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14 LITTLE GROWTH FOR CIVIL AVIATION

It probably won't come as a great surprise to most members that for the first time in recent memory, the number of civil aircraft on the Transport Canada registry didn't really grow in 2016. The annual analysis by COPA member Adam Hunt shows there are bright spots here and there but demographics and economics are working against GA. That makes it all the more important to support COPA and your Freedom to Fly.

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Show Us Your Best

COVER PHOTO: Shafqat Amin got this very cool image when he was focused on the moon and a Cessna happened by. It won him the 2016 Calgary Flying Club photo contest and inspired us to launch a national photo contest for COPA members. Details are on page 36. *Photo by Shafqat Amin.*



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WELCOMING IN THE NEW YEAR

A Few More Refreshing Changes

WEB SITE

I have spent the last few days with some developers working on the new Web site, which has been in the works for a short while. We plan to go live by April 1 or earlier, with something we know will please our membership. Let's face it, our surveys and analytics tools showed us that the actual site was barely used so it was past time to bring this instrument up to speed and in line with our mission.

Along with our wealth of information, our guides, our advocacy and places to fly, look for the site to be a lot more interactive, fed regularly (if not daily) with news and updates, more photos and videos, being more intuitive, more informative and a lot more fun. As we make better use of technology, I would urge you to make sure your member profile is updated with all your correct information and more specifically, your language preferences.

STAFF

In mid-December, our new Manager of Operations Michel Cordeau joined our team. Since then, we have been flooding the poor guy with information and he says he enjoys it! Other than getting familiar with just about everything at COPA, Michel's first task is to look at developing, harmonizing and getting approved by Transport Canada (TC), a series of rust remover seminars that could be given across the country at our COPA Flights.

By the time you read this our Manager of Government Affairs, Carter Mann,

will have been sitting at his desk in our office for a few weeks already. I can tell you that Carter is just as excited to be here as we are of having him join the team. Both he and Michel will be working hard in giving compelling membership value, promoting general aviation, developing and maintaining collaborative relations. Why not give them a call? They are there for you.

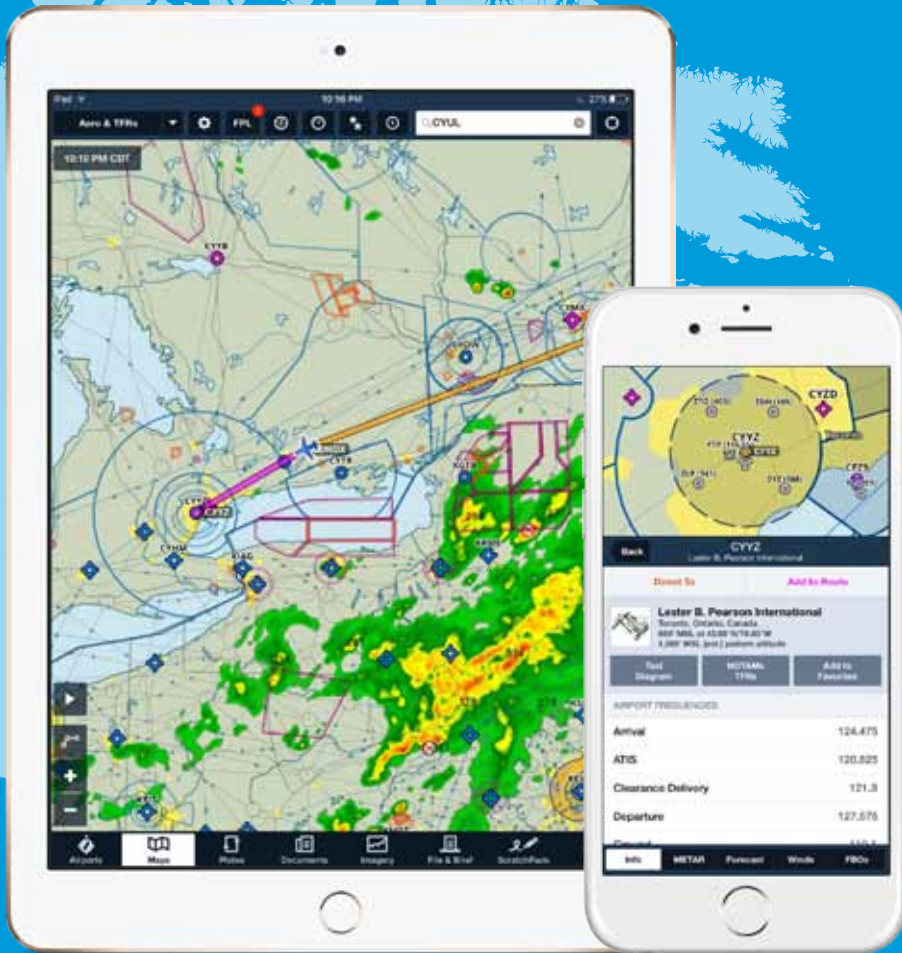
ADVOCACY – AERODROME CONSULTATION

The law has changed Jan. 1 and new aerodrome proponents now have to consult before their aerodrome can see the light of day. COPA has prepared an explanation sheet and a form for those that want to make their existing aerodrome known. We encourage you to do so, for different purposes but mostly for the upcoming phase of the consultation process, where entities wanting to set-up what could be considered obstacles would have to consult with aerodromes. In order to do so, it's certainly helpful to know where these aerodromes are. Find the documents on our Web site or call us at the office.

WHAT'S NEXT

Still a lot of work to be done with our advocacy initiatives and with the strategic plan, along with planning a few group flying trips, preparing the 2017 COPA convention in Kelowna and getting a lot closer to all through our COPA Flights.

Give me your feedback at bgervais@copanational.org.



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ACCUEILLIR LA NOUVELLE ANNÉE

Avec quelques changements rafraichissants.

WEB

J'ai passé les derniers jours avec des développeurs, à travailler sur le nouveau site web que nous avons entrepris il y a déjà un petit bout de temps. Nous voulons le mettre en onde d'ici le premier avril et savons déjà qu'il saura vous plaire. En toute franchise, nos sondages et nos outils d'analyse nous indiquent que le site actuel est à peine utilisé. Il était temps de rafraîchir cet outil et de le mettre à l'image de notre mission. En plus de notre vaste documentation, nos guides, nos destinations (« places to fly ») et nos chroniques de défense d'intérêts, attendez-vous à avoir plus d'interactions, des nouvelles régulières (si ce n'est pas quotidiennement), plus de photos, plus de vidéos, qu'il soit plus intuitif avec plus d'informations et surtout plus d'éléments divertissants. Puisque nous exploiterons mieux nos capacités technologiques, je vous invite aussi à aller mettre à jour votre profil de membre, principalement votre préférence linguistique.

LE PERSONNEL

À la mi-décembre, notre nouveau directeur des opérations Michel Cordeau s'est joint à l'équipe. Depuis ce temps, le pauvre est enseveli sous une montagne d'informations et il dit l'apprécier grandement! À part se familiariser avec à peu près tout de COPA, la première mission de Michel est de voir à développer, harmoniser et faire approuver par Transports Canada (TC) une série de séminaires de mise à jour des connaissances, qui seront présentés à travers le pays dans nos Clubs COPA.

Même s'il n'est pas en poste au moment d'écrire ces lignes, quand vous les lirez notre nouveau directeur des affaires

gouvernementales, Carter Mann, aura été dans son siège à notre bureau depuis quelques semaines déjà. Je peux vous dire que Carter est tout aussi enthousiaste d'être ici, que nous de l'avoir dans notre équipe. Carter et Michel travaillerons sans relâche à donner une valeur ajoutée aux membres, à faire la promotion de l'aviation générale et à développer et maintenir des relations dans un climat de collaboration. Pourquoi ne pas les appeler et leur jaser un brin? Ils sont là pour vous.

DÉFENSE D'INTÉRÊTS-CONSULTATION POUR LES AÉRODROMES

La réglementation a changé au premier janvier et tout promoteur d'un nouvel aéroport doit maintenant faire une consultation avant que son aéroport ne voie le jour. COPA a préparé un feuillet explicatif et un formulaire pour ceux qui veulent faire connaître l'existence de leur aéroport actuel. Nous vous encourageons à le faire pour différentes raisons, mais surtout pour la prochaine phase du processus de consultation, où les entités qui voudraient ériger ce qu'on pourrait qualifier d'obstacles, devront consulter avec les aéroports : il est donc pratique de savoir où ils se trouvent n'est-ce pas? Vous trouverez les documents sur notre site web ou appelez-nous au bureau.

LA SUITE

Encore beaucoup de travail de défense d'intérêts et sur notre plan stratégique; planifier quelques vols-voyage de groupe, la convention 2017 COPA à Kelowna en C-B et se rapprocher des membres à travers les Clubs COPA. Faites-moi part de vos commentaires: bgervais@copanational.org.

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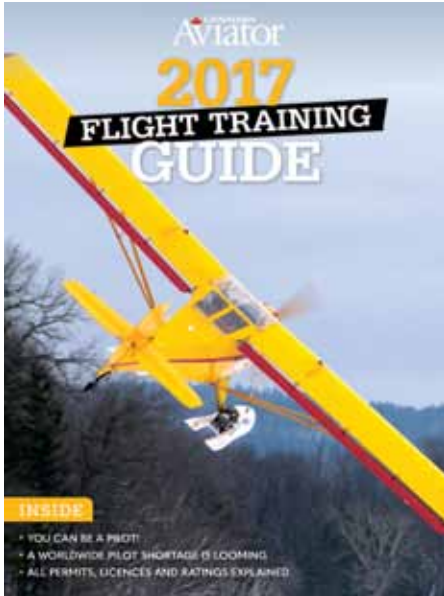
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✉ RECREATIONAL BENEFITS

I read with interest the article entitled "Flying for the Pure Joy of It", in the Flight Training Guide supplement to the January issue of COPA Flight.

The title accurately describes why I fly, and I believe why all pilots fly.

Even professional pilots who have a bad day at the office, will not claim that it was the flying that spoiled their day.

I continue to be disappointed though in how the utility of the Recreational Pilot Permit is minimized in the media, and how it is ignored or discounted by flight schools. The article in COPA Flight told the readers that "a Recreational Permit is similar to but much more limited than a Private Pilot License." In doing some research for this letter, I found a local flight school that does not even list it on their web site.

