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MAY 2017

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# CONTENTS



## Feature

### 47 FLYING IT FORWARD

Women of Aviation Week was born in Canada, the result of frustration by Vancouver pilot Mireille Goyer's frustration with the lack of attention being paid to the effective recruitment of females into the aviation industry. It was always a global event, however, and this year it attracted 53,000 girls and women to 148 events all over the world. A total of 17 of those events were held in Canada, many of them in lousy weather, and the overall result will be more women in the cockpits, shop floors and administrative offices of companies and flight schools all over the world.

## Departments

4 PRESIDENT'S CORNER  
*COPA Initiatives*

8 MAILBOX  
*Youth Movement*

10 NEWSLINE  
*Regulatory Moves*

26 COLUMNS  
*Insurance Exclusions*

32 ON THE HORIZON  
*Mark Your Calendars*

38 NEWS BY REGIONS  
*Making History*

**COVER PHOTO:** It was selfie time for participants in Brampton Flight Centre's WOAW event. *Photo by Gustavo Corujo*



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**SPRING IS IN THE AIR**

Stretch Your Wings

**I like to write about this every spring. It's a secret recipe that I really don't want to be kept secret.** I'm talking about the best rust remover at the best price you will ever find. Go up and fly with an instructor or a check pilot on a flight that will stretch your wings, to try the things you wouldn't really do on your own anymore: a high-wing or a power-off stall; crosswind landings; a tight base to final (at safe altitude), anything to stretch your comfort zone which can sometimes get smaller and smaller as we fly less during the winter months. I guarantee you will walk away with a sense of accomplishment and maybe even a few beads of sweat on your forehead. Invest in yourself, not just your airplane.

**WEB SITE**

Have you seen the completely revamped Places to Fly or the COPA Flights sections on our website? We have received a lot of positive comments and there is still some tweaking being done. Newer material will be coming out soon and if you have images or videos you would like to share, just send them our way and they may find their way on the site for all to see and enjoy.

One of the most interesting features of our new website is the ease with which we can update the material and the multi-platform capability: website, Facebook and our newsletter. We have divided the site into sections which we hope you will find intuitive and this is why you should go back often to look for the latest news items or stories. We strongly encourage you to give us your feedback.

**OSHKOSH**

Once again this year, we will be at Oshkosh for the great Canadian Cook-out, thanks to Magnes and AIG, where all Canadian pilots are invited to gather under the tent. There will be many door prizes, food and drinks for everyone to enjoy. Just go to our events page on the website to see the details.

**SPECIAL ANNOUNCEMENT AT THE COPA CONVENTION IN KELOWNA, BC JUNE 23-24.**

We are very proud that Transport Canada Civil Aviation (TCCA) has approached COPA to work together on a General Aviation Safety Campaign, which we will launch during the convention in June. We are well aware that regulations are not the only form of promoting safety. Experience and research indicate that optimal results in terms of increasing safety practices can best be achieved by combining broad promotion efforts with well-targeted objectives. Safety collaboration activities between the regulator and industry are sometimes more successful than going through the sole regulatory compliance route, as well as being less costly for all of us. Watch out for the announcement!

**ECONOMIC IMPACT OF GENERAL AVIATION**

As I write these lines, we are in the final revisions of a study we commissioned late last year, to give us the big picture of the economic impact of general aviation in Canada. We will make this impressive study publicly available as soon as it is completed in the next few weeks. **CF**



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# LE PRINTEMPS EST DANS L'AIR

Se défroisser les ailes

**J'aime bien écrire sur ce sujet à chaque printemps, une petite recette secrète que je ne veux pas vraiment garder secrète.**

Je parle de la meilleure mise à jour des connaissances au meilleur prix. Défroissez-vous les ailes avec un instructeur ou un pilote vérificateur, essayez toutes ces choses que vous ne feriez plus vraiment seul comme un décrochage en virage ou sans puissance; des atterrissages de vent de traversiers; un virage serré de base à finale (à une altitude sécuritaire), n'importe quoi pour vous étendre la zone de confort qui semble se rétrécir au fil du temps, quand on vole moins au cours de l'hiver. Je vous garantie que vous en descendrez avec un sentiment d'accomplissement et peut-être même avec un peu de sueur au front. Investissez en vous-même, pas juste dans votre aéronef.

## SITE WEB

Avez-vous vu les nouvelles pages de Destinations COPA (Places to Fly) ou la page des Clubs COPA? On a reçu plusieurs commentaires positifs et il y a encore des ajustements à faire. Du nouveau matériel sortira aussi sous peu et si vous avez des photos ou des vidéos que vous aimeriez partager, faites-nous en part et elles pourraient se retrouver sur notre site pour que tous les autres puissent en profiter.

Un des aspects les plus intéressants du nouveau site est la facilité avec laquelle on peut croiser les plateformes d'information pour mieux vous informer : site web, Facebook, ou notre infolettre. Nous avons de plus divisé le site en sections qui se veulent intuitives et espérons que vous y retournerez régulièrement pour trouver les dernières nouvelles. Nous vous encourageons à nous faire part de vos commentaires.

## OSHKOSH

Une fois de plus cette année, nous serons à Oshkosh, au rendez-vous traditionnel grâce à Magnes et AIG, où tous les pilotes canadiens sont invités sous la tente. Il y aura des prix de présence, de la nourriture et des boissons pour le plaisir de tous. Allez voir sur notre site « événement » pour tous les détails.

## ANNONCE SPÉCIALE LORS DU CONGRÈS ANNUEL COPA À KELOWNA, C-B LES 23 ET 24 JUIN

Nous sommes fiers d'avoir été approchés par Transports Canada — aviation civile pour travailler ensemble à une campagne de sécurité de l'aviation générale, que nous inaugurerons au congrès de juin. Nous sommes tous conscients que régler n'est pas la seule manière de faire la promotion de la sécurité. L'expérience et la recherche indiquent que les meilleurs résultats s'obtiennent en combinant des efforts de promotion à la recherche d'objectifs précis. Des activités de sensibilisation collaboratives entre l'organisme de réglementation et l'industrie sont parfois plus efficaces que de passer par les seules voies de conformité réglementaires et ce, à moindre coût pour nous tous. Surveillez l'annonce!

## IMPACT ÉCONOMIQUE DE L'AVIATION GÉNÉRALE AU PAYS

Au moment d'écrire ces lignes, nous sommes dans les dernières révisions d'une étude d'impacts économiques que nous avons commandée à la fin de l'année dernière, pour nous fournir un portrait financier de l'aviation générale au Canada. L'étude sera évidemment rendue publique dès qu'elle sera complétée dans les semaines à venir. **CF**



## MANAGER OF OPERATIONS ~ DIRECTEUR DES OPÉRATIONS

THE MANAGER REPORTS TO THE PRESIDENT & CEO. | DIRECT REPORTS: NONE | WORK PLACE: OTTAWA, ONTARIO

LE DIRECTEUR RELÈVE DU PRÉSIDENT ET CHEF DE LA DIRECTION | SUBORDONNÉS: AUCUN | LIEU DE TRAVAIL: OTTAWA, ONTARIO

COPA'S MISSION: "ADVANCE, PROMOTE AND PRESERVE THE CANADIAN FREEDOM TO FLY"

### GENERAL RESPONSIBILITIES:

Ensuring COPA operations align with its mission and in accordance with its strategic priorities:

- Delivering Compelling Membership Value
- Promoting General Aviation
- Developing and Maintaining Collaborative Government and Stakeholder Relations

### SPECIFIC RESPONSIBILITIES:

#### MEMBERSHIP VALUE

- Provide assistance to members who have technical, regulatory or other inquiries
- Manage COPA Flights program and provide assistance to Flight Captains as issues emerge
- Manage COPA's insurance program and Air Meet Insurance
- Assist in the creation and development of new products and services created for members
- Develop, update, and maintain COPA Guides and other reference material
- Develop and maintain rust remover catalogue of courses for national distribution

#### PROMOTING GENERAL AVIATION

- Manage COPA for Kids program and provide assistance to event organizers
- Assist in the development and management of marketing plans to increase membership
- Provide original content for COPA Flight magazine, COPA eFlight newsletter and COPA website
- As needed, represent COPA on certain government and industry committees and at conferences and trade shows

#### DEVELOPING AND MAINTAINING RELATIONSHIPS

- Responsible to maintain lists and contacts with subject matter experts (SME) of various fields to assist COPA as well as key industry stakeholders and regulatory bodies
- In collaboration with other managers, analyse relevant regulatory proposals and studies and develop response strategies

#### ADMINISTRATIVE

- Serve as backup to President and other managers, as required
- Assist with budgeting
- Attend meetings of the board, committees and planning sessions as required

#### QUALIFICATIONS *Core skills and competencies*

- Bachelors degree or equivalent
- Pilot's license or Aircraft Maintenance Engineer's License with relevant industry experience
- Experience with a non-profit organization
- Good communicator with fluent bilingualism, both oral and written (English and French)
- Self-starter who achieves results
- Detail and quality oriented
- Fast learner
- Provide exceptional customer service to members
- Team player

#### *EXPERIENCE Required*

- Knowledge of the Canadian Aviation Regulations (CARs) and Aviation Navigation Services (ANS)
- Have experience with and knowledge of the challenges facing GA in Canada
- Experience with and connections to the Canadian aviation community

#### *DESIRABLE*

- Experience navigating regulatory policy development at all levels of government
- Experience with organizations and associations affecting or supporting aviation
- Rent, own or have owned an aircraft

### RESPONSABILITÉS PRINCIPALES :

S'assurer que les opérations de COPA soient en accord avec sa mission et répondent aux priorités stratégiques:

- Donner une irréfutable valeur ajoutée aux membres
- Promouvoir l'aviation générale
- Développer et maintenir une étroite collaboration avec les autorités gouvernementales

### RESPONSABILITÉS SPÉCIFIQUES

- Offrir une valeur ajoutée aux membres
- Répondre aux membres pour toutes questions, techniques, de réglementation et demandes spécifiques.
- Administrer les Clubs COPA à travers le pays
- Administrer le programme d'assurance de COPA et celui des rendez-vous aériens COPA
- Participer au développement et à la fabrication de produits et services spécifiques aux membres.
- Développer, maintenir et actualiser les Guides COPA et COPA « Saviez-vous »
- Développer et maintenir et actualiser le répertoire des cours pour distribution nationale

### PROMOUVOIR L'AVIATION GÉNÉRALE

- Administrer et assister les organisateurs du programme COPA pour enfants
- Assister au développement et la gestion des campagnes de marketing pour accroître le nombre de membres.
- Rédiger des articles pour le magazine COPA Flight, le bulletin d'information COPA eFlight ainsi que le site web
- Disponible pour représenter COPA à certains comités gouvernementaux et de l'industrie, conférences, foires et salons de l'aviation
- Développement et maintien des relations
- Responsable des relations et d'entretenir la liste des spécialistes et experts pour les questions spécifiques à COPA, ainsi qu'avec les principaux joueurs de l'industrie et les autorités gouvernementales
- En collaboration avec les autres directeurs, analyse les propositions des régulateurs et travaille de concert avec le Président pour formuler les réponses

### TÂCHES ADMINISTRATIVES

- Occasionnellement, remplacer le président et chef de direction
- Collaborer à la préparation des budgets
- Au besoin, participer aux rencontres du conseil d'administration, des comités et sessions de planification

### QUALIFICATIONS *Atouts et compétences*

- Baccalauréat dans une discipline appropriée ou l'équivalent
- Pilote, AME avec expérience pertinente de l'industrie
- Expérience dans un organisme à but non-lucratif
- Très bon communicateur bilingue, tant à l'oral qu'à l'écrit (anglais-français)
- Connaissance des technologies de l'aviation
- Assume la responsabilité des résultats
- Constructif et consciencieux
- Soucieux des détails et axé sur la qualité
- Excellentes capacités d'apprentissage
- Démontre un bon usage d'intelligence émotionnelle
- Bonne compréhension des besoins de la clientèle, empathie
- Personne d'équipe

### *EXPÉRIENCE REQUISE*

- Connaissance du Règlement de l'Aviation Canadien (RAC) et du Service à la Navigation Aérienne (ANS).
- Connaissance des défis de l'aviation générale au Canada
- Expérience et relation avec la communauté canadienne de l'aviation

### *EXPÉRIENCE SOUHAITÉE*

- Expérience des rouages gouvernementaux, aux niveaux politiques et réglementation
- Expérience avec les organisations et associations internationales qui régissent et influencent l'aviation
- Être propriétaire ou locataire d'un avion ou l'avoir été

**✉ A CALL TO YOUNG PILOTS**

General aviation, in the eyes of an average teenager, is a small and relatively obscure element of Canadian heritage, culture and identity. From what I've learned, it's the DH Beaver on a lake in northern Ontario, the old Pawnee cropduster on a farm in Alberta, the Maule landing on a gravel bar in BC, and the Cessna on a paved apron, waiting for its next student. It's the museum that preserves vintage aircraft, offers flights to kids, or educates people about the history of flying. It's the club or association staffed by volunteers, infested with camaraderie, and driven by the goal to ignite a passion for aviation.

It's general aviation and the people who promote it that have inspired Canada's air force pilots, airline transport pilots, engineers and astronauts. As an air cadet, I have been surrounded by fellow young people interested in flight. However, beyond Air Cadets, there is a lack of representation. Teenagers that have a passion for flight are few and far between.

So to my peers, here's the challenge. Join a club, association, museum or any organization that has a passion for aircraft and the flying community. Join where everyone else may not be close to your age. Get out of your comfort zone. Be a leader for young pilots, and help usher in the new generation.

You may ask yourself, how do I go about doing that? Well, do what I did, and knock on doors. It's that simple. It may surprise you how willing people are to share stories, give advice and encourage youth in our shared passion. In my case, I joined the Great War Flying Museum in Caledon, Ontario. Although I am still a full-time student, I help and contribute when I can. Most importantly, I learn and engage. I believe that if we don't have youth engaged today, there won't be as bright future for general aviation tomorrow.

*Alexander Martins*



Young pilots need to advocate for general aviation and encourage peers to take part.

**✉ LOTS OF FEMALE AEROBATIC PILOTS**

I have just been reading the article "Northern Air Shows taking Shape" in the April 2017 issue of COPA Flight.

This is an amazing initiative and I am a fan of Team Rocket and many of the other performers involved.

However, I want to point out an inaccuracy in the article. It mentions "Canada's only female aerobatic pilot Anna Serbinenko ...".

I believe the author intended to say "Canada's only female airshow pilot Anna Serbinenko", because there are definitely other Canadian female aerobatic pilots. There are several of us in Alberta who fly competition aerobatics, and probably some in other parts of Canada as well.

*Ann Follinger*

**✉ AIRBORNE PHOTOGRAPHY**

I enjoyed the article by Phil Lightstone "Capturing the Action."

I have been flying an Airborne Sensors Eagle 360 for three years on my C172 after having tried many different GoPro mounts, which are well covered. The coverage of new cameras was welcome. As a LightHawk pilot assisting conservation groups, I find that cameras add to the perspective gained from flight.

Please continue the aerial photo theme Phil has begun. Articles on uses

of aircraft to support community would be appreciated.

