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## Feature

### 34 DOWN TO THE WIRE

The Battle of Vimy Ridge was a defining moment in Canadian history and an effort by some B.C. aviation enthusiasts shared some parallel challenges. The end result is that seven replica First World War biplanes have been shipped to France to commemorate the contribution made by Canadian aerial forces in the landmark battle. Vimy Flight organizers faced some major last-minute challenges in ensuring two Sopwith Pups built for the occasion were ready for the trip.

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**COVER PHOTO:** Volunteers at the Canadian Museum of Flight in Langley, B.C. have spent two years building two Sopwith Pup replicas for Vimy Flight  
*Photo by Allen French*



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**NEW WEBSITE AND DIGITAL MEDIA**

Our new website ([copanational.org](http://copanational.org)) is up and running since April 1st. You'll find all the stuff we had and much more, with a more modern and pleasant format. There's plenty of information and reasons to come back often. It's a space to share the passion and our mission of advancing, promoting and preserving our Canadian freedom to fly. Also, don't miss our Facebook page which is now THE page for events and aviation news in the country. Make sure you go to <https://www.facebook.com/COPAnational/> and like the page.

**AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B)**

We know what's going on down south of the border but what's the future like for us here? In our discussions with Transport Canada, it was made very clear that there is NO plan for any ADS-B in the near future, certainly not for general aviation. But obviously since the whole world seems to be going to ADS-B, the question is not if but when will this hit us and to what extent. For our members, there will be nothing within the next ten to twelve years at least if not more, and it would most likely be space-based (antenna on top). As some of you may know, there is already ADS-B in the country but it is strictly as an added service to the major carriers. Meanwhile Nav Canada is looking at defining the ADS-B mandate and COPA, as well as other industry partners, are working with them on the preliminary work, on the scope of ADS-B in Canada. COPA will keep you informed through our different communications media.

**NEW WEB SITE UP**

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If you want to read-up on ADS-B, there was an excellent three-part article published in COPA Flight last year from April - June 2016.

**COPA CONVENTION IN KELOWNA, BC JUNE 23-24!**

This is the biggest Canadian aviation event of the year. You've got to be there in this bucolic area. Great weather, beautiful country, freedom to fly... what more could you ask? Plan an evening of fun with friends, while enjoying the Okanagan Valley wines. Why not start planning your fly-outs from the Maritimes and pick members up as you move your way westward? Give us a call or get inspired by going to <http://copaagm2017.ca>.

**COPA FLIGHTS MEETINGS & ORIENTATION SEMINARS**

We're finally getting to it: the initiative of meeting you the members through our COPA Flights. In the next few months, two pilot projects will take place in the Ottawa and B.C. regions, where several local flight captains will be invited to share with our staff on our mission statement, local activities, success stories, COPA's work, communications, how flights can be empowered to play an active COPA role in their communities and much more. Feedback of this preliminary work will be given at the convention.

**GRAPHIC DESIGN WORK HELP WANTED**

Any graphics designer firms out there amongst our members, willing to give us a hand and have a chance to do some ground breaking work for COPA? Give me call or write to me: [bgervais@copanational.org](mailto:bgervais@copanational.org). **CF**



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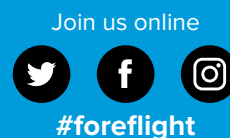
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## LE NOUVEAU SITE WEB VOUS ATTEND

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### NOUVEAU SITE WEB ET MÉDIA SOCIAUX

Notre nouveau site web (copanational.org) est en fonction depuis le 1er avril. Vous y trouverez tout ce que nous avons avant et plus, mais dans un format plus moderne et convivial. Un endroit pour partager la passion et notre mission de faire avancer, promouvoir et préserver la liberté canadienne de voler. Notre page Facebook est aussi devenue la place pour voir ce qui se passe en aviation générale au pays. Allez faire un petit « j'aime » sur la page <https://www.facebook.com/COPAnational/>.

### AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B)

On suit pas mal tous ce qui se passe au sud de la frontière, mais qu'en est-il ici pour nous ici? De par nos discussions avec Transports Canada, on nous indique clairement qu'il n'y a RIEN de prévu en terme d'ADS-B d'ici peu, surtout pour l'aviation générale. Mais puisque le monde entier semble se tourner vers cette technologie, la question n'est pas si mais plutôt quand y serons-nous soumis et jusqu'à quel point? Pour nos membres, il n'y a rien avant les dix ou douze prochaines années si ce n'est pas plus. Et si quelque chose se pointe, ce sera probablement vers un ADS-B spatial (antenne en haut). Comme certains le savent, il y a déjà de l'ADS-B au pays, strictement en tant que service d'appoint aux gros transporteurs. Entretemps, Nav Canada est à définir ce que devrait être l'ADS-B au pays et COPA, ainsi que d'autres membres de l'industrie, travaillons de concert avec eux pour mettre de l'avant les idées qui définiront ce mandat. Nous vous tiendrons informés de par nos différents médias.

Si vous voulez en savoir plus sur cette technologie, nous avons publié dans le

COPA Flight de l'an dernier un excellent article en trois parties, que l'on retrouve dans les publications d'avril à juin 2016.

### PARTI POUR LA CONVENTION COPA À KELOWNA, C-B LES 23-24 JUIN!

C'est le plus grand événement aéronautique canadien de l'année. Vous devez y être, en plus d'être dans un endroit bucolique. De la belle météo, un beau pays et notre liberté voler, que voulez-vous de plus? Pourquoi ne pas célébrer la St-Jean entre amis et en dégustant les vins de la vallée de l'Okanagan? Commencez dès maintenant à planifier votre vol-voyage à partir des maritimes, des membres se joignant tout au long du trajet vers l'ouest. Appelez-nous ou inspirez-vous en allant sur <http://copaagm2017.ca>.

### RENCONTRES ET SESSIONS D'ORIENTATION DES CLUBS COPA

On y arrive enfin : cette initiative de rencontrer les membres via les Clubs COPA. Au cours des prochains mois, deux projets pilote auront lieu dans la région d'Ottawa et de la Colombie-Britannique, au cours desquels des présidents de Clubs seront invités à partager avec nous l'énoncé de mission, les activités locales, les bons coups, le travail de COPA, les communications, comment les Clubs peuvent jouer activement le rôle de COPA au sein de leur communauté et plus encore. Un compte-rendu de ces rencontres préliminaires sera présenté à la convention.

### AIDE REQUISE EN GRAPHISME

Y a-t-il une entreprise de design graphique parmi nos membres, prête à donner un coup de main et faire un travail d'importance capitale pour COPA? Donnez-moi un coup de fil ou écrivez-moi [bgervais@copanational.org](mailto:bgervais@copanational.org). **CF**



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*-Aviation Consumer magazine*

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**✉ PILOTS – HEAR AND BE HEARD**

I'm writing to draw attention to a safety issue which has become far too common these days. During my many years of working at the Gore Bay —Manitoulin Airport (C-YZE) I have witnessed numerous instances of failure in pilot radio communications and it's affecting our safety. It's happening more frequently and has prompted me to send this story to COPA with hopes of creating awareness and corrective actions among the pilot community.

It is the pilot's responsibility to make radio communications to notify the aerodrome and other air traffic within the zone of his or her location and intentions. I have observed many instances where proper radio communications are not being made, subjecting local air traffic to a hazard.

Here are a couple examples of what I have experienced here at C-YZE:

1) A pilot was orbiting his aircraft at a lower altitude around a lake, sight-seeing near the RNAV approach to Runway 29. An IFR jet aircraft was inbound to intercept the RNAV approach when their TCAS system alerted them of traffic near their approach path. They tried to contact the aircraft on the radio with negative response. It was discovered later the pilot of the aircraft being called had the volume on its radio turned down so low he couldn't hear anything.

2) Two VFR aircraft were inbound for landing at the same time. One had its radio set properly and was making all the appropriate calls including one to Unicom which was answered with an airport advisory. The other aircraft was on the wrong frequency and was isolated from all radio communications on the aerodrome traffic frequency (ATF.) Neither aircraft was aware of the other - having no visual contact. Visual contact was only made when the two aircraft passed each other on the

runway going in opposite directions! It was too close for comfort, for sure!

The following is an excerpt from the Canadian Air Regulations (CARs) Continuous Listening Watch 602.136 Subject to sections 602.137 and 602.138, where an aircraft is equipped with radio communication equipment, the pilot-in-command shall ensure that

- (a) a listening watch is maintained on the appropriate frequency; and
- (b) where communications are required, communication is established with an air traffic control unit, flight service station or community aerodrome radio station, as applicable, on that appropriate frequency.

I have observed that failure to conduct radio communications when necessary usually happens for one of two preventable reasons:

**WRONG FREQUENCY:** Sometimes the pilot has left an airport using one Aerodrome Traffic Frequency (ATF) and has flown to another airport that has a different ATF. He or she forgets to change frequencies and transmits with good intentions, but is not being heard, at least by the intended parties. The other part of this problem is the pilot cannot receive radio communications either and are therefore not able to hear airport advisories or be aware of other conflicting traffic.

**LOW VOLUME:** Sometimes the pilot turns down the volume to eliminate nuisance radio communications from distant sources and forgets to turn the volume up when entering a control zone. With this situation others can hear the pilot's calls, but he or she cannot hear anyone else, again preventing the exchange of important two-way communications.

I believe this can be mitigated by this simple corrective action. Add this item to your aircraft checklist and place a placard/notice on your panel next to your radio as follows: CHECK RADIO FREQUENCY & VOLUME.

Lets all work together to improve our communications and make our skies safer. Yours in safe flight,

*Robert J. Colwell, Mgr  
Gore Bay — Manitoulin Airport, C-YZE*



**✉ HAPPY INSURANCE EXPERIENCE**

Last year I had an incident with my home built Kitfox. The rudder pedal broke while I was taxiing and I had no braking or directional control. I turned off the engine but not before the prop hit a car.

There was damage to plane, pride and car.

I was insured through the COPA VIP Gold plan. The service and how everything was handled was first rate. Having never been through an incident like this before I wasn't sure what to expect.

Everyone I dealt with was very professional and understanding. The aircraft has been repaired and is flying again. Without this insurance I'm sure that would not have happened. Thanks to COPA and their offer through Magnes it has been a positive experience.

I was also was expecting a huge increase in rates this year but was surprised by only a modest increase. It will be renewed shortly. Thanks for keeping my flying experience affordable. Keep up the good work.

*Mic Thiessen*



# FLY FOR PIE AT LANGLEY

PILOTS CHANGE COURSE FOR DESTINATION TREAT



**B.C. pilots can still “fly for pie” but they have to head to a different airport.**

After 30 years as operators of the Chilliwack Airport Coffee Shop, the Good sisters have consolidated their lip-smacking recipes into the single menu at the Langley Airport Coffee Shop.

The business owners left Chilliwack at the end of February after they were unable to renew their lease.

“Chilliwack’s loss is Langley’s gain,” said Langley-area pilot and frequent customer Allen Lawrence.

The Langley location, which actually opened last year, is next door to the

Owner Judi Cook serves pilot Allan Snowie a slice of her famous banana cream pie.

Canadian Museum of Flight and the airport sees a steady stream of traffic for that attraction and the host of aviation services at the airport. Langley is a major GA airport in the Fraser Valley but it’s small size keeps it largely reserved to the kind of clientele who regard a towering serving of banana cream a worthy destination.

“It’s been good,” said Judy Good, one of three sisters involved in the business, which has achieved legendary status among B.C.’s GA community. **CF**

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# PERFORMANCE BASED NAVIGATION EXPLAINED

PART 1: PBN, RNP, RNAV AND THE FLIGHT PLAN 2012 PBN DESIGNATORS EXPLAINED

BY ALAN HEPBURN

**In 2014, NavCanada formed an Action Team to facilitate the implementation of Performance-based navigation in Canada. The team is known as the Canadian Performance-based Aviation Action Team (CPAAT). COPA was asked to join this team as a stakeholder. As a result, we will hopefully have some input to evolving Canadian Air Traffic System in the years to come.**

The author became one of the COPA representatives the following year. This article started as a report to COPA management on the latest CPAAT meeting, but it became apparent that all of our members who are interested in the future of the IFR system might benefit from a look at the way things seem to be headed.

So, what is “Performance Based Navigation (PBN)”? It is a conceptual framework for defining the requirements of air navigation systems for the foreseeable future. In the past, navigation systems have been defined based on the underlying technology. Each time the technology got updated, which happened about once a decade or so, massive changes in the regulatory system resulted.

The most recent update was the introduction of GNSS. GNSS are area navigation systems. That is, they provide the position of the aircraft in space, not with reference to a location on the ground. Satellite-based area navigation systems have been implemented by a number of nations, notably the United States and Russia. GPS is the US version. It was by no means the first area navigation system. GNSS was preceded, for example, by DECCA, LORAN, Rho-Theta VOR/DME and LORAN C,

all of which are now obsolete. At this point in time, it certainly looks like all future navigation technologies will also be area navigation systems (though not necessarily only satellite-based area navigation systems). Future technological innovations will simply improve the quality of the position provided, and perhaps add other features. So, instead of defining the requirements of the system in terms of the underlying technology, why not just define the required performance of the navigation system, using a Navigation Specification (Nav Spec) for each type of operation? To operate IFR in a particular piece of airspace, the operator would be certified to meet the relevant Nav Spec. That way, when the technology changes, the airspace designation and all the resulting charts would not be affected.

PBN introduces the requirement for aircraft to be certified based on their navigational performance. The Bible on PBN is ICAO’s document 9613 “Performance-Based Navigation manual”. It is, unfortunately, a bit more pricey than the Word of God, at \$408 a copy for the .pdf file. So typically, it’s only the High Priests, like the FAA, who can read the original! I was, however, able to download an advanced edition for free at [www.eurocontrol.int](http://www.eurocontrol.int). Like the original Bible, PBN has various national denominations, each with its own interpretation of the Word. RNAV equipment is installed in an aircraft in accordance with a supplementary type certificate (STC). The last step in the installation is to include the appropriate supplement in the Airplane Flight Manual. In the case of GPS-based RNAV equipment, the Supplement references a number of

FAA advisory circulars (ACs). It is compliance with these ACs – the FAA’s interpretation of the ICAO PBN Manual — that assures compliance with PBN requirements, rather than compliance with Manual directly. However, the ACs refer to the PBN Manual, and after reading them I still did not have a good understanding of what capabilities were needed to fly RNAV based on GPS, so let’s go back to the PBN Manual for now.

