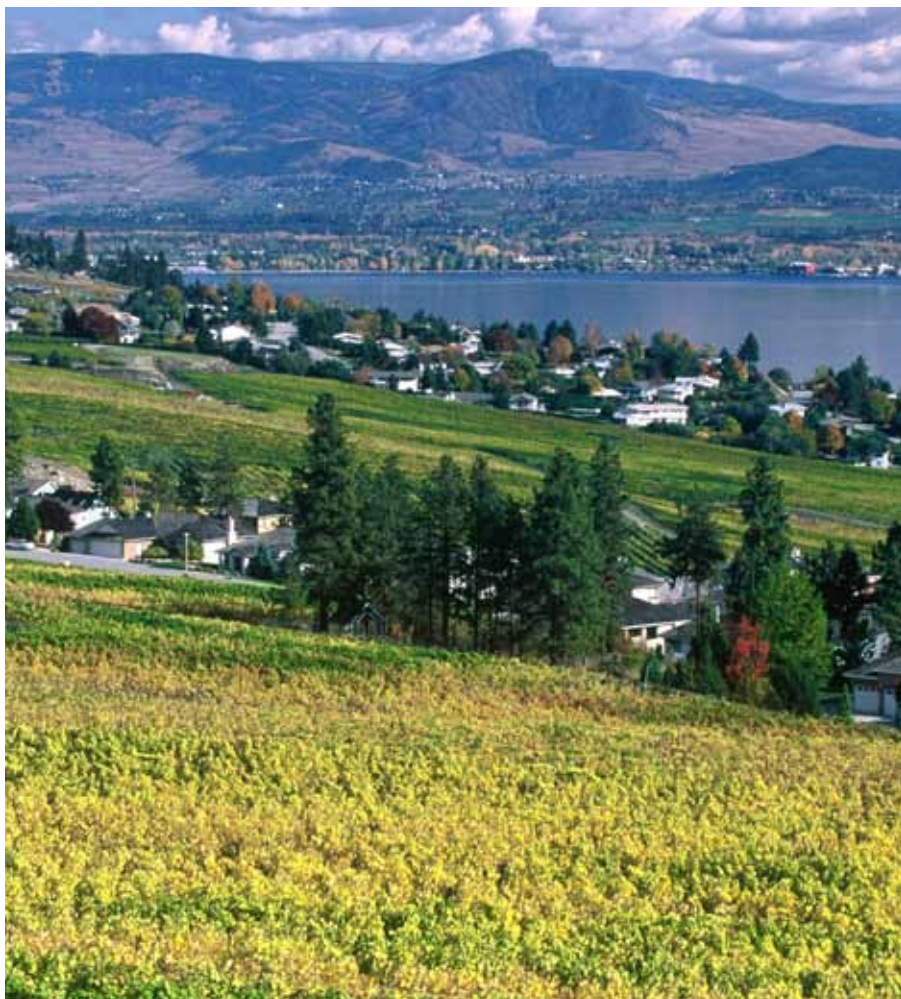
With five distinct wine trails in the Kelowna area — Scenic Sip in Lake Country, Fab Five of East Kelowna, Lakeshore Wine Route to the South, Grapes & Grains Trail downtown and the Westside Wine Trail on the west side of Okanagan Lake — visitors can experience the origins and modern culmination of the BC wine industry. There are cideries, distilleries and breweries with hand-crafted beverages to sample also. From small owner-operated wineries to architecturally impressive estates, visitors are captivated by winemakers' stories, delighted by the tastings and enchanted by the breathtaking views.

For the golfer, there are 20 courses to choose from and as the golf destination with the best weather and longest sea-

There's a reason the New York Times dubbed the Okanagan 'Napa North'

son in Canada it's easy to find the perfect course from small community courses to those played by PGA champs. Local lakes offer days of fun, from the relaxing on beautiful sandy beaches to soaring above the water on a flyboard. Skim the waves on a stand-up paddleboard, or rent a boat and explore the more than 200 kms of shoreline on Okanagan Lake.

Adrenaline junkies can fly down the mountainside on one of the valley's zip



Kelowna also has a growing and vibrant cuisine culture.

With its steep walls, high elevations and tunnels, it is one of the most scenic adventures around.

You can get down to the earth in Kelowna with farm-to-table self guided tours. Kelowna's history is rooted in agriculture where farm-gate enterprises have been operating for generations. Famous Okanagan cherries are in season at the time of the AGM.

Kelowna also has a growing and vibrant cuisine culture. As host to the Canadian Culinary Championships, the foodie fervour has taken hold of the city as local chefs have embraced the farm-to-table philosophy. You can visit a farm in the morning, go down the road to taste some local wines and dine in a restaurant that evening, enjoying gourmet cuisine prepared with fresh local ingredients, paired with world class local wines. It's a complete gastronomic circle that you're sure to remember.

Visit tourismkelowna.com for more information and sample itineraries. Okanagan residents embrace tourism season and host family and friends from all over the country. A warm welcome is waiting for COPA visitors in 2017. ☑

line courses, or hike to incredible mountain-top views with countless trails to explore. Just outside the city is Myra Canyon and its 12 trestle bridges. This portion of the Kettle Valley Railway was

built at the turn of the 20th century and later was converted to trails. The 2003 wildfires burned many of the trestles, but they were rebuilt in 2008 to restore one of Kelowna's most popular visitor sites.

PHOTO: TOURISM KELOWNA | ENVIRO FOTO INC. J.F. BERGERON

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1979 CESSNA TU206G, 2407 TTSN, Eng. 493 TTSN, NDH, RSTOL, Edo Floats, Wheel Skis, A/P, HSI, Very clean, Call Wilson Aircraft: 647-227-6996 or email: kenwilsonac@gmail.com (586.12703)

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