*Gerry Whitley*

**✉ SURVEYS, STAKEHOLDERS AND FUTURE DIRECTION**

It was rather sobering to review the COPA membership survey results from January 2017. The survey did not speculate or attempt to project the findings over the whole of general aviation (GA) in Canada. While I appreciate the efforts required to undertake such an activity within a mostly volunteer based non-governmental-organization, the survey left some critical questions unanswered. As an advocacy association it would be important to identify the environment within which we operate and have a clear grasp of our ecosystem. For example, it is important to draw some comparisons with non-COPA members (pilots and owners) across Canada, and it is equally important to know the number of potentially licensed pilots who are eligible to be COPA member and yet choose not to join.

What we see from the state of our clubs and airports somewhat parallels the survey, however, there remains a bit of a discrepancy between the survey and the thriving global aviation industry which includes Canada. Anecdotally, with the boom of aviation in commercial, passenger, cargo, military, medevac and geological surveying, the number



of pilots may be at its highest ever globally. Yet, the number of active GA pilots does not seem to be being replenished. It is understandable as some of those operating commercially do not consider themselves to be part of the GA cadre, but what makes such a large number of pilots remain on the sidelines?

Transport Canada reports "With approximately 75,000 pilots and aircraft maintenance engineers (AME), Canada has the world's second largest population of aviation license holders. Currently, this number increases by 6,000 a year." However, it is not easy to determine how many of these are/were international students who were licensed and left the country. Furthermore, I could only locate Summary of Flight Crew and Air Traffic Control Licenses from 2008/2009; it would be valuable to

have access to some more recent data.

With serious challenges facing GA around airport closures, new laws regarding establishing new aerodromes, the protracted and nasty battle with special interest groups on runway or airport extensions, urban push to restrict flight path and noise abatement due to intensification policies around major airports across Canada, and the general dislike among some cities toward their own regional airports, it is troubling to see some of these pilots are sitting silently on the sidelines. Also, given the size of global commercial operations and direct linkages to economic development and job creation, why would cities be so shortsighted, but more on this second point in a future article.

I am very encouraged and applaud the recent successes in advocacy and

lobbying activities by COPA. It is important to clearly identify all key interested groups and stakeholders that would benefit from COPA's advocacy and have a shared interest in GA thriving. These are aircraft maintenance engineers and operators, private pilots who are not members of COPA yet, commercial pilots (passenger and cargo), small charter operators, and many others. In order to engage these potential pools of stakeholders and future COPA members, we need to be able to clearly identify them and reach out to their communities through diverse channels.

The COPA survey was an excellent instrument to stimulate the senses on the need for additional data gathering to enable future policy and strategy development.

*Oliver Javanpour*



### COPA UAV Liability Program

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

**Benefits of the program include:**

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### Programme COPA d'assurance responsabilité des UAVs

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- Des évaluations et des polices en seulement quelques minutes grâce à notre système en ligne entièrement automatisé.
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# CANADA 150

## CIRCUMNAVIGATION

ONTARIO FATHER, SON TO FLY HELICOPTER AROUND WORLD



**A father and son team from Ontario will fly a state-of-the-art Bell 429 helicopter around the world starting July 1.**

Bob Dengler and his son Steven announced the flight in March and said it will be the first time a Canadian crew has flown around the world in a helicopter and the first time a father and son crew has done it. The two will be accompanied by Bell Helicopter test pilot Dugal MacDuff.

"It is a true adventure that's an official Canada 150 event celebrating the 150th anniversary of Canadian confederation," said Steven Dengler

The helicopter, one of Bell's latest designs, is a light twin designed primarily as a medevac platform but in wide use as a utility and law enforcement aircraft.

The crew will set out from Vaughan, north of Toronto, on Canada Day and head east through Quebec and the Maritimes before skipping over the Atlantic via Greenland and Iceland. They'll head through Europe and Russia and end with a cross-Canada tour that will finish at the Bell plant in Montreal in mid to late August.

The flight will cover almost 38,000 kilometres with 103 stops in 14 coun-



tries. It will raise money for True Patriot Love Foundation, which helps veterans and families, and Southlake Regional Health Centre Foundation. **CF**

# ZENAIR HORIZONTAL STAB MANDATORY ACTION

THOROUGH INSPECTION REQUIRED BEFORE NEXT FLIGHT

BY RAA CANADA



Zenair has told owners of its kit-built aircraft to inspect the inner structure of the horizontal stabilizer.

**In September 2016 an Advanced UL Zenair 601 was on approach to Guelph Airpark when the nose pitched abruptly downward and crashed, killing the one crew member on board. The Canada Transport Safety Board did a comprehensive investigation and found preexisting internal damage to the forward spar of the horizontal stabilizer. The build quality of this part had been exceedingly bad, with only half the required number of rivets holding the left forward attach bracket to the spar. In addition, there were many extra holes randomly drilled through the spar and the bracket, which weakened the spar. It appeared that these mistakes had been ignored during the build, and once the skins had been installed they could not be seen even during an annual inspection.**

In the 1990s the builder of an Advanced UL signed off his own work without any Transport Canada requirement for an inspection, and based on that signature the plane became legal for the carriage of a passenger. Later this was changed to require that the manufacturer or his representative

signed the document, but there was still no specific inspection requirement. The quality and extent of inspection was left to each manufacturer to decide.

Zenair has looked further into the situation and they have issued instructions to remove and inspect the horizontal stabilizer of the 601 and 650 series, the 701 and 750 series, and the STOL 801. The lower skin must be cut open to reveal the internals so that the brackets and spar may be inspected for loose rivets, adherence to plans, and quality of build. A new closure piece is then riveted over the inspected area using their specified procedure.

Their website shows other build problems with mounting brackets and the fuselage tabs to which those brackets are bolted. The easiest path to find the information is to Google "Zenair 601 horizontal stab". Some builders have not paid attention to a good fit and have just tightened bolts to close a gap, rather than shimming to fill the gap. The site also shows brackets that have been badly drilled so that the bolt holes are ragged and oval. In many cases, because of edge distance requirements, it is not safe to up-

drill to use a larger diameter bolt. Some brackets also show cracks near the bolt holes, possibly from the bolt heads' biting into the curved area of the brackets if the builder located the hole too close to the corner of the bracket.

For Advanced UL aircraft this is definitely a Mandatory Action before next flight. Failure to comply means that the plane no longer meets the manufacturer's specification, a requirement in this type-defined category. There is no AD process for Basic UL or Amateur Built aircraft but owners would be foolish to ignore the manufacturer's concerns. Many in these two categories were built from plans so dimensions can vary from ideal. Amateur Built planes receive MD-RA pre-cover and final inspections but a Basic UL receives neither. A couple of 3/8" wrenches will remove the tail, and if nothing is wrong the plane can be flying in a day. If there are discrepancies it is far better to find these on the ground.

Anyone considering the purchase of one of these aircraft should verify that the work has been done and that it has been logged. **CF**

# PERFORMANCE BASED NAVIGATION

PART 2: PBN ENROUTE AND TERMINAL OPERATIONS

BY ALAN HEPBURN



The Windsor-Quebec City corridor shows new navigation realities.

**In Part 1, we saw that, to operate enroute IFR, we need to meet the RNAV 2 Nav Spec. If this is met using GPS, we file "PBN/C2" in Box 18 of the ICAO Flight Plan. We can do this if our GPS is certified to TSO C129 or to TSO C146 (a.k.a. "WAAS GPS"). So, what is to stop you filing IFR and blasting off into the wild blue (or grey) with only one of these navigators installed?**

First of all, C129 certified equipment is only approved for supplementary navigation. You have to have "traditional aids" available to provide primary navigation, even although, in practice, you never use them. C146 equipment, on the other hand, is certified for primary navigation. About the only operational difference is the need to perform RAIM checks with C129 certified equipment. Until about a year ago, you appeared to need the tra-

ditional aids on board anyway, since there used to be a requirement in AIC 16/08 that "Aircraft shall be equipped with an appropriate and operational traditional navigation system appropriate to the area of operations", but that AIC is no longer in force, and has not been replaced. Indeed, since the "A" in "AIC" stands for "Advisory", it is debatable whether this ever was a legal requirement.

Another requirement that spoke to the need for traditional aids has also been changed recently. Until last fall, the Alternate Approach requirements listed in the CAP GEN document only permitted credit to be taken for an RNAV approach at your alternate if there was "an approach completely independent of GNSS at the planned destination". So, either your destination or alternate would have to have a traditional aids approach, and you'd have to carry the navigational

equipment to fly it. Since November, 2016 you can now take credit for an RNAV (GNSS) approach at your alternate, even if an RNAV approach is the only one available at your destination. You just can't take credit for LPV minimums. This applies to any IFR flight.

So, are we good to go with only a single C146 certified navigator? Well, if you are flying a US aircraft south of the border, perhaps, since FAR 91.205 (d) (2) says that IFR Part 91 operations need "Two-way radio communication and navigation equipment suitable for the route to be flown", and make no reference to the possibility of failure of the navigation equipment.

However, in Canada, CARS 605.18 (j) applies. It states that:

"605.18 No person shall conduct a take-off in a power-driven aircraft for the purpose of IFR flight unless it is equipped with ... (j) sufficient radio navigation equipment to permit the pilot, in the event of the failure at any stage of the flight of any item of that equipment, including any associated flight instrument display,

I call this the "single failure criterion". It says you either need a single C129/C146 navigator, plus appropriate traditional aids, or two C146 navigators. The appropriate enroute aids would be VOR in much of southern Canada, and ADF throughout much of the north (given the lack of VORs for either enroute or approach navigation in the north. Note that ILS is not an enroute aid. I'll have more to say about the need to retain it in Part 3.

Today, then, you are legal with either dual C146 GPS, or a single IFR

approved GPS navigator and appropriate traditional aids and fuel to allow you to get down safely in the event that the onboard GPS fails. That traditional aids option will only be available as long as the ground-based navaids are kept in place. In a PBN-centric world, these traditional navaids are anachronisms. To get an idea of what such a world will look like, we need look no further than the Windsor — Quebec City corridor. Note that all the old Victor airways (shown as solid black lines) terminate on either side of the corridor.

In an RNAV environment, the only fixed, ground-based locations are the airports themselves. The RNAV routes (designated “Tango Routes” in low level airspace, and Quebec Routes higher up) are based on a number of named waypoints, which are simply defined by their lat/long coordinates in the GPS navigator’s database. Indeed, the only reason for giving them names is that use of “raw” latitude/longitude information would be longwinded and error prone. These routes are shown as dashed lines on the sample chart above.

As long as traditional aids continue to exist, their locations will also be stored in the database. IFR clearances are based on these routes and waypoints, or frequently by “direct” routings. Note that, with the elimination of Victor airways and their associated obstruction clearance and reception altitudes, if you have to use traditional aids for some reason, there is no information available on their coverage, and the only altitude that guarantees you will not hit an obstruction is the MSA displayed of each latitude/longitude rectangle. Of course, thanks to the capabilities of electronic flight bags, you can always flip quickly to the relevant VFR chart if you are concerned about obstruction clearance.

Regarding terminal operations, there is little difference between them and enroute procedures from an operational point of view. The relevant Nav Spec in this case is RNAV 2, so we write “PBN/D2” in Box 18 of the ICAO Flight

Plan. SIDs and STARs are in the throes a revolution similar to that for enroute navigation. Right across Canada, there are very few RNAV SIDs. The old SID (VECTORS) still prevail. These typically require you to climb on runway heading to a certain altitude, followed by perhaps a single heading change. However, quite a few RNAV SIDs were recently added for Toronto International and Toronto City Centre. You can recognize them, because their title block indicates “SID(RNAV). These obviously indicate the shape of SIDs to come at major terminals.

The transition to RNAV STARs seems to be much more advanced. In fact, I have not found a single non-RNAV STAR anywhere in the CAP. Just a few years ago, there were many STARs based on traditional aids.

The enroute situation described above is unparalleled anywhere else in North America. Even in Alaska, where GPS based RNAV was pioneered, there are still plenty of Victor airways. When the transition to a PBN based system is complete the enroute charts will contain nothing but T and Q routes.

The new February edition of the Flight Test Guide for the Instrument Rating was released. You now have to use a GNSS equipped airplane (or simulator), and have to demonstrate your ability to fly a GNSS approach. You don’t have to demonstrate your ability to use traditional aids.

In a recent survey of the equipment used by IFR-flying COPA members, 33% reported that they carried C129 certified equipment, while 48% indicated that they had C146 WAAS gear. We did not ask the question “How many of you have dual C146 GPS?”, but that will typically be those who are fortunate enough to have been able to buy a new airplane in the last few years, or a small fraction of the 48%. Most of us who have gone the retrofit route only have a single IFR approved GPS navigator aboard. As you can see, once the traditional aids are gone, VORs, ADFs, and C129 GPS will all be boat anchors, and even the C146

owners will have to pony up for a second C146 certified unit.

NavCanada has not yet published an official schedule for the rate at which traditional aids will be decommissioned, nor is there any available detail of what traditional aids, if any, will be left in place. COPA has emphasized at the CPAAT meetings that such a schedule is essential to permit upgrade planning.

The US has indicated that they will retain a “resilient” traditional aids system for the foreseeable future.

All of the above begs the questions “What happens if the GPS system experiences a widespread or total failure?” and “Will such failures happen frequently enough that we need to worry about them?”

- There are a number of possible ways in which you can lose the ability to navigate using GPS:
- The equipment in your airplane can fail
- Local interference can deny you access to the GPS signal
- Higher power interference can have a similar result, over a much wider area
- Interference emanating from the sun can render the GPS signal unusable
- The US government has the capability to shut the system down

We’ve already discussed on-board equipment failure. Moving on to local interference, numerous instances are on record of loss of GPS signal integrity. Interference will, of course, affect all airborne equipment, so having two GPS navigators won’t help. The author has personally experienced five of these events over the past couple of years. In the fifty years I have been flying IFR, I have never experienced loss of a traditional navaid that was not NOTAMed well in advance. Maybe I have led a charmed life.

GPS outages are usually attributed to GPS jammers used by truckers who don’t want the boss to know where they are. In my experience, the outages have occurred during the terminal or approach phases, and have been brief. That figures, since integrity requirements are

more demanding in terminal operations, and you are close to the jammers when you are close to the ground. Curiously, however, our members reported rather more losses of GPS during the enroute phase. I can't explain that.

Since the GPS navigator resets on loss of signal integrity, the outage will last at least two minutes, so while waiting

briefly for service to resume may be OK enroute, that will not be an option during an approach. We'll discuss GPS failures during the approach phase in Part 3. During enroute and terminal operations, the Garmin 400/500 and 600/700 series navigators give a very clear warning that the GPS signal has been lost, and continue to display a position based on "dead reck-

oning". Apparently, this position is simply an extrapolation of the ground speed vector at the time of signal loss, so it is perhaps useful if you keep flying straight while you wait to see if the GPS navigator comes back on line and call ATC, but nothing more. During RNP APCH operations, the moving map simply goes blank. I can't speak for other vendors' products.

Turning now to more widespread jamming, in the US, NOTAMs are issued on an almost daily basis stating that GPS "may not be available" within a wide radius (hundreds of miles) of certain ground points. (<https://pilotweb.nas.faa.gov/PilotWeb/noticesAction.do?queryType=ALLGPS&formatType=DOMESTIC>). These events encompass vast tracts of territory in the US and Mexico, and occasionally extend into southern Canada. They are presumably associated with intentional attempts to jam GPS by the US military, perhaps to allow them to evaluate their own anti-jamming measures.