The actual performance requirements are contained in a number of Required Navigational Performance (RNP) Nav Specs. The main examples we’ll be talking about are RNAV 2, RNAV 1 and RNP APCH. Note that, collectively, these are referred to as “RNP Nav Specs, even though all of them do not have “RNP” in the title.

The requirements for RNAV 1 and RNAV2, including the Nav Specs, are given in Volume II, Chapter 3 of the PBN Manual.

For RNAV 1, which applies to terminal operations (RNAV SIDs and STARs) in the US and Canada, the accuracy requirement states that “the lateral total system error must be within  $\pm 1$  NM...”. For RNAV 2, which applies to enroute navigation (T and Q routes) “the lateral total system error must be within  $\pm 2$  NM...”. In the list of functional requirements, the only requirement relating to display of failures is “the capability to display an indication of the RNAV system failure in the pilot’s primary field of view”, but that is simply an indication of presence or absence of the signal, rather than an evaluation of whether the signal is accurate enough to use for navigation.

The RNAV 1 and RNAV 2 Nav Specs permit navigation to be based on the use of three different sensors: GNSS, DME/DME, or DME/DME/INS. To use the DME-based sensors, you need an FMS capable of providing a position solution based on at least 3 DME ground stations, which with today's technology is only practical for large aircraft and deep pockets. For our purposes, we'll only consider GNSS. In fact, while GNSS can be provided by a number of different "constellations", the only one available to GA operators in North America today is the American GPS system, so that's what we will consider from here on.

To fly RNAV approaches, you need RNP APCH. We turn to Chapter 5 of the PBN Manual, and there we see "The RNP specification is based on GNSS...", so use of DME based systems for approach operations is not intended. Turning to the Aircraft Requirements, we note first that there are two sets of accuracy requirements. "During operations on the initial and intermediate segments, and for the RNAV missed approach...the lateral total system error must be within  $\pm 1$  NM..." and "During operations on the final approach segment ...the lateral total system error must be within  $\pm 0.3$  NM.". So, accuracy is tightened up on the final approach, starting 2 NM back from the FAF. From the FAF on, it remains fixed at  $\pm 0.3$  NM until you initiated the missed approach. On-board performance monitoring and alerting limits are spelled out. They, of course, reflect the tighter accuracy requirements on final approach.

In the list of required functions "the capability to indicate to the crew when the navigation system error is exceeded" is included, and these performance monitoring and alerting limits are referenced.

Approaches to LPV minimums are a subset of RNAV APCH procedures, and are discussed in Chapter 5 of the PBN Manual. What are the CDI sensitivity limits on the final approach for LPV approaches? You would think you could find the answer in Chapter 5, but no,

that's a closely guarded secret. Following the reference paper trail, you get to RTCA DO-229D, but they want \$US295 for that one. As far as I have been able to determine, the CDI sensitivity is at  $\pm 1$  NM until you are 2 NM back from the FAF, just like an RNAV approach with LNAV guidance. Then it starts to tighten up so that, by the time you reach the FAF, it has an angular sensitivity of  $\pm 2^\circ$  (slightly less for really long runways.). Note that "angular sensitivity". All the GNSS operations we have discussed so far have had defined linear sensitivities. The equivalent linear sensitivity for a FAF at 5 NM at this point will be about  $\pm 0.23$  NM, so it's rather more sensitive than for an LNAV approach. The angular sensitivity stays at  $2^\circ$  until you reach the missed approach point. By this time, the linear sensitivity will be  $\pm 350'$ . In this respect, it's similar to localizer guidance. It stays there until you execute the missed approach.

So, how do you know that your aircraft meets these RNP Nav Specs? First, you look at your Airplane Flight Manual. For my Garmin GNS 530W, for example, it says it "meets the equipment performance and functional requirements to conduct RNP terminal departure and arrival procedures and RNP approach procedures without RF legs". Then that "operators following the aircraft and training guidance in AC 90-100A are authorized to fly RNAV 2 and RNAV 1 procedures". Together, these cover the phases of flight we are interested in. RNP approach procedures, by the way, are those titled "RNAV (GNSS)" in the CAP, and "RNAV (GPS)" in the FAA procedures.

Part 91 operators do not require a Letter of Authority (LoA) to fly these procedures. The equivalent of Part 91 operators in Canada appears to be private operators who do not have a Private Operator Certificate. That's most of us in COPA. They are good to go on the basis of the words in the AFM alone. Commercial operators do require a LoA, and this gets them in to a whole lot of requirements for

their crew training procedures, among other things. Note, however, the training guidance in SA 90-100A. You can Google on that document. Look at the "Pilot Knowledge Requirements and Training" in section 11. As a private operator without an LoA, you are essentially self-certifying that you meet these requirements. That something to think about the day you jump into your twentieth century airplane which has just had a Garmin 750 installed.

One of the first training requirements is:

"b. The meaning and proper use of Aircraft Equipment/Navigation Suffixes."

This gets us in to all the equipment designator changes in boxes 10 and 18 of the ICAO flight plan form that came in with the Flight Plan 2012 initiative.

In the flight plan, they want to confirm your PBN capabilities. But you can't just write "RNAV 1 RNAV 2 RNP APCH" That'd be too easy. Instead, you put "PBN/C2D2S1" in box 18. Perhaps the best reference for these C2, D2 and S1 suffixes (at least if you have Garmin equipment) is a spreadsheet published on the Garmin website. "C2" is short for RNAV 2, and "D2" for RNAV 1. "S1" means RNP APCH. The spreadsheet lists a number of other suffixes, but these are the only ones relevant to unrestricted IFR RNAV onshore operations in Canada and the lower 48 in the US. There is no separate PBN suffix for RNAV approaches flown to LPV minimums. The only flight plan change you need to worry about is that, if you have a WAAS unit, you add "B" to box 10, and "NAV/SBAS" to box 18, saying that your equipment provides vertical guidance using satellite-based augmentation.

Just to add another piece of alphabet soup in parting, there is another class of RNAV approaches that I did not mention — those requiring RNP AR APRCH. The "AR" in the middle stands for "Authorization Required". In Canada, these are published in the Restricted CAP, and you need a LoA to fly them. Per the Garmin spreadsheet, none of the Garmin equipment meets the requirements for RNP AR APCH. **CF**

# COPA MEMBERSHIP SURVEY

WE'RE GETTING OLDER BUT FLYING MORE

BY PATRICK GILLIGAN



## The results of the 2017 COPA Membership Survey are in and they include some very interesting data!

The survey asked members about their flying, aircraft ownership, use of computers, COPA policies and programs, COPA Flight magazine, aviation issues, age and other member demographics.

Here are some brief highlights from the 2017 Survey:

- There have been some positive changes in the types of aircraft that COPA members are now flying compared to our last surveys done in 2007 and 2012 however 2017 survey is showing an increase. Members say that they are flying more light certified airplanes, from 84 percent and now 85.7 percent. They are also flying a little more floatplanes in 2017, from 20.9 percent and currently 29.2 percent. Members are flying the equivalent number of ultralights, from 17.5 percent and down to 17.3 percent, amateur built aircraft are continuing to increase from 19.7 percent to 24.8 percent and now 25.1 percent.
- The lowest total reported lifetime flying time was 2.0 hours and the highest was 30,000 hours. The median COPA member has 750 hours total


flying time compared to 680 hours in 2012.

- The lowest amount of time flown in 2015 was 1.0 hours and the most was 800 hours, with a median flying time of 35.0 hours up from 27.0 hours in 2012, in line with the next question regarding hours flown since last survey 37.8 percent answered lower and 46.1 percent answered about the same.
- The median COPA member has been flying for 27 years increased by 5 years compared to 2012.
- Aircraft ownership has been on the increase since our last survey. From 60.4 percent to 64.3 percent in 2017, members reported owning an aircraft or a share of an aircraft.
- The number of COPA members who browse the internet has gone up since the 2012 survey 73.4 percent and is now 82.1 percent, up from 59.1 percent in 2007.
- Our members greatly value the COPA aircraft insurance program, this year the question was change from do you want to do you use and 66.1 percent said that was the program that they most used followed by Rust Removers (safety seminars) that moved up to second at 27.2 percent.

- While the results in this survey are relatively very good regarding value from their COPA membership, it is worth noting that the mean has decreased a fair degree over three successive surveys, especially in this survey.
- Most members think that COPA should first conduct more lobbying 48.6 percent and promotion 24.3 percent, followed by providing more training, articles and current information at 16.0 percent.
- It is worth noting that the mean age of 60.3 is 3.1 years older than the mean age reported in 2012, which was 57.2, and 4.45 years older than the mean age reported in 2007, which was 55.85. These facts highlight the importance again of redoubling efforts to attract younger members; otherwise the membership will continue to decline over time.

Note: Transport Canada's 2016 summary of personnel licenses report adjusted by removing foreign licenses, indicates the Recreational Pilot Permit mean age at 45, Private Pilot Licenses mean age at 55 and Commercial Pilot Licenses mean age at 34. This indicates the majority of COPA members are from the baby boomer generation and 10 to 15 years older than the average Canadian pilots of their categories.

Women make up 2.2 percent of COPA members, which is 1.0 percent less than observed in the two previous surveys.

A complete look at the methodology used, the numbers and what they mean, including lots of graphs to illustrate the data, is available on COPA National website at [www.copanational.org/COPA-Surveys.cfm](http://www.copanational.org/COPA-Surveys.cfm). 

# RÉSULTATS DU SONDAGE DE 2017 AUPRÈS DES MEMBRES DE COPA

PATRICK GILLIGAN

## Les résultats du sondage 2017 de COPA auprès des membres nous sont parvenus et contiennent quelques données particulièrement intéressantes!

L'exercice tâtait le pouls des membres sur leurs vols, sur les appareils qu'ils possédaient ou pilotaient, sur la technologie utilisée, leur appréciation des politiques et programmes de COPA, de la revue COPA Flight, le tout assorti de questions plus personnelles touchant leur perception du monde de l'aéronautique, leur âge et d'autres données démographiques.

Voici donc quelques faits saillants du sondage de 2017:

- L'enquête aura permis de mesurer certaines fluctuations positives en ce qui concerne les types d'appareils pilotés par les membres de COPA, encore en hausse pour 2017, comparativement à ce qui ressortait déjà dans nos sondages de 2007 ou de 2012. Ainsi, dans une proportion de 85.7%, les répondants nous disent qu'ils volent davantage à bord d'avions légers certifiés, — une hausse de 1.7% par rapport aux années antérieures. Pour 2017, l'utilisation d'hydravions a connu un bond remarquable de près de 10%, passant de 20.9 à 29.2% au cours de la période scrutée. Si le pilotage d'avions ultra-léger est resté relativement stable (maintenant mesuré à 17.3%, comparativement à la marque antérieure de 17.5%), le nombre d'appareils de construction amateur au sein des membres a continué d'augmenter depuis 2007 (19.7%), puis 2012 (24.8%), pour atteindre 25.1% en 2017.
- La plus courte expérience de pilotage signalée au cours de l'enquête s'élevait à 2.0 heures et la plus élevée

atteignait 30,000 heures. Le temps de vol médian des membres de COPA au cours de l'année s'élevait toutefois à 750 heures de vol comparativement à 680 heures en 2012.

- En 2015, le temps en vol le plus court enregistré était de 1.0 heure, alors que le plus long atteignait 800 heures. Pour cette année, le nombre médian d'heures de vol était de 35.0 heures, soit une hausse par rapport aux 27.0 heures relevées en 2012. Dans cet ordre d'idée, 37.8% des répondants à une question sur le nombre d'heures passées aux commandes depuis le sondage précédent ont répondu qu'il était plus faible, alors que 46.1% estimait avoir volé approximativement autant.
- Le membre type de COPA vole depuis 27 ans, ce qui représente une hausse de 5 ans par rapport à 2012.
- Le pourcentage des membres de COPA possédant un aéronef ou en partageant la propriété est passé de 60.4% à 64.3% en 2017.
- Le pourcentage des membres de COPA qui naviguent sur internet a continué d'augmenter, atteignant 82.1%, alors qu'il s'élevait à 73.4% en 2012 et à 59.1% en 2007.
- Nos membres ont beaucoup de considération pour le régime d'assurance avion de COPA. Cette année la question portait sur l'utilisation effective du régime (plutôt que sur l'intention de l'utiliser) et 66.1% des répondants ont alors indiqué qu'ils se prévalaient principalement de ce service, parmi les multiples avantages offerts par COPA. L'autre avantage COPA le plus prisé est la tenue des ateliers de mise à jour des connaissances, comme souligné par 27.2 pour cent des participants au sondage.

- Même si les résultats de l'enquête font état d'une satisfaction relativement très élevée des membres vis-à-vis l'éventail de services disponibles, il faut admettre que cette satisfaction a diminué substantiellement au cours des trois sondages les plus récents et, particulièrement, dans le contexte du sondage actuel.
- La plupart des membres croient que COPA devrait mettre d'abord l'accent sur le lobbying (48.6%) et sur les efforts de promotion (24.3%), pour accroître ensuite la formation, de même que la diffusion d'articles et d'autres informations pertinentes (16.0%)
- Il convient de souligner que l'âge moyen de 60.3 ans est de 3.1 ans plus élevé que celui mesuré en 2012 (57.2 ans) et 4.45 ans plus élevé que l'âge moyen observé en 2007 (55.85 ans). Ces données dramatisent l'urgence de redoubler nos efforts pour attirer des membres plus jeunes, à défaut de quoi notre effectif continuera à régresser au cours des prochaines années.

Note: Selon le résumé du rapport sur les licences du personnel de Transports Canada de 2016 et en soustrayant les licences d'étudiants étrangers, l'âge moyen approximatif des permis de pilotes récréatifs est de 45 ans, les pilotes privés 55 ans et les pilotes professionnels 34 ans. Nous concluons que la majorité des membres COPA sont de la génération des baby boomer et au moins 10 à 15 ans au-dessus de la moyenne des pilotes canadiens.