The COPA web site lists the privileges of the Recreational Pilot Permit: (RPP)

Flight in ultralights and single-engine, non-high performance aircraft * (see below)

- Aircraft no larger than four-passenger with no more than one passenger carried.
- Day, VFR, Canada only
- Land and water (cross-over with endorsement)
- All PPR training completed in certified or O-M aircraft may be counted toward a Private Pilot License.

Let's take that apart and compare it to the Private Pilot License. You can't fly high performance aircraft with the RPP. The definition means you must only fly aircraft with a do not exceed a speed of 250 knots.

I cannot think of an aircraft flown for 'recreational' flights, that can go that fast. You must not have more than four seats aboard. I stand to be corrected when I claim that with a RPP you can fly at least 95 percent of the aircraft owned by COPA members. Most four seat aircraft owners will tell you that they always fly with two or more empty seats.

Day VFR is also a limitation of the private licence (without additional ratings and endorsements). "Canada only" gives us a territory that is 9,000 km by 4,500 km to fly in. We can get a float endorsement, also the same as with a private licence.

I would like to share my own experience. I have a recreational pilot permit and about 350 hours as pilot in command. The RPP got me flying faster and with less expense. I can fill all of the seats in my Cessna 150 and fly anywhere in Canada, and into any airport in Canada, than I could with a private licence. I do not wish to fly to the U.S., so my permit does not really limit me in any way.

I do not discount the utility of the private licence. Both of my parents carried one, and I plan to upgrade this year. It is an effort to stay current and stay learning. Next will be night rating, then VFR over the top. In the meantime, I will continue to fly my 150, introduce people to the gift of flight, and search out lapsed pilots to take flying while I encourage them to come back into the fold.

Let's look at the recreational pilot permit in a new way. Let's look at it as a way to increase the completion rate of students learning to fly. There is only an additional check ride to pay for. All of the training for the RPP "may be counted toward a private pilot licence" as stated above. With the RPP check ride a student pilot can now take a passenger for flights, and take an airplane and actually go somewhere.

He or she can attend a fly in, visit family, or go for that \$100 hamburger. This can justify the continuing time and expense of flight training toward their private, or they may take a break from training and just enjoy recreational flying. AOPA estimates that the dropout rate after getting a Student Pilot Permit is about 60 percent. It also found in a survey that 65 percent of those starting just wanted to fly for recreational purposes.

If our numbers are similar, then we can greatly increase our pilot population by touting the benefits of the recreational pilot permit, rather than discouraging 'would be' pilots from considering it.

Jim Farmer



✉ AHEAD OF ITS TIME

The Dec. 29 eFlight had a story about two current VTOL aircraft, the V-22 and the AW609.

The story failed to mention their predecessor, the Canadair CL-84.

By any technical measure this mid-60's aircraft development project was a success.

Unfortunately, no market developed and a brilliant Canadian aircraft disappeared.

Gus Gillespie

✉ SUPERBE MAGAZINE

Juste pour signifier ma satisfaction pour le superbe magazine que nous avons maintenant.

Ca met en valeur notre organisation et c'est beaucoup plus agréable à conserver.

Félicitations

L.M. Pedneau

DO-IT-YOURSELF ADS-B

BUILD YOUR OWN FLIGHTBOX RECEIVER

BY PHIL LIGHTSTONE



Although Canada has no plans to require Automatic Dependent Surveillance-Broadcast (ADS-B), Canadian pilots who fly close to the border can take advantage of the U.S. system's benefits without the major investment American pilots face to equip their certified aircraft.

By Jan. 1, 2020, anyone who wants to fly in almost all controlled airspace will have to be equipped with an ADS-B transmitter (ADS-B Out) that gives precise position information to air traffic control and to other aircraft that have ADS-B receivers (ADS-B In).

As a carrot to encourage ADS-B equipment before it becomes mandatory in 2020, the FAA is broadcasting weather and traffic information for free to those who have the gear and the signals can be received a significant distance into Canada in many locations.

Access to traffic and weather data provide immediate benefits to the GA pilot. ADS-B is really about GA tech. With the move to the digital cockpit, more and more

meaningful data is presented on the flight deck to help the crew make decisions.

Canadian pilots who want to fly in the U.S. will also have to have ADS-B Out by 2020 but in the meantime a relatively inexpensive portable receiver can be a nice addition to anyone's cockpit. There's even a do-it-yourself option. There are a number of companies that make portable ADS-B In receivers that display through iPad or Android based tablets. Tuning in to ADS-B data is almost instantaneous.

Open Flight Solutions CEO Steve Sokol is an IT expert who saw the need for a less expensive approach to portable ADS-B. He created a "some-assembly-required kit," which delivers a state of the art ADS-B In receiver for as little as \$200. "We launched FlightBox on Kickstarter. In 30 days we found 344 backers who pledged \$77,369 to make FlightBox happen."

Companies like Dual and Stratus make ready-to-use receivers that cost about \$800 USD. With all the options, the ready-made FlightBox receiver costs

about \$350 USD. However, you can get into a FlightBox for as little as \$200 USD if you're handy with a screwdriver.

A step-by-step video (about 12 minutes) on the FlightBox Web site openflight-solutions.com/flightbox/ shows the simple build process.

The case is sturdy and has been designed around the Raspberry PI computer circuit board and the antenna connectors. It has the necessary holes in the case to accommodate the ADS-B antenna connectors, power connectors and fan. The external case is exceptionally small and fits almost anywhere. FlightBox has sourced a USB attached WAAS GPS receiver. This replaces your external GPS puck.

There are a number of options for power. As the FlightBox is a small computer, it is a bit power hungry. It needs a power source that can deliver 2.1 amps or more. Included in the kit is a USB cable, which plugs into a power port on the side of the FlightBox. There are a number of choices to supply power including a USB power vault, cigarette lighter adapter and an AC adapter.

The FlightBox does not include an internal battery. For pilots who want a completely portable system, Flight Solutions have tested and recommend the Anker E3 10,000 mAh battery pack. For those who wish to connect FlightBox to ship's power through a cigar lighter port, they recommend Anker's PowerDrive2 adapter. There is no on/off switch. It's a truly a plug and play system. Provide the FlightBox with power, turn on your tablet and start up your flight management system.

I took the FlightBox out for a test flight north of Toronto (Ontario). The FlightBox was placed on the glareshield, allowing the ADS-B and GPS antennas to have unlimited visibility to the sky. ForeFlight saw the FlightBox as a device and began displaying ADS-B traffic.

Flight Solutions is working on a number of new options for FlightBox. **CF**

CANADA 150: INSPIRING FUTURE AVIATORS


COPA FLIGHTS URGED TO SPONSOR FEMALE FRIENDLY EVENTS

Women of Aviation Worldwide is encouraging COPA Flights to each introduce 150 girls and women to aviation during Women Of Aviation Worldwide Week 2017.

"Canada is turning 150 this year," said WOAW President Mireille Goyer. "Let us celebrate Canadian aviation and the country's inclusive mindset during the upcoming Women Of Aviation Worldwide Week, March 6-12, in a uniquely Canadian way. Let us commit to introducing at least 150 girls of any age to aviation at each COPA Flight location during the 7th annual Women Of Aviation Worldwide Week, March 6-12."

COPA Flights can offer Fly It Forward® flights to qualify the girls in your community for scholarships. They can organize an aerospace facility or plan an airport open-door event. They can encourage their female COPA flight members to visit local schools or girl guides on Pink Paper Day, March 8, to present aviation hobby and career opportunities and participate in the Guinness World Record attempt for Most Pink Paper Planes Launched Simultaneously.

"Whatever the weather and your resources permit, make it possible for girls of all ages in your community to take a close-up look at what Canadian aviation does and what it has to offer them," Goyer said.

To make the effort official, COPA flights can qualify participants to win prizes and trophies, and help COPA secure its iWOAW Certified Women Friendly designation by registering the planned activities at www.WomenOfAviationWeek.org. 

Events are held all over Canada to mark Women of Aviation Week Worldwide and COPA Flights are being challenged to fly 150 girls and women to mark Canada's 150th anniversary.





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- 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

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COPA FOR KIDS 2016

39 FLIGHTS FLY 3,372 JUNIOR AVIATORS

STORY BY PATRICK GILLIGAN | PHOTOS BY GUSTAVO CORUJO



The COPA For Kids aviation program has flown more than 23,070 junior aviators flown since the start of the program, thanks to the efforts of COPA member pilots and volunteers across Canada.

The 2016 COPA For Kids Aviation Program was a great success with 3,372 children flown, 240 more than previous year. That's almost triple the number of children introduced to aviation in 2009 when COPA members provided 1,365 children ages 8-17 to a free introduction to aviation flight.

In 2016, 42 events were scheduled by 39 COPA flights and some flights organized up to three events during the year.

COPA would like to congratulate the top pilots of 2016. First place goes to Russ Cmolik from Surrey, B.C. who flew 56 junior aviators. In second place is Claude Larue from Breslau, ON with 47 and in third place, Bill Michael from Osoyoos, BC who flew 43 children.

The top three COPA Flights were; Flight 5, Boundary Bay, B.C. with 300 junior aviators. Flight 26, Kitchener-Waterloo came in second with 252 kids flown

At total of 3,372 kids were flown in 39 properly registered COPA For Kids events at COPA flights across Canada in 2017. That increased the total number of Canadian kids flown to 23,070.

and in third, Flight 50, Penticton, BC with 195 kids flown. And, there were nine other COPA flights who each flew more than 100 kids during their events. Those are impressive numbers, congratulations to everyone who participated in 2016.

Unfortunately, at the time of writing one COPA Flight may have flown the most kids of all had not yet submitted the CFK signed forms to COPA National.

The names of all the pilots and participants were entered into our online logbook, which is on the COPA For Kids website www.copaforkids.org and also on EAA's Young Eagles logbook <http://youngeagles.org/logbook>.

The COPA Flights that participated last year did a great job of advertising their event within their community. Some flights placed ads in their local papers, ran messages on their local radio stations, and distributed flyers to schools and other youth groups.