One of the phenomena that can cause total system failure is solar weather, which runs on an 11-year cycle. Those that are unpredictable apparently last just a few minutes, while the predictable ones — those due to coronal mass ejections — can last for a day or more. Check your GPS NOTAMs.

The GPS system is controlled by the US Government and operated by the US Air Force and would they shut the system down. Again, these events will probably be rare, and some advanced notice may be available to allow pilots to get on the ground.

As we have seen, these traditional aids will only be used in emergency situations which, if statistics were available, would probably turn out to be very infrequent events. VORs are expensive to install and maintain. NDBs, while not so expensive, are often located in rather inaccessible parts of the country, where even providing adequate electrical power can present a challenge. Does it make sense to shell out big bucks to maintain such a system, particularly as pilots are no longer even required to demonstrate the skills to use these aids? **CF**

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# THE ART OF THE FLYING CLUB

HOW TO ATTRACT AND RETAIN YOUNG MEMBERS

BY BC GENERAL AVIATION ASSOCIATION/COPA FLIGHT 194



**Flying Clubs are the cornerstone of any local aviation community. They are a place to gather, reminisce, plan and spend quality face to face time with like-minded individuals who share your passion for aviation. If you attend any local flying club meeting there is always one question that is universally asked. "How do we attract new young members?"**

Young member is a relative term. Look around many traditional flying clubs and you will quickly notice that the demographics are heavily weighted toward those who learned to fly when you could earn a private license for less than what a tank of avgas costs today. The average age at many flying clubs is approaching 65 to 75 years old. For the purpose of this article, the reference to young members will capture those who are under the age of 50.

## FLYING CLUB OR MEETING CLUB?

Flying clubs take many forms but the key to attracting and retaining young members is to keep the flying in flying club and avoid what happens all too often when the flying club becomes a meeting club. There is nothing worse than walking into a flying club for the first time,

ready to take part and contribute to your local flying community, only to have to sit through a formal board type meeting where everything under the sun is talked about except flying. We have all been to meetings where the majority of the meeting is taken up by discussing the latest battle with airport management or why members pay \$9 per year in tax on their membership fees. Usually by the end of these meetings everyone is so exhausted from the bickering and non-flying banter that once the gavel hits the table it is a race for the exit, and not one flying related lie or bigger than life story has had the chance to be told.

All of this occurs as the excited, young, new member's enthusiasm withers away and goes soft like a banana left in a plastic bag in a car on a hot summer day. This prospective new member won't be back and the local community has just lost one piece of the future of their club. That's right, I said it, but you are all thinking it and know the same thing to be true because we've all been there.

## "OLDER" MEMBERS

It is hard to deny the benefits of the "older" members at a flying club or any organization for that matter. These mem-

bers are the epitome of loyalty and experience. They grew up in a time where communication happened face to face and we weren't heads down tapping into our smartphones. Many of these members flew in defence of our freedoms in wars gone by and have lived to take their grandchildren and great grandchildren flying. There is no doubt that with age comes stubbornness but if you want to learn about integrity and hard work just sit down with an "older" flying club member, you might just learn something.

## TIRED BOARDS NEED FRESH PAINT

The other recurring theme at many flying clubs is an executive committee that has selflessly given their time to serve their club and local community. Often these boards sit for many consecutive terms. They sit for so long because nobody steps up to take their place, and they dutifully carry on for the good of the club despite being completely burnt out. They have done their part and are desperate for some "young" blood to take the reins and move the club along in new and innovative directions. The pancake breakfast has been done before and it's time for some new ideas.

These exhausted boards would welcome a new face to step up and do their part to steer the club in a new direction. Remember, a "young" board will attract "young" members. Don't worry about not being experienced in the pomp and circumstance that surrounds formal meetings. It doesn't have to be that way.

## EXECUTIVE COMMITTEE POLITICS

The board of directors at the club was elected by the members. Trust them to do their job. Imagine a meeting where members showed up, enjoyed a cold beverage and some snacks, heard a guest speaker

or debated soft field landing technique, all because the board was left to do their job. Sure, let the president give a brief synopsis of what's new but let the politics stay within the board and don't throw a wet blanket on the members, especially the new member that just wants to talk flying.

If you don't like what the board has accomplished in their term then let your opinions be heard at the next election with your ballot or better yet be part of the change and nominate yourself and put your time in to effect the change that you want to see. The executive committee's job should be to protect the members from the politics that take away from the atmosphere and enjoyment of the club.

Enable board members and members at large to take initiatives without going through exhaustive committees. Nothing stifles a great idea like the delay

caused by waiting for the next committee meeting. Common sense prevails of course but trust and leeway to make decisions can be the reward for good judgement and decision making. Act on member ideas swiftly and cut the red tape before the enthusiasm is gone.

### YOU GET WHAT YOU GIVE

When it comes to flying clubs ask not what your flying club can do for you but what you can do for the club. They are truly a place where you get what you give. If you are taking on a leadership role don't expect anything in return. You are doing the job for your own fulfillment and the betterment of the local community.

In order to be successful, flying clubs need new "young" members to carry the torch and new "young" members need to make themselves heard. Take a

risk and express an opinion, even if it goes against the grain. While you may meet some resistance, the "older" members will respect you for taking a chance and speaking your thoughts, something that is rare for a new member to do. Just remember, speak respectfully, be open to input and don't get defensive.

### PUT IN SOME SWEAT EQUITY

Traditional flying clubs today need a boost much like a stock that was once hot but needs the next big idea to get going again. Think of the annual membership dues that you pay the club as an investment in the future success of the organization. You may need to be patient for a few years but if you as a new member make an effort to be part of the change and put in some time and ideas you very well may be able to produce the next big thing that the club needs

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to revisit or even surpass its glory days.

"Young" members have the ability to invest their skills in the club. Perhaps you can volunteer to look after the club's website or social media account. After all, the days of telephone trees has gone the way of the dodo. Use social media to your advantage. Don't kid yourself, the "older" crowd will resist, citing a disdain for THE FACEBOOK. Don't worry, when they see the attention and fresh faces that it brings to the club they will come around and might even sign up. No great change ever happened without someone taking a chance.

### YOUTH ATTRACTS YOUTH

We have already discussed the issue of generational differences. If you are the new "young" member consider inviting a friend to the meeting, if every new member brings a friend the demographics will start evening out over time. Make the clubhouse somewhere that people want to be. Consider having WiFi for club presentations or an honor fridge. Make it somewhere that a young professional would want to be when they need a break from politics, work and yes, sometimes family. The flying club should be a sanctuary. Yes, you might have to be one of the only "young" guys for a while but think of yourself as bait to attract other like-minded aviators of your generation to join the club.

### PROVE VALUE TO MEMBERS

Flying clubs are about flying. In order to retain members the club must prove value to its members. This may be in the form of aircraft access, fuel discounts, group activities, fly-outs etc. Every club says: "We should do more fly-outs". Be the person in the club to make that happen. It is easy to be a passive member and wait for someone else to do it but why not start with organizing a single event or fly-out and go from there. If you build it they will most likely come

Value isn't always financial, it is more often a perception. Giving your members a reason to gather and go flying and providing an environment for

camaraderie is added value which is often more valuable than any financial saving incentive. Get the ball rolling and see where it goes.

### TALK TO OTHER CLUBS DOING IT RIGHT

There are a few clubs that seem to have found the balance that this article outlines. While many of these ideas may seem a little idealistic the concept of a thriving flying club with diverse membership is possible and has been realized by some. The future is now and it starts with you.

### COLLABORATE WITH REGIONAL & NATIONAL ASSOCIATIONS

When it comes to General Aviation, there is no room for protectionism. Find other clubs, groups, organizations and associations that share your values and build a mutually beneficial relationship. Organizations like the Canadian Owners and Pilots Association and the BC General Aviation Association (COPA Flight 194) are a great place to start and are in place to support your club and the flying community at large.

### HELP THE BC GENERAL AVIATION ASSOCIATION HELP YOU

Are you looking for a way to get new, young and engaged members into your local flying club! Why not contact us and offer a deal for BCGA/Flt. 194 members. Getting new club members through the door is the first and often the hardest step. BCGA members are engaged, motivated and younger than the average flying club member so what are you waiting for? For more information on how to get involved contact us! ☑

<https://www.bcaviation.ca/bcga-news/the-art-of-the-flying-club-how-to-attract-and-retain-young-members>

*Note: The thoughts expressed in this article are the result of having attended meetings at many different flying clubs across B.C. They are not a reflection of any one particular club.*

# COPA'S RESPONSE TO BASICMED

CATEGORY 4 PRIVILEGES ON BOTH SIDES OF BORDER PROPOSED

BY CARTER MANN COPA MANAGER OF GOVERNMENT AFFAIRS & COMMUNICATIONS

**Recently the United States Congress passed new legislation creating a non ICAO-compliant medical class for pilots with reduced requirements for certification with hopes of encouraging more people to become pilots and stimulate the General Aviation industry. In response to the public advocacy undertaken on this issue by the Aircraft Owners and Pilots Association (AOPA), COPA has received feedback from our own membership about potential reactions and future policy development on the Canadian side of the border.**

COPA has been actively discussing this issue both with AOPA's senior staff as well as with senior officials at Transport Canada and trying to establish what is possible, what is achievable, and what course of action will best benefit pilots on both sides of the border. In that regard, COPA has developed a proposal that we feel achieves tangible results for Canadian pilots, while following in the spirit of allowing US-BasicMed pilots to operate safely in Canada.

COPA's proposal would see Transport Canada allow operations within Canadian airspace of aircraft piloted by BasicMed holders that match the conditions currently applied to holders of Recreational Pilot Permits (RPP) validated by Category 4 medical certificates. Certain aspects of the Basic Med regime are similar to our own Cat 4 medical, which allows pilots certain restricted privileges for those who cannot, or choose not, to qualify for an ICAO-compliant Category 3 medical or higher. In COPA's view, allowing Basic Med operations that meet the conditions of RPP operations would not pose an increased risk to aviation



safety or the public. Our pledge to AOPA is to work with officials at Transport Canada to make this a reality.

In reciprocity, we are seeking Transport Canada's and AOPA's support in advocating the Federal Aviation Administration to expand the Special Flight Authority (SFA) regime to include Canadian certified, limited, and amateur-built aircraft operated by Canadian RPP holders. Subject to obtaining an SFA, holders of Canadian PPL (A), RPP (A), or Ultralight Permit can currently operate ultralight aircraft in the United States if the pilot also holds a valid medical certificate appropriate to the license or permit held. In the case of an RPP holder, this is accomplished by holding a valid Class 1, 3, or 4 medical certificate.

It is COPA's opinion that allowing the operation of certified, limited, and amateur-built aircraft operated by Ca-

nadian RPP holders within the existing SFA regime in place for ultralights, does not pose any meaningful change to public risk or aviation safety.

Therefore, we support and encourage all steps undertaken by Transport Canada to permit US Basic Med operations in Canada, provided they comply with the same restrictions applicable to holders of RPPs. In return, we call on Transport Canada and AOPA to advocate to the FAA for Canadian RPP holders to be permitted, subject to the SFA requirements, to operate certified, amateur-built, and limited-class aircraft in the United States.

On behalf of Canadian pilots, we look forward to making this proposal a reality. Together with our partners and stakeholders, we will reduce the regulatory burden on general aviation while maintaining our high safety standards and collectively advance the Canadian freedom to fly. **CF**

# BUDGET SOFT ON AVIATION

AIRCRAFT CERTIFICATION, LICENSING COST  
RECOVERY MENTIONED

BY CARTER MANN COPA MANAGER OF GOVERNMENT AFFAIRS & COMMUNICATIONS



*Highlights include  
UAV/drone policy,  
security, infrastructure,  
cost recovery*

**Finance Minister Bill Morneau released the Liberal government's 2017 budget on March 22. While aviation did not feature prominently, there were a few initiatives announced which will impact our industry over the next several years. Highlights include a focus on UAV/drone policy, airline security, infrastructure, and new resources for Transport Canada to streamline cost recovery processes for aircraft certification and licensing.**

As part of a \$76.7 million overall allocation for the modernization of the transportation system, Transport Canada will work to develop regulations governing autonomous vehicles and UAVs. The government will be working with industry stakeholders and other levels of government to create pilot projects for evaluation of UAV

technology and its impact on the overall transportation system. Additionally, this funding will increase Transport Canada's ability to establish and provide standards of certification for industry in the development of new technologies. COPA is proud to have been involved in the creation of existing drone regulations, as they pertain to aviation, and we will continue to collaborate closely with the regulator as more concrete policies are implemented in the coming months.

The Budget also announced that the government will be introducing new legislation to enter into service-level agreements with industry to allow for more effective cost recovery for regulatory and certification services — specifically mentioning aircraft certification and licensing. While no exact details were provided on what this process

will entail, COPA will be working with Transport Canada to ensure that the general aviation community's priorities are addressed throughout this process and that all sectors of Canadian aviation benefit from the resulting regulations.

Infrastructure was widely expected to be a key aspect of the government's plan, and indeed it was widely circulated in the media in the days leading up to the announcement that the budget would include the selling-off of Canada's major airports to provide cash for other infrastructure priorities. While the Liberal government ultimately did not include this in their strategy, they have left the door open to future discussions about this issue and COPA will continue monitoring this file as it develops. For new infrastructure measures, the Trade and Transportation Corridors Initiative is intended to streamline Canada's transportation hubs, including investments in Northern airports.

Elsewhere in the commercial aviation world, the Budget announced new measures to limit international investment in Canadian airlines and plans to enhance airline passenger rights. A \$152 million investment CATSA, Transport Canada, and the RCMP is intended to bolster security and passenger screening for commercial air travellers. **CE**



## 2017 COPA FLIGHT SCHOOL CAMPAIGN

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## CANADIANS FLOCK TO SUN 'N FUN

PILOTS, EXHIBITORS TAKE IN SHOW SEASON OPENER  
STORY AND PHOTOS BY PHIL LIGHTSTONE



**In typical Florida weather, Sun 'n Fun opened hot and humid, with a broken ceiling at 3800 feet. With a record of 510 exhibitors, Canadian participation was at an all-time high with a total of 10 companies exhibiting.**

Members of the Buttonville Flying Club from Toronto flew down in record numbers. Igor Egudkin made his maiden flight with instructor Humberto Vilalobos in his late model Cessna 182. A low-time pilot, Egudkin used the flight to build instrument time towards his rating.

Patrick Coulter, flying out of Collingwood Ontario, received his private licence a year ago. Last week he purchased a turbocharged Cirrus SR22. Coulter's mission at Sun 'n Fun was laser focused on researching a panel upgrade, either Avidyne or Garmin, decisions not for the faint of heart or pocketbook.

Insight Instruments of Fort Erie, Ontario presented their line of Canadian designed and manufactured graphic engine monitors, air data computers and

lightning detectors. Insight is currently working on a new instrument which will revolutionize older aircraft and is awaiting Transport Canada certification.