- Les femmes représentent 2.2% des membres de COPA, soit 1.0% de moins que les pourcentages relevés au cours des deux précédents sondages.
- Le document complet du sondage COPA 2017 incluant la méthodologie et de nombreux graphiques pour venir illustrer les données, est maintenant disponible sur le site internet COPA au [www.copanational.org/COPA-Surveys.cfm](http://www.copanational.org/COPA-Surveys.cfm). **CF**

## Incidents + Accidents

### PRAIRIE AND NORTHERN REGION

**TSB Report#A17W0020: A privately operated Cessna 180K**, was conducting a VFR flight from Edmonton/Cooking Lake, AB (CEZ3) to Grande Prairie, AB (CYQU). During the take-off roll on Runway 28 at CEZ3, the aircraft ground looped to the left and exited the south side of the runway. There were no injuries to the pilot or passenger; however, the aircraft sustained substantial damage to the propeller, landing gear and right wing.

**TSB Report#A17W0021: A Beech 1900D** aircraft operated by North-Wright Airways, was conducting flight NWL125 from Norman Wells, NT (CYVQ) to Tulita, NT (CZFN). The flight crew was trying to initiate a right hand turn on the ramp after landing to park the aircraft and during the manoeuvre, they felt the aircraft started to slip on the slippery surface. The left wing came into contact with the airport building, sheering off the left winglet and wing tip down to the wing rib located below the wing fence. The aircraft continued past the building before coming to rest with the winglet and debris resting behind it.

**TSB Report#A17W0024: A Tecnam P2006T** aircraft operated by Mount Royal University, was conducting a VFR instructional flight originating out of Calgary/Springbank, AB (CYBW). Approximately 30 minutes into the flight, the aircraft collided with terrain 32 nautical miles North West of CYBW. There was a post-impact fire and the aircraft was destroyed. The two occupants were fatally injured.

**A privately operated Socata TBM 700** aircraft, departed from Bellingham Intl, WA (KBLI) for Puyallup/Pierce County — Thun Field, WA (KPLU) after a refueling stop. On the initial climb at about 150 feet AGL, the left wing

dropped, the nose pitched down and the airplane crashed on the infield. The aircraft sustained substantial damage, however the pilot was able to evacuate the aircraft. Prior to this segment, the aircraft had departed from Vancouver/Boundary Bay, BC (CZBB) and was observed on radar to deviate from cleared altitude several times on the departure, as well as on the approach to KBLI. The pilot reported to the FAA that they experienced auto-pilot issues.

### ONTARIO REGION

**Aviation Incident Report#14681:** While taxiing an Island Air Flight School & Charters Inc. Cessna 150M on a local flight out of Toronto, ON (CYTZ) was struck on the left wing from behind by a Porter Airlines catering vehicle. The vehicle was driving inside of the vehicle corridor and the aircraft wing was overhanging into the corridor. When the vehicle attempted pass the aircraft it struck the wing. As part of the CTYZ Airside Vehicle Operator's Permits (AVOPs) program vehicles must always give the right of way to an aircraft and caution must always be exercised while in the vehicle corridor as separation from the aircraft cannot be guaranteed. Airport and Airline Safety representatives continue investigating.

### PACIFIC REGION

**TSB Report#A17P0018: A Cessna 152** aircraft operated by Pacific Professional Flight Centre, was on a local solo rental flight carrying out circuits on Runway 25 at Vancouver/Boundary Bay, BC (CZBB) in daylight conditions. Upon turning on final, the pilot experienced difficulty to line up with the runway. On touchdown, the aircraft swerved to the left and exited the paved surface. The aircraft stopped in a ditch and the left wing sustained substantial damage. The pilot, the sole occupant, was not injured. There was no fire and the ELT did not activate. **CF**

### RÉGION DES PRARIES ET DU NORD

**Rapport du BST no A17W0020: Un Cessna 180K** d'immatriculation privée, effectuait un vol selon les règles de vol à vue (VFR) entre Edmonton/Cooking Lake (CEZ3), AB et Grande Prairie (CYQU), AB. Pendant la course au décollage sur la piste 28, à CEZ3, l'aéronef a effectué une giration au sol vers la gauche et est sorti du côté sud de la piste. Aucune blessure à signaler chez le pilote ou le passager; toutefois, l'aéronef a subi des dommages considérables à l'hélice, au train d'atterrissage droit et à l'aile droite.

**Rapport du BST no A17W0021: Un Beech 1900D** exploité par, effectuait un vol de Norman Wells (CYVQ), NT à Tulita (CZFN), NT. L'équipage de conduite essayait d'effectuer un virage à droite sur l'aire de trafic après l'atterrissage pour stationner l'aéronef. Durant la manoeuvre, ils ont senti que l'aéronef commençait à glisser sur une surface glissante. Le commandant de bord a tenté d'effectuer une manoeuvre de récupération en appliquant la puissance dissymétrique, l'inversion de poussée et le freinage, mais ces manoeuvres ont été infructueuses. L'aile gauche est entrée en contact avec le bâtiment de l'aéroport, entraînant la perte de l'ailette de gauche et de l'extrémité de l'aile gauche, ainsi que des nervures de l'aile situées sous la cloison d'aile. L'aéronef a dépassé le bâtiment avant de s'arrêter, laissant l'ailette et les débris derrière lui. Les 4 passagers et les 2 membres d'équipage sont descendus sans blessure. L'aéronef sera réparé sur le site avant d'être remis en service.

**Rapport du BST no A17C0011: Un Cessna A185F** d'immatriculation privée effectuait un vol selon les règles de vol à vue (VFR) entre Winnipeg/St. Andrews (CYAV), MB et Winkler (CKZ7), MB. L'aéronef a été signalé en retard à sa destination et une opération de recherche et sauvetage a été déclenchée. La GRC

a retrouvé l'aéronef, qui avait frappé le sol au milieu d'un champ recouvert de neige, à 4 miles nautiques à l'est-sud-est de Brunkild, MB. Les deux occupants ont subi des blessures mortelles. Des enquêteurs du BST ont été dépêchés sur les lieux de l'accident. L'aéronef était équipé d'un ELT de 121.5 MHz. Le signal a été utilisé par l'équipe de recherche et sauvetage pour retrouver l'aéronef.

**Rapport du BST no A17W0024: Un Tecnam P2006T** exploité par Mount Royal University, effectuait un vol d'instruction VFR à partir de Calgary/Springbank (CYBW), AB. Environ 30 minutes après le décollage, l'aéronef est entré en collision avec le relief à 32 miles marins au nord-ouest de CYBW. Un incendie a éclaté suite à l'impact et l'aéronef a été détruit. Les deux occupants ont été mortellement blessés.

## RÉGION DE L'ONTARIO

**Rapport d'incident d'aviation no 14681:** Alors qu'il circulait sur la piste, un Cessna 150M en vol local à Toronto (CYTZ), ON, a été percuté sur l'aile gauche, par derrière, par un véhicule de restauration de Porter Airlines. Le véhicule circulait à l'intérieur du corridor pour les véhicules, et l'aile de l'aéronef surplombait le corridor. Quand le véhicule a essayé de dépasser l'aéronef, il a frappé l'aile. Conformément au permis d'exploitation de véhicules côté piste (AVOP) de CTYZ, les véhicules doivent toujours accorder la priorité à un aéronef et il faut toujours faire preuve de prudence lors de la circulation dans le corridor des véhicules, puisque l'espacement par rapport à l'aéronef ne peut être garanti. Les représentants en matière de sécurité de l'aéroport et de la

compagnie aérienne continuent leur enquête.

## RÉGION DU PACIFIQUE

**Rapport du BST no A17P0018: Un Cessna 152** exploité par Pacific Professional Flight Centre, effectuait un vol nolisé régional en solo en exécutant des circuits sur la piste 25 de Vancouver/Boundary Bay (CZBB), BC, dans des conditions de jour. Les vents indiqués étaient de 260° magnétiques et 5 nœuds, et le premier atterrissage devait être un pose-décollé. En virant en finale, le pilote a eu de la difficulté à s'aligner par rapport à la piste. En touchant le sol, l'aéronef a dévié vers la gauche et quitté la surface revêtue. L'aéronef s'est immobilisé dans un fossé et l'aile gauche a subi des dommages considérables. Le pilote, seul occupant à bord, n'a pas été blessé. Il n'y a pas eu d'incendie et l'ELT ne s'est pas activée. **CF**



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# CAPTURING THE ACTION

CAMERAS GIVE NEW PERSPECTIVE ON AVIATION

BY PHIL LIGHTSTONE



**T**he world of general aviation has been changed with the advent of tiny portable IP-controlled, high resolution video cameras, or action cameras. The use in commercial aviation applications can be seen in many training videos and in amateur video on social media sites like YouTube and Facebook.

In applying action cameras to aviation there are a few elements to consider: brand, panel and data integration, battery life, accessories and post production editing and storage.

Most action cameras have an external audio-in port. Pilot Communications USA has a line of affordable aviation cables that allow a variety of cameras and smartphones to be connected to the headset jack of the audio panel or intercom.

The two leaders in the general aviation action camera market are Garmin and GoPro. New on the scene is Nikon, which just released a camera in the fall of 2016 and Fly360 which has a 360-degree panoramic camera. GoPro has a few models of their cameras, differentiated by size. Garmin's VIRB camera has a model specific to aviation.

Garmin's VIRB Ultra 30 Aviation in-cockpit camera is a 4K camera designed to communicate with a variety of Garmin aviation products using ConnexT®. Real time flight information is stored on VIRB. As part of the Garmin aviation ecosystem, VIRB has a number of built in sensors which provide recordable telemetry information. Native sensors include GPS, barometer, accelerometer, gyroscope and compass. Included in the kit is a headset adapter and prop filter. With VIRB's built in Bluetooth, it is able to be paired with a Bluetooth equipped audio panel and wirelessly record intercom and ATC conversations. VIRB Edit is a video editing application which allows telemetry information to be overlaid into the video.

Having an appropriate mount is critical to getting good video and ensuring that the camera stays with the aircraft. There are a number of mounts that allow the action camera to be affixed to the exterior of the aircraft. FlightFlix manufactures and distributes a variety of aluminum cases and mounts for action cameras. Their Tie Down Ring adapter, paired with a Rock Steady ball mount and a camera case manufactured from billet

aluminum provides a secure removable platform for your camera.

WingItMount has mounts designed to be attached to the strut of a Cessna. With the ability to mount three GoPro cameras, the WingItMount provides three perspectives of a flight. Eagle360 has an STC'd product which mounts five GoPro cameras onto the belly of the aircraft for a new perspective on flight. Regulatory compliance regarding affixing a camera mount generates interesting conversations because in most cases it's technically illegal to mount anything to the exterior of a certified aircraft without all the paperwork. In practical terms, however, it's done all the time. More to come on this topic.

Lens filters are designed to filter out specific frequencies of light. Nflightcam and Blurfix have filters designed to eliminate the distorted rendering of the propeller created by the digital shutter in most cameras. This adds another element of professional videography for video recorded in the cockpit.

Over the past six years, audio panel manufacturers have been adding Bluetooth to their panels. Clearly the future of headsets is to remove the burden of cables. This is perfect for action cameras. Bear in mind that Bluetooth and Wi-Fi will reduce the battery life of your action camera. Both Garmin and GoPro use Wi-Fi to integrate their action camera into your smartphone or tablet. This provides a convenient method to control the camera.

GoPro has a single multi-purpose port for both audio as well as power. Unfortunately, there is not a cable which does both. I have found that my GoPro Hero is good for about 20 minutes of recording, before it shuts itself off. A newer battery should provide about 90 minutes of recording time without Wi-Fi enabled. Suction cup mounted above the glare shield, the camera sits in





a greenhouse which heats up the camera to the point where it automatically shuts down. Positioning your action camera is critical for both the shot as well as environmental factors.

With cellular and satellite IP connectivity in the cockpit, real time streaming of video to social media sites has be-

come a reality. With automatic upload to the cloud, action cameras provide a convenient way to share inflight videos. Imagine the post flight debriefing session between student and instructor. Playback of the flight brings a new element to training as well as those bad weather hangar flying days. **CF**

## ACTION CAMERA CHECKLIST



- Charge the batteries.
- Format the SD card.
- Check the type of filter.
- Plug in all cables before flight.
- Cables do not interfere with flight controls.
- Attach mounting devices.
- Check Wi-Fi connectivity.
- Align the camera.
- Recording on.
- Upload to computer after flight.
- Watch your six.

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# OF ROADABLE AIRCRAFT AND FLYING CARS

THE SO-FAR IMPRACTICAL DREAM CONTINUES FOR SOME



Ever since the first automobile chugged along the road and the first aeroplane climbed unsteadily into the sky, someone somewhere has fantasized about combining the two vehicles for convenient and expeditious transportation. Pioneer aviator Glenn Curtiss was probably the first to give the idea a try with his 1917 autoplane, a contraption that looked like a multi-winged Model T Ford with a pusher prop. It did get airborne in a series of short hops but never really flew.

The roadable aircraft is described as a small plane that can be driven on the ground, not a small car that can be flown. It can be integrated, meaning that components are retractable or detachable and stay with the vehicle. Or it can be modular with wings and empennage left behind in the hangar until needed for flight. It is first and foremost an aircraft. A few examples of these hybrids exist in museums.

The Curtiss autoplane was the earliest roadable aircraft conceived over the last hundred years. Of the many different designs, some remained as mere concepts, some were built as prototypes, a few were actually patented and a small number were manufactured. None was really successful. In 1936, the Autogiro Company of America tried its hand at a flying car; its design was accepted and successfully tested, but it never entered production. Ford, in 1959 looked into the flying car but abandoned it as impractical and too expensive. Others experimented with personal hover cars which rode on a cushion of air a few meters above the ground but they were costly and unworkable. Only the Jetsons, that space age cartoon family of the 1960s travelled around in a hover car, but it was a fantasy, just like their futuristic two-hour work week.

The Terrafugia Transition is an American development that has shown

The Pal V, essentially a roadable autogyro, may be first to market in the next crop of flying cars.

promise. Conceived by MIT grads, it has been in the works since 2006 but the first one has yet to be delivered. They say the paperwork must equal the weight of the plane before it can fly.

The difficulty seems to be in satisfying both the FAA and federal motor vehicle standards. So far, the third generation prototype is now certified in the Light Sport Aircraft category with some exemptions in order to satisfy the highway safety regulations. The FAA waived the LSA weight limit as well as the stall speed while the road reg people made concessions in allowing the Terrafugia to use motorcycle tires, basic airbags and non-standard windows.