Another great way of advertising your upcoming event would be to register your event on our website www.copaforkids.org/content/ManageEvents.cfm. It's a great spot for parents to come and look for information about events in their area.

You can order brochures (including waiver and registration forms) and certificates by sending an email to copaforkids@copanational.org or they are available online at www.copaforkids.org/content/index.cfm?page=Pilots.

To ensure that your event will run smoothly and no one will be excluded, please read the COPA Guide to COPA For Kids (the newest edition is May 2015), which is available on our websites www.copanational.org and www.copaforkids.org. **CF**

FREEDOM TO FLY UPHELD

QUEBEC COURT OVERTURNS SKYDIVING RULING

BY BERNARD GERVAIS, COPA PRESIDENT

Just before Christmas, the Quebec Superior Court reversed a judgment from a municipal court in Lévis, QC. The issue was once more an entity trying to do indirectly what it could not do directly: to decide the outcome and the fate of an aerodrome (i.e. aeronautics), when only the Federal Government can do so.

The airport has been there for about 50 years and they recently started hosting skydiving. That's when the city passed a bylaw prohibiting skydiving, building hangars without permits, and so on. A municipal judge concluded that recreational skydiving was not part of the core

of aeronautics, thus the city could levy fines and impose what it wanted.

The conclusion of the Superior Court Judge is the following (my translation):

[165] The trial judge erred in law in concluding that the skydiving activities in issue were not at the core of federal aeronautical jurisdiction, and consequently, rejecting the doctrine of inter-jurisdictional immunity.

[166] It is also concluded that the by-laws of the City of Lévis prohibiting the conduct of skydiving activities, including facilities related to skydiver training activities (the Zoning Regulations and the Regulations on permits and Certificates)

The city passed a bylaw prohibiting skydiving

constitute an obstacle to the federal power over aeronautics. Consequently, these regulations must be declared inapplicable against the appellant.

COPA had been following closely for over a year. Among others, the COPA Supreme Court judgements (2010 SCC 39 and 2010 SCC 38) from 2010 were cited as a jurisprudence. **CF**

You don't want to miss this!

COPA AGM 2017 - June 23 - 24, 2017

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CANADIAN PRIVATE FLEET HITS ZERO GROWTH IN 2016

DEMOGRAPHICS AND ECONOMICS COMBINE TO FLATTEN AVIATION MARKET

BY ADAM HUNT

Growth in the Canadian private civil aircraft fleet was essentially flat in 2016, growing by just 34 aircraft, or 0.12 percent, essentially nil growth. This was the lowest number recorded since the turn of the millennium and far worse than at any time during the recession of 2008-2010.

Since 2001 the best growth we have seen was in 2008, just before the recession hit, when the private fleet grew at a peak rate of 3.2 percent. As the accompanying graph shows this is not a one year blip, but is a long term structural change happening in private flying, one that is being driven by some larger economic and demographic forces.

The forces at work here probably include the ongoing flat state of the Canadian economy, the low dollar relative to the US and demographic factors involving an aging pilot population. The figures for 2016 don't yet reflect the effect of higher oil prices that are expected in 2017 as a result of the OPEC and Non-OPEC production cuts that won't be felt until much later in the new year, or new government carbon pricing initiatives.

The U.S. economy continued to do well in 2016 and its dollar remained fairly high against the Canadian dollar. With the Canadian dollar ending the year at 74 cents US, Canadian aircraft asking prices in US dollars have dropped enough to result in a net flow of used certified aircraft out of Canada.

For the first time in the 21st century, the overall Canadian civil fleet size, including private, commercial and state aircraft, actually shrunk in 2016.

In 2016 the total Canadian civil fleet decreased in size by four aircraft, down from an increase of 66 in 2015. In 2016 the private segment of the fleet increased by 34 aircraft, while the commercial aircraft



fleet decreased by 28 aircraft and the state fleet, those aircraft owned by the various levels of government in Canada, shrank by ten aircraft. Overall the civil fleet size was essentially flat in 2016.

CERTIFIED AIRCRAFT

Certified aircraft had been leading the growth in private aircraft for a number of years, but that trend changed in 2015 when we lost 103 certified aircraft. This accelerated in 2016, as aircraft left the country in larger numbers, as we lost 161 certified aircraft.

In 2016 the changes to the private certified fleet were made up of a reduction of 127 airplanes (notably including 42 twins), 31 helicopters and three gliders.

There were 16,132 private certified aircraft at the end of 2016, out of a total of 29,270 private aircraft registered or 55 percent.

BASIC ULTRALIGHTS

BULAs were once again where the growth was in private aviation in 2016. During the year the category increased by 104 aircraft, virtually unchanged from the

growth of 101 in 2015. There were 6,120 BULAs registered at the end of 2016.

The enduring attraction of this category undoubtedly remains that it is the lowest cost way of buying an aircraft.

OWNER-MAINTAINED

The O-M category added 34 aircraft in 2016, down from the 42 added in 2015, but enough to make it the category with the second best growth for 2016, behind basic ultralights. The 34 aircraft added were all airplanes; no gliders this year. By the end of 2016, there were 707 O-M aircraft on the registry, made up of 689 airplanes and 18 gliders.

It is worth noting that aircraft are not built in this category, but are mostly existing Canadian certified aircraft that are move to O-M. Some may also be certified aircraft imported from other countries into the O-M category, as well.

The O-M category has continued to suffer from low numbers of aircraft being moved from the certified category ever since the American FAA announced that O-M aircraft will never be allowed to fly in U.S. airspace or sold in the U.S.

AMATEUR-BUILTS

Amateur-builts were in the number three growth position in 2016, increasing by 28 aircraft, although down from an increase of 44 in 2015 and 67 in 2014. Interest in this category seems to be waning over time. In 2016 the aircraft added were made up of 22 airplanes, four helicopters and two gyroplanes. Airships, balloons and gliders saw no new net additions this past year.

Amateur-builts now number 4,208 in Canada and include a wide variety of aircraft, from fixed wing airplanes, helicopters, gliders, gyroplanes to balloons, airships and even one ornithopter, although the latter is confined to a museum.

ADVANCED ULTRALIGHTS

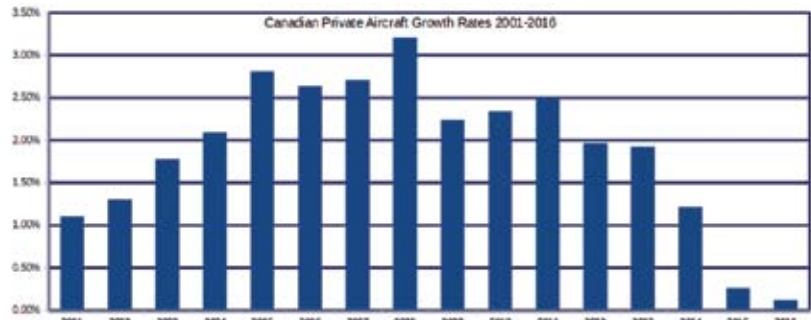
Advanced ultralights were in fourth place for growth again in 2016, increasing their numbers by only five airplanes, well down from 20 in 2015 and 17 in 2014. Their growth this year brought the total number of AULAs on the civil register to 1,235. By its category definition, all AULAs are powered, fixed wing aircraft.

The AULA category was introduced in 1991 and therefore 2016 was its 25th anniversary year. The category has increased its numbers at an average of 49 aircraft per year since its inception and so can hardly be considered the success that was anticipated when it was started. As in recent years, the number of AULAs added in 2016 was well below the average from the category's earlier years. The low sales figures are mostly likely linked to the high price of new AULAs and their American counter-parts, Light-Sport Aircraft. U.S. LSAs are likewise seeing very anemic sales numbers, far below expectations.

COMMERCIAL FLEET

In 2016 the commercial aircraft fleet decreased by 28 aircraft to bring it down to 6,920. The numbers show a decrease of seven airplanes and 23 helicopters, with an increase of one commercial gyroplane.

In round numbers, at the end of 2016 the private fleet made up 80 percent of the aircraft in Canada, with the commercial fleet at 19 percent and the state fleet at one percent, all basically unchanged from 2015.



IMPORTS AND EXPORTS

Aircraft imports into Canada in 2016 numbered 398, which was down from 506 in 2015 and well below the 968 imported during the pre-recession days of 2008. Canadians are just not buying foreign aircraft like they once did, likely due to the low dollar and demographics taking more people out of flying than coming in.

In 2016, 786 aircraft were exported, giving a difference of 388 favouring exported aircraft over those imported.

DEMOGRAPHICS

As recent survey data shows, recreational flying is something being done by an increasing older group of participants each year. This is a concern from several perspectives, as people retire from flying due to age or leave for medical reasons and few young people enter the field. This means that used aircraft prices fall due to fewer buyers, airports and aviation businesses close due to loss of customers and overall aviation shrinks due to loss of participation, fuel and insurance sales drop. This all reduces economies of scale, makes it more expensive and less attractive over time to get into. As the flying population ages, it is also increasingly seen by younger people as something only done by older people.

This is not a universal across the range of all recreational activities, however. Many Canadian sailing clubs, for instance, report strong numbers of new youth and young families joining, for both cruising and racing, driven by such factors as low costs, low regulatory barriers and low environmental impacts,

areas where aviation has trouble competing for participants. So it isn't that young people are just playing Pokemon-Go and avoiding all other activities, but that aviation specifically is not attracting them.

LOOKING AT 2017

World oil prices increased near the end of the year to around \$56 USD per barrel due to the anticipated OPEC and non-OPEC production cuts, which are aimed at eliminating the current world oil glut and increasing oil prices in 2017. A prolonged increase in the price of fuel will likely reduce demand for aircraft and result in dropping used aircraft prices. OPEC seems to be intending to increase their returns on their conventional oil supplies, while not letting prices get high enough to allow the increase of North American shale and oil sands production back to previous levels. If they miscalculate, create a shortage and oil prices increase back to over \$100 per barrel, this will probably strengthen the Canadian dollar and reduce used aircraft prices for Canadians, even as it increases aircraft operating costs.