Companies offering ADS-B products were everywhere. OpenFlight Solution's FlightBox now incorporates AHRS. With plug and play versatility, FlightBox easily displays traffic, weather and attitude information to EFB's such as ForeFlight and WingX. FlightBox can be purchased in a "some assembly required" kit or fully built.

Sun 'n Fun's direction has shifted to embrace education and careers within aerospace. The third annual job fair saw over 300 applicants, all with pre-arranged slot times for interviews with prospective employers. The new Aerospace Opportunity Centre has been established to create an incubator for aviation startups. The new AOC brings innovators together with venture capitalists, in an environment focused on aviation. **CF**

# NEW WEB SITE LAUNCHED

E-COPA TAKES ANOTHER STEP FORWARD



**COPA's new and improved website launched at the beginning of April. The new website is clean, easy to navigate, and allows users to quickly navigate to the information and resources that matter most. Our new website also gives more visible recognition to the aviation-related businesses who support our organization through the Corporate Membership program as well as allows businesses certain areas to purchase advertising.**

The new Events page combines the material formerly found in On the Horizon as well as our members' regularly scheduled events into one easy to use page with different tools, which allow the user to filter events by category, venues, province, and airport. Additionally, the Google Map interface provides a visual guide to the many aviation-related events around the country. If you or your organization has an upcoming event, you would like to see listed, be sure to submit it to us.

All of the different aviation resources from the old website have been updated and combined into one easy-to-find menu called "Flying in Canada." Here you will find resources on learning to fly, aircraft operations, licensing, medical issues, money topics, and

COPA Flights. The new Places to Fly offers a user-friendly portal to find up-to-date information on airports and aerodromes in every province and territory. Want to find the best \$100 hamburger? Need to plan your fuel stops for your cross-country? Visit our Places to Fly for all of that and more.

While you're at it, take the time to update the information on your airport's listing. The new Places to Fly is designed so that our community members can keep their information current, and even create new listings!

In addition to our website, COPA's social media presence is wildly gaining in popularity. Our Facebook page is up and running and is playing an important role in advertising updates, events, and COPA initiatives such as the Flight School Campaign, COPA for Kids, and news from around the Canadian GA family. If you or your

*In addition to our website, COPA's social media presence is gaining in popularity*

COPA Flight are on Facebook, make sure to like our page @COPAnational and share within your own networks. For the flying photographers out there, be sure to send your entries to us for the Membership Card Photo Contest — we are featuring the entries as our Facebook cover photo and the photo with the most likes at the end of the year will become the background photo on the next years' membership card. **CF**

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## Incidents + Accidents

### ATLANTIC REGION

**TSB #A17A0015: A Diamond DA 20-C1** aircraft was conducting a training flight out of Greater Moncton Intl, NB (CYQM) with a solo student on board. Upon landing, the aircraft bounced and experienced a hard landing. The nose gear assembly separated, causing damage to the propeller. The aircraft was temporarily disabled on the runway.

### PRAIRIE AND NORTHERN REGION

**Regina flight service station (FSS)** contacted the Joint Rescue Coordination Centre (JRCC) to inform of an incident involving a search and rescue (SAR) technician from Government of Canada Department of National Defence Lockheed C-130 Hercules (ATLS338). Royal Canadian Mounted Police (RCMP) and Emergency Medical Services (EMS) were on scene and a STARS Air ambulance was dispatched. EMS pronounced the individual deceased on scene. RCMP advised the coroner and has the lead.

**A de Havilland DHC-6-200 aircraft** on skis operated by Osprey Wings, was conducting a flight from Snake Lake, SK to an ice strip on Yalowega Lake, SK. The landing was relatively smooth however, shortly after touch down, the left wing dropped to the ice surface. The aircraft came to rest roughly 90 degrees to the landing track. The crew shut down the engines and confirmed that the passengers were uninjured. Inspection revealed that the left main landing gear leg had broken and the aircraft was resting on the left wingtip.

**A privately registered amateur built Lancair 360** on a local flight from Calgary/Springbank, AB (CYBW) was cleared to land Runway 26 but elected to go around. On second approach the aircraft touched down hard approximately 1000' from the end of Runway

26 and their right wing impacted the runway. The aircraft then went into the grass north of Runway 26, continued across Runway 17 and into the grass west of Runway 17. The aircraft then taxied in on its own power. Runways 26 and 17 were closed for inspection. One inbound aircraft delayed for five minutes.

**TSB Report #A17W0044: a privately registered Bellanca 8GCBC aircraft**, was landing at Whitehorse/Eric Nielsen Intl, YT (CYXY) from Haines Junction, YT (CYHT). The pilot opted to land on Runway 19 since there was a crosswind condition on Runway 14R/32L. The aircraft touched down prior to the intersection of Runway 14L/32R and caught air on a slight incline on the runway. After a second touchdown, the pilot indicated they could not steer or brake. The aircraft veered into the midfield and due to the amount of snow accumulation, nosed over. There were no injuries to the 2 persons on board.

### ONTARIO REGION

**TSB REPORT #A17F0074: C-GBHN**, an Airbus 319-100 aircraft operated by Air Canada Jetz, was conducting flight ACA7042 from Tampa Intl, FL (KTPA) to Fort Lauderdale/Hollywood Intl, FL (KFLL). As the aircraft was parked with engines off during the pre-departure set up, a motor coach collided with the aircraft and caused substantial damage to the port side of the fuselage and to the left outer flap track. None of the crew members and the passengers were injured. The flight was cancelled.

**N230TX, a Cessna 172P aircraft** registered to University of Michigan Flyers Inc was overdue with 1 person on board (POB) as reported by rescue coordination centre (RCC) Tyndall. Aircraft was on flight from Ann Arbor, Michigan to Harbour Springs Michigan. Radar showed the aircraft overflying the

destination airport with last known position (LKP) over Lake Superior Southwest of Wawa. A 424 Squadron Griffon R432 and a 424 Squadron Hercules R334 were tasked to conduct a search for the overdue aircraft. R334 located the crash site and 2 search and rescue (SAR) Technicians were parachuted down some distance away due to terrain. R432 arrived on scene and hoisted the 2 SAR Techs to the crash location before proceeding out for fuel. Aircraft was devoid of any occupant or any trace of an occupant prior to impact; no footprints in snow. The pilot was not a parachutist or does not own a parachute or signaling equipment. Ground search found nil result. Search terminated and passed onto police as missing person.

**A Basler conversion DC-3 from Pickle Lake, ON (CYPL) to Big Trout Lake, ON (CYTL)** taxied for departure at 1705Z. The aircraft departed CYPL and crash landed on Pickle Lake immediately after departure. There were 3 souls on board and no injuries or fatalities were reported. No other impact to operations.

**A Bombardier BD-700-1A10 aircraft** was performing several touch and go's on Runway 24 at Hamilton, ON (CYHM). On the last landing, the right wing tip made contact with the runway at touchdown. The right hand aileron, winglet, slat tip, and outboard flap canoe were damaged during the accident. The wind at the time of the landing was reported to be 240° magnetic at 41 knots, gusting to 55 knots.

### PACIFIC REGION

**TSB Report #A17P0046: a privately owned Junior JK-05 Pathmaker PPHU EKOLOT Advanced Ultra-light aircraft**, clipped a fence during the landing phase at a private airfield, approximately 200 meters South of Grand Forks, BC (CZGF). After the collision, the aircraft

contacted the grass nose wheel first and flipped over, coming to rest inverted. The pilot, the lone occupant, was able to egress the aircraft with minor injuries. However, the aircraft was substantially damaged.

## QUEBEC REGION

**TSB#A17Q0031: A Cessna 152** was conducting touch-and-go manoeuvres on Runway 06R at Montréal/St-Hubert, QC (CYHU), with a pilot on board. After touching down, the pilot pulled up to take off again. However, the aircraft began to swerve to the left. The pilot attempted to correct the trajectory by applying the right rudder, but his efforts were in vain. C-GJPP came to a rest in the snow north of the runway. The pilot was not injured. The propeller and nose wheel sustained major damages.

**TSB Report#A17Q0030: C-FGOI, a Cessna 152** aircraft operated by Cargair, was conducting a local VFR training flight out of Montreal/St-Hubert, QC (CYHU). C-GPNP, another Cessna 152 aircraft operated by Cargair, was also conducting a local VFR training flight out of CYHU. C-FGOI took off from Runway 24L at CYHU and was authorized by ATC for an eastbound departure with an altitude restriction of 1100 feet. C-GPNP was returning to CYHU from the East and was instructed by ATC to maintain 1600 feet. The two aircraft collided in mid air over a densely populated area, 1.7 nautical miles East South-East of CYHU. C-FGOI impacted terrain in the parking lot of a large shopping mall and the pilot suffered fatal injuries. C-GPNP crashed on the roof of the same shopping mall and the pilot suffered serious injuries. Both

aircraft were destroyed, however there was no post-impact fire. Neither of the ELTs activated.

**TSB#A17Q0034: A Cessna 172M** was on a local flight in the vicinity of Montréal Intl (Mirabel), QC (CYMX). While landing on Runway 29 at CYMX, the nose wheel broke, the nose of the aircraft dropped, the propeller struck the ground, and the aircraft came to a rest on the runway. Aircraft rescue and fire-fighting (ARFF) services were deployed. The student pilot was not injured, but the aircraft sustained major damages to the nose landing gear and propeller. An investigation by the operator's maintenance personnel revealed that the nose fork broke on one side during the landing. The reason is still unknown. The operator submitted a service difficulty report (SDR) to Transport Canada. **CS**

## Avis de convocation à l'assemblée générale annuelle



## Notice of Annual General Meeting

Vous devez prendre note que l'assemblée générale annuelle des membres de l'Association canadienne des propriétaires et pilotes d'aéronefs sera tenue à l'hôtel 4 Points Sheraton à Kelowna C-B, le samedi 24 juin 2017 à 9h30 pour les motifs suivants:

1. Afin de recevoir les états financiers de l'Association, du Fonds pour la liberté de voler (Fonds d'action spécial) et de la Fondation en Sécurité de vol pour la période se terminant le 31 décembre 2016. Les états financiers pourront être consultés en ligne: <http://www.copanational.org/financials.cfm> après le 23 avril, 2017;
2. Afin de recevoir les rapports des directeurs;
3. Afin de ratifier toutes les actions prises par les directeurs et les dirigeants depuis la dernière réunion annuelle des membres;
4. Afin de nommer les vérificateurs et autoriser les directeurs à fixer leur rémunération;
5. Afin de traiter toute autre affaire qui pourrait être dûment soumise à l'assemblée ou à tout ajournement de celle-ci.

**Notes bien:** Les membres qui ne peuvent assister à l'assemblée générale annuelle en personne peuvent compléter et retourner la procuration ci-jointe.

Par ordre du conseil d'administration,

Daté ce 24<sup>e</sup> jour de mars 2017.

**Jim Bell, Secrétaire**

Les états financiers (disponibles après le 23 avril, 2017) seront disponibles au bureau national de la COPA et seront également disponibles lors de l'assemblée générale annuelle.

Notice is hereby given that the Annual General Meeting of the members of the Canadian Owners & Pilots Association will be held at the 4 Points Sheraton Hotel in Kelowna BC, on Saturday, June 24, 2016 at 9:30 am for the following purposes:

1. To receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safety Foundation for the period ended December 31, 2016. They can be viewed at <http://www.copanational.org/financials.cfm> after April 23, 2017.
2. To receive the reports of the Directors;
3. To ratify all actions of the Directors and officers since the last annual meeting of members;
4. To appoint auditors and authorize the Directors to fix their remuneration;
5. To transact such further business as may properly be brought before the meeting, or any adjournment thereof.

**Notes:** Members who are unable to attend the Annual General Meeting in person, please complete and return the proxy form.

By order of the Board of Directors.

Dated the 24<sup>th</sup> of March, 2017.

**Jim Bell, Secretary**

The financial statements (available after April 23, 2017) are also available at COPA headquarters and will be available at the Annual General Meeting.

### PROCURATION

MOI, LE SOUSSIGNÉ

(Inscrire votre nom)

En tant que membre en règle de l'Association canadienne des propriétaires et pilotes d'aéronefs, par la présente je nomme,

(Inscrire le nom de la personne)

ou en son absence, le Secrétaire de la COPA, en remplacement du soussigné, comme mandataire pour assister à la réunion, participer et voter au nom du soussigné à l'assemblée générale annuelle à être tenue le 24 juin 2017 ainsi qu'à tout ajournement d'une telle assemblée, de voter et d'agir au nom du soussigné en rapport à tout sujet qui pourrait être apporté devant une telle assemblée, de la même manière que le soussigné pourrait le faire s'il était personnellement présent. Le soussigné reconnaît, accepte et confirme la validité de cette procuration et tout ce que ça peut légalement accorder en vertu de la présente.

Numéro de membre: \_\_\_\_\_

Signature du membre

SOUMETTRE À LA COPA AU PLUS TARD LE 10 JUIN 2017

75 rue Albert, bureau 903, Ottawa, ON K1P 5E7

télécopier 613-236-8646

hmclaren@copanational.org

### PROXY

I, THE UNDERSIGNED

(print name)

being a member in good standing of the Canadian Owners & Pilots Association, hereby appoint,

(print name)

or failing him/her, the secretary of COPA, as proxy for the undersigned, to attend, act and vote for and on behalf of the undersigned, at the Annual General Meeting, held on June 24, 2017, of the members of the association and any adjournment thereof, and to vote and otherwise act thereat for and on behalf of the undersigned in respect of all matters that may properly come before the meeting, in the same manner as the undersigned could do if personally present thereat, the undersigned hereby ratifying and confirming and agreeing to ratify and confirm all that such proxy may lawfully do by virtue hereof.

Membership No.: \_\_\_\_\_

Signature of Member

SUBMIT TO COPA BY JUNE 10, 2017

75 Albert Street, Suite 903, Ottawa, ON K1P 5E7

Fax 613-236-8646

hmclaren@copanational.org

## Incidents + Accidents

### RÉGION DE L'ATLANTIQUE

**BST #A17A0015: C-FJXD, un avion** Diamond DA 20-C1 exploité par le Moncton Flight College, effectuait un vol de formation à partir de Grand Moncton Intl, NB (CYQM) avec un étudiant en solo à bord. Après l'atterrissage, l'avion a rebondi et a connu un atterrissage brutal. Le train d'atterrissage avant s'est détaché, causant des dommages à l'hélice. L'avion a été temporairement mis hors service sur la piste.

**BST #A17A0015: Un avion Diamond** DA 20-C1 effectuait un vol de formation à partir de Grand Moncton Intl, NB (CYQM) avec un étudiant en solo à bord. Après l'atterrissage, l'avion a rebondi et a connu un atterrissage brutal. Le train d'atterrissage avant s'est détaché, causant des dommages à l'hélice. L'avion a été temporairement mis hors service sur la piste.

### RÉGION DES PRAIRIES ET DU NORD

**Rapport SARSUM du JRCC Trenton no** [T2017-00218]: (511588N 1022770W — Yorkton, SK). La station d'information de vol de Regina (FSS) est entrée en contact avec le centre conjoint de coordination de sauvetage (JRCC) pour l'aviser d'un incident impliquant un technicien de recherche et sauvetage du Lockheed C-130 Hercules (ATLS338) du ministère de la Défense nationale du gouvernement du Canada. La Gendarmerie royale du Canada (GRC) et les Services médicaux d'urgence (SMU) étaient sur place et une ambulance aérienne STARS a été dépêchée sur les lieux. Les SMU ont constaté le décès de l'individu sur place. La GRC a avisé le coroner et est responsable de l'enquête.