It's a pretty hefty size on the road for a two-seater; nearly nineteen feet long and seven and a half feet wide with its big folding wings. Some consider it

*Only the Jetsons travelled around in a hover car but it was a fantasy*

cute as a bug. The maximum highway speed is 70 mph with good fuel economy. It's powered by a 100 horsepower Rotax, cruising at 107 mph in the air and burning five U.S. gallons per hour. Useful load is 500 pounds. The Terrafugia uses either premium automotive gas, Mogas or 100LL. The company hopes to keep the base price down to about \$279,000 USD.

The latest and most promising-looking of roadable aircraft is the PAL-V (Personal Air Land Vehicle) devel-

oped in the Netherlands. It has a pusher prop and a gyroplane blade which continually windmills. It is not directly powered by the engine and rotor rpm doesn't need to be managed as it does in a helicopter. The PAL-V meets both European Aviation Safety and FAA standards. Its integrated design converts from plane to car in about ten minutes with the push of a button and a little manual stowing. On the road its aviation-type tricycle gear gives it great handling capabilities, much like a motorcycle, maximum speed 100 mph and good fuel economy with use of a single 100 horsepower engine. It is about the size of a Volkswagen Golf, making it easy to park on the street or in tight parkades.

The PAL-V, without a fixed wing is stable as well as highly manoeuvrable in the air. It can do a 180-degree turn in as

little as 70 feet. The two-seater's useful load is 542 pounds and in flight it burns about 7 U.S. gallons per hour at 87 mph using two 100 horsepower Rotax engines in its dual-propulsion drivetrain. It uses premium automotive fuel.

Its European styling sets it apart from other roadable aircraft and functionally it appears to have few drawbacks. The major one may just be the price tag of \$400,000 to \$600,000 USD. The PAL-V company is planning to establish a flying school in Roosevelt, Utah, where North American buyers can take gyroplane instruction of 30 to 40 hours to learn to fly their new vehicles.

Neither the Terrafugia Transition nor the PAL-V is as yet in production but both companies are working diligently to deliver to their first customers by 2018. My garage is big enough for either, but not my pocketbook. **CF**

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# HOMEBUILT OVERSIGHT STREAMLINED

MD-RA SYSTEM ENSURES TIMELY INSPECTIONS

BY REM WALKER



**W**hen the 1958 regulations were introduced allowing you to build your own aircraft the inspections during construction were carried out by airworthiness inspectors from the Department of Transport (DOT) during their regular visits to various locations while performing their regular duties within the department.

The number of homebuilts under construction was small and the duties of the Airworthiness Inspectors were such that homebuilts could be inspected in a timely manner. Things changed. DOT inspectors were getting busier with more regular duties and little or no time to look after homebuilts.

In the late 1980s and early 1990s many builders were having difficulty receiving

timely inspections of their amateur built aircraft. In an effort to rectify the situation the Recreational Aircraft Association (RAA) and Transport Canada (TC) developed the Delegated Amateur-Built Inspector (DABI) program, which authorized qualified RAA members to inspect amateur built aircraft. This helped to clear the backlog of inspections but did not address the need for inspectors in the rest of Canada.

A new program to handle all of Canada was developed by TC and the RAA to take over from the DABI program, which was restricted to operations in Ontario. The new program was called Airworthiness Inspection Representative-Amateur-Built Aircraft (AIR-ABA). The AIR-ABA program was operated by the RAA with qualified RAA members having been delegated to carry out in-

Contracting out amateur built project inspections ensures timely approvals.

spections of homebuilt aircraft. This allowed TC to sub-contract inspections all across Canada in a fee-for-service basis.

By the mid 1990s, the AIR-ABA program was doing the job for which it was intended. TC's protocol was for builders requiring an inspection to contact one of TC's Regional Offices with their request. TC would then forward the request to the RAA's office, which would arrange for an AIR-ABA to carry out the inspection.

The AIR-ABA program was successful in the short term but Transport Canada was looking to the future when all activity dealing with amateur built aircraft, from the initial contact to the issuance of flight authority, would be delegated to a completely independent entity without

PHOTO COURTESY SONEK AIRCRAFT

ties to any group or organization involved with amateur built aircraft.

Transport Canada met with the EAA Canadian Council, Recreational Aircraft Association and the Canadian Aerospport Technical Committee to reach a solution to homebuilt aircraft inspections. A consensus was reached on a suitable program that would provide the independent organization that would meet the regulatory requirements of Transport Canada.

After taking care of the legal niceties TC was able to put in place the MD-RA (Ministers Delegate-Recreational Aircraft) Inspection Services located in London, Ontario. The MD-RA has a full-time office manager and staff along with several dozen trained and qualified inspectors across Canada. The MD-RA handles all details of the inspection process from the initial contact to the Flight Authorization. After this the file for the aircraft is turned over to TC and they look after the file in the same manner as with a type certificated aircraft.

In the next issue this column will provide more information on the MD-RA Inspection Services in London, Ontario.

For information on the regulations, inspections, paperwork, etc., and hints to help you build your aircraft please go to the EAA Canadian Council website: [www.canada.eaachapter.org](http://www.canada.eaachapter.org). ☐

## REMEMBERING TED SLACK

It is with personal sadness I inform you of the passing of Ted Slack. As noted in several of my previous columns Ted Slack, along with the members of the technical committees of which he was chairman, was directly responsible for many of the positive advances enjoyed by Canada's aviation community. To read a brief review of Ted Slack's influence in Canada's regulatory establishment please go to the website at [www.canada.eaachapter.org](http://www.canada.eaachapter.org) and look for "Bits and Pieces" written by Jack Dueck, Chairman of the EAA Canadian Council.



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# ON THE HORIZON

**CALGARY AB:** The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 07:30 the second Tuesday of each month. Get together and socialize with others who; have a casual interest or curiosity in aerobatics and aerobatic aircraft, occasionally conduct an aerobatic maneuver or are currently pursuing aerobatic competition. We meet to discuss various club events, aerobatic training, aircraft's and participate in various social activities. Location of the monthly meeting does change so please visit our web site [www.aerobaticscanada.org](http://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 a 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](mailto:pound@pei.sympatico.ca).

**CHATHAM-KENT, ON (CYCK):** Come join us at the Chatham-Kent Municipal Airport for our delicious Monday night barbecue between 1730 and 1830 hrs. They will be starting Monday, June 13 and run every Monday, excluding holidays, until Monday, September 12, 2016. (No barbecue on August 1 or September 5) We hold our barbecues rain or sunshine.

**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](mailto:info@classicaircraft.ca). Visit our website at [www.classicaircraft.ca](http://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](mailto: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](mailto: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. On any Sunday during the month of October present your journey log book to enter our 2016 competition the Delbert Alward Memorial Cup. Our winner will be announced on Sunday Nov 6/16. The Pilot flying to the most locations noted in COPA's "Places to Fly" section as verified by his Journey Log will receive the 2016 Delbert Alward Memorial Cup. Please note we cannot accept faxed or emailed entries or we can't meet you at any other location. Simply fly in, enjoy breakfast, and enter to win. For more information, please contact Steve Eastwick [atsdeastw@nbn.net.nb.ca](mailto:atsdeastw@nbn.net.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 1100 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. For more information, please call Michel at 819-923-6767 or [HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com). The airport web site is <http://www.easthawkesburyairport.com>

**HAWKESBURY EST, ON (CPG5):** Escadrille 131 déjeuner mensuel les 1er samedis du mois de 8h30 à 11h. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. Pour plus d'information, contactez Michel 819-923-6767 ou [HawkesburyFlyingClub@gmail.com](mailto: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](mailto:eaahighriver@shaw.ca). Visit our website at [www.eaahighriver.org](http://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](mailto: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 [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net).

**LINDSAY, ON:** Kawartha Lakes Flying Club, COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month 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](mailto:bobklfc@gmail.com) or visit Kawartha Lakes Flying Club at [www.klfc.ca](http://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](mailto:bd5ron@gmail.com) and visit [www.mordenflyingclub.com/events.html](http://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](mailto:president@nanaimoflyingclub.org). Visit our website [www.nanaimoflyingclub.org](http://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](mailto:j-sbleaney@shaw.ca) or 403-689-6950.

**PENTICTON, BC (CYF):** 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 Ed Festel at 250-460-1577 or [edfestel@me.com](mailto:edfestel@me.com)

# ON THE HORIZON

**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.

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

**RED DEER, AB:** Red Deer Flying Club / COPA Flight 92 meet's 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](http://reddeerflyingclub.org).

**SHOAL LAKE, MB (CKL5):** Shoal Lake Flying Club/COPA Flight 162 holds general meetings on the second Tuesday of every second month (Feb, April, ...) at 19:30 at the Airport Terminal Building, visitors welcome. The December meeting is a pot luck supper followed by a short Annual Meeting and a social event. Check the meeting schedule by clicking on the News and Events tab at [www.slfflyingclub.com](http://www.slfflyingclub.com). Email [slfflyingclub@gmail.com](mailto:slfflyingclub@gmail.com) for more information.

**SUNDRE, AB:** Sundre Flying Club meetings second Thursday of the month at 19:30.

Hamburgers and hot dogs and snacks anytime at terminal -self serve. For more information, please contact Myron Bignold at 403-638-7370 or [winnmy@telusplanet.net](mailto:winnmy@telusplanet.net).

**BRAMPTON, ON (CNC3):** 1830 hrs Monday Night BBQs begin! Starting June 13, every Monday night to September 3. Join us for our Legendary Monday Night Summer BBQ. Going strong into our 11th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport. For more information, please contact President Fred Grootarz at 905 212-9333 or [fred@acronav.com](mailto:fred@acronav.com); V.P. Alain Ouellet at 416-709-2020 or [aouellet@icecanada.com](mailto:aouellet@icecanada.com)

**SEDGEWICK, AB (CEK6):** Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 19:30 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at [shelley@ccewireless.ca](mailto:shelley@ccewireless.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](mailto:copa75@outlook.com) for more information.

**VICTORIA, BC (CYYJ):** COPA Flight 6 usually meets the first Tuesday of each month from 19:00 until 21:00. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact [copaflight6@gmail.com](mailto:copaflight6@gmail.com).

**WESTLOCK, AB (CES4):** COPA Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 19:00, in the terminal building at Westlock Airport. For more information, contact Dan at [dan@syz.com](mailto:dan@syz.com) or 780-961-2213. We look forward to seeing you!

**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 CYYV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or [dshcolter@cabletv.on.ca](mailto:dshcolter@cabletv.on.ca)

**KITCHENER, ON (CYKF)** "COPA Flight 26, Breslau Flyers. Monthly meetings are held on the second Tuesday of each month (September-June) at 1900 hrs in an upstairs classroom at the Waterloo Wellington Flight Centre. A variety of speakers present a range of interesting aviation topics. All are welcome. For more information, please contact Flight Captain Gordon Millar at [gordon.millar@rogers.com](mailto:gordon.millar@rogers.com) or visit the website for the Breslau Flyers at <http://www.copaflight26.com%22/>

## APRIL 2017

### APRIL 1, CHARLOTTETOWN, PE:

Rust Remover on April 1 at CYYG Breakfast at 7:45 at Razy's Roadhouse 161 St Peters Rd with sessions to follow starting at 9:30am note: for those who wish to fly-in from Summerside, NB or NS, we will have transportation to and from the airport please RVSP to [pound@pei.sympatioc.ca](mailto:pound@pei.sympatioc.ca) or call 902-6267-6963

**APRIL 3-14:** Governor General's Cup Caribbean Air Rally 8th edition. Hosted by the islands of Turks and Caicos, St-Croix USVI, Anguilla, St-Eustatius and an exceptional visit to the Grenadines. [www.airrally.com](http://www.airrally.com).

### APRIL 4 - 9, LAKELAND FLORIDA:

Sun n' Fun <http://www.sun-n-fun.org/> for all your information.

**APRIL 8, EDENVALE AERODROME ON, (CNV8):** Ninety-Nines Fly-Out Lunch 12:00 - 14:00hrs. Join the First Canadian Chapter 99s at their monthly fly out lunch at the new 'Tilly's' restaurant at Edenvale. RSVP [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

### 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 online, please check our website at [www.harvards.com](http://www.harvards.com). Contact for ticket purchase: Jeannette Rooke 519-539-2762; [jerooke@msn.com](mailto: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](mailto:p_hanna@harvards.com)

### APRIL 22, WEST PEACE, AB (CYQU):

COPA Flight 184 (West Peace Aviation Association) will be hosting a Rust Remover at the Happy Gas Hangar at CYQU on 22 April 2017. Breakfast and lunch will be served. Doors open at 0830 hrs and presentation start at 1000 hrs. To register please contact Lloyd at [wpaa@telus.net](mailto:wpaa@telus.net) or call 780-831-8745.

### APRIL 22, MELFORT, SK:

COPA Flight #182 4th Annual Rust Remover 0800 Registration 0900 -1500. Registration fee: \$30. Speakers: Transport Canada and others TBA. Attendance will qualify or 2 year recency requirement. Kerry Vickar Centre, 206 Bemister Avenue East. Contact: Trent Rae 306 921-7926 cel. email: [trent.rae@fyidoctors.com](mailto:trent.rae@fyidoctors.com)

**APRIL 29, REGINA, SK:** COPA Flight 4/Regina Flying Club annual Rust Remover will be held at the Royal Regina Golf Club, 5401 11th Ave West, Regina. Doors Open at 8:00, presentations 9:00 - 12:00 followed by lunch. To register please contact Cindy or Tom at Regina Flying Club, 306 525-6194 or email [reginafly@sasktel](mailto:reginafly@sasktel). Pre Registration Required.