Note: Aircraft data for this report was taken from the Transport Canada Civil Aircraft Register and reflects the difference between the number of aircraft registered in Canada on 31 December 2015 and 31 December 2016. These statistics reflect the net number of aircraft built and imported, minus the number destroyed, scrapped and exported. Just because an aircraft is registered in Canada does not mean it is being flown and therefore the number of registered aircraft should not be confused with the amount of flying activity. **CF**

CANADIAN WHEEL SKIS HELPED ANTARCTIC FLIGHT

RV8 CAPABILITY IMPROVED SAFETY ON ROUND-THE-WORLD EXPEDITION



There will be a lasting reminder of a Canadian contribution to a record setting flight to Antarctica.

A set of wheel skis adapted by former COPA VP of Operations Patrick Gilligan was left behind at the Mario Zucchelli Station by earthrunder Michel Gordillo. Gordillo circumnavigated the earth over the poles in an RV-8 and had heard that Gilligan had made himself of wheel skis for a similar aircraft.

The skis were shipped to Gordillo in Tasmania and they took off for Antarctica.

Gordillo described to COPA Flight how the skis helped him out.

"Patrick's skis were very important for the flight.

They were well designed and built and they fit perfectly on the RV8.

However I was not able to use them all across Antarctica. As you know, skis and floats are draggy.

I used them from Hobart, Tasmania into Mario Zucchelli Station in Antarctica because the distance to be flown was OK with the skis-on endurance. They would have provided me a safer ditching, would I had to do so, and also a good chance to land almost anywhere inside Antarctica, from the coast to destination and also a good chance to take off again.

I would have used them all across Antarctica, but the refusal to be provided fuel at Union Glacier (Antarctic Logis-

Earthrunder Michel Gordillo had to leave a set of wheel skis built by Patrick Gilligan in Antarctica during his record-setting flight over the South Pole.

tics Expeditions) and at Rothera (British Antarctic Survey), forced me to leave the skis behind (and their safety advantage) to ensure a safe range to reach Marambio (Antarctic Argentina Station), Marsh (Chile Antarctic Station) and also Ushuaia (if winds were as predicted)."

Gordillo was able to finish the flight and set a variety of FAI records while he gathered data on the presence of airborne black carbon particles on the environment in remote areas. **CF**

WOMEN *of* AVIATION

HELPING WOMEN TAKE FLIGHT



Every March we publish a supplement highlighting aviation career opportunities for women. We print extra copies to hand out to participants in Women of Aviation events across Canada.

To be part of this great publication, contact Katherine Kjaer at 250.592.5331 or katherine@canadianaviator.com

Incidents + Accidents

PRAIRIE AND NORTHERN REGION

A McMurray Aviation Cessna 208B (C-GHLI) to Fort McMurray, AB (CYMM) crashed short of the field while on final for Runway. The aircraft came to rest on its belly; there were 4 souls-on-board (SOBs) with no reported injuries. CADORS number 2016C4954.

ONTARIO REGION

TSB Report#A16O0170: a privately operated Cessna A185F on amphibious floats, was landing at Orillia, ON (CNJ4). After landing, the aircraft slid off the runway and hit a snowbank. The aircraft flipped over upon contact with the snow, causing substantial damage. There were no injuries. CADORS number 2016O3411.

PACIFIC REGION

TSB Report#A16P0218: C-GVON, a de Havilland DHC-8-301 aircraft operated by Jazz Aviation Lp, was conducting flight JZA8248 from Vancouver Intl, BC (CYVR) to Castlegar, BC (CYCG). While programming the transition from en route to the RNAV (GNSS) A approach into CYCG, the flight crew inadvertently missed a waypoint which resulted in the aircraft descending below the Minimum Enroute Altitude (MEA) for the segment of transition being flown. Consequently, the flight crew received a TAWS "TERRAIN" alert and initiated a climb as per company operations. The cabin crew member fell and was injured. EMS was requested to meet the flight on arrival and the flight attendant was transported to the hospital. CADORS number 2016P2159

TSB Report#A16P0219: A Bell 407 aircraft operated by Alpine Helicopters, was conducting heli-skiing operation from Adamants Lodge, BC, approximately 64 nautical miles North of Revelstoke, BC. The pilot, who was the sole occupant, elected to land the helicopter at an unprepared site. When the collective was low-


ered after landing, the main rotor blades cone angle decreased and the blades impacted a snowbank. The helicopter remained upright, however sustained substantial damage. There was no fire and the pilot was not injured. The ELT did not activate. CADORS number 2016P2206.

QUEBEC REGION

Information received from National Operations Centre (NOC) concerning a privately registered American Aviation AA-1B on a local flight from Pintendre, QC (CPT9): The aircraft crashed at approximately 1907Z in the Etchemin river after reportedly hitting power lines. Reports indicates that there were two souls on boards who suffered fatal injuries. Local police were on the scene. CADORS Number 2016Q2643.

TSB Update A16Q0165: A Grondair Beech A100 (C-FONY) was on an IFR flight from St-Frédéric-de-Beauce (CSZ4), QC, to Québec/Jean-Lesage Intl (CYQB), QC. During the initial take-off run on Runway 05, a loss of directional control occurred. The pilot tried unsuccessfully to bring the aircraft back to the centre of the runway. The aircraft exited on the left side of the runway at about 1000 ft from the threshold into the snow. The two pilots were not injured and the aircraft was substantially damaged. CADORS number 2016Q2657

TSB Update A16Q0166: A Bell 206L on floats was on a VFR flight for geophysical work on the banks of the Beauharnois canal, located about 6 NM southeast of Montréal/Les Cèdres (CSS3), QC. The flight required a low speed (5 mph) and low altitude (1 ft from the ground) fly over. At the time of flight, the aircraft drifted too close to the shore which caused a loss of visual reference (whiteout) due to a layer of fresh snow. The pilot moved to avoid the trees which were located along the bank. However, the aircraft started to yaw slightly to the right during the ma-

noeuvre and the tail boom become stuck in a tree. The tail rotor broke and the main rotor struck the tree. The aircraft was substantially damaged and came to a stop in a few feet of water. The two occupants escaped without serious injury. CADORS number 2016Q2664 

RÉGION DU PACIFIQUE

Rapport no A16P0218 du BST :

C-GVON, un de Havilland DHC-8-301 exploité par Jazz Aviation Lp, assurait le vol JZA8248 de Vancouver Intl (CYVR), BC, à Castlegar (CYCG), BC. En programmant la transition entre le vol en route et l'approche RNAV (GNSS) A vers CYCG, l'équipage de conduite a omis un point de cheminement par inadvertance, ce qui a amené l'aéronef à descendre sous l'altitude minimale en route (MEA) durant le segment de transition effectué. Par conséquent, l'équipage de conduite a reçu une alerte « TERRAIN » du TAWS et a amorcé une montée conformément aux procédures de l'entreprise. Le membre de l'équipage de cabine est tombé et a été blessé. On a demandé à ce que les SMU viennent à la rencontre de l'aéronef lors de son arrivée et l'agent de bord a été transporté à l'hôpital. CADORS 2016P2159.

Rapport du BST no A16P0219:

Un Bell 407, immatriculé C-FALA et exploité par Alpine Helicopters, effectuait un vol d'héli-ski au départ d'Adamants Lodge (C.-B.), à environ 64 milles marins au Nord de Revelstoke (C.-B.). Le pilote, qui était l'unique occupant, a décidé de faire atterrir l'hélicoptère en un lieu non préparé. Quand le levier de pas général a été abaissé après l'atterrissage, l'angle de cône des principales pales d'hélice s'est abaissé et les pales ont heurté un banc de neige. L'hélicoptère est resté à la verticale, même s'il a subi de sérieux dégâts. Il n'y a pas eu d'incendie et le pilote n'a pas subi de blessures. L'ELT ne s'est pas déclenchée. CADORS 2016P2206

RÉGION DU QUÉBEC

MISE A JOUR: BST Rapport

#A16Q0163: un appareil de type American Aviation Grumman AA-1B en exploitation privée, effectuait une envolée selon les règles de vol à vue à partir de l'aéroport de Pintendre, QC (CPT9). Peu de temps après le décollage, le pilote a informé la tour de contrôle de l'aéroport de Québec/Jean Lesage Intl, QC (CYQB) d'un problème avec la manette des gaz.

Quelques instants après, il a de nouveau informé le contrôleur que la situation était revenue à la normale. Environ 20 minutes plus tard, l'appareil a heurté un fil à haute tension et s'est écrasé dans la rivière Etchemin, à 2 miles nautique à l'Ouest-Sud-Ouest de CPT9. Les deux personnes à bord ont perdu la vie et l'appareil a été détruit par les forces d'impact. CADORS 2016Q2643

MISE A JOUR: BST Rapport

#A16Q0165: Un appareil de type Beech A100 effectuait une envolée selon les règles de vol aux instruments entre St-Frédéric de Beauce, QC (CSZ4) et Québec/Jean Lesage Intl, QC (CYQB). Lors du roulage initial pour le décollage sur la piste 05, une perte de maîtrise directionnelle est survenue. Le pilote a tenté de ramener l'appareil au centre de la piste, toutefois sans succès. L'appareil est sorti du côté gauche de la piste à environ 1000 pieds du seuil, dans la neige. Les deux pilotes n'ont pas été blessés et l'appareil a subi des dommages importants. CADORS 2016Q2657

MISE A JOUR: BST Rapport

#A16Q0166: C-GTLB, un hélicoptère de type Bell 206L sur flotteurs exploité par Hélicoptères Canadiens Limitée, effectuait un vol selon les règles de vol à vue pour un

travail de géophysique le long des berges du canal Beauharnois, situé à environ 6 miles nautiques au sud-est de Montréal/Les Cèdres, QC (CSS3). Le vol nécessitait de survoler à basse vitesse (5 mph) et à basse altitude (1 pied sol). À un moment du vol, l'appareil a dérivé trop près de la rive, ce qui a causé une perte de référence visuelle (voile blanc) en raison de la présence d'une couche de neige fraîche. Le pilote a effectué un mouvement pour éviter les arbres qui longeaient la berge. Toutefois, l'appareil a effectué un léger lacet vers la droite lors de la manoeuvre et la poutre de queue est allée se coincer dans un arbre. Le rotor anticouple s'est brisé et le rotor principal a frappé l'arbre. L'appareil a subi des dommages importants et s'est immobilisé dans quelques pieds d'eau. Les deux occupants sont sortis sans blessures graves. CADORS 2016Q2664. **CF**



COPA UAV Liability Program

COPA now offers a comprehensive program specifically designed to protect owners and operators of commercial drones.