**BST #A17C0027: Un hydravion DHC-**6-200 de de Havilland effectuait un vol en provenance de Snake Lake, SK lorsqu'il a atterri sur une bande de glace

à Yalowega Lake, SK. L'atterrissage s'est relativement bien passé, mais peu de temps après le toucher des roues, l'aile gauche est entrée en contact avec la surface de glace. L'avion s'est immobilisé à environ 90 degrés par rapport à la piste d'atterrissage. L'équipage a coupé les moteurs et confirmé que les passagers étaient indemnes. L'inspection a révélé que la jambe de train d'atterrissage principal gauche s'était brisée et que l'avion reposait sur le bout de son aile gauche.

**Un Lancair 360 de construction ama-**teur et sous immatriculation privée en vol local depuis Calgary/Springbank (CYBW), AB, a été autorisé à atterrir sur la piste 26 mais a décidé de remettre les gaz. Au cours de la seconde approche, l'aéronef a fait un atterrissage brutal à approximativement 1 000 pi en bout de piste 26 et son aile droite a percuté la piste. L'aéronef a ensuite roulé sur le gazon au nord de la piste 26, a traversé la piste 17 et roulé sur le gazon à l'ouest de la piste 17. L'aéronef a poursuivi sa course par ses propres moyens. Les pistes 26 et 17 ont été fermées aux fins d'inspection. Un aéronef en rapprochement a été retardé de cinq minutes.

**Rapport du BST no A17W0044: un** Bellanca 8GCBC immatriculé comme aéronef privé, atterrissait à Whitehorse/Erik Nielsen Intl, YT (CYXY) en provenance de Haines Junction, YT (CYHT). Le pilote a décidé d'atterrir sur la piste 19 car il y avait un vent de travers sur la piste 14R/32L. L'avion s'est posé avant le croisement de la piste 14L/32R et a accroché l'air avec une légère inclinaison sur la piste. Après un deuxième posé, le pilote a déclaré qu'il ne pouvait ni gouverner ni freiner. L'avion a dévié de sa trajectoire vers le milieu du terrain et en raison de l'accumulation de neige, il a capoté. Il n'y a pas eu de blessés parmi les deux personnes à bord.

### RÉGION DE L'ONTARIO

**Rapport SARSUM du JRCC Trenton** no [T2017-00252]: (490062N 0853156W — au Sud-Est de Manitowadge, ON). N230TX, un Cessna 172P immatriculé au nom de l'University of Michigan Flyers Inc. était en retard avec une personne à bord (POB), selon le rapport du Centre de coordination du sauvetage (RCC) de Tyndall. L'aéronef effectuait un vol reliant Ann Arbor, Michigan à Harbour Springs, Michigan. Le radar a révélé que l'aéronef avait survolé l'aéroport de destination, sa dernière position connue (LKP) étant au-dessus du Lac Supérieur au Sud-Ouest de Wawa. Un Griffon R432 du 424e Escadron et un Hercules R334 du même Escadron ont reçu pour mission de se lancer à la recherche de l'avion en retard. R334 a localisé le site de l'accident et deux techniciens de recherche et sauvetage (SAR) ont été parachutés à une certaine distance en raison de la topographie. R432 est arrivé sur les lieux et a descendu les deux techniciens SAR vers le lieu de l'écrasement avant de repartir pour se ravitailler en carburant. Il n'y avait aucun occupant dans l'avion ni la moindre trace d'un occupant avant l'écrasement; on n'a pas relevé d'empreintes dans la neige. Le pilote n'était pas parachutiste et ne possédait pas de parachute ou de l'équipement de signalisation. Les recherches au sol n'ont donné aucun résultat. L'opération de recherche a pris fin et a été confiée à la police comme enquête sur personne disparue.

**Réception d'un rapport de la PPO de** Thunder Bay au sujet d'un Douglas DC3C (Basler conversion) selon lequel l'avion a dérapé et est sorti de la piste pour finir sa course dans le lac. Il y avait trois personnes à bord et aucun blessé n'a été signalé. L'ambulance et la police étaient sur les lieux. On n'a pas demandé l'assistance du Centre conjoint de coordination des opérations



de sauvetage (CCCOS). Le centre de contrôle régional de Winnipeg (ACC) et les Opérations aériennes de Transports Canada ont été avertis. L'ACC de Toronto a contacté le Bureau de la sécurité des transports (BST).

## RÉGION DU PACIFIQUE

### Rapport d'incident de l'aviation no 14714:

En se posant sur une bande d'atterrissage privée juste au sud du terrain d'aviation de Grand Forks, BC, un ultraléger Junior JK-05 Pathmaker privé a heurté une clôture à cervidés en finale; le train avant a brutalement touché le sol et l'aéronef a fait un tonneau et s'est trouvé sur le dos. Le pilote, qui était le seul occupant, a été en mesure de s'extraire de l'aéronef et s'est rendu à l'hôpital. Après avoir été examiné, le pilote a pu quitter car il n'avait pas subi de blessures graves. L'aéronef a subi des dommages considérables.

## RÉGION DU QUÉBEC

### BST#A17Q0031: C-GJPJ, un Cessna

152 effectuait des posés-décollés à l'aéroport de Montréal/St-Hubert, QC (CYHU) sur la piste 06R avec un pilote à son bord. Après avoir posé l'appareil, le pilote a remis les gaz en vue de redécoller. Toutefois, l'appareil s'est mis à bifurquer vers la gauche. Le pilote a tenté de corriger la trajectoire en appuyant sur le palonnier droit, mais en vain. C-GJPJ s'est immobilisé dans la neige au nord de la piste. Le pilote n'a pas été blessé. L'hélice de l'appareil ainsi que la roue de nez ont subi des dommages importants.

### Rapport du BST no A17Q0030: C-

FGOI, un Cessna 152 exploité par Cargair, assurait un vol local selon les règles de vol à vue (VFR) à des fins de formation au départ de Montréal/St-Hubert, QC (CYHU). C-GPNP, un autre Cessna 152 exploité par Cargair, assurait également un vol local VFR à des fins de formation depuis CYHU. C-FGOI a décollé de la piste 24L à CYHU et a reçu l'autorisation par le contrôle

*Le pilote a tenté de corriger la trajectoire en appuyant sur le palonnier droit, mais en vain.*

de la sécurité aérienne (ATC) de décoller en direction est en maintenant une altitude inférieure à 1100 pieds. C-GPNP, qui retournait à CYHU de la direction est, a reçu la directive d'ATC de maintenir une altitude de 1600 pieds. Les deux aéronefs sont entrés en collision dans les airs au-dessus d'une région densément peuplée, à 1,7 mille nautique à l'est sud-est de CYHU. C-FGOI s'est écrasé dans le terrain d'un stationnement d'un grand centre commercial et le pilote a succombé à ses blessures. C-GPNP s'est écrasé sur le toit du même centre commercial et le pilote a subi de graves blessures. L'aéronef a été détruit dans l'accident, sans causer d'incendie. Aucune radiobalise de repérage d'urgence n'a été activée.

### BST#A17Q0034: Un Cessna 172M

effectuait un vol local dans la région de Montréal Intl (Mirabel), QC (CYMX). Lors de l'atterrissage sur la piste 29 à CYMX, la roue de nez s'est brisée, le nez de l'appareil s'est abaissé et l'hélice est entrée en contact avec le sol avant l'immobilisation de l'aéronef sur la piste. Le service de lutte et d'incendie d'aéronef (SLIA) a été déployé. L'élève-pilote n'a subi aucune blessure, par contre l'aéronef a subi des dommages importants au train d'atterrissage avant et à l'hélice. L'examen effectué par le personnel de l'entretien de l'exploitant a permis de constater que la fourche de la roue de nez (nose fork) s'est brisée d'un côté lors de l'atterrissage. La raison demeure toutefois inconnue. L'exploitant a transmis un rapport de difficultés en service à Transports Canada. **CF**



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# UNDERSTANDING AIRCRAFT INSURANCE

## PART I: COMMON POLICY CONDITIONS AND EXCLUSIONS



**M**ost private aircraft policies written in Canada today follow a similar format where they make a fairly broad sweeping statement of what is covered, add some frill coverages and then use the rest of the policy to list a series of conditions and exclusions to those coverages. What you end up with is a policy which covers all risks, subject to the conditions of the policy and except for what is specifically excluded.

Therefore, it is just as important to understand these conditions and exclusions as it is to know what is included.

This would be simple to achieve if all policies were nicely organized and laid out under the same headings. But the reality is that conditions and exclusions may be dispersed throughout the policy and even disguised as definitions. In general, they may not be easy to find.

Following are some of the more common ones that appear in most private aircraft policies. This is not an exhaustive list nor is it exactly how it may be worded in your own policy, but likely they exist in some format or another.

**Time-life Components:** The Insurance Company is only obligated to pay the prorated amount of the unused

time on your engine, prop or any other time-life components on the aircraft following an accident. For example, if at the time of an accident you had 1500 hours on the engine and as a result of the damage, the engine needed to be replaced. Your Insurance Company will only pay for 25% of the new engine (assuming the TBO is 2000 hours).

**Overweight:** A claim can be denied if an aircraft is overweight or outside of its permissible centre of gravity per the Pilot Operating Handbook at the time of the accident.

**Wear and Tear:** Any loss caused by wear and tear, deterioration, or mechanical failure is not normally covered under an aircraft policy. However, if it results in an accident, the resulting damage would normally be covered.

**Pilot:** There is no accidental death or dismemberment coverage or life insurance available to the pilot under an aircraft policy. Some of the broader policies may include some immediate medical expenses for the pilot.

**Aircraft Configuration:** Coverage could be denied if the aircraft's undercarriage configuration is different than originally quoted or indicated on the policy. For example, your original application declared that your aircraft was

operating on wheels, but three months into the policy you install floats. If you forget to advise the Insurance Company, you may not have coverage if your aircraft has an accident on floats.

**Passenger Baggage:** Most policies will cover loss or damage of passenger baggage; however this would exclude items such as money, securities, commercial paper, jewellery, precious stones and other articles of extraordinary value that may have been damaged or lost as a result of an aircraft accident.

**Intentional Damage or Illegal Use:** Obviously there is no coverage for bodily injury or property damage that is caused by you intentionally or if you were using the aircraft for any illegal activities at the time of the loss.

**Noise and Pollution:** Loss due to Noise and/or Pollution is excluded unless it is a result of an accident covered under the policy. So make sure your aircraft isn't leaking any fluids onto the ground that may cause environmental remediation (although it would have to be a large quantity or happening over a long period of time).

**War, Seizure or Hijacking:** This common exclusion can vary depending on the insurance company. But what you want to watch out for is that your policy doesn't have one of the more restrictive exclusions which do not cover malicious acts and/or vandalism.

**Invalid Certificate of Airworthiness:** If the aircraft is involved in an accident and at the time of the accident the Certificate of Airworthiness was invalid, coverage can be denied. Many things can invalidate your Certificate of Airworthiness, ranging from not properly filling out the journey log, to being over-weight, to flying after the annual inspection is due. **CF**

# WIND IN YOUR FACE AVIATION

ARE ULTRALIGHTS A THING OF THE PAST OR FUTURE?



*Most actual flying is done by only about 20 percent of the patrons*

**C**ars, motorcycles, power boats, and airplanes started out as fairly simple and without a lot of reliability, however many people are finding that by restoring them, they aren't really any more reliable, but they are a lot more fun to play with than today's shiny new and modern versions. The exception is in airplanes. It is much easier for pilots to use the old and simple designs and have total fun and reliability because of modern materials and power plants.

In the late 1970s and early 1980, ultralights, basically a more modern take on the first aircraft, took off. Since that time more sophistication in speed, engines and expense has overwhelmed the market.

It is nice to go fast, with cabin heat and or air conditioning, and have instruments that replace the old fash-

Ultralight flying is getting back to its grass roots, exemplified by Ed and Kathy Lubitz's Silver Dart replica.

ioned technique of knowing where you are, but what happened to enjoying the smell of the grass on take-off, the wind in your face, the taste of bugs on climb out, the scent of the horse barns and orchards, and letting the countryside roll away beneath you as the miles of fence lines unfold a few hundred feet below you?

At our airport just outside of Calgary, we have about 100 airplanes — certified, experimental, ultralight — all in various stages of flying, repair and just plain hangar queens. We have enthusiasts around the airport all the time and see a lot of runway activity on nice days all year round.

During any given quarter however, most actual wheels-off-the-ground fly-

ing is done by only about 20 percent of the patrons. In the 1980s, when ultralights were at their peak, our airport air was abuzz with pilots exercising their right to fly. No one flew very far away, but we got together and scared a lot of ducks, geese, rabbits, coyotes, deer and neighbours in our trips to each other's back yard airstrips.

In my opinion, most of us have moved on to more sophisticated, instrumented, radio equipped, heavier and more expensive airplanes. Thereby we have lost the ability and inclination to safely fly out of ours or someone else's back yard. Yet the flights that are happening from our airport, are mostly those short types of flights that we used to do. The bigger and more comfortable aircraft have given us the ability to go further, but because of time, expense, weather and other hassles involved we just simply don't and haven't for the last 25 years. It's hard to believe!

Our very successful 1980s Calgary Ultralight Flying Club has gone the way of the above and there are only a few of the old ultralight diehards remaining that are actually flying the very light and simple flying machines which at one time were referred to as a "micro-light aircraft."

In this column, over the next number of months, I would like to keep you posted as to our progress of resurrecting the grass roots movement partially by way of newly designed safe and simple to fly, yet very affordable micro-light (ultralight) aircraft. **CF**

# GA COLLISION AVOIDANCE

COCKPIT TECHNOLOGY A SAFETY BOOST



**B**ig sky, small number of aircraft, many converging on the same point on a map, an airport. Having flown many different aircraft over the past 20 years, with different equipment, it was all about see and be seen. Aviate with your eyes out the windshield. With flight following and talking to the tower, a second set of eyes are there to help. There were no electronic alerting systems in the older aircraft I used to fly. Unfortunately, on March 17t, two Cessna 152s collided over a shopping mall in Saint Bruno, Quebec, with dire consequences. More details are to come as the TSB conducts their investigation.

On a flight into Kissimmee FL, myself, my co-pilot and the occupants of a Navion came within 100 yards of becoming a statistic. Long straight into final, and without radio calls, are pilot behaviours which are perfectly legal (in the U.S.), but not entirely safe. Fortunately, I saw the Navion before turning final from base and avoided the collision. Had I had a traffic avoidance system in the plane, it would have been a non-event.

Times have changed with the advent of modern electronics. TAS (Traffic Alerting System), TIS (Traffic Information System) and TCAS (Traffic Collision Avoidance System) are avionics packages that can be added by writing a cheque. Garmin's 496/396/296 changed the paradigm. Portable Collision Alerting System from Zoon and Monroe are inexpensive alerting devices which can display targets on Garmin handheld GPS. Pairing the two devices together trains the average GA pilot for the advent of ADS-B delivered traffic alerting and the tablet revolution. But PCAS has its limitations. In 2001, Cirrus selected Goodrich's SkyWatch® Collision Avoidance Systems as an option to their SR20 and SR22 aircraft.