# ON THE HORIZON

## **APRIL 29, SEDGEWICK/KILLIAM, AB (CEK6):**

Join COPA Flight 157 for COPA for Kids day. 0800 – 1700. For more information contact Shelley at 780-384-2026 or [shelley@ccwireless.ca](mailto:shelley@ccwireless.ca)

**APRIL 29, VERNON BC:** Vernon Flying Club, COPA Flight 65, will hold its annual "Rust Remover" recurrent pilot training on Saturday, 29 April 2017. Scheduled topics are: Summer Flight Challenges / Kelly Collins, JRCCV Emergency Response / Capt. S Robertson, Local Procedures/ Nav Canada YLW, RCO Update/ Nav Canada YKA, Oil - Engine Life Blood/ Hal Hobenshiel. Registration is between 0800 – 0900 hrs at the VFC clubhouse, 6210 Tronson Road, Vernon, BC. Fee of \$25 includes technical sessions, lunch, and coffee. Also, there is a Pot Luck Social on Friday evening, 28 April, at 1730 at the VFC clubhouse. More info: [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

## **APRIL 29-30, HIGH RIVER, AB (CEN4):**

EAA SPORTAIR CANADA is presenting three popular 2 day courses in support of amateur aircraft builders and owners: SHEET METAL BASICS/RV ASSEMBLY – ELECTRICAL SYSTEMS, WIRING & AVIONICS – ANNUAL INSPECTION FOR YOUR HOMEBUILT. Get the knowledge and skills needed to build and maintain your amateur built aircraft. For course information and registration go to: [EAASPORTAIRCANADA.CA](http://EAASPORTAIRCANADA.CA), or call Ralph at 403-614-6142

## **APRIL 30, WALKERTON, ON (CYHS):**

COPA Flight 54 Annual Rust Remover. 0900 – 1200 Location: CYHS, Saugeen Municipal Airport, 34 Saugeen Airport Road, R.R. # 1 Walkerton, ON N0G 2V0 Contact: Barry Tschirhart [barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca) Phone: 519-881-6020 Contact: Saugeen Municipal Airport, Airport Manager, 1-519-364-3220 TOLL FREE: 1-877-592-8955 Presentations by Nav Canada and Transport Canada Aviation Safety Department will qualify for recurrency qualification.

## **MAY 2017**

**MAY 6, BOUNDARY BAY, DELTA, BC:** COPA for Kids event 1000 - 1600. Contact Bruce at 604-418-1512 or visit [copa5.wordpress.com](http://copa5.wordpress.com)

**MAY 6, KELOWNA, BC:** This year's Fly-In Rust Remover to be held once again at Kelowna International Airport May 6 2017. Doors are open at 08:00 with coffee and danishes then the program starts at 09:00 with amazing speakers and runs till about 14:30 with lunch included. As per CARS 421.05 (2) (c) it is mandatory to complete a recurrent training program every 24 months. After the program we will do a fly out for coffee / pie to... ( group decision ) For more information or to register, please contact us at [info@kelownaflyingclub.com](mailto:info@kelownaflyingclub.com) or visit our web site.

**MAY 7, RED DEER, AB, CYQF:** COPA Flight 92 and Red Deer Flying Club will hold their annual Fly-In / Drive-In Pancake Breakfast and Rust Remover. Breakfast starting at 0800. Lunch will be included. Costs and details later. For information: Bert at 403-350-5511

**MAY 13, LETHBRIDGE, AB:** COPA for Kids event 0900 – 1600. Contact [cgnvv@shaw.ca](mailto:cgnvv@shaw.ca) or [www.lethbridgesportflyers.com](http://www.lethbridgesportflyers.com)

**MAY 20, WESTPORT ON (CRL2) – COPA FLIGHT 56:** Annual Fly-In / Drive-In Breakfast hosted by the Rideau Lakes Flying Club. Breakfast served from 8:00 a.m. until 11:00 a.m. for a donation to the Club. Runway 07/25, 3118' Com. 123.2 Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great introduction to the summer near the fabulous town of Westport, Ontario. View the planes in the morning and enjoy the Westport in the afternoon. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 ([drmikemiles@gmail.com](mailto:drmikemiles@gmail.com)) or Bill Green at 613 273-5282 ([greenwj@rideau.net](mailto:greenwj@rideau.net)).

**MAY 20TH & 21ST, NS (CCW4):** Stanley Sport Aviation annual Fly-In Breakfast. Saturday & Sunday mornings, 0800-1200. Stanley Airport CCW4 - N45 06 02 W63 55 14 Unicom 122.8 Traditional bacon, eggs, pancakes, sausage, coffee & juice. Fly, drive, bike, RV, glide, even arrive by horseback to the Stanley clubhouse, stay over Saturday night until Sunday, NASCAR All Star race will be on the big screen Saturday evening, wagers may be placed. Collector cars also welcome. More Info – Debbie Murley - 709-634-1931, [dmmurley@hotmail.com](mailto:dmmurley@hotmail.com) <http://www.stanleysportaviation.ns.ca/> Airport Ph. (902) 632-2251

**MAY 24, LINDSAY ON, KAWARTHA LAKES MUNICIPAL AIRPORT, (CNF4):** Ninety-Nines Fly-Out Lunch 12:00 - 14:00hrs. Join the First Canadian Chapter 99s at their monthly fly out lunch to the restaurant at Lindsay. RSVP [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

## **MAY 27, (28TH RAIN DATE), MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85:**

Fly-In and Canadian Vintage Motorcycle Club gathering. The Motorcycle Club will be collecting a \$5.00 per adult admission fee. Food and drinks will be available at the RAA food trailer. For further information, please contact the airport at 705-526-8086 or [raa.midland@gmail.com](mailto:raa.midland@gmail.com)

## **JUNE 2017**

**JUNE 3, KELOWNA, BC (CYLW):** Join COPA Flight 36 for a COPA For Kids event at Kelowna Airport 0800 - 1400. Contact: Jon Itterman 5250-808-1816 [Info@kelownaflyingclub.com](mailto:Info@kelownaflyingclub.com) [www.kelownaflyingclub.com](http://www.kelownaflyingclub.com)

## **JUNE 3, PRINCE GEORGE, BC:**

COPA Flight 79 is hosting a Fly-in breakfast at the Central BC Flying Club. 0800 – 1200. Longest Flight prize, draw prizes. Contact John Hebb at [johnhebb@telus.net](mailto:johnhebb@telus.net)

**JUNE 8-11, LONDON, ON:** Canadian Aviation Historical Society 54th Annual Convention and General Meeting. Join authors, historians, pilots, engineers and enthusiasts for speakers on civilian, industrial, and military topics, tours of local aviation attractions, and a banquet. The conference theme will be "Celebrating Canada's Aviation Heritage." Most convention activities will be held at the Best Western Stoneridge Inn

and Conference Centre. For more information, go to [www.caahs.ca](http://www.caahs.ca); [caahsconvention@gmail.com](mailto:caahsconvention@gmail.com); or 204 293-5402.

**JUNE 10, BROCKTON, ON (CYHS)** Join COPA Flight 54 for a COPA For Kids event at Saugeen Municipal Airport 0930 - 1400. Contact: Barry Tschirhart 519-881-6020 [barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

**JUNE 10, CHARLOTTETOWN, PE:** Join COPA Flight 57 for their COPA For Kids Event. Rain Date: June 11. Contact Brian Pound at [pound@pei.sympatioc.ca](mailto:pound@pei.sympatioc.ca) for more info.

**JUNE 10, MELFORT, SK:** Join COPA Flight 183 for their COPA For Kids event. Contact Trent at [trent.rae@fyidoctors.com](mailto:trent.rae@fyidoctors.com)

**JUNE 10, POKER RUN TERMINUS, EDENVALE AERODROME ON, (CNV8):** 99s POKER RUN 0900 -14:30, The FCC 99s are holding their annual Poker Run on Sat Jun 10. This is fun flying at it's best, so come on and give it a go to win a prize! All proceeds go towards the 99s scholarship fund. Poker Hands \$10 each or \$30 for 5 hands. Participating airports: Terminus - Edenvale CNV8, Brampton CNC3, Burlington CZBA, Buttonville CYKZ, Peterborough CCPQ, Oshawa CYOO, Lindsay CNF4, Simcoe Regional CYLS. To donate a prize contact Bev Fraser, [bevs@canadian99s.com](mailto:bevs@canadian99s.com) For more information, please contact: [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**JUNE 11TH, CARP, ON (CYRP):** EAA Chapter 245 Fly-In Breakfast and Open House. 0730 – 1030. Please come in for a yummy breakfast of eggs, ham, sausage, home made beans, with rolls, juice / coffee. Price: Adults \$8.00, Children under 12 \$5.00. For info call Ken Potter 613 791 6267 or [treasurer@eaa245.org](mailto:treasurer@eaa245.org)

**JUNE 11, COBDEN, ON (CPF4):** COPA Flight 124, Champlain Flying Club, host their annual Fly-in/Drive-in/Walk-in Breakfast and open house from 0700 to 1100 hrs. Lots of great food and down home music. For more information please contact Bob McDonald at [bobkim.mcdonald@gmail.com](mailto:bobkim.mcdonald@gmail.com) or 613-432-8496

**JUNE 11, BONNYVILLE, AB:** Bonnyville Flying Club is hosting its annual Fly In / Drive In Pancake Breakfast served from 7:00am to 11:00am regardless of what the weather delivers on the day of. Hope to see you there.

**JUNE 11, MANIWAKI, QC, CYMW:** We invite you to the Fly-in at Maniwaki airport. 1100 – 1400. Lunch will be served as of 12:00. Asphalted runway (4921' x 150') 03/21 Unicom 122.8 Fuel 100LL available Mogas available in limited quantity (Shell nearby). Feel free to pass the news! Note: we will need a few volunteers, if you are interested or for all questions or comments, [FlyinCYMW@gmail.com](mailto:FlyinCYMW@gmail.com) or 819-449-6103. <https://www.facebook.com/events/1561520573858435>.

**11 JUIN, MANIWAKI, QC, CYMW :** il nous fait plaisir de vous inviter au rendez-vous aérien à



# ON THE HORIZON

partir de 11h00. Un diner sera servi à partir de 12h00. Piste asphaltée (4921' x 150') 03/21 Unicom 122.8 Essence 100LL disponible. Mogas disponible en quantité limitée (Shell à proximité). Passez le mot! Note: nous aurons besoin de quelques bénévoles, si vous êtes intéressé(e) pour toutes questions ou commentaires, [FlyinCYMW@gmail.com](mailto:FlyinCYMW@gmail.com) ou 819-449-6103. <https://www.facebook.com/events/1561520573858435/>

**JUNE 17, VIRDEN, MB, CYVD:** The Virden Area Flying Club is hosting a flyin, drive in or walk in breakfast. Time 0800 - 1100 hrs. All are welcome. For info contact Noreen at 204-748-5567. Rwy 08-26 paved, 13-31 grass.

**JUNE 17, SIMCOE REGIONAL AIRPORT, (CYLS):** Ninety-Nines Fly-Out Lunch 12:00 -14:00hrs. Join the First Canadian Chapter 99s at their monthly fly out lunch to the restaurant at Simcoe Regional Airport. RSVP [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**JUNE 17, LANGLEY, BC (CYNJ):** COPA Flight 175 Langley Aero Club Annual Fly-In at Langley Regional Airport (CYNJ). Aircraft judging, Seminars, Exhibitors, Homemade pies, Silent Auction, Canadian Museum of Flight, and more! Website <http://langleyaeroclub.ca>. Contact Bruce Prior at [b.prior@ieee.org](mailto:b.prior@ieee.org).

**JUNE 17-18, SHERBROOKE, QC (CYSC):** Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the aviation community to its 23rd annual fly-in hold at the Sherbrooke airport. It is not an air show and there will be no aerobatics! Menu: A lot of aircraft of all kinds, a fly market, static displays, workshops (metal, composite, weight & balance), exciting conferences and seminars, homebuilt/aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special super followed by a dancing party; restaurant on site. Free camping on site. A lot of fun! For more information, please contact: Real Paquette 819-878-3998; send us an e-mail at [lesfaucheurs@hotmail.com](mailto:lesfaucheurs@hotmail.com); or visit our website at [www.lesfaucheurs.com](http://www.lesfaucheurs.com).

**17-18 JUIN, SHERBROOKE, QC (CYSC):** Les Faucheurs de Marguerites, COPA Flight 37 est fier d'inviter tous les membres de COPA et toute la communauté d'aviation sportive du Canada et des USA à son 23 ième rendez-vous Aérien annuel tenu à l'aéroport de Sherbrooke. Ce n'est pas un pageant aérien! Il n'y aura pas de démonstration en vol ou d'acrobaties aériennes. Au menu : beaucoup d'aéronefs de toutes sortes, marché aux puces, avions en démonstration statique, ateliers de construction (composite, métal, poids et centrage), conférences et séminaires, concours de construction/restauration d'aéronefs, comptoirs commerciaux, manufacturiers d'avions, clubs d'aviation, souper-party du samedi soir, restaurant sur place. Tours d'avions et hélicoptères disponibles. Camping gratuit sur place. Beaucoup de plaisir! Pour plus d'information, visitez notre site internet [www.lesfaucheurs.com](http://www.lesfaucheurs.com); envoyez-nous un courriel à [lesfaucheurs@hotmail.com](mailto:lesfaucheurs@hotmail.com); ou appelez Réal Paquette au 819-878-3999.

**JUNE 18, (FATHER'S DAY) FAIRVIEW, AB (CEB5):** Dunvegan Flight #174 Annual Fly-In Breakfast 0800-1200h. Notes: After restoration, the inaugural flight of Canso PBY 5-A, C-FNJE is being planned for the day of the annual fly-in. <http://www.savethecanso.com/>

**JUNE 18, ERICKSON, MB (CKQ6):** Father's Day Fly-In. Breakfast from 0800 - 1100. For more information call Dave Walker at 204-636-7803.

**JUNE 18, CORNWALL, ON (CYCC):** COPA Flight 59 invites you to their annual Father's day Fly-In breakfast at the Cornwall Regional Airport, 19403 Airport Road, Summerstown ON. Breakfast served from 09:00AM, cost \$7. Pilot's line for those who fly-in. For more information please contact Claude at [claudesaintmartin@sympatico.ca](mailto:claudesaintmartin@sympatico.ca) or (450) 269 3473.

**JUNE 23-24, KELOWNA, BC:** A sight to behold, CYLW will be the happening place for all Aviators and aviation enthusiasts alike as hundreds of planes are expected to arrive for the national AGM and AVICON Trade Show! There will be plenty to see for the general public as well as special events for the delegate Aviators.