Benefits of the program include:

- Coverage for owners and operators of multiple drones with a single policy.
- Get quotes and policies in just minutes with our fully automated online process.
- Protection at affordable rates.

To learn more, contact The Magnes Group Inc. at **1-855-VIP-COPA** or visit **www.uavinsurance.ca**

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La COPA offre maintenant un programme d'assurance tous risques élaboré spécifiquement pour protéger les propriétaires et les opérateurs de drones commerciaux.

Les avantages du programme incluent entre autres:

- Une couverture pour les propriétaires et les opérateurs de drones multiples à partir d'une seule police d'assurance.
- Des évaluations et des polices en seulement quelques minutes grâce à notre système en ligne entièrement automatisé.
- Une protection à des prix abordables.

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



Coverage proudly administered by The Magnes Group Inc. and underwritten by AIG.



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 (CYG): 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 (CYFF): 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 flyrv9@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.

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.

ON THE HORIZON

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 conjointes 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, break-

fast 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 W 77 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.sfflyingclub.com. Email sfflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meet-

ings 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 winmy@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 aoellet@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@ccwireless.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 copaflylight6@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).

FEBRUARY 2017

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 11, 2017, MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85:

Annual RAA Winter Fly-In. Come for chilli, pea meal on a bun and hot drinks, mid morning till early afternoon. Packed-snow landing strip will be available on the west side of runway 16/34. For further information please contact Rob MacDonald at 705-549-1964, Ray McNally at 705-717-2399, the airport at 705-526-8086 or raa.midland@gmail.com.

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 18, SAINTE-ANNE-DU-LAC, QC:

For more information contact Gina at 819-586-2492

FEB 25 & 26, LAC LA BICHE, AB:

Join COPA FLIGHT 165 for the ICE FLY-IN and WINTER FESTIVAL OF SPEED. Land your wheeled aircraft on a prepared ice runway or on skis next to the runway on Lac La Biche Lake. Ice conditions vary therefore exact location TBD near CYLB on Lac La Biche Lake. Watch car, snowmobile, and motorcycle races. Phone for runway conditions/procedures prior to take-off. Website with all information should be up by end of January www.laclabicheflyingclub.ca. Contact Oriana 780-213-4647 orik1313@hotmail.com for more info.

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 Ft 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.

MARCH 2017

MARCH 5, RAA4928, OTTAWA-RIDEAU

Chapter's 15th Annual Ski Fly-in at the Rideau Valley Air-park. CPL3 Co-ordinates 45°06'N 075°38'W. Talk-in on 123.4 Mhz. Home cooked food will be served from 11:00 AM to 2:00 PM. PUBLIC WELCOME. Drive-ins: The field is south of Dilworth east at the Rideau River, take the Dilworth road exit off Hwy 416. Contact Chris Williams 613-296-3391 or chriswilliams97@hotmail.com for more information and for field conditions before leaving.

APRIL 2017

APRIL 22, TILSONBURG, ON:

Join the Canadian Harvard Aircraft Association for its Annual Awards and Fund Raising Banquet being held at Tillsonburg Royal Canadian Legion #153, 16 Durham Street, Tillsonburg, ON N4G 1V7. Altitude Adjustment @ 16:00, Dinner served at 17:00. Silent and live auctions to raise funds to keep the Harvards flying. Special Guest Speaker is renowned aviation photo-journalist Eric Dumigan! For further information or to order tickets on-line, please check our website at www.harvards.com. Contact for ticket purchase: Jeannette Rooke 519-539-2762; jerooke@msn.com Cost: \$35.00 per person (in advance only please) Deadline to order: April 17. Event Contact: Pat Hanna p_hanna@harvards.com

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OVER THE HORIZON

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FEBRUARY 11, 2017, MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85:
 Annual RAA Winter Fly-In.

FEBRUARY 20 TO MARCH 3, 2017:
 Rally of the Americas. www.airrally.com

FEBRUARY 26, 2017, COBDEN, ON:
 COPA Flight 124, Champlain Flying Club

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

MAY 27, 2017, (28TH RAIN DATE), MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85:
 Fly-In and Canadian Vintage Motorcycle Club gathering.

JUNE 4, 2017, CARMAN (SOUTH):
 Airport Day

JUNE 8-11, 2017, LONDON, ON:
 Canadian Aviation Historical Society 54th Annual Convention and General Meeting.
www.caHS.ca

JUNE 11, 2017, BONNYVILLE, AB:
 Bonnyville Flying Club is hosting its annual Fly In / Drive In Pancake Breakfast

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>

11-13 AOÛT, LAC ETCHEMIN, QC:
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YOUR FAVOURITE AVIATION IMAGE CAN BECOME THE BACKGROUND PHOTO OF THE NEW COPA MEMBERSHIP CARD. SEE DETAILS ON PAGE 36.

Long-Time Pilot, AME Mourned

RON RILEY AERO OWNER PASSED DEC. 23
STORY AND PHOTOS BY TONY RILEY



Canada lost a great aviator and a master aircraft maintenance engineer on Dec. 23. Ron Riley, of Grand Bend, ON died from stomach cancer at the age of 77.

Riley amassed more than 12,000 hours of flying over the years, first and foremost as a recreational pilot who loved to fly, but also as a commercial pilot with extensive bush experience. Ron flew everything from the smallest homebuilt aircraft to Norsemans, Beech 18s and DC-3s.

Riley loved to work and solve problems, becoming a Volkswagen mechanic in his early years. He was bitten by the flying bug and quickly began rebuild-

ing aircraft and earned his AME license. He established Ron Riley Aero at Grand Bend Airport and became known as the “go-to guy” for those having problems with light aircraft.

Riley taught many people to fly and led gaggles of recreational flyers on flights to interesting airstrips all over southwestern Ontario and into the U.S. He built many homebuilts including a Volksplane, EAA biplane, Pitts Special, Acro Cubby, KR2, and three original Ron Riley Herons.

Riley will be sorely missed by his family, friends and the many people who relied on his phenomenal knowledge and expertise. **CF**

IMPROVEMENTS AT CORNWALL AIRPORT

JET A NOW AVAILABLE,
SELF SERVE ALWAYS
OPEN



The Cornwall Regional Airport recently installed a Jet A fuel pump. Along with the new chip and pin upgrade to the credit card system, the Cornwall Regional Airport offers self-serve 100LL avgas and Jet A 24 hours a day, seven days a week basis, making it convenient for companies and the public alike.

Steve Small, Airport Manager, said he has received numerous requests from companies requiring Jet A, and he is now spreading the word that the fuel, mainly used for corporate and government turbine and jet aircraft, is available for sale.

“The message is loud and clear,” said Small. “Come to the Cornwall Regional Airport. We are open for business and you are very welcome here.” **CF**

COPA-70 CHRISTMAS SEASON 2016



When people accuse you of not reacting well to change, remind them of two things. Change can be negative and diminish the quality of your life, or change can be positive and enhance the quality of your life. The trouble is, it is not always obvious what kind of change is occurring while it is happening.

Such is the case for COPA-70 operating out of the Oshawa airport. The airport is located about 30 kilometers east of Toronto in a municipality that is experiencing explosive growth and the airport itself is wrestling with massive changes.

Some of the changes are not on the airport itself but still have a big impact on its operations. First is the opening of the extended 407 toll highway which now passes through Oshawa. This brings the airport within 30 minutes of people living in east end Toronto.

Another off-airport change that will affect the airport is the construction of a massive housing development and mall just to the north. This will make the airport a true land locked airport.

Then there are the on-airport changes that are more apparent. With the shutting down of the localizers and introduction of RNAV approaches a new control tower

with state of the art electronics is being built beside the old one and will become fully operational in early 2018. The old one will be torn down.

Enterprise Air, an FBO, has extended its ramp and is building a second hangar to specialize in corporate jet traffic. It still has an active flight school and teaches selected air cadets to fly in six weeks during the summer months.

And still more changes are coming. In order to keep this airport up to the highest standards, a complete runway reconstruction is planned and because the sub structure under the runway is almost 90 years old, the job is daunting. While many approaches to this job were considered, it was decided to bite the bullet and close the airport to air traffic for four weeks, beginning the first week in September 2017. This is going to be disruptive, but the work will make this a world class airport.

Finally, what might be the biggest change of all occurred when Toronto Airways closed their operation at Buttonville and moved to Oshawa. When this move occurred in late November through early December more than 30 planes and as many instructors took over what used to be the Canadian Flight Academy and is now known as Toronto Airways/ Ca-

CLOCKWISE FROM LEFT: COPA 70 threw a Christmas party and invited Elvis (AKA John Cigan). Marylyn Arsenault (centre) got up at 3:30 to prepare the Christmas buffet; Toronto Airways moved from Toronto to Oshawa and installed three professional full motion simulators; Toronto Airways brought with them more than 30 airplanes and instructors.

nadian Flight Academy. With expanded quarters and three state-of-the-art simulators, the new Toronto Airways is in a position to train pilots (whether from off shore or local residents) from the student level up to the Air Transport rating.

To help embrace all this change and activity, COPA 70 threw a Christmas party using the facilities of the 420 Wing. This party was spearheaded by Marylyn and Lee Arsenault and Wendy and Ken Lavender. The Lavenders sponsored the hall rental with their own money and the Arsenaults got up at 3:30 a.m. to prepare the pulled pork dinner. Adding to the success, Elvis (aka John Cigan) rocked the night away.

Keep your eye on the Oshawa airport. With public transit at its doorstep, a Customs port of entry, a Chinese food restaurant on airport lands, a resident doctor for TC medicals, and all the improvements being made, it is a great place to experience a world class airport. **CF**

Papple Wins Fly the Dream

\$2,400 SCHOLARSHIP TOWARD FLIGHT TRAINING



The 2016 Fly the Dream pilot licence scholarship program sponsored by COPA Flight 177 in Exeter, ON and the Jeremy Mason Memorial, in memory of Jeremy's love of flying, was awarded to 16-year-old Oliver Papple of Seaforth, ON.