Recognizing a need for traffic awareness for the general aviation market, the FAA and avionics manufacturers has created a new class of safety avionics. TAS is priced within reach of GA, while TCAS costs limited deployment to jets and turbo props. TAS typically consists of a low-power, remote-mounted traffic receiver, antennas mounted on the top and bottom of the fuselage and a cockpit display. The Commander 114 which

I fly is equipped with Goodrich's Sky-Watch® Collision Avoidance Systems (TAS). With real-time monitoring of traffic, it is an eye opener. It's surprising what the technology will show you. On flights with flight following, I will usually see targets before the controller calls me.

There are currently two versions of TCAS, known as TCAS1 and TCAS2. Required on aircraft with between 10 and 30 passenger seats, TCAS1 is a less sophisticated version that sends out continuous signals to interrogate Mode C transponders aboard nearby aircraft. The TCAS receiver calculates approximate bearing and relative altitude of aircraft to a distance of approximately 40 nautical miles. Colour-coded traffic symbols shown on a cockpit display indicates aircraft that pose a threat versus those that do not.

"ADS-B in" provides the reception of weather and traffic (TIS-B) data as a direct communication from nearby aircraft and ground based stations. While ADS-B traffic is comprehensive, there are limitations to the service including line-of-sight to station, non-equipped areas, GPS signal integrity and non-

participating aircraft. From a Canadian perspective, we are a long way from ADS-B delivery of weather and traffic information.

As we close onto the U.S.'s ADS-B 2020 mandate, a variety of avionics manufacturers have developed product lines. L3 has created an ADS-B product line called Lynx ([www.L-3lynx.com](http://www.L-3lynx.com)) and has complimented Lynx through the acquisition of SkyWatch technology from Goodrich. A Lynx ADS-B transponder can be optioned with SkyWatch. Pilot and passengers can benefit from traffic avoidance from both ADS-B and TAS, including aural alerts, like "traffic, traffic, 12 o'clock high, 2 miles". For Canadians, who don't have the benefit of ADS-B for traffic, this is a perfect answer to the traffic alerting conundrum. For aircraft equipped with SkyWatch, the avionics

package can be removed and the existing antennas re-used with Lynx.

There are also a number of alternatives to TIS and TAS. FLARM ([www.flarm.com](http://www.flarm.com)) is a traffic awareness and collision avoidance technology for general aviation, light aircraft and UAVs. FLARM's roots are in the glider community in Europe. FLARM works by calculating and broadcasting its own future flight path to nearby aircraft. At the same time, it receives the future flight path from surrounding aircraft. Over 30,000 manned aircraft and many UAVs are already equipped with FLARM and the number is rapidly increasing. Over 15,000 FLARM devices have been installed in light aircraft. FLARM provides alerting between FLARM equipped aircraft, but can be integrated into the ADS-B system through incorporating a ADS-

*There are currently two versions of TCAS, known as TCAS1 and TCAS2.*

B and Mode C/S transponder into the FLARM avionics package.

Over the past 20 years, aviation focused technology developments have provided more functionality in the cockpit. Evidenced by the electronic flight bag revolution, the way we flight plan and fly has changed. We have the advantage of more data and alerting sources than our forefathers. Flight has become safer. But, we can never dismiss the underlying precepts of flight. See and be seen. Aviate, navigate and communicate. **CF**

# Expand Your Horizons

## COPA Convention & Tradeshow


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# ROGER, ROVER: OVER

PILOT'S BEST FRIEND PART OF THE CULTURE



**J**ust about everyone has seen a horsefly or a deerfly but now we can see a dog fly. Yes, that's right, three dogs have been taught to "fly" a single-engine, non-high performance land plane. The stunt was orchestrated by a New Zealand animal trainer for a British television documentary for the Sky1 network. It purported to highlight dog welfare and rescue although just how it did this is far from clear.

The three hapless hounds selected for the job were put in a simulator and trained to respond to small lights being turned on. Secured upright in their seats with their front paws taped to a control column, the dauntless dogs learned to make a rate one turn of sorts; move the left paw for a blue light, the right paw for a red light and return to neutral for a white light. The colour choice for port and starboard could have been better.

Once a pooch became proficient at the task, he was strapped into the pilot's seat of a real plane, a C-172 with the same coloured light system installed. The trainer, sitting in the back seat operated the lights to make the dog turn the Cessna left or right once safely aloft, while a flight instructor in the front seat took care of the aviate, navigate and communicate aspect

of flying. The dog never looked outside the cockpit and he was given a treat for every correct response. At a stretch, you might say he was flying for food.

Dogs have their place in aviation but as a dog lover and a pilot, I am appalled at the gall of the perpetrators in passing off such a stunt as a valid scientific experiment to determine if canine companions could be trained to fly a plane. Seriously! "You have control, Rover. I'm kinda tired." All that was established is that dogs have some colour vision.

Dogs have been involved in aviation since the first powered flight at Kill Devil Hills in 1903, not as flyers, obviously, but as pilots' companions. Granted, the dog that watched the Wright Brothers' first flight was merely curious, hanging around as Orville and Wilbur moved the frail aircraft from its shed to the starting slope. The black lab had never seen a flying machine before, but he got in on several photos that momentous day, becoming the first hangar hound in history.

By the time the First World War rolled around, aircraft were developing by leaps and bounds and dogs had been on the flying scene for more than ten years. The squadron dog quickly became part of the aviation cult, which at that time

was almost entirely confined to the military. It seemed that the hangar hounds provided comfort, companionship, and even a sense of home. A fighter pilot's life was stressful, often short and having a dog to stroke relieved some of the tension between flights. The hangar dog of necessity belonged to everyone; allied pilots during the First World War had a life expectancy of just 17.5 hours of flying time.

The life expectancy of the pilots' dogs was sometimes very short as well, if one can believe what the famous Red Baron, Manfred Von Richthofen had to say, "Frequently the normal death of a flying man's dog is from the propeller...rushing in front of a flying-machine which had been started." The Baron's own beloved dog, Moritz did exactly that, causing von Richthofen to lament that a beautiful propeller had been smashed to bits. But Moritz's head was as hard as the Baron's heart and he survived the encounter with the whirling blades, losing only part of an ear.

Second World War pilots pictured with their aircraft frequently had their dogs by their sides and certainly every squadron had its own dog. The Vintage Wings website has a section, "In praise of the Squadron Pooch" with loads of charming and poignant photos. The military pilots still had a short life expectancy and the hangar hound retained the same function of giving comfort and relaxation to weary and home-sick flyers. Many times, a dog was taken aloft on a bombing run, almost as a good luck charm. The Squadron dogs were so important that there is a statue honouring them at the Battle of Britain Memorial in Kent, UK.

I flew around in various light aircraft with my own dog, Lulu for several years. She was a good, non-judgemental companion but it all came to an end one day when I made an embarrassingly bad landing in a 1946 Ercoupe. **CF**

# INSPECTION PROCESS EXPLAINED

EXPERIENCED BUILDERS ASSESS EACH PROJECT



**A**s noted in the April 2017 column the MD-RA Inspection Service, in London, Ontario, has been delegated by Transport Canada with the authority to inspect amateur-built Aircraft during construction and to issue the Initial Flight Authorization following a satisfactory Final Inspection. The MD-RA requires a fee, plus GST, to open a file on your aircraft and charges a fee for the inspections, and other services they perform. Here are the contacts for the MD-RA Inspection Services in London, Ontario.

Toll Free: 877-419-2111  
 Fax: 519-457-0980 or 1-877-800-6362  
 Telephone: 519-457-2909  
 Email: [md-ra@md-ra.com](mailto:md-ra@md-ra.com)  
 Website: [www.md-ra.com](http://www.md-ra.com)

The MD-RA will inspect your aircraft at least twice during construction. If more than two are needed, the Inspector will tell you. The Inspector will tell you when to continue building to the Final Inspection. Give the

MD-RA at least two months lead time before asking for the Final Inspection. This will allow time for the Final Inspection Package of paperwork to be sent to you, by mail, for completion of the forms enclosed. It is suggested that you make a copy of all forms, letters, cheques, etc., that you send. If the originals are lost (it happens) it will be easier to restart the process when you have your copies on hand.

The MD-RA carries out the inspection to import an Amateur-Built Aircraft from a foreign country such as the United States. Most of the standards of airworthiness for homebuilts built in Canada or in the United States are compatible. This is the result of meetings that have been held in EAA HQ in Oshkosh, Wisconsin between representatives from Transport Canada, the Federal Aviation Administration, the Canadian Aerosport Technical Committee, the Experimental Aircraft Association and various kit manufacturers. If you are contemplating such an activity as importing a foreign-built Amateur-Built Aircraft please check the MD-RA website for details.

The MD-RA will also take care of the determination of the “major portion” or 51 percent rule in cases where there is a probability that the aircraft you are building will not meet the requirements as outlined in the regulations. If you wish to use parts from a certificated aircraft, Transport Canada stipulates that the parts may be used but they will not be counted toward the construction or assembly for the purpose of calculating the major portion. Contact the MD-RA for more information. The MD-RA website contains much information on the services provided and the fees charged.

MD-RA Inspectors are experienced aircraft builders. They offer their time and expertise to be of assistance to other builders such as yourself. They attend regular training sessions to improve their inspection skills and to be aware of new and developing trends. They have jobs outside the MD-RA. Their time is valuable. Please be respectful of that.

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

It has been my privilege to write this column for several years. It is time for me to step aside so that someone else can write for today’s modern environment. You have taken the time to contact me by way of a letter, phone call or fax message. Each has been received with my thanks for taking the time to pass on your comments and suggestions. All the best to you in your flying endeavours. Keep on building and flying!

*Editor’s Note: We wish Rem a happy retirement and thank him for his tireless efforts in the amateur-built world. Jack Dueck, Chairman of EAA’s Canadian Council has graciously agreed to take over from Rem and we’d look forward to reading Jack’s insights on this important and growing aviation sector. **CF***

# 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 Razzys 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 (CYK):** 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. For more information, please contact Steve Eastwick [ats-eastw@nbnet.nb.ca](mailto:ats-eastw@nbnet.nb.ca) or 506-386-4120.

**HAWKESBURY EAST, ON (CPG5):** COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 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 [atInfo@kelownaflyingclub.com](mailto:atInfo@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).

**KITCHENER, ON:** 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/>

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

time 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@cciwireless.ca](mailto:shelley@cciwireless.ca).

**ST. THOMAS, ON (CYQS):** COPA Flight 75 hosts a Wednesday evening fly-in barbeque rain or shine, starting June 22nd and running until September 7th. Starts at 1800 and ends around 1930. Contact [copa75@outlook.com](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 Warton/Keppel International Airport CYVV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or [dshcolter@cabletv.on.ca](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/>

## **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, ROCKY MOUNTAIN HOUSE, AB (CYRM):** Join Flight 166 for a COPA For Kids event. Contact Alan at [ala@ghgsolutionscorp.ca](mailto:ala@ghgsolutionscorp.ca).

**MAY 7, BONNYVILLE, AB:** Fly In/Drive In Rust Remover. Achieve your recurrency requirements with us at the Bonnyville Airport. Seminar is from 0900 to Noon and includes a BBQ lunch. Registration is \$20.00. For more info call Kurt 780-812-0332. Hope to see you there.

**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 13, TILLSONBURG, ON (CYTB):** Canadian Harvard Aircraft Association Fly Day/Open House. Admission by donation. Families welcomed, Veterans honoured! For more info, please contact Pat Hanna at [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) (519-212-6021) or visit our website at [www.harvards.com](http://www.harvards.com)

**MAY 13, SAINT-MATHIEU-DE-BELCŒIL, QC (CSB3):** 0800. Contact (450) 527-7272 [www.aeropaul.com](http://www.aeropaul.com)

**MAY 14, CACHE CREEK, BC (CAZ5):** Mother Day's Fly In. Cache Creek airport 0800 – 1200. Lions Club Breakfast. 1.5 hours from Chilliwack. Contact Andy Anderson 250-457-7333.

**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. 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](http://greenwj@rideau.net)).

**MAY 20, DEBERT NS (CCQ3):** COPA Flight 188. The 6 WW1 Vimy flight aircraft will be arriving on Sat. May 20 for a display for more information contact Eric 1-902-662-2228 or [fly@flytfc.com](mailto:fly@flytfc.com)

**MAY 21, SUMMERSIDE, PE (CYSU):** COPA Flight 125. The 6 WW1 Vimy Flight aircraft will be arriving for a display. For more information contact Dave Thomas 1-902-836-3344 [drdaveaviator@hotmail.ca](mailto:drdaveaviator@hotmail.ca)

**MAY 22, CHARLOTTETOWN PE (CYYG):** COPA Flight 57. The 6 WW1 Vimy Flight aircraft will be arriving Saturday evening until

# ON THE HORIZON

Monday evening. Fly-in from 0800 – 1200 Lunch with the 6 ex-RCAF pilots at the hangars on Apron 2 with parade and presentations from 1300 – 1700. For more info Brian Pound 1-902-626-6963 [bpound@copanational.org](mailto:bpound@copanational.org)

**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 Stay over Saturday night until Sunday, NASCAR All Star race will be on the big screen Saturday evening. 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 21 - SEPT 10, BRAMPTON – CALEDON, ON (CNC3):** The Great War Flying Museum will be open Tuesday, Thursday, Saturday, Sunday and statutory holidays. 11:00 a.m. to 4:00 p.m. Other times by appointment. Admission by donation. 1-905-838-4936. [info@greatwarflyingmuseum.org](mailto:info@greatwarflyingmuseum.org) Aircraft parking, AvGas and restaurant/café available at the Brampton Flight Centre [www.bramptonflightcentre.com](http://www.bramptonflightcentre.com)

**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).

**MAY 27, CHATHAM ONTARIO (CYCK):** Kent Flying Machines / RAA Chapter 4975. Annual Fly-In / Drive-In Breakfast and Safety Seminar. Aviation Flea-Market. Breakfast served from 8:00 to 10:00 am Chatham Municipal Airport 8528 Fourteenth Line RR#2, Merlin, Ontario 1-519-676-345. For more information call Armel at 1-519-798-3286. <http://kentflyingmachines.ca/>

**MAY 28, BARRHEAD, AB (CEP3):** 8th Annual Fly In / Drive In Breakfast. 8:00 – 11:00 AM. \$8.00 per person, kids 8 and under free - all you can eat. 100 LL fuel available, excellent grass and ramp parking. 07/25 - 3000' x 100' hard surface, 123.2com. Eel. 2120'. Contact; Wade @ 780-674-0142 or [wade.evans1@gmail.com](mailto:wade.evans1@gmail.com)

**MAY 28, EXETER, ON, CSX7 (SEXSMITH):** FLY-IN BREAKFAST, co-hosted by COPA Flight 177 and Sexsmith Pilots Limited. Time: 08:00 to 11:30. Join us at this year's event for a great breakfast, aircraft spotting, and hanger talk. Fly or drive in, rain or shine. Non-aviators are welcome to find out what happens at their local airport, and learn about recreational aviation.

Bring a passenger. IFR: 1 block northwest of the intersection of Highways 4 & 83 on McDonald Road. No fuel available.