## OVER THE HORIZON

### JULY 2017

**JULY 05, BRAMPTON AIRPORT, (CNC3):** Ninety-Nines Fly-Out Lunch 12:00 -14:00 hrs [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**JULY 6-9, YELLOWKNIFE, NT:** The Midnight Sun Fly In Association will be hosting the 2017 Midnight Sun Fly In [www.midnightsunflyin.com](http://www.midnightsunflyin.com)

**JULY 8TH, QUALICUM BEACH, BC:** Airshow – aerobatics, flybys, static displays, sky jumping RC displays and more. Contact Paul 250-752-3427

**JULY 8, CENTRALIA, ON:** Anderson Aviation is holding their annual summer BBQ from 10-2, rain or shine! [info@andersonaviation.ca](mailto:info@andersonaviation.ca)

**JULY 9, BANCROFT, ON (CNW3):** COPA Flight 119, Annual Fly-in Pancake Breakfast from 0800 until 1200. Gary Gaudreau [gary@bancroftflyingclub.ca](mailto:gary@bancroftflyingclub.ca).

**JULY 14 - 16, 70 MILE LAKE, BC:** COPA Flight 72 BC Floatplane AGM [www.flyingu.com](http://www.flyingu.com) for an overview of the ranch & its amenities.

**JULY 15TH, SAINT-ANDRÉ-AVELLIN, QC (CAA2):** The corporation of pilots of Saint-André-Avellin invites you to their 5th Annual Summer Fly-in. 819-983-8454, [paulam@live.ca](mailto:paulam@live.ca) or CFS-CAA2.

**15 JUILLET, SAINT-ANDRÉ-AVELLIN, QC (CAA2):** La corporation des pilotes vous invite à leur 5ième déjeuner aérien. 819-983-8454 ou [paulam@live.ca](mailto:paulam@live.ca) ou CFS-CAA2.

**JULY 22, VERNON, BC (CYVK):** Join COPA Flight 65 for a COPA for Kids event 0800 – 1300. Rob McDicken at 250-306-0526 or [robmcd@telus.net](mailto:robmcd@telus.net)

**JULY 25, VULCAN, AB (CFX6):** Vulcan flying club annual fly in breakfast 0800 to 1100. Jesse Bjornson 403-485-3696.

### AUGUST 2017

**AUGUST 1-25: GOVERNOR'S CUP CROSS CANADA AIR RALLY:** [www.airrally.com](http://www.airrally.com) or [info@airrally.com](mailto:info@airrally.com)

**11-13 AOÛT, LAC ETCHEMIN, QC:** RVA libAIR-té. [franc.hauselmann@cocktails-solutions.com](mailto:franc.hauselmann@cocktails-solutions.com)

**AUGUST 12, SAULT STE MARIE, ON (CYAM):** Join COPA Flight 66 for a COPA for Kids event 0900 - 1400 <http://www.copassm.com/>

**AUG 13, EDENVALE AERODROME ON, (CNV8):** FCC 99s Annual Ladies Fly-In Tea. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**AUGUST 13, SAINT-JEAN-SUR-RICHELIEU, QC (YJN):** COPA Flight 160 Fly-In St-Jean 2017 International Balloon Festival site. <http://apphyjn.com/legault.nr@videotron.ca>

### SEPTEMBER 2017

**SEPTEMBER 8-10.** Michigan Air Tour, USA. Join us for a fun filled weekend of flying, sightseeing, good food, friends, and great conversation. This tour will take you to some of the most beautiful places in Michigan. Thursday evening (Sep 7) starts off with an informal meet and greet dinner / hangar party at Oakland County International Airport (KPTK) – home to one of the friendliest US Customs Offices in the county. Tour begins officially Fri. morning at Midland-Barstow Airport (KIKW). Tour stops are Harbor Springs (KMG) and Drummond Island (KDRM). Advance registration required, space is limited. More information at [www.michiganair-tour.org](http://www.michiganair-tour.org) or contact Rebecca the tour director at [rebdpilot@aol.com](mailto:rebdpilot@aol.com) or 586-441-4531.

**SEPTEMBER 9, BROCKTON, ON (CYHS)** Join COPA Flight 54 for a COPA For Kids event at Saugeen Municipal Airport 0930 - 1400 [barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

**SEPTEMBER 9, BONNYVILLE, AB (CYBF):** COPA For Kids event. 1000 – 1400 [copaflight90@gmail.com](mailto:copaflight90@gmail.com)

**SEPT 09, WATERLOO AIRPORT, (CYKF):** Ninety-Nines Fly-Out Lunch. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

### OCTOBER 2017

**OCT 21, EGGLESTONE HOUSE, OAKVILLE ON:** Ninety-Nines Dinner & Movie Night [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

### NOVEMBER 2017

**NOV 04, TORONTO ON:** Annual General Meeting. First Canadian Chapter, Ninety-Nines Annual General Meeting: [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

### DECEMBER 2017

**DEC 09, TORONTO ON:** Canadian Chapter, Ninety-Nines annual Christmas Party. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

## Parapilot A Viable First Job

SKYDIVE PILOTS BUILD TIME AND EXPERIENCE



Skydive pilots gain experience and hours in their first commercial job.


This is real grass-roots flying where stick and rudder skills are paramount. Pilots are taught to climb efficiently while minding their route to avoid wasting time and fuel in cruise. The descent is performed with power on to prevent cracking the cylinders.

At all times care of the aircraft and safety procedures are emphasized. The conditions are challenging. Winds can vary from light on a hot, muggy day to a heavy crosswind with turbulence thrown in. It takes at least two years for a competent jump pilot to emerge.

This proposed training program was presented to insurance providers and has allowed us to safely offer work to low time pilots who have just earned their commercial licenses and are eager to start building time towards that airline dream job.

Employment options for 200-hour commercial pilots are limited. Operators in the North require one or two years working on the ramp and becoming a flight instructor requires a minimum \$10,000 investment. In contrast, becoming a parapilot is a very viable option mostly unknown to today's pilots and offers the chance to gain hours, experience and a good reference while requiring a smaller investment than a C182 checkout.

Skydive Toronto operates Ontario's largest skydiving facility with four heavily modified Cessna 182s and a Cessna Caravan. Because of this we are always looking for eager pilots with positive attitudes to fill our roster and fly with us.

Every year we see our pilots moving closer to their dreams by taking the next step in their careers to companies like Air Canada, British Airways, and Cathay Pacific. We wish them safe travels and blue skies! 

Skydive Toronto will hold its 33rd annual parapilot course this spring as it prepares for a busy skydiving season. It's the only training course of its kind in Canada and is designed to take freshly minted commercial pilots into what is often their first paying job as pilots.

But like any job, there are things the new pilots need to know to do it safely and effectively, something that became evident with a near-tragedy in 1985 involving a pilot on his first flight with skydivers.

A student jumper slipped onto her knees exiting the aircraft and the pilot reached across and pulled up on the static line to assist her to her feet. This deployed the parachute and it blew

over the tail of the aircraft, causing it to stall. The jumper was dragged off the aircraft and luckily the parachute cleared the airframe.

This was a wakeup call that specialized training was urgently needed for pilots working in skydiving operations. By identifying deficiencies in new parapilots, the Skydive Toronto Parapilot Program was born. Today it has evolved into a program with the following syllabus: Day one, Cessna 182 Knowledge, grass runways, and an intro to skydiving; Day two, Jump flying procedures and airmanship; Day three, emergencies, case studies, and company information; Day four, exam.

Checkouts begin on Day Five with three hours of airwork, an hour of circuits, and two supervised flights

# VOLUNTEERS SHAPE OSHAWA'S FUTURE

*Airport Liaison Committee Ensures Public Input*

BY GORD MAHAFFY



No one disputes that professionals keep the Oshawa airport running. These include the managers, the Flight schools, the FBOs, Transport Canada, Nav Canada and Canadian Border Services.

But it may come as a surprise that there are almost as many volunteers contributing their services to the airport as there are full time employees. These include: COPA Flight 70, the Recreational Aircraft Association (RAA), Women of Aviation, 420 Wing, Air Cadets, the airport Lions Club and the Tank Museum. Some of the events that are sponsored by these volunteer groups are: the annual airport Easter egg hunt, The Ewings Sarcoma Air Rally, a check-in point for the Interprovincial Air Rally, the airport open house, Girls Take Flight and COPA for Kids.

But there is another volunteer group that works silently in the background and has a profound effect on the development of the airport. This is a committee of volunteers called the Airport Liaison Committee. Originally known as the Airport Advisory Committee, it was restructured to remove some of the

restrictions that come with government committees.

This advisory committee consists of citizens who are interested in, or in some cases opposed to, the activities at the airport. All meetings are attended by the airport manager, Steve Wilcox, or one of his assistants. This gives members of the committee direct access to the policies and regulations which govern the day-to-day business on the airport. The committee can then pass on recommendations to the city council which includes input from all stakeholders including neighbours and residents.

The Liaison committee met Feb. 14 for its first meeting of the year and discussed a time table for future open house events, the current construction of a new tower and the upcoming reconstruction of the runways 12/30 later in the summer.

The group was invited to tour a new building which was recently renovated for the merging of Canadian Flight Academy and Toronto Airways. To give some idea of how important this liaison committee is considered, the tour was conducted by John Davis, the owner and CEO of the Canadian Flight Acad-

**Left:** A newly-expanded hangar houses the aircraft from Buttonville's Toronto Airways. These aircraft will be merged into the new Canadian Flight Academy's livery of trainers.

**Above:** The steel work for the new tower, scheduled to open early in 2018, rises next to the existing facility.

emy. It is a huge training facility that has just brought 30-plus aircraft and almost as many instructors from Buttonville to Oshawa. The company has a person stationed in China and is expecting a large number of students from that country starting this summer.

That this volunteer group is able to get an overview of future growth at the Oshawa airport directly from the people who are in charge speaks to their importance. This direct contact with the decision makers avoids rumours and gossip from distorting what is actually happening and makes it easier to work with the general public.

While they may not be the most visible people on the airport, volunteers may be the most valuable asset that any airport can have. In the case of Oshawa, all of these volunteers are working towards happy neighbours and a world class airport. **CF**

# GREAT WAR MUSEUM A UNIQUE ATTRACTION

Active Year Planned for First World War Collection

NAT MCHAFFIE



For flyers in southern Ontario, there is a unique aviation museum at Brampton-Caledon Airport. With its focus on aviation between 1914 and 1918, the Great War Flying Museum (GWFM) has been operating for almost 50 years. Recently, the museum has seen a resurgence of energy with more events, a renovated museum and a new and expert maintenance crew.

For those of you who are coming on April 21 to meet your COPA directors and staff at the COPA board meeting, the short 100-yard walk to GWFM will take you back to the time when aviation leapt from experiments to an essential part of the modern world. These are homebuilts with a difference. They demonstrate more than the size and designs that revolutionized aviation, they bring it roaring back to life.

Tuesdays and Thursdays are workdays at GWFM. The main hangar is crowded with aircraft being maintained or built. There are dedicated areas for engine overhaul, electronics, sheet-metal and machine shop fabricating. Our AMEs are in constant demand doing annuals, upgrading equipment and perfecting the smooth running of every piece of equipment. Even so, they enjoy

stopping to talk to interested visitors. An old-fashioned flying club atmosphere and love of grassroots aviation make this a great place to “talk airplanes”.

Next to the aircraft hangar stands a small dark brown building reminiscent of a wartime forward dispersal hut. Over the last two years, a grant from the Ontario Trillium Foundation was used to kick-start a foundations-to-eaves renovation. Forty-nine volunteers put in more than 5,000 hours to create a showcase museum. Since the reopening in May 2016, more than 1,800 visitors from 27 countries have explored the fascinating collection of artifacts and memorabilia.

Summer weekends and special events bring the aircraft out to fly, weather permitting. You’ll see the Red Baron’s Fokker Dr1 being chased, once again, by a determined British SE5a. This year they will join the elegant Sopwith 1.5 Strutter and Nieuport 28 at air-shows and commemorations from Vimy Day to November 11. Goggles and Great Times is the museum’s annual fund-raising event with dinner, big band and the beautiful sound of radial engines in a midsummer evening. More information is available at [www.greatwarflyingmuseum.org](http://www.greatwarflyingmuseum.org) for events and scheduled flying times. **CF**

## Perrin Gets COPA Award of Merit

VETERAN BROADCASTER  
A COMMITTED AVIATION  
VOLUNTEER



Jacque Perrin was awarded the COPA Award of Merit at a ceremony in February. Perrin is perhaps best known for her long career in broadcasting but she has also been a positive force for GA in Canada and the local area.

Perrin had a long and varied career in radio and television as a reporter, interviewer and national news anchor. She continues to use her expertise and background to promote general aviation in a big way, and always with a friendly smile.

She is currently the director of media relations for the Canadian International Air Show and holds other executive positions including as a member of the board of directors.

She’s an active member of the Brampton Flying Club, volunteering for various social and outreach programs.

Perrin also volunteers for the 99s, Vintage Wings of Canada, Canadian Warplane Heritage Museum, Great War Flying Museum, Canada’s Aviation Hall of Fame, Guild of Air Pilots and Air Navigators, Women in Aviation, Royal Canadian Air Cadets, Northern Lights Award, Canadian Space Agency, Women in Aerospace and Engineering and the International Council of Air Shows.

She’s a commercial pilot and earned a scholarship to take aerobatics training with air show pilot and Red Bull racer Mike Goulian.

Perrin has been a COPA member since 1997. **CF**

# HURONIA HOSTS FLY-IN

Winter Flying Celebration Tradition

PHOTOS BY GUSTAVO CORUJO



Huronia Airport, which is owned and operated by the municipalities of Midland, Penetanguishene, and the Township of Tiny and aviation-related tenants located within the airport business park, hosted the Midland Recreational Aircraft Association's annual winter ski and wheel fly-in on Feb. 11.

Weather limited the fly-in attendance but a few aircraft, including Evekotor Sportstars from Edenvale Flying Club, did make the trip.

The runway was maintained for wheel-equipped aircraft and ski planes landed on the infield next to the runway.

After a weather delay, two brand new Zenair CH-2000s

C-FURP and C-FURQ made their maiden flights. Zenair is based at Midland and the company offered plant tours during the fly-in.

The company was founded by Chris Heintz in Canada in 1974 and is an industry leader in the amateur built sector. **CF**



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

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

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

**Join now and support aviation in Canada today!**

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T: 613-236-4901  
copa@copanational.org  
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## NOTICE

### Improvements to Transport Canada Civil Aviation Services in BC

To provide you with better and more efficient services, we have made some changes to our contact information. Here are the best ways to reach us:

- 1. By email** – You can send most documents to [tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca](mailto:tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca)  
In your email, please:
  - Identify your request in the subject line (i.e. license, certification).
  - Keep your message size smaller than 10MB.
  - Divide large attachments or multiple files into two or more emails.
- 2. By appointment** – Email us at [tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca](mailto:tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca) to book an appointment at one of BC's six offices.  
Important Note: We will no longer provide drop-in counter service.
- 3. By phone** - Call us at 1-800-305-2059 between Monday to Friday, 8 a.m. to 4 p.m. (except statutory holidays).