The \$2,400 bursary provides assistance to a worthy young person to help with the cost of recreational or private pilot flight training. Papple is currently in Grade 12 at Mitchell District High School and a member of 532 Maitland Air Cadet Squadron in Goderich.

He is a volunteer at many community functions, started his own summer busi-

The 2016 "Fly The Dream" \$2400 pilot licence scholarship program was presented to Oliver Papple, of Seaforth ON, by Chris Redfearn, of COPA Flight 177 in Exeter, left, and Darren Mason, of the Jeremy Mason Memorial, right, at the association's recent Christmas gathering.

ness and is involved in many activities directly related to his love of aviation. He is currently working on his private pilot licence which he will complete within the year.

One of Oliver's long term goals after college is to combine his love of farming and aviation. For more information on the scholarship visit copaexeter.ca **CF**

BRINGING GOOD LUCK

KINGSTON PILOTS FLY IN THE NEW YEAR



Top: Some close formation during the fly-over.
Above: Some of the folks who joined us afterwards for coffee, chili and hotdogs.

Kingston's annual Wolfe Island fly-over drew good participation on Jan. 1. Tradition holds that if you fly on Jan. 1, it becomes a harbinger of good luck for the remainder of the year.

The flight first takes participants over the city, then around the outside perimeter of Wolfe Island and back again to the airport. Hot chili with buns and hotdogs were available afterwards.

The event was originally done to provide an aerial greeting to club members who were at Kingston General Hospital. Pilots would dip their aircraft wings in salute as the line of airplanes passed over head. Aircraft would stay high enough to minimize noise and the patients and nurses seem to to enjoy it.

A ski-equipped aircraft came in from snow-covered Camden East but couldn't land in Kingston because the snow there had all disappeared overnight! **CF**

New Year Looks Like a Good One

AGM IN KELOWNA, GROWTH IN B.C. AVIATION

BY JOE HESSBERGER, B.C. AND YUKON DIRECTOR



A great deal of reflection is going on in my mind tonight about all the happenings of the last year. Many things stand out, some good some not so good but looking forward, I see nothing but positive changes on the horizon for B.C. and the Yukon aviation scene. Of course since we have lost Tim Cole from the COPA Board of Directors, the first thing that comes to my mind is who will step forward and be our second Director for BC and the Yukon. Our local representative, Carter Mann, has been selected into the COPA management team in Ottawa and represents us capably as the Manager for Governmental Affairs. Congratulations and all the best, Carter!

Then there is the COPA AGM in Kelowna. I hope that a massive fleet of aircraft and hundreds of aviators, aviatrixes and enthusiasts will descend upon the Kelowna Airport for this wonderful event. Let us also not forget the upcoming COPA for Kids events. Boundary Bay Flying Club's event is set for May 06, 2017.

I had the opportunity to have a chat with Guy Miller, Langley Regional Airport's (CYNJ) Manager. We discussed the exciting future for YNJ. During the latter half of 2016 preparations for a complete rebuild of the east side's infrastructure were undertaken and accomplished, together with repaving of all of the East side taxiways and aircraft parking stands.

Left, Dominic Beaumont accepts a \$2,500 Fly Floats Scholarship. Above, Langley Regional Airport is looking forward to a bright future.

Construction of a new passenger terminal, restaurant, office space, meeting rooms etc. will begin in the second quarter of 2017. There is even the possibility of a brand new air traffic control tower. Construction of a 20 new private hangars running parallel and on the south side of Runway 07 is well underway, as is construction of a massive hangar facility on the north side of the airport.

All this bodes well for a relatively small regional airport that sports two runways, multiple helipads, movable

fueling facilities as well as two fixed fuel stands. YNJ's runway 01 has a GNSS instrument approach and departure and is open day and night. A thriving helicopter maintenance overhaul and repair industry as well as helicopter and airplane flying schools make this airport a jewel in the township and city of Langley. To top it all off, YNJ has an annual \$160 million impact on the surrounding community and supports a total of more than 800 full and part time employees. Well done Langley!

The 2017 float flying season is approaching rapidly. The northern reaches of the B.C. and the Yukon are still in the deep freeze but here in the Vancouver area, float flying never stops. We did have some snow and ice this winter but the larger lakes and the Fraser River and various bays and estuaries were still useable. We were even blessed with a few gorgeous sunny days that made our hearts sing.

However, with every wonderful experience there is often another aspect attached which is not so great. I am referring to the rather common attacks on our freedom to fly our floatplanes into certain marine destinations. There always seems to be a movement afoot somewhere, to prevent float plane operations in some lake or other in B.C.

The proponents of this are usually people who are well-meaning but are rather unfamiliar with float plane operations. The folks who are at the forefront of the educational processes, are the members of the BC Floatplane Association (BCFA). They are presently dealing with a movement to prohibit floatplane operations at Swan Lake, just north of Vernon.

It is a problem when the naturalists, having noble causes, have little experience with the minor impact floatplanes actually have on the environment. Decisions and rules which are made based upon faulty information or lack of under-

All this bodes well for a relatively small regional airport

standing what impact floatplanes have on the environment, are difficult to undo once they are in place. But fighting the battles to keep flying does not represent the totality of what the BCFA stands for.

The BCFA also recognizes the need to continue our freedom to fly floats in B.C. by offering young pilots a \$2,500.00 scholarship toward a seaplane rating. The applicant must be a B.C. resident currently holding a valid Canadian recreational pilot permit, private pilot licence or higher, with a minimum of 150 hrs total time. The winner of the BCFA scholarship must successfully complete the seaplane training in B.C. and his/her licence endorsed within 12 months of the time the scholarship was awarded. The BCFA 2017 Scholarship Guidelines references the additional requirements to be met. The application and guidelines may be found on the BCFA website: www.bcfloatplane.com

The BCFA Freedom to Fly Floats Scholarship for 2016 was granted to Dominic Beaumont. The accompanying photo shows Beaumont accepting the \$2,500 scholarship at the BCFA's annual general meeting in Nelson, B.C. He is free to use the money with whomever he chooses for the training. Sincere congratulations Dominic, and all the best to you! Please send me your BC and Yukon news and I'll make sure it is published.

Send your information and requests to semicircle05@yahoo.com or jhessberger@copanational.org

Phone: (604) 209-3465

Joe Hessberger, the old, bold pilot is a COPA Director for B.C. and the Yukon. CF



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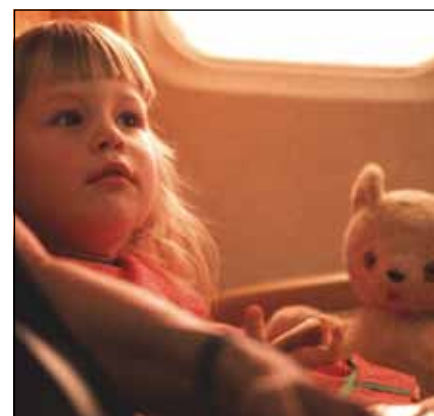
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Midnight Sun Fly-In July 6-9

GETTING TO YELLOWKNIFE IS HALF THE FUN

BY HAL LOGSDON, *PRESIDENT NWT FLOATPLANE ASSOCIATION/COPA 108*



Canada's North is one of the most spectacular destinations to explore by airplane. Vast expanses of wilderness, 24 hours of summer daylight, a myriad of lakes and some of the friendliest folks around await the visiting pilot.

Since 1995, aviation enthusiasts in Yellowknife have held a bi-annual fly-in. Initially named the Midnight Sun Floatplane Fly-In, it has since been renamed the Midnight Sun Fly-In and organized to welcome all types of aircraft. Over the years, the fly-in has welcomed dozens of aircraft types, from Grumman amphib-

ians and a Travel Air biplane to a newly manufactured series 400 Twin Otter, from all over Canada and the USA.

Aviation has always been a part of the life blood of Yellowknife. The city was founded in 1934 when gold was first discovered. The town grew quickly, largely with the help of the floatplane, which provided the primary means of transportation for geologists and prospectors in their search for gold and other minerals. An airport was constructed in 1944. It wasn't until 1960 that a road connected Yellowknife with the rest of Canada. Aircraft remain essential to the Northwest

Territories, transporting people and supplies to remote mines and exploration sites and connecting many communities without road access to the South.

Our fly-in directors and volunteers include NWT Floatplane Association/COPA flight 108 members as well as other Yellowknifers interested in aviation. Everyone is currently hard at work planning the 2017 Midnight Sun Fly-In which will be held July 6-9. We plan to make it the best ever.

If you plan to fly your own aircraft to Yellowknife, the trip will be part of the fun. Many pilots choose to fly as a group in several airplanes. Whether you arrive on



wheels or floats, we'll help you get parked, registered and to your accommodation. Of course, you are welcome if you choose to come by a scheduled airline or by road. After your arrival you will meet other guests at a "meet and greet" and if you have been to a previous Midnight Sun Fly-in will no doubt see some old friends. Our guests often return year after year.

Over the weekend you can participate in numerous activities including a gala dinner and entertainment, a pancake breakfast, our memorial fly-past, and numerous sightseeing trips. Our July weather is warm and sunny and we have 24 hours of light.

The Midnight Sun Fly-In attracts lots of floatplanes but wheeled aircraft are welcome, too.

The main venue for the Midnight Sun Fly-In is the historic Wardair float base, where Max Ward started a small bush operation that grew into a national airline.

Keep an eye on our website <http://www.midnightsunflyin.com>. It contains details on the fly-in as well as other valuable information. As we finalize the 2017 events, we'll be posting them on the site. Come and join us in July. It will be a fly-in you will not forget. **CF**

B-17 EVENTS FUND COPA PROGRAM

REGINA FLIGHT GIVES \$1,000
TO FREEDOM TO FLY
BY RON WOOD



Saskatchewan COPA Director, Shane Armstrong was in Regina for the December COPA Flight 4 meeting. This was a great opportunity for Shane to update us on what's happening in COPA these days and new initiatives they are undertaking

Shane was also in Regina for the presentation of a \$1000 cheque from EAA Chapter 154 to the COPA the Freedom to Fly Fund.