**MAY 27 – 28, HALIBURTON STANHOPE ON (CND4):** 1000 - 1400 All aviators, aircraft, and public are welcome to stop by for a hearty pancake breakfast hosted by the Haliburton Stanhope Airport Committee. For more information contact Cam Loucks at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca).

## 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, KAMLOOPS, BC (CYKA):** Join COPA Flight 82 for a COPA For Kids event. [www.kamloopsflyingclub.com](http://www.kamloopsflyingclub.com)

**JUNE 3, PITT MEADOWS (CYPK):** Join COPA Flight 16 for a COPA For Kids event. Contact Trevor at [2t.fleming@gmail.com](mailto:2t.fleming@gmail.com)

**JUNE 3, FORT ST. JOHN, BC (CXJ):** Join COPA Flight 180 for a COPA For Kids event. [stevhorychun@gmail.com](mailto:stevhorychun@gmail.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 4, SMITHS FALLS, ON (CYSH):** COPA Flight 100 Fly-in Breakfast. 0730 – 1130. Go to [www.smithfallsflyingclub.com](http://www.smithfallsflyingclub.com) or call 613-283-1148

**JUNE 4, CARMAN, MB (SOUTH):** Airport Day. Contact John Carley 204-745-3122

**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, HANOVER, 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)

**JUNE 10, MELFORT, SK:** Join COPA Flight 182 for their COPA For Kids event. Contact Trent at [trent.rae@fyidocctors.com](mailto:trent.rae@fyidocctors.com)

## JUNE 10, POKER RUN TERMINUS, EDENVALE AERODROME ON, (CNV8):

99s POKER RUN 0900 -14:30, All proceeds go towards the 99s scholarship fund. Poker Hands \$10 each or \$30 for 5 hands.

Participating airports: Terminus – Edenville 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 10, PITT MEADOWS, BC (CYPK):** 99s Poker Run, Pitt Meadows and 8 other airports. Open to all pilots, everyone welcome. Lots of fun & prizes. Co-ordinates N49 12 58 W122 42 46. Rain date June 17. Please visit our web site at [www.bccoast99s.com](http://www.bccoast99s.com), find us on Facebook, or email [bccoast99s@gmail.com](mailto:bccoast99s@gmail.com)

**JUNE 10, TILLSONBURG, ON (CYTB):** Canadian Harvard Aircraft Association Fly Day/Open House. Come hear the ROAR of the Harvards as they take to the skies! 0900 to 1600 hrs Admission by donation. For more info, please contact Pat Hanna at [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) (519-212-6021) or visit our website at [www.harvards.com](http://www.harvards.com)

**JUNE 11TH, CARP, ON (CYRP):** EAA Chapter 245 Fly-In Breakfast and Open House. 0730 – 1030. 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, 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 150x) 03/21 Unicom 122.8 Fuel 100LL available Mogas available in limited quantity (Shell nearby). 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 partir de 11h00. Un diner sera servi à partir de 12h00. Piste asphaltée (4921 x 150x) 03/21 Unicom 122.8 Essence 100LL disponible. Mogas disponible en quantité limitée (Shell à proximité). Note: nous aurons besoin de quelques bénévoles, si vous êtes intéressé ou pour toutes questions ou commentaires, [FlyinCYMW@gmail.com](mailto:FlyinCYMW@gmail.com) ou 819-449-6103. <https://www.facebook.com/events/1561520573858435/>

**JUNE 11, DISLEY, SK (CDS2):** E.A.A. Chapter 154 fly-in drive in breakfast 0800 – 1100 hrs. For more info phone Vic at 306-731-2249 or Ron at 306-751-1064.

# ON THE HORIZON

**JUNE 11, ST-LAZARE, QC (CST3):** COPA Flight 43/St-Lazare Flying-Club will hold its traditional Fly-In breakfast, 0730-1130, rain or shine. Info: Leo 450-424-6355, Michel 514-694-2129.

**11 JUIN, ST-LAZARE, QC (CST3):** Le Club COPA 43/Aéroclub de St-Lazare tiendra sont rendez-vous aérien traditionnel, déjeuner de 7:30 à 11:30, qu'il fasse soleil ou qu'il pleuve (CST3). Info: Leo 450-424-6355, Michel 514-694-2129.

**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. Please contact Bob McDonald at [bobkim.mcdonald@gmail.com](mailto:bobkim.mcdonald@gmail.com) or 613-432-8496

**A & A SHOW AT THE WIARTON KEPPEL AIRPORT (CYVV) FLIGHT 68:** June 17, 2017 10A. M. to 4 P.M. Hanger Market (Vendors), Old Cars, Motor Bikes and Aircraft. Contact Don Colter 519-793-3473 [dshcolter@cabletv.on.ca](mailto:dshcolter@cabletv.on.ca)

**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, EXETER, ON (CSX7):** Join COPA Flight 177 for a COPA For Kids event. 0900 - 1200. Contact Summer at [typapple@tcc.on.ca](mailto:typapple@tcc.on.ca)

**JUNE 17, MIDLAND, ON (CYEE):** Join COPA Flight 73 for a COPA For Kids event. 0800 - 1400. Contact [leigh.rigden@gmail.com](mailto:leigh.rigden@gmail.com)

**JUNE 17, WIARTON (ON) (CYVV):** Join Flight 68 for the A & A Extravaganza. 1000 to 1600. Hangar Market, old cars, motorbikes and aircraft.

**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. A lot of aircraft of all kinds, a fly market, static displays, workshops (metal, composite, weight & balance), exciting conferences and seminars, home-built/aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special dinner. Free camping on site. 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<sup>ème</sup> rendez-vous Aérien annuel tenu à l'aéroport de Sherbrooke. 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. [www.lesfaucheurs.com](http://www.lesfaucheurs.com); envoyez-nous un courriel à [lesfaucheurs@hotmail.com](mailto:lesfaucheurs@hotmail.com); ou appelez Réal Paquette au 819-878-399.

**JUNE 18, (FATHER'S DAY) FAIRVIEW, AB (CEB5):** Dunvegan Flight #174 Annual Fly-In Breakfast 0800-1200h. Fairview Airport. 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.savethicanso.com/>

**JUNE 18, VEGREVILLE, AB, CEV3:** COPA Flight 191 and Vegreville Flying Club will hold their annual Fly-In / Drive-In Pancake Breakfast. Breakfast starting at 0800. For information: Stu at 780-222-8282 or check out our website at [www.vegflyclub.com](http://www.vegflyclub.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, VARGAS ISLAND, BC:** BC General Aviation Association/COPA Flight 194, is hosting a fly-out to the iconic Vargas Island Beach on the West Coast of Vancouver Island. This flyout will happen the day after the Langley Fly-In. To register for updates on this event ie. changes in time, weather alternates etc... please register your email address. More info: [www.bcaviation.ca/vargas2017.html](http://www.bcaviation.ca/vargas2017.html)

**JUNE 18, PICTON, ON (CNT7):** COPA Flight 53, our famous Father's Day Breakfast Fly-in returns. Served from 0800 to 1100 am, \$8 for our wonderful breakfast. PPR not required for his event. Contact: Dave Main. 613-661-3278. [Prince-Edward-Flying-Club.com](http://Prince-Edward-Flying-Club.com)

**JUNE 18, LLOYDMINSTER, AB:** COPA Flight 113 Lloydminster Flying Club Annual Fly In / Drive In Pancake breakfast and COPA for Kids Day. Breakfast begins 0800. Contact Kevin-306-821-7617, [k2reiter@gmail.com](mailto:k2reiter@gmail.com)

**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. Click here for further information.

**JUNE 24, LINDSAY, ON (CNF4):** Join COPA Flight 101 for a COPA For Kids event. Contact Bob at [bobburns@i-zoom.net](mailto:bobburns@i-zoom.net). [www.klfc.ca](http://www.klfc.ca)

**JUNE 24, SUMMERSIDE, PE (CYSU):** Join COPA Flight 125 for a COPA For Kids event. Contact Dave at [drdaveaviator@hotmail.ca](mailto:drdaveaviator@hotmail.ca)

**JUNE 23-24, HALIBURTON STANHOPE ON (CND4):** This will be the 23rd consecutive year that an E.A.A. Young Eagles sanctioned event will be held at the Haliburton Stanhope airfield. Friday 1600 - 2000. Saturday 0900 - 1400. For more information contact Cam Loucks at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca).

**JUNE 27, OLDS/DIDSBURY, AB (CEA3):** COPA Flight 142 Fly-in and Car Show. Pancake Breakfast 0800 - 1100. Come see Antique Willy's Jeeps, hot cars, trucks, motorcycles, tractors. Olds Air cadets 50/50 draw. Discounted fuel.

## OVER THE HORIZON

### JULY 2017

**JULY 2, DELORAIN, MB (CJJ4):** Fly-in breakfast 0800 - 1100

**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.

# ON THE HORIZON

**JULY 15, NEW GERMANY, NS (CCA2):** COPA 196/The Bluenose Flying Club New Germany Lake N44.55, W64.74. (weather day July 16), 9th Annual Pilot's Picnic. Comm 122.8 Contact Mervin Zinck (902)-521-5388

**15 JUILLET, SAINT-ANDRÉ-AVELLIN, QC (CAA2):** La corporation des pilotes vous invite à leur 5ième déjeuner aérien. Le déjeuner sera servi de 8:30h à 12:00h à l'intérieur du hangar principal de l'aérodrome. Bienvenue aux campeurs sous-l'aile. 819-983-8454 ou [paulam@live.ca](mailto:paulam@live.ca) ou CFS-CAA2.

**JULY 15TH, SAINT-ANDRÉ-AVELLIN, QC (CAA2):** The corporation of pilots of Saint-André-Avellin invites you to their 5th Annual Summer Fly-in. Breakfast will be served inside the aerodrome's main hangar from 8:30 hr to 12:00 hr. Welcome also to under-the-wing campers. 819-983-8454, [paulam@live.ca](mailto:paulam@live.ca) or CFS-CAA2.

**JULY 15, TILLSONBURG, ON (CYTB):** Canadian Harvard Aircraft Association Fly Day/Open House. Come hear the ROAR of the Harvards as they take to the skies! 0900 to 1600 hrs. Admission by donation. Contact Pat Hanna at [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) (519-212-6021) or visit our website at [www.harvards.com](http://www.harvards.com)

**JULY 16, VULCAN, AB (CFX6):** Vulcan flying club annual fly in breakfast 0800 to 1100. Jesse Bjornson 403-485-3696.

**JULY 16TH, IROQUOIS, ON (CNP7)** The Iroquois Flying Club's Special 51st Annual Fly-In Breakfast beside the beautiful St. Lawrence 8:00 a.m. to 11:30 a.m. Seaplane dock near the airport. Information: 613 657-1646.

**JULY 16, CAMPBELL RIVER, BC (CYBL):** 4th annual WINGS 'n' WHEELS fly in and car show. Camping allowed – breakfast starts at 0700. Expecting military displays and flypast plus a B25. Sat evening July 15th hangar Dine and Dance – advance tickets only. Call or email Bill 250-287-6259 [bill@sealandaviation.com](mailto:bill@sealandaviation.com)

**JULY 19, GRAND FORKS, BC (CZGF):** The Grand Forks Flying Association would like to inform you that we are on the Snowbirds demonstration team schedule. <http://www.rcaf-arc.forces.gc.ca/en/snowbirds/schedule> page. The show will start @ 1600. Please be early, Notam will close airspace. Camping under the wing or RV will be available on site if needed. For more information James 250-442-9424 or email [jtetraynor@hotmail.com](mailto:jtetraynor@hotmail.com)

**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 22 - 23 HALIBURTON STANHOPE ON (CND4):** Ultralight And Homebuilt Aircraft Fly In / Drive In Breakfast 1000 - 1400. Breakfast hosted by the Haliburton Stanhope Airport

Committee. For more information contact Cam Loucks at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca).

**JULY 24-30, OSHKOSH, WI:** Join COPA July 25th for the great Canadian Cook-out, thanks to Magnes and AIG, where all Canadian pilots are invited to gather under the tent. There will be many door prizes, food and drinks for everyone to enjoy.

**JULY 30, RUSSELL, MB, (CJW5):** COPA Flight 138/Russell Flying Club Annual PANCAKE BREAKFAST. 0800 – 1200. \*\*Flying Farmers eat for FREE!\*\* 4000' paved runway. Cheap avgas. Overnight parking/camping welcome. More info by emailing [wrwile@gmail.com](mailto:wrwile@gmail.com)

## AUGUST 2017

**AUGUST 5, TILLSONBURG, ON (CYTB):** Canadian Harvard Aircraft Association Fly Day/Open House. Come hear the ROAR of the Harvards as they take to the skies! 0900 to 1600 hrs Admission by donation. For more info, please contact Pat Hanna at [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) (519-212-6021) or visit our website at [www.harvards.com](http://www.harvards.com)

**AUGUST 1-25: GOVERNOR'S CUP CROSS CANADA AIR RALLY:** Celebrate Canada's 150th Anniversary with a group of International Flyers! 10 provinces! 1 Territory! Join us for 1 day, 2 days, one section or the entire Air Rally. This event will help finance the Aeronautical Training program in 2 Canadian schools. [www.airrally.com](http://www.airrally.com) or [info@airrally.com](mailto:info@airrally.com) 450-969-2247

**AUGUST 6, KILLARNEY MANITOBA (CJ55):** Killarney Flying Club Annual Fly-In Breakfast. 0800 - 1200. Bob buys breakfast for any pilot flying in that mentions they saw this ad in "On The Horizon". Contact or text Bob 204-523-6316 or [bobsair@hotmail.com](mailto:bobsair@hotmail.com)

**11-13 AOÛT, LAC ETCHEMIN, QC:** RVA libAIRté. Contactez 581-307-8062 ou [franc.hauselmann@cocktails-solutions.com](mailto:franc.hauselmann@cocktails-solutions.com)

**AUGUST 12, NOTAWISSI LAKE, QC:** Bernie's 8th Seaplane Splash-In. Seaplanes and helicopters welcome on the Notawissi Lake (North 47-06-30, West 75-27-40). 110 nm north of the Ottawa airport (CYOW). 1100 to 1500 <https://notawissi.com/en/index.php> Bernie: 819-465-2069, [bernieavion2007@hotmail.com](mailto:bernieavion2007@hotmail.com) or Andre 819-568-2359, [info@pontiacairport.com](mailto:info@pontiacairport.com) (August 13 rain date)

**AUGUST 12, SAULT STE MARIE, ON (CYAM):** Join COPA Flight 66 for a COPA for Kids event 0900 - 1400. Contact Terry Mortimore at 705-206-1164 or <http://www.copassm.com/>

**AUG 12, VEGREVILLE, AB (CEV3):** Join COPA Flight 191 for a COPA For Kids event at Vegreville Airport 0900 – 1200. You must pre-register for this event on our website at [www.vegflyclub.com](http://www.vegflyclub.com) all of the information and forms are available here.

**AUG 13, EDENVALE AERODROME ON, (CNV8):** FCC 99s Annual Ladies Fly-In Tea. Ladies, join us for a great afternoon with other female pilots at our annual Tea in the hangar. \$10 p.p. RSVP is mandatory. For more information, please contact: [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. In case of bad weather, this event will be cancelled. For further information, please visit our new website <http://apphyjn.com/> or contact Richard /Nicole Legault [legault.nr@videotron.ca](mailto:legault.nr@videotron.ca) (450-466-8613 Quebec).