**Coming later in 2017:** Online Fee Payment. Visit our website for more details at [www.tc.gc.ca](http://www.tc.gc.ca).

## AVIS

### Amélioration des services de l'aviation civile de Transports Canada en Colombie-Britannique

Afin d'accroître l'efficacité de nos services, nous avons apporté des changements qui ont trait aux façons de communiquer avec nous. Les voici :

- 1. Courriel** : La plupart des documents peuvent être transmis par courriel à [tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca](mailto:tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca)  
Dans votre courriel, veuillez :
  - Préciser la nature de votre demande dans l'objet du courriel (permis, certification).
  - Vous en tenir à un message de 10 Mo ou moins.
  - Répartir les pièces jointes volumineuses ou les fichiers multiples dans deux courriels ou plus.
- 2. Rendez-vous** : Écrivez-nous à [tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca](mailto:tc.aviationservicespac-servicesaviationpac.tc@tc.gc.ca) pour prendre un rendez-vous à l'un des six bureaux en Colombie-Britannique.  
Remarque : Le service au comptoir sans rendez-vous n'est plus offert.
- 3. Téléphone** : Composez le 1-800-305-2059, du lundi au vendredi, entre 8 h et 16 h (sauf les jours fériés).

**À venir plus tard en 2017** : paiement de frais en ligne. Pour en savoir davantage, consultez notre site Web au [www.tc.gc.ca](http://www.tc.gc.ca).

## BRUCE COUNTY'S 150TH CELEBRATED

*Team Flies at Saugeen  
Airport June 21*



Snowbird 11, Captain Paul "Faulky" Faulkner, and Snowbird 10, Captain Blake "Naughty" McNaughton recently flew in to the Saugeen Airport, CYHS, for a site inspection in advance of the team's performance next June 21.

The Municipality of Brockton owns the airport jointly with the Municipalities of Hanover and West Grey. The airport and its committee enthusiastically approved the visit at a recent meeting.

The pilots met with the show's organizer, COPA's Southern Ontario Director Phil Englishman.

When the whole team returns in June it will help the community celebrate Bruce County's 150th anniversary, which coincides with Canada's 150th anniversary of confederation. **CF**

## Aviation Past, Present, Future

AIRCRAFT FUNDAMENTAL TO MAKING HISTORY

PLANE TALK BY JOE HESSBERGER *COPA DIRECTOR B.C. AND YUKON*

PHOTOS BY LYLE JANSMA



Nieuports in formation during practice.

I recently saw a documentary about the pilgrimage of 6,000 Canadian veterans and their families to the inauguration of the Vimy memorial in 1936. It was a mere three years later that the conflagration of the Second World War began.

Then in February I attended an open house at the Canadian Museum of Flight, where volunteers are working feverishly to complete the replica Sopwith Pup airplanes which will participate in a flypast of the same memorial next April 9 to commemorate the 100th anniversary of the epic battle.

A total of six aircraft, including the two Pups being built at the museum, along with replica Nieuport XI aircraft operated by a group of ex-RCAF pilots will replicate a fly-by that happened at the opening of the monument in 1936.

I had the opportunity during this visit to the museum, to interview David Arnold and Allan Snowie, the Team Leader of the Vimy Flight, concerning their plans for the Vimy project. Snowie provided the following letter to the community.

On April 9, 2017, a ceremony in France will commemorate the 100th anniversary of the Battle of Vimy Ridge. This action was a pivotal moment in Canadian history, being the first time all four Canadian Divisions fought together as a single Army Corps. The Royal Naval Air Service and the Royal Flying Corps played a major role performing aerial reconnaissance, mapping, and close air support. This Canadian Joint Forces operation was a resounding strategic success, but sadly, not without loss; the fourth month of 1917 is known as 'Bloody April' throughout the annals of aviation.

In recognition of the role that aviators of the British Empire played, the Vimy Flight Team, in conjunction with BC's Canadian Museum of Flight, has been invited to be part of the official Centennial Ceremony. Our ten former military pilots operate four Nieuport 11 replica biplanes and most recently have been training at RCAF Station Comox, practicing flypasts and using the control tower as a stand-in Vimy Monument.

Our Langley-based museum is building two Sopwith Pups with the help of a grant from Heritage Canada. In late March, the six-pack of biplanes will be ferried by the RCAF to France, where they will be re-rigged in preparation for the ceremonial flypast at the Vimy Memorial. Prime Minister Trudeau, as well as Prince Charles are to be on hand to officiate.

Before returning to Canada, Vimy Flight's aircraft will be involved with additional anniversary events on the Western Front. Once home the plans are to travel from the Maritimes back to British Columbia. Such a marathon, along the lines of the Vintage Wings 'Yellow Birds' tour, will take some five months, visiting as many cities as possible to honour of the 150th Anniversary of Confederation. Most significant will be the Canada Day flypast over Parliament Hill in Ottawa.

Naturally a project of this scope is not without challenges on two fronts — the logistical and the financial. Much time, effort, and personal funding is being supplied by our volunteer builders and pilots. We are receiving outstanding logistical support from the RCAF



## 2017 COPA FLIGHT SCHOOL CAMPAIGN

### FREE STUDENT MEMBERSHIP

This year's Campaign offers those students currently enrolled in pilot training at a Canadian Flight Training Unit (FTU) or with a licensed instructor the opportunity to join COPA free for one year with all the benefits of a full membership. To take advantage of this offer, students must:

- Provide proof of FTU enrollment or an instructor's endorsement; and
- Not previously have held a COPA membership

**This year, our COPA Flights are leading the charge to distribute our materials to their local flight schools.**

**Special thanks to the following Flights who have already confirmed their participation:**

- ✈ Regina, SK/Flt 4
- ✈ Kitchener-Waterloo, ON/Flt 26
- ✈ Westport, ON/Flt 56
- ✈ Vernon, BC/Flt 65
- ✈ Oshawa, ON/Flt 70
- ✈ Whitehorse, YT/Flt 106
- ✈ Lac Du Donnet, MC/Flt 103
- ✈ Russell, MB/Flt 138
- ✈ Pontiac, QC/Flt 169
- ✈ Val d'Or, QC/Flt 192
- ✈ Saint John, NB/Flt 193
- ✈ Sunshine Coast, BC/Flt 197
- ✈ Neuville, QC/Flt 198

#### Don't see your Flight listed?

Contact CMann@copanational.org to find out how you can participate in this important initiative!



(subject to the exigencies of the Crown), and from Veterans' Affairs. The Air Canada Pilot's Association, and Air Canada are our first financial sponsors. It is hard to know if we've explored all the available resources for a heritage outreach like this. Any advice for additional sponsorships from Corporate Canada would be most welcome.

*Allan Snowie  
Team Leader, Vimy Flight*

And what will the future bring? It is really no surprise that the City of Dubai in the United Arab Emirates is planning to be the world's leader in automated, autonomous aerial taxis. A Chinese made quad copter drone, sufficient in size to accommodate one passenger of up to 250 pounds (113kg) and a small suitcase is planned to be operational on specific routes within the City by this summer.

On the local scene, Nav Canada's Darlene George and Simon Dennis of the Victoria Air Traffic Control Tower are to be congratulated for their popular PrepAir seminars in Victoria, Nanaimo and Boundary Bay. The success of these seminars may also justify the inclusion of other Airports in B.C. in the future. Will this be a model for the rest of Canada? Time will tell.

Transport Canada has approved these seminars as meeting the requirements of the bi-annual review. Attendees are issued with the appropriate certification document.

Last winter's challenges and pleasure, such as the ski equipped flyers had, are receding into memories. The spring season of rust removers are truly underway. Please refer to the On the Horizon Calendar of Events in this month's issue of the COPA Flight magazine or the COPA website, to plan your series of events to participate in.

The Kelowna Flying Club's annual Rust Remover will be held May 6 at Kelowna International Airport. Doors are open at 8 a.m. with coffee and pastries and the program starts at 9 a.m. with guest speakers and runs till about 14:30 with lunch included. As per CARS 421.05 (2) (c) it is mandatory to complete a recurrent training program every 24 months. After the program there will be a fly-out for coffee and pie. For more information or to register, please contact us at [info@kelownaflyingclub.com](mailto:info@kelownaflyingclub.com) or visit the Web site.

The COPA Annual General Meeting, fly-in and trade show in Kelowna is coming closer. Please remember to register and book your accommodations. The registration information may be found on the log-in page of the COPA website.

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](mailto:semicircle05@yahoo.com) or [jhessberger@copanational.org](mailto:jhessberger@copanational.org)

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*Joe Hessberger, the old, bold Pilot is a COPA Director for BC and the Yukon.*



# Quesnel Gears for 2017 Skyfest

SMALL CARIBOO TOWN HOSTS MAJOR AIR SHOW

BY SHARON MACDONALD



The Quesnel Skyfest 2017 team is working diligently to provide another internationally recognized event for you this year. This will be the fifth Skyfest Airshow since its inception in 2010.

The central theme of this year's show from Aug. 4-6, will be Canada's 150th birthday featuring some of the top airshow performers in North America.

Those who truly want to immerse themselves in a true aviation weekend should come to the airport on Thursday, to watch all the visiting performers as they arrive. Nothing can quite compare to witnessing the beloved Royal Canadian Air Force Snowbirds arriving in formation over our Cariboo skies.

Then there's the awe-inspiring sight of the CF-18 demo jet traveling at incredible speeds over the community

Kent Pietsch is one of the featured performers at Quesnel Skyfest, along with the Snowbirds and the CF-18 demonstration team.

followed by a the arrestor crew assisting with its safe landing.

Also flying into the community, will be some of North America's most famous aerobatic pilots.

For the second time Skyfest will feature a twilight show. The first in 2015 was a hit with the crowd.

This year's twilight show will be even bigger followed by a happy birthday Canada fireworks display and then on to dancing to a live band under the stars.

Day shows are on Saturday and Sunday and the lineup will be updated at [quesnelkyfest.ca](http://quesnelkyfest.ca) where tickets are also available. The event draws thousands of people and it is a community effort to stage the show. **CF**

## TEENFLIGHT AUCTIONING RV-12

Youth-Built Aircraft Ready For New Home



This beautiful aircraft is being sold by auction. Go to [www.teenflight.ca](http://www.teenflight.ca) for details and bidder registration.

Just in time for flying season, TeenFlight in Campbell River, B.C. is auctioning off a newly-built Van's RV-12 with a lot of bells and whistles.

As we reported in the March issue of COPA Flight, the aircraft was built by teenagers from the community under the close supervision of a core of COPA volunteers.

The group is selling the aircraft, it's first completion, to finance the second RV-12 project, which is under construction.

TeenFlight thought they had the aircraft sold but the deal fell through so the auction was set up. Videos showing the aircraft and describing the auction are on YouTube at <https://youtu.be/9UINTst-JjE4>, <https://youtu.be/43bxS8CUsbg> and <https://youtu.be/gVMfCR6Cb2Q>.

The aircraft has been regularly flown since it was completed last June and features a full Dynon panel, ADS-B and ELT.

It was built to all standards and will be easily imported to the U.S.

More information is available by contacting TeenFlight through their Web site, [teenflight.ca](http://teenflight.ca). **CF**

## Northern Air Shows Taking Shape

CANADIAN ARCTIC AVIATION TOUR TO HIT 97 COMMUNITIES

BY CANADIAN ARCTIC AVIATION TOUR 2017



Scattered through Canada's "north of 60" region are 97 communities, home to approximately 110,000 people. And how will Canada's 150th anniversary celebrations reach them this year? Nancy McClure, an aviator and social justice advocate based in Rocky Mountain House, Alberta asked herself the same thing two years ago and thus was created the Canadian Arctic Aviation Tour 2017.

The CAAT will be a summer-long air show tour that will bring excitement, entertainment and celebration to every community in Canada's North, all through the magic of flight. That's 97 air shows on a tour covering 16,700 nautical miles from Fort Liard, Yukon on June 2, to Nunavut's capital, Iqaluit on August 18. Many locations define the word remote and are only accessible by air.

The idea of doing air shows in the North had been tossed around for many years and when Wendy Fowler and air

show performer Ken Fowler of Team Rocket brought it up in a conversation in 2015, the potential for reality was seen. For two years now, McClure and Wendy Fowler have poured their heart and soul into this venture to ensure its success.

As ambitious as this project is, it didn't stop with the air show tour. McClure, a retired school trustee, expanded the tour to include a large educational component. Partnering with social activism organization WE, the air show industry's Ryan Poe Foundation and renowned speaker, author and educator David Bouchard, a curriculum was built that engages students in learning about the physics of flight while having them reflect on their role in society and how they can affect and help shape the next 150 years. Bouchard began touring northern schools last month and has met with great initial success.

"To bring this incredible event north, and not take advantage of its opportunity to use it to educate, inspire and con-

Brent Handy is one of the performers touring the North this year.

nect north and south, would be a loss to the people of the North," McClure notes. "It's more than just entertainment, it's also about dreams and possibilities."

Canada's massive northern geographical footprint will present the CAAT with a list of challenges. The terrain is unforgiving, eclipsed only by the completely unpredictable weather and numerous aviation hurdles, like access to fuel, smoke oil, spare parts, and dealing with gravel air strips in a constant state of permafrost, just to name a few.

The CAAT will have a core team of air show performers, with others joining the tour where and when they can, in addition to support staff that include a SAR Tech and air show announcer.

"At the ICAS Convention in Las Vegas in December, the interest was huge," says lead performer Fowler, who flies with fellow pilot Eric Hansen, in their Harmon Rocket II and F-1 Rocket. "Flying up north requires a particular pilot skill, as we'll be flying in some of the most remote areas of the world."

And yet the experience cannot be understated. Joining Team Rocket for portions of the tour to date are fellow aviators Ross and Bud Granley in their Yak-18 and Yak-55, Dave and Drew Watson in their Harvards, and Canada's only female aerobatic pilot Anna Serbinenko to name a few. Even the Royal Canadian Air Force and Canadian Armed Forces will be supporting the project with appearances by the CF-18 demonstration team in Whitehorse, Watson Lake, Yellowknife and Hay River, and search and rescue demonstrations at numerous locations using the

*At the International Council of Air Shows convention, interest was huge.*

Twin Otter and Hercules. They are also working on securing the the SkyHawks Parachute Team at a few still-yet-to-be-named locations.