After hosting a very successful B-17 tour stop this past summer the chapter was looking for a way to give back to the GA community and thank them for their support.

The Freedom to Fly Fund is a great way to do this as it helps protect the interests of all of us involved in aviation.

Regina would like to challenge aviators in other Canadian cities to match this donation. The Freedom to Fly Fund keeps proving its worth in defending our interests when nobody else will stand with us against those who think general aviation is nothing worth considering. **CF**

Rem's Report

The Composite Revolution

AMATEUR-BUILT AIRCRAFT WERE TRAILBLAZERS

BY REM WALKER



The 1970s saw the beginning of homebuilts being constructed using composite materials with many designs being built and flown in the U.S. This method was not familiar to Transport Canada so Canadians were not permitted to build and fly any of the new designs.

Once again, Ted Slack and the EAA Tech Committee took action by organizing a conference/workshop at Centennial College in Toronto for the week of Dec. 3-10, 1977. Burt Rutan and Larry Haig travelled from the U.S. to provide their expertise to the proceedings. Senior officials from Transport Canada were present to see for themselves exactly how aircraft could be built using fibreglass and resin as the basic construction material.

There was a full week of hands-on demonstrations and the building of many components using the new technology. At the end of the week Transport Canada's

Chief of Airworthiness and the Chief of Inspections both expressed their satisfaction with this type of construction which became part of the regs permitting this new technology. Canadians could now get up to speed with many new designs that have become part of the aviation scene around the world.

The fascinating world of composites has exploded with futuristic-looking designs only possible with the flexibility and adaptability of cloth soaked with resin! The cultures of welded steel tube, wood and fabric, aluminum and rivets have been joined by the new technology of composites that have amateur-builts flying up there with big boys and at speeds that were not dreamed of a few years ago.

Another challenge facing the EAA Technical Committee was helicopters. They had not been considered during the initial discussions regarding the regulations pertaining to Amateur-Built Air-

craft. The challenge, again, was there for Ted Slack and the engineering expertise of the EAATC.

The submission to Transport Canada was carefully researched, tested, and later accepted by Transport Canada in December 1982. Russ Gerrish of Calgary built the first helicopter to be registered in this category. It was a Rotorway Exec with the first flight on June 11, 1985. Since then dozens of similar aircraft have taken to the air expanding the envelope of designs now being constructed by homebuilt enthusiasts in Canada.

Also included in the recommendation regarding helicopters were several others that gradually increased the scope of amateur-builts in Canada. The other approvals were: increasing the number of seats from two to four, increasing the gross weight from 1985 pounds to 3968 pounds, increasing the gross weight of the gyroplanes and fixed-wing gliders and changing the Initial Test Flight period from 50

hours to 25 hours of trouble-free operation. Hand in hand with the other recommendations the high-performance aircraft rating was completed in 1992 along with IFR capability for amateur-built aircraft.

Thanks to Ted Slack and the volunteer members of the Technical committee. Due to their efforts, home-builts have come of age!

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

COPA FLIGHT 4 held a meeting at the Regina Flying Club on Saturday, December 10, 2016 with Shane Armstrong, Saskatchewan's COPA Director in attendance. Armstrong gave a detailed power point presentation outlining COPA's activities in the Ottawa HQ and across Canada. Special emphasis was given to the Freedom To Fly Fund and the projects that have, and are, receiving special attention in an effort to ensure we do have freedom to fly in Canada.

To assist COPA's objectives, EAA Chapter 154 President, Ron Wood, presented Armstrong with a cheque in the amount of \$1,000 for use within the Freedom to Fly Fund.

The close cooperation between COPA and EAA goes back to the early 1970s. Herb Cunningham, then-president of the EAA Canadian Council and Bill Pepler, then-Manager of COPA, put together an arrangement whereby EAA information was included in COPA's publication. This continues to the present time. Stepping a little farther back in time we find that the cooperation between COPA and EAA dates back to the early 1950s when COPA supported the petition that was presented to the Department of Transport which eventually gave us the 1958 regulations that allow the construction of Amateur-Built Aircraft in Canada. See COPA FLIGHT December 2016. **CF**

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The draw will take place at the June 2017 Convention in Kelowna.

CHALLENGER RENDEZVOUS JAN. 27-29

27TH ANNUAL EVENT CELEBRATES WINTER AVIATION

BY BRYAN QUICKMIRE



The 27th annual Challenger Winter Rendezvous will be held Jan 27-29 at the Fairmont de Chateau Montebello.

Banquet seats should be booked by Jan. 20.

This is Canada's largest, longest-running, most famous winter aviation event, one which is on many bucket lists.

This year attendees will come from Vancouver Island to Newfoundland, from the South East to the Middle East. Our theme celebrates the powerful forces that make the Challenger Winter Rendezvous so special.

For more than a quarter century regardless of sun, snow or rain and whether by plane or by car Challenger owners and fans have flocked together in the winter wonderland of the famous resort.

Outdoors skiplanes cavort in the air and on the frozen river. Indoors there are educational seminars, vendor exhibits, a banquet, plus of course the ever-popular fireplace and bar, pool and hot tub, spa.

This year we will have five sessions on the Saturday: 11:00 Bryan Quickmire, New Models & New Pricing; 14:00 Claude Roy, Flying, a Game You Must

PHOTOS COURTESY BRYAN QUICKMIRE



Win; 14:00 Kathy Lubitz; Ultraflight — Present & Future; 15:30 Darwin Dzuba, Flying BC Mountain Lakes; 15:30 Jim Bell, Get Found! Help SAR Help You.

At the banquet retired CF-18 pilot Dale Erhart will compare and contrast his experiences building and flying his amphibious Challenger with building and flying his World War I Nieuport 11 replica.

Dale operates his Challenger from Courtenay Airpark on Vancouver Island. His Nieuport is part of the Vimy Flight group of WWI fighters which will do a flypast in France to commemorate the

The Challenger Rendezvous attracts aircraft from as far away as B.C. and Newfoundland.

100th anniversary of the Battle of Vimy Ridge in April 2017.

The gathering has become the premier aviation event of the Canadian winter! It's not to be missed! This is the perfect venue to look at Challengers up close, tell flying tales and socialize with fellow owners and enthusiasts.

Everyone is welcome including Challenger owners, Challenger wannabes and all aviation enthusiasts. **CF**

MO'S FLY-IN CANCELLED



A POPULAR WINTER FLYING EVENT HAS BEEN CANCELLED FOR THIS YEAR.

Mo's Fly-In, which was to be held on the Ottawa River near Ottawa on Feb. 25 was scrapped because the host and chief organizer, Maurice Prud'homme has health problems.

The fly-in is one of the largest winter aviation events in Canada and has been held for 26 years.

There is no word on future plans for the event, which drew dozens of aircraft to an ice runway on the river.

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RAY ST-LAURENT WINS DELBERT ALWARD MEMORIAL CUP

BY STEVE EASTWICK | PHOTOS BY RAY ST-LAURENT



The Havelock, New Brunswick Flying Club/COPA Flight 27 has announced Ray St-Laurent, of Fredericton, is the winner of the 2016 Delbert Alward Memorial Cup.

The award is won by the club member flying to the most airports listed in COPA's "Places to Fly" section as verified by his journey log book throughout the year.

St-Laurent had hoped to pick up where he left off in his ambitious flying schedule in 2015.

His 2015 goal had been to visit all of the 49 continental states in U.S. as well as Labrador in his Pipistrel Virus but problems developed. He was 39 states short and weather again prevented his Labrador adventure. He still won the 2015 Cup.

On May 9, 2016 St-Laurent left his home base of Weyman Field on a month-long odyssey that included 44 stops over 7761 nm and 71 flying hours on a coast-to-coast U.S. tour. It must be noted that these 44 stops did not count towards the Cup win.

Above, flying through the Rockies. Facing page: The Virus SW is an efficient platform for cross-country flights.

They were a warmup for his visits to 29 of COPA's "Places to Fly" Canadian stops to win the award.

A Virus SW has an 80 horsepower Rotax engine, and cruises at 120 knots on 15 litres of auto fuel per hour. St-Laurent flew strictly day VFR with a GPS moving map system and FltPlan running on a tablet. He didn't carry any paper maps



The trip gave St-Laurent plenty of data to create a list of highlights

flew to Woodstock, Ontario to visit another brother and set up for a flypast of Toronto's CN Tower. He was back home at Weyman Field on June 2.

Between 2013 and 2016 Ray had visited every Canadian province and territory, all of the continental U.S. States and St-Pierre and Miquelon. Labrador eluded him. The notorious weather never cooperated.

On Aug 2, St-Laurent departed Weyman for a flight over Anticosti Island, along the Quebec north shore and into Labrador, landing at Port Hope Simpson. He found the friendly folks in Port Hope to be very accommodating and based his visit there.

"The hotel had a restaurant, gas pump, ATM machine, post office and a liquor selling supermarket next door," he said. Regular grade, ethanol-free gas made refuelling a bit easier on the pocket book.

On arrival the 40-minute walk carrying luggage, two 20 L gas cans and a collapsible luggage cart (useless on a gravel road) from airport to hotel still remains vivid memory.

He visited Fox Harbour, Mary's Harbour, and Rigolet from Port Hope Simpson.

Rigolet is the southernmost Inuit community in the world. On departure weather caused an unplanned homeward route through Goose Bay, Sept Iles, and finally Grand Falls, New Brunswick. It was a 1478 nm, 17.5 hour loop to take Labrador off his bucket list.

The 2017 competition starts now and St-Laurent is leaving room for someone else to win. He's planning a Sun-n-Fun trip with a possible excursion to the Bahamas, none of which are "Places to Fly" locations. Pilots: start your engines. **CF**

or airport diagrams. The two way text /email capabilities of Ray's InReach satellite device kept him in touch even when there was no cell phone coverage.

The trip gave St-Laurent plenty of data to create his own list of highlights.