As the Carbon Zero Certified tour travels eastward over the Yukon, Northwest Territories, Nunavut, Northern Labrador and northern Quebec, stops of note include Alert, the world's most northern permanently inhabited point, and Baker Lake, the geographic centre of Canada on July 1.

Support from local and federal organizations has been significant so far. "From community leaders to federal ministers to corporate Canada, every time we speak to someone about the tour, they are willing to help us how they can," said McClure.

No doubt the tour is ambitious. And no one has attempted it on this grand of a scale. But with a lot of planning still to be done, the team is determined to bring this milestone celebration to as many people north of 60 as they can, hopefully inspiring a few generations of aviators, dreamers and explorers.

It's something McClure said she is thrilled to work on. "This project speaks to everything that should be important to all of us: culture, education, social justice, heritage and national pride. And it's all delivered as fun and entertaining air shows to 97 communities using a vehicle so incredibly important to our north: aviation. What better way to celebrate Canada's 150th birthday?"

If you would like to support the Canadian Arctic Aviation tour, a crowd-funding page has been set up whereby a \$25 donation buys a kilometre in your name. [www.caat2017.com](http://www.caat2017.com) 



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# Ice Pilots

HARV'S AIR WINTER FLY-IN

BY LUKE PENNER



On Feb. 28 Harv's Air did a fly-in at Red Rock Lake in Whiteshell Provincial Park in southern Manitoba. These were all Harv's Air school airplanes, thus exposing the instructors and students to off-airport conditions. The ice condition was ideal, with very little snow on the ice, so the school was able to put 23 wheeled airplanes on the ice.



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## WINTER FLY-IN IN SAINTE-ANNE-DU-LAC, QC

BY JEAN-PIERRE BONIN | PHOTOS BY JEAN-PIERRE BONIN, HÉLÈNE LAVIGNE



RVA hivernal 2017 à Sainte-Anne-du-Lac, Qc texte Jean-Pierre Bonin, photo Hélène Lavigne et Jean-Pierre Bonin C'était une superbe journée pour voler malgré un peu de vent mais qui était dans l'axe de piste. Une journée qui a attiré passablement de gens des environs et une cinquantaine d'appareils.

Bref une journée familiale parfaite. Malheureusement, la piste en neige tapée a souffert de la météo clémente (+5C) et du soleil. Après quelques atterrissages d'avions sur roues qui se sont pour la plupart enlisés dans la neige, la piste leur a été fermée. Les organisateurs débrouillards ont fait ouvrir une piste parallèle, grattée à la glace pour leur permettre de quitter en toute sécurité.

Nous avons eu droit à la visite habituelle de Patrick Gilligan de COPA en matinée, à qui nous souhaitons bonne retraite!

---

A beautiful day for flying despite some wind attracted about 50 aircraft to the annual winter fly-in at Sainte-Anne-du-Lac. Plenty of visitors came for perfect family day.

Unfortunately, the packed snow runway suffered from the mild temperatures (+5) and the sun. The first few aircraft coming in on wheels got stuck in the snow and the runway had to be closed.

Resourceful organizers had a second runway scraped to the ice to permit planes on wheels to leave safely.

COPA's outgoing VP of Operations Patrick Gilligan made his annual visit with his RV on skis was wished a happy retirement by attendees. **CF**



## NEW NEWFOUNDLAND FLIGHT BUSY

COPA 195 FOSTERING GA IN CENTRAL NL

BY GLEN (BRUNO) BRADLEY CAPTAIN, COPA FLIGHT 195



One of Canada's newest COPA Flights celebrated its first anniversary in February after a busy inaugural year and big plans for the future.

Central Newfoundland and Labrador Flight 195, based at Exploits Valley Airport, received its charter on Feb. 17, 2016 and wasted no time getting involved in the province's vibrant aviation community.

Through donations of concrete and tires from Hunt's Concrete and City Tire, the flight has created tie-downs for guests, tourists, or any weary travellers to use. As a result of invitations being sent out volunteering assistance with tie-downs, fuel and transportation, the Exploits Valley has witnessed its first-ever air tourists.

In fellowship with Flight 97 out of St. John's, three aircraft from 195 flew out for their barbecue. On July 30th, 195 hosted its first barbecue and it was a major success. Weather blocked the Avalon Peninsula, aircraft from all over

central NL and one floatplane from the Clarenville area attended.

We also had local politicians show up for a burger, and the interaction of all involved was more than organizers hoped for.

The new flight also helped Flight 97 supply fuel for the Snowbirds performance in Conception Bay South by convincing Irving Oil to donate all the fuel.

Nav Canada has been approached for safety courses to supplement what the flight is doing for itself. They were very receptive to having another venue in the province and will be organizing future events.

In the coming year, the flight plans more social events and providing free flights for local children through COPA For Kids

Navigator Joanne King's gift for photography has been combined with flight and she has produced some of the most amazing images of the province. The requests for her work has pushed her to the point where she created a site for

all to view and share the gift of aviation. Her work is being followed from Europe to South America and points between.

The Exploits Valley newspaper The Advertiser has run a story on her work, in print and on the web with two photos, one being an arial shot of an iceberg and another of her posing beside a Cessna 175.

The goodwill and education this site has created has made for a favourable climate for general aviation, air tourism and COPA to grow and embed in our community in the flight's first year.

The site can be reached through Face Book titled "The View From Up Here-Photography from a Cessna Point of View". Please share and show the world another part of Canada.

This has been a challenging year as none of the members had ever been involved with a flight before but the successes speak to how the little group has pulled together to make all of this happen.

Any pilots coming to central NL can contact the flight if there is anything it can do to make their stay more productive and enjoyable. What our strip lacks in amenities, is made up for in good old fashioned camaraderie of the airmen and Newfoundland hospitality.

The flight is grateful to NL COPA Director Ray Hawco, who supported and expedited of our charter, and Minnette Ledrew, (Navigator COPA Flight 97), who offered guidance on forming a new flight. **CF**

*COPA Flight 195  
Captain: Glen (Bruno) Bradley  
Co-Captain: Keith Crocker  
Navigator: Joanne King*

# Car Draw Benefits COPA

YARMOUTH FLIGHT HOLDS POPULAR EVENT  
BY BRIAN I. CHAPPELL, COPA EASTERN VICE-CHAIR



For the 26th time, again under the leadership of Cliff Gavel of Yarmouth, NS the Tri-County Flying Association/COPA Flight 62, held a successful vehicle lottery.

Winners Brandan and Megan Surette took the keys to their new Hyundai Tucson Feb. 11 at the Rodd Grand Hotel in Yarmouth. This event is held on the Saturday closest to Valentine's Day every year and many people book rooms at the Grand for the night for a midwinter weekend out.

A total of 444 tickets are sold at \$100 each and the winners this year had a choice of \$22,000 cash or the SUV. The ticket entitles admission for two for the evening and tickets were drawn at about 200 tickets at a time with some prizes at each 50th ticket. Then there

From left, in front of the grand prize Tucson are Charles and Francine MacIsaac, Cliff Gavel and winners Brandan and Megan Surette. Photo by Joe Paquette.

is music and dancing awhile before another round of tickets is drawn. The last ticket out is the winner of the vehicle. When it gets to the last two there is the option to agree to split the cash but the last two are drawn to see who would have been the sole vehicle winner.

Gavel has been the driving force behind this event with members of Tri-County and Flight 62 helping sell tickets. Charles MacIsaac will be the chairman of the event in future. Warden Leland Anthony, of the Municipality of the District of Yarmouth, has emceed this event for the 26 years. **CF**

PHOTO COURTESY BRIAN CHAPPELL

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# VIMY FLIGHT





# MONUMENTAL EFFORT FOR VIMY

## TEAM BUILDS A FLYING TRIBUTE TO CANADA'S WAR HERITAGE

BY RUSS NILES

First flights tend to focus the mind of the pilot, and given the history of the bench tests on the engine pulling his mount along, Allan Snowie was ready for anything. That's the good news.

What followed was the best possible outcome in terms of the flight itself, not to mention the welfare of the pilot and plane, but it also heaped a new layer of stress on an already-ambitious project that would push the volunteer effort behind that landmark flight to its limit.

"Well, it happened on downwind and that's what you do in a test flight is you stay in the circuit so you're always within gliding distance to the field," said Snowie, team lead of Vimy Flight, a grass-roots assembly of mostly retired folks who, between them, share the skill and expertise to build airplanes.

For Snowie, the immediate issues were clear, as were the solutions, and within a minute he was coasting the brand new Sopwith Pup replica down the runway at Langley Regional Airport, just outside Vancouver. The balky Volkswagen-based engine was idling on three cylinders after stopping altogether on climb out. It turns out it didn't run any better in the air than it did on the ground, despite all the tinkering and adjusting from the engine experts in the core group of about 25 volunteers who were hoping the flight would be the culmination of their two-year effort.

Since 2014, the group has been working on the aircraft, which was funded by a Heritage Canada grant, to ensure their readiness for an historic reenactment, and the first flight was to have been a major milestone in that effort.

Instead, they were back to the drawing board with a scant two months to have two flyable aircraft ready for an

epic adventure to commemorate a watershed moment in their country's history. That Pup stuttering on the ramp at the Canadian Museum of Flight in mid January needed to be ready for a flight over the Vimy Monument in France on 100th anniversary of the battle on April 9, 2017. That meant it had to be in Comox in mid March, ready to be loaded on an RCAF C-17 for the trip to France. It needed not just a new engine, but a new type of engine.

"In many ways, it's the story of Vimy itself," said Snowie. The grisly week-long assault on a chalky rise in central France marked the first time that Canadian troops fought under the Red Ensign in an operation wholly orchestrated and carried out by four Canadian battalions that usually fought under the Union Jack.

Vimy Flight would require the same level of innovation, intelligence and knuckle-scraping hard work to achieve its goals. As he climbed out of the cramped cockpit of the Pup, he was already formulating a plan. It was time to rally the troops.

Snowie didn't tell Ray Hessendon anything he didn't already know. As the lead mechanic on the build project, he'd had his doubts about the Volkswagen engines from the start. They were underpowered, hard to cool and came fresh from the factory with leaking exhaust valves and balky fuel and ignition systems.

The same engines work fine in the smaller seven-eighths scale Nieuport 11 replicas that will also take part in the commemorative flight, and which will replicate the honour flight that took place during the dedication of the monument in 1936.

What the bigger, heavier, draggier full-scale Pups needed were Lycoming 0-235s, the sturdy reliable power in front of legions of Cessna 152 trainers. >>

# VIMY FLIGHT



## A NATION SOARS

The Vimy centennial is being chronicled by a series of documentaries produced by Sound Venture productions and the Royal Canadian Geographical society.

Crews from Sound Venture have shot hours of video of the aircraft building and flight test process as part of telling the story of Vimy and its significance.

Two huge floor maps showing the details of the battle will be rolled out on school gymnasium floors across the country to graphically explain the significance of the effort.

Two hour-long documentaries narrated by Dan Ackroyd and French explorer Bernard Voyer have been produced to bring the stories to those who don't see the presentations in person.

The media effort and the aircraft construction are both being funded through Heritage Canada to illustrate the importance of aerial warfare in the historic battle.

But fresh from Lycoming they were \$35,000 each and weeks away from delivery, out of the question financially and logistically.

Word of the group's challenge spread quickly and the solutions presented almost as fast.

Langley pilot and Murphy Rebel owner Dave Beales went to his hangar, fired up the O-235 in his beloved homebuilt and taxied to the museum's hangar. "Here, take a loan of this Lycoming for the next few months," Snowie recalled him as saying. Within hours, the engine was out and awaiting a new mount for the Pup. It flew less than a month later.

A second engine arrived from a new museum in Saskatoon a few days after Beales donated his engine. The second engine had some internal corrosion to address but it was installed and awaiting its first run-up by mid March.

Throughout the process, Snowie marvelled at the team spirit and cohesive-

ness of the volunteers as they flew at the problems and used practical ingenuity to safely complete the myriad tasks.

Both aircraft were flying by the time the C-17 arrived in Comox to take them to France but in an abundance of caution the Air Force determined they couldn't take part in the monument flight. Although Transport Canada had signed off on allowing the volunteers to fly off the first 25 hours required before homebuilts can be flown over built up areas while the group was training in France, the Air Force just wasn't comfortable with that plan.

Since the RCAF controls the airspace over Vimy that day, the decision is theirs. Only the five aircraft that have been flying for years, the four Nieuports and an SE-5, will fly on April 9.

But the generals did agree to take the non-flying aircraft along for static display at the many ceremonies and celebrations during the week in France. More importantly, the aircraft will fly on


the second, and in many ways equally significant leg of the six-month odyssey.

After France, the C-17 will drop the aircraft in Nova Scotia where they will begin a cross-country barnstorming tour of southern Canada. Along the way, the aircraft will be a tactile backdrop to an educational program that will bring the significance of those events 100 years ago to a generation that has known nothing but the peace that this conflict and the others that followed made possible.

"It's really about spreading that message and teaching people about the huge sacrifices our country made at that time," said Snowie.

A total of 10 pilots will take part in the effort and the future of the flying portion of the project is up to the vagaries of weather, mechanics and human endurance.

Regardless of how the rest of the journey goes, Snowie says the monumental effort has already been a success.

"The way the aviation community has come together to make this happen has been incredible," he said. "I'm so proud of these guys." 

## COPA CAN HELP

For more than five months, a flying circus of seven replica First World War biplanes will be making the trek from the Maritimes to B.C. with the goal of educating Canadians about their country's wartime contributions.

Although some of the events planned are highly organized, like their participation in Canada Day in Ottawa, for much of the spring and summer they will be going where the weather and hospitality takes them.

COPA flights across the country are being invited to get in touch with Vimy Flight organizers about hosting the aircraft and pilots.

The RCAF is making its bases available for stopovers but there are a lot of places in between that would undoubtedly enjoy a visit from the tour.

COPA flights can also organize school and community activities to give the pilots the audience they need to get the message out.

Contact organizers through [vimyflight.ca](http://vimyflight.ca)

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