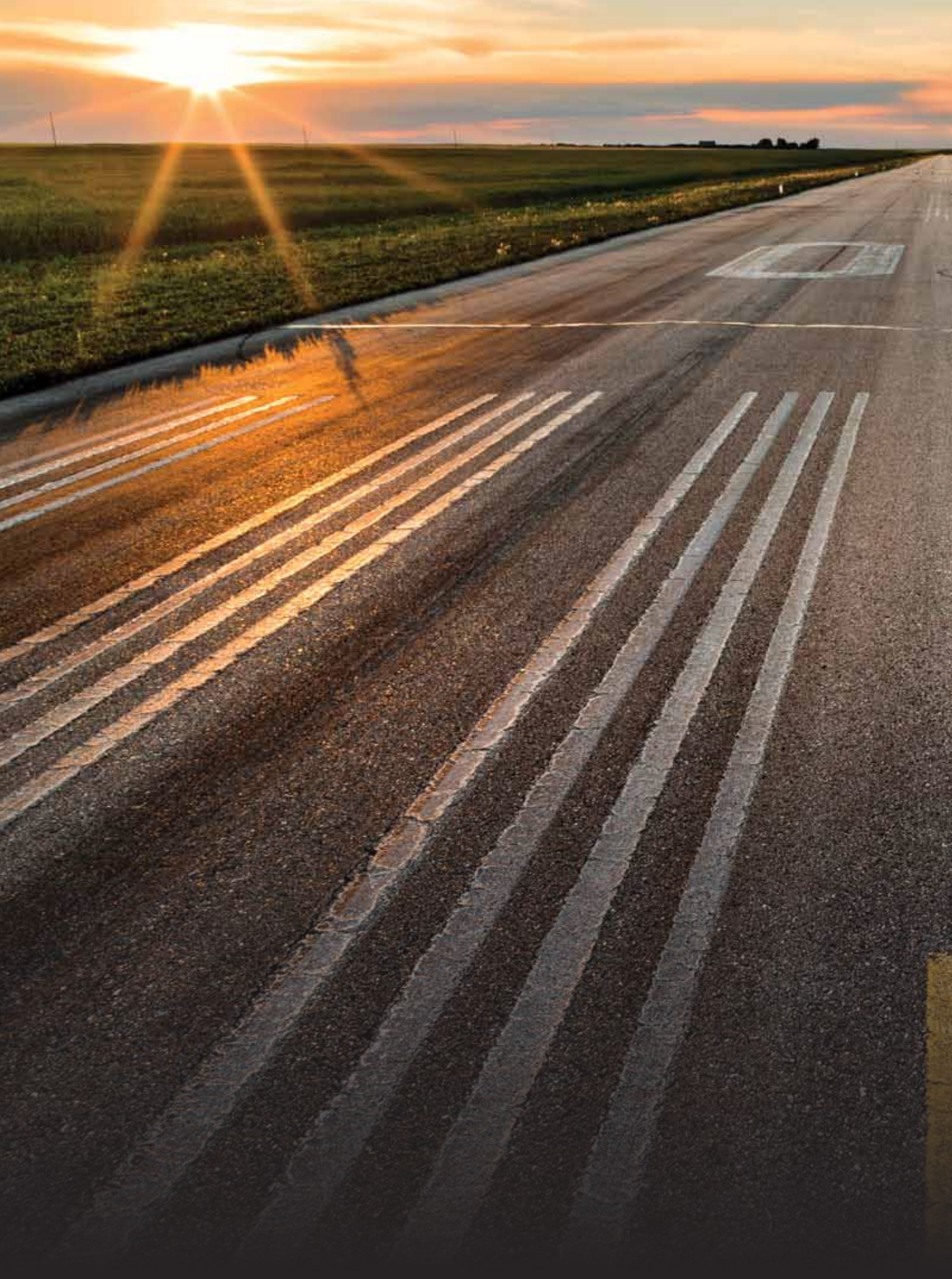
Most Impressive Airport, Auburn, California. "It is embedded in the community with city streets entering at various places. No fences. The regular public are encouraged to visit and are never in the way."

Best courtesy vehicle: Mercedes E class at Bend, Oregon."

Best Pilot Lounge, Cut Bank, Montana: "A courtesy car, shower, food, made up beds with towels and complementary beer in the fridge."

Most Friendly Airport, Hawthorne, Nevada: "Betty Easley greets every pilot landing there, regardless of the time."

When back on Canadian soil in June, St-Laurent visited his son in Vancouver, hopped over to Drayton Valley in Alberta to see a brother and shot a great pic of Mud Lake on his way by the Rockies. After another swoop through the U.S, he



COPA *FLIGHT* PHOTO CONTEST

ENTRIES ACCEPTED UNTIL OCTOBER 31, 2017



Canada is truly one of the most beautiful places in the world in which to fly and it has some of the world's most beautiful aircraft.

At COPA Flight, we see examples of that almost every day in the photos submitted by members to illustrate stories or promote events.

We've decided to formalize our assessment of those photos with the first COPA photo contest.

There are two categories. The winner of the Open category will be the overall champion and have their image featured on COPA Flight promotional material. The winner of the Membership Card category will have their entry as the background image of the new COPA membership card.

There are really only two rules for eligible image subjects. They must be taken in Canada during 2017 and include at least one Canadian-registered aircraft.

What we hope is that COPA flights will organize their own contests and submit their top three entries. That will likely become a rule in the future.

The cover photo of this issue was the first place winner in the Calgary Flying Club's contest. Shafqat Zamin was just trying to take a photo of the moon when a Cessna happened into the shot. He called it *The Big Moon and the Small Plane*. The runners up are on these pages and are *Starry Sky (Milky Way)* by Harry Evans and *Departure* by Kevin Stewart.

To get started, however, we will accept entries from individuals. There is no limit on the number of entries each club or individual can submit but please keep it reasonable and only send us your best.

To be considered, a photo must be in high resolution in either JPEG or RAW format. The minimum file size considered will be one megabyte and the largest 20 megabytes.

Routine colour correction and other minor Photoshop adjustments are fine but no composite photos or extreme manipulation, please. We'll be the judges of what's acceptable.

Entries must be submitted to russ@copaflight.ca by October 31, 2017. CF

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1971 CESSNA 150, 7839 TT, nav/com, ARC, ADF, xpdr Mode C, current C of A, good condition, good compression. C/W: wing and cowl covers, winter-kit, extra- rebuilt cylinder, back seat(rare). \$21,000 OBO. 780 905-9601, Email: bstephenson@qps.ca (2695.13193)



CF-GZU, 1974 CESSNA 182P s/n: 18262702. TTA 2902.2 hrs. ENGINE: Continental IO 520D, TTSO 1032 hrs. PROPELLER: Hartzell PHC-G3YF-IRF/F7691, TTSO 169.3 hrs. Overhauled March 22, 2011. Audio Panel Narco CP136. 2 Nav Com Narco MK12D, GPS Trimble Navigation TNL 2000A, DME King KN62, Transponder Garmin GTX327, Auto Pilot Century 2000, ADF 300 R-546A, Aux Fuel 12 US gal. each wing, Strike Finder insight, Engine Monitor insight, Digital Tach, Electronics International, Carb temp/outside temp, Standby vacuum from induction system, Intercom NAT AA85, Rosen Sunvisor, Eit Kannad 406, interior 8/10, exterior 8/10. \$95,000.00 CDN. craftaviation@yourlink.ca (2708.13119)



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040 - CESSNA

1971 CESSNA CARDINAL RG, TTSN 2466.4, Lycoming 10-360 200HP TSOH 438.1, Mccauley prop TSOH .2, hangared, int 6/10, Ext 8/10, \$70,000 USD. 519 852-1964 ON (2676.13196)

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 (586.12704)

1963 CESSNA 210, 2565 TT NDH, IO-470 1595 SMOH, 5 SPOH, 2 King nav/com, G/S, ADF, Mode C GTX320, EBC406, annual Oct 2017, located CSE4, winter covers, \$45,000 CDN, E-mail: cfdsw210@videotron.ca (2697.13203)

1977 CESSNA 180 AMPHIBIAN, EDO 2790. 2640 TT, 1478 SMOH, 2000 hrs TBO, Garmin GTR 225, GTX 327 mode C, WING X, RSTOL, meticulously maintained, \$149,000. 705-232-8301. Website cgrux.weebly.com. (2715.13226)

080 - GRUMMAN

GRUMMAN TIGER OR CHEETAH WANTED, priced reasonably, reflecting condition, equipment and engine/airframe time. Please contact Pierre Tanguay at ptanguay@rogers.com or 613-762-7273. (2701.13088)

120 - MOONEY

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135 - PIPER

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255 - BUSINESS OPPORTUNITIES

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A/Caircraft	MKMark (model of equipment)
ADAirworthiness Directive	MPHmiles per hour
ADFautomatic direction finder	NAVnavigation
A&Eairframe & engine	NAV/COMnavigation/communications
alc.....alcohol (as in alc. prop)	NDBnon-directional beacon
AP.....auto(matic) pilot	NDHno damage history
ATSautomatic throttle system	OAToutside air temperature
ASIairspeed indicator	OBO.....or best offer
360CH360 channel radio	O/Oxy.....oxygen
720CH720 channel radio	P&WPratt & Whitney (engine)
CGcentre of gravity	RMIradio magnetic indicator
CHTcylinder head temperature	RNAVarea navigation
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CSconstant speed propeller	SFREMAM/
DGdirectional gyro	SFRMsince factory remanufacture
DMEdistance measuring equipment	SMOHsince major overhaul
EGTexhaust gas temperature	SPOHsince prop overhaul
ELTemergency locator transmitter	STCsupplemental type certificate
Enc.Altencoding altimeter	STOHsince top overhaul
FBOfixed base operation	STOLshort take off & landing
FDflight director	T&Btum & bank
FREMAN,	TBItum & bank indicator
FREMfactory remanufacture	TBOtime between overhauls
GEM.....graphic engine monitoring	TT.....total time
GPHgallons per hour	TTAE or
GRglide ratio	TTEtotal time aircraft engine
GSGlideslope	TTAF or
HPhorsepower	TTAtotal time aircraft frame
HSIhorizontal situation indicator	TTSNtotal time since new
IFRinstrument flight rules	VFRvisual flight rules
ILSinstrument landing system	VHFvery high frequency
3LMB/MB3 light marker beacon	VORvery high frequency
LOClocalizer	Omni-Range
LRFlong range fuel (capacity)	xpdrtransponder
LycLycoming (engine)	



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