**AUGUST 19, OLIVER, BC (CAU3):** COPA Flight 158 is hosting our Annual Fly-In-Breakfast from 0800 until 1100 hrs. Coffee, fruit, juice and breakfast. \$10.00 Everyone welcome. For more information please contact David Forst at 250-488-5710 or [sofc.oliver@gmail.com](mailto:sofc.oliver@gmail.com)

**AUGUST 26, TILLSONBURG, ON (CYTB):** Canadian Harvard Aircraft Association Wings & Wheels Open House. Vintage warbirds and vintage cars cover our ramp from 0900 to 1600 hrs. Admission by donation (car owners pay to register). Contact Pat Hanna at [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) or visit our website at [www.harvards.com](http://www.harvards.com) Rain Date: August 27

**AUGUST 27, GRAND FORKS, BC (CZGF):** The Grand Forks Flying Association Flight 62 will be hosting their Airport appreciation Fly-in. Elks pancake breakfast 0800-1100. August 26 1730 BBQ and runway theater to follow when it is dark. Camping under the wing or your RV will be available on site. For more information Call James 250-442-9424 or email [jtetraynor@hotmail.com](mailto:jtetraynor@hotmail.com)

## SEPTEMBER 2017

**SEPTEMBER 7-10, KILLARNEY, ON:** Northern Lake Amphibian Pilots' Fly-In & Safety Seminar. Killarney Mountain Lodge. Pilot sessions focus on safety, maintenance and flying tips. Come visit Ontario, Canada. Consult [www.northernlakeamphibianpilots.com](http://www.northernlakeamphibianpilots.com) for more information.

**SEPTEMBER 8-10. MICHIGAN AIR TOUR, USA.** 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). Tour begins officially Fri. morning at Midland-Barstow Airport (KIKW). Tour stops are Harbor Springs (KMGN) and Drummond Island (KDRM). Advance registration required, space is limited. [www.michiganairtour.org](http://www.michiganairtour.org) or Rebecca at [rebpdilot@aol.com](mailto:rebpdilot@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. Contact: Barry Tschirhart 519-881-6020 [barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

**SEPTEMBER 9, BONNYVILLE, AB (CYBF):**

COPA For Kids event. 1000 – 1400. Contact Kurt at [copaflight90@gmail.com](mailto:copaflight90@gmail.com)

**SEPTEMBER 9, WATERLOO AIRPORT, (CYKF):**

Ninety-Nines Fly-Out Lunch. 12:00 –14:00hrs. Join the First Canadian Chapter 99s at their monthly fly out lunch to the restaurant in the Region of Waterloo International Airport. RSVP to save a seat. Contact: [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**SEPTEMBER 9, MANITOU, MB (CKG5):**

Fly-in at a unique one of a kind Manitoba event the 16th Annual Pembina Valley Honey, Garlic and Maple Syrup Festival. Kinsmen Pancake Breakfast 0800 until 1000 hrs. First eight pilots receive a free breakfast compliments of the Manitou Flying Club plus prizes for those flying in. Contact Ron Bamford [bamfordron@gmail.com](mailto:bamfordron@gmail.com) or Richard Brown 204-246-2302

**SEPTEMBER 16, KAMLOOPS, BC (CYKA):**

Join COPA Flight 82 for a COPA For Kids event. [www.kamloopsflyingclub.com](http://www.kamloopsflyingclub.com)

**SEPTEMBER 19-23, WALTON, HURON COUNTY, ON:**

Goderich's 'Sky Harbour' Airport is a designated airport for Huron County's 2017 IPM (International Plowing Match) near Walton. Pilots and passengers can fly into the airport, taxi to the end of runway 10 to enjoy breakfast at Flippin' Eggs.

**SEPTEMBER 24, KINDERSLEY, SK (CYKY):**

Fly-in Breakfast sponsored by Kindersley Flying Club and Kindersley Air Cadets. Contact Monte 306-463-4647

**SEPTEMBER 30, HALIBURTON STANHOPE ON (CND4):**

Haliburton Fall Colours Fly In/ Drive In Lunch. 1000 - 1600. Lunch hosted by the Haliburton Stanhope Airport Committee. October 1 rain date. For more information contact Cam Loucks at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca).

**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

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# Get Into Every COPA Member's Wallet

## Photo Contest Winner Goes on 2018 Membership Card

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

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

## Enter now for your chance to win in the first annual COPA Flight photo contest

There are two categories:

**Open Category:** the overall champion will have their image featured on COPA Flight promotional material.

**Membership Card Category:** this entry will be used as the background image of the new COPA membership card.

Rules:

- 1) Photos must be taken in Canada during 2017 and include at least one Canadian-registered aircraft.
- 2) Photos must be in high resolution in either JPEG or RAW format. The minimum file size considered will be one megabyte and the largest 20 megabytes.
- 3) Routine colour correction and other minor Photoshop adjustments are fine but no composite photos or extreme manipulation, please.

Entries must be submitted to: [russ@copaflight.ca](mailto:russ@copaflight.ca) by October 31, 2017.



Photo credit: Tyler Pearson

## MAKING AVIATION HISTORY AGAIN

TORONTO AIRWAYS CELEBRATES NEW START AT OSHAWA

BY GORD MAHAFFY



This is the Toronto Airways ramp and hangar at Buttonville Airport circa, 1967.



This is the Toronto Airways ramp and hangar fifty years later at the Oshawa Airport. Join the staff and students on Saturday May 27 2017 for their official opening and be part of aviation history.

Everyone remembers their first solo. But another aviation milestone for many of us was the first time we ever got close to an airplane. Some lucky people come from an aviation family and actually grew up with airplanes. But for many of us it was a long time before we got within touching distance of anything that flew. This is the reason for the “COPA for Kids” program.

For me, the big event happened sometime in the late 1940s when I was just seven years old. I had been invited to a friend’s cottage on Lake Wilcox just north of Toronto and was with my friend’s family when they pulled off Woodbine Avenue into a grass field to stretch their legs. The sign announced “Gilles Flying Service” and sitting just a few feet from where we had parked were two “REAL” airplanes.

One was a J-3 Cub and the other a surplus Tiger Moth complete with a Gosport tube between the two cockpits for instructor–student communication. Touching these cloth airplanes had me reconsidering my dream of becoming a pilot.

Why is this relevant today? Well Gilles Flying Service morphed into the Buttonville airport and during the 1960s was the home to one of the biggest and most active flying schools in the country, namely, Toronto Airways. Initially flying 65 horsepower Champs, this became the Mecca for recreational flying and then continued to grow into one of the most prolific flight training organizations in Canada, long before aviation colleges were even thought of.

The Buttonville airport was forced to close its doors and the resident

businesses were forced to either move or close.

However the people in aviation are a resilient group and don't quit so easily. Toronto Airways packed up and joined its satellite company, the Canadian Flight Academy on the Oshawa airport. They renovated a hangar, paved more airside parking and brought 30+ airplanes with them. Toronto Airways/Canadian Flight Academy is now ready to make history for the next 50 years by providing all levels of quality flight training to students from all over the world.

And here is where you can be part of aviation history. On Saturday May 27, 2017, Toronto Airways/Canadian Flight Academy will be celebrating its official opening in Oshawa, starting at 10:00 AM. The opening ceremonies will include dignitaries such as the mayor of Oshawa, the airport manager, airport personnel, and support organizations such as COPA. There will be tours of the facility including the three full-size fully certified full motion simulators. Sightseeing tours over Oshawa will be offered at a discounted price of only \$20.00. Instructors will be available to outline the courses available and the types of planes that could be used for your training.

Oshawa is a rich community with many amenities to offer itinerant pilots arriving at the airport. It is a Customs port of entry with public transit right at front the door; car rentals, and if needed, GO Transit can take you right into downtown Toronto. We even have a huge fully licensed Chinese restaurant right on airport lands.

So on Saturday May 27, 2017 visit the official opening of Toronto Airways on the Oshawa airport and bring a camera. Take lots of pictures and keep them for fifty years. Then show them to your family and brag that you were part of aviation history when it all got restarted again. **CF**



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# BACK IN THE AIR

WATERLOO WARBIRDS GET SPRING WORKOUT

PHOTOS BY GUSTAVO CORUJO







After a winter of inside work, it was finally time on April 1 for the Waterloo Warbirds to exercise the T-33 and L-29 Delphin.

The group was formed in 2014 of maintaining and flying the iconic aircraft to both honour past Canadian military aviators and to inspire young people through education about Canada's aviation history.

The T-33 flew with the RCAF for more than 50 years and was a revolutionary aircraft for its time as the first purpose-built jet trainer. It was flown by Ray Thwaites and Derek Hammond on the April 1 event.

Richard Cooper was at the controls of the L-29 Delphin. The aircraft was Czechoslovakia's first jet trainer and has been in service since 1959. **CF**

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

## YOUTH MOVEMENT

YOUNGER PILOTS FILLING THE VOID  
PLANE TALK BY JOE HESSBERGER



There is a renewal taking place in the General Aviation Industry that is wonderful to behold. The most important example is the current COPA initiative to entice the younger generation to join the aviation community and to perhaps embrace aviation for work or pleasure. There is a changing of the guard taking place and it is happening none too soon. All one has to do is to attend one or more of the Nav Canada sponsored PrepAir seminars, to see evidence of the folks in their thirties and forties who are now participating in Aviation.



A number of young air traffic controllers, some of whom are also pilots, participate in the PrepAir seminars and the concept has taken off with a dramatic rate of climb. For more info on that, have a look at the PrepAir website at: [www.prepair.ca](http://www.prepair.ca)

Another COPA initiative is the free student membership. It includes a one-year membership, twelve issues of the COPA Flight magazine and access to the members-only section of the COPA website. Membership allows you to learn about general aviation across Canada, including upcoming events, places to fly and to connect with fellow aviators. Of course COPA membership also qualifies individuals to partake in the Magnes Aircraft Insurance Programme.

DC-3 gate guard flies again at Langley and RAA Chapter 85 had their awards night.

To qualify, all you have to do is to provide proof of enrolment from a Canadian Flight Training unit, or provide an instructor's endorsement stating current training undertaken and that you have not previously held a COPA membership.

The other day I attended a mini seminar at Sky Quest, one of the flying schools here in the Lower Mainland. The presenters were from Transport Canada (TC). Yes, TC seems to have awoken from a deep slumber to get back into the business of communicating directly with the people of the aviation industry. Two enforcement investigators, David Moss

PHOTOS COURTESY JOE HESSBERGER



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and Kent Wickens, specializing in Flight Operations, explained what aviation enforcement is all about.

It was a super presentation, administered by a couple of fellows whose background is from the industry. The reason we had not seen hide nor hair of TC is that they were so short staffed, (only one inspector). He was simply so swamped with work, that he could not get out of the office. Now they have a total of six inspectors for different disciplines such as flight operations, airworthiness, complaints from the public, etc. and it will enable inspectors to be more visible in the field.

It would be really good if this would mean that we can now actually talk to someone at TC. Of course there is still the flip side of the coin, whereby TC has just told us officially that we can no longer show up at a TC office and expect to be served by someone. We now have to make an appointment and only then will the doors to the hallowed halls be open.

Now if they only resurrected the old System Safety or what was also called Aviation Safety Programs, depending on how far back you look, then perhaps we could also receive educational material as in the past. Well, I guess we as COPA guys will just have to step into the gap and help out a bit on that.

There is more great news. The British Columbia Aviation Council (BCAC)

is pleased to announce that Harbour Air Seaplanes has established a \$30,000, two-year annual sponsorship for advanced seaplane training, aimed at entry level commercial pilots. The chosen candidate for this year will be announced later this year at the BCAC's Silver Wing Awards Banquet. For more information on how to enter your name for this sponsorship, check out the BCAC website at [www.bcaviationcouncil.org](http://www.bcaviationcouncil.org)

The Recreational Aircraft Association (RAA) Chapter 85 held their annual Awards Banquet at the Delta Town and Country Inn. The RAA is presently building a Zenith 750 aircraft. This project was started about eighteen months ago and is hoped to be completed sometime this summer.


The President, Peter Whittaker, capably assisted by the VP, Eric Munzer and long-time member Bruce Prior, presented ten different awards during the banquet. These included the Peter Chick Memorial Trophy: recipient Peter Whittaker; Old Frank Trophy, Peter Whittaker; Safe Flying Award, Eric Klassen; Craftsman Award, Cliff Dawson; Homebuilt Aircraft Award, Tim Saxton; the President's Shield Plaque, Peter Whittaker; Ira Jameson Award, Bruce Prior; Woman of the Year Award, Heidi Bekker; Most Valuable Member Award, Tom Boulanger;

and the Pilot License Certificate, Evie Chan and Luke Chen.


I attended the Vancouver International Airport's (CYVR) Phase Three (Public) Consultation. The most interesting items on their YVR 2037 Master Plan Document was the development of a third parallel runway. This runway would be in between the existing runways and extend out over the open water of the Iona Lagoon, just west of the current airport property. The southern runway 26L/08R would get a new taxiway structure, which would rearrange much of the airport's southern building structures. I asked if the floatplane operations on the river would be affected by these development plans. They assured me that there were no plans in place to ever do away with floatplanes at YVR.

March 28th, saw the iconic DC-3 gate guard, moved from the east side of Langley airport to the West side. This was necessary, as preparations for the redevelopment of the airport's East side and the Canadian Museum of Flight's future move to the west side, are underway. Many workers and onlookers braved the rainy March weather to witness the airplane's last flight, albeit by crane. **CF**

Send B.C. and Yukon news to: [jhessberger@copanational.org](mailto:jhessberger@copanational.org) or phone (604) 209-3465




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## THIRSK DESCRIBES WONDERS OF SPACE

CANADIAN ASTRONAUT ADDRESSES CALGARY CADETS

BY CARL FORMAN | PHOTOS BY PETER PERRY



**Left:** Dr. Thirsk with Air Cadets

**Below:** Dr. Thirsk



The Calgary Recreational and Ultralight Flying Club (COPA Flight 114) hosted 120 Air Cadets to a presentation titled 3000 ORBITS by astronaut Dr. Robert Thirsk. More than 200 people attended.

Thirsk described his first rocket launch aboard the Space Shuttle Columbia “Life and Micro Gravity” spacelab mission.

During this 17-day flight he and his six crew members performed 43 experiments devoted to the study of life and material science. The life science experiments investigated changes in plants, animals and humans under zero gravity. It also examined protein crystallization, fluid dynamics and high-temperature crystal growth upon cooling of multi-phase materials.

Thirsk’s second space flight lasted six months. For this mission he trained in Russia and reached the International Space Station (ISS) via a Russian Soyuz rocket. Slides and narration of the rendezvous and docking with the ISS were breathtaking. Guests learned about detailed astronaut training and survival. Life aboard the ISS, operation of both the ISS and the Canadarm and the research carried out were also covered.

There were lots of pictures of life aboard the ISS as well as the earth’s surface. Remarkable photos included the explosion of a volcano that lifted the frozen surface of a mountain into space, and numerous others showing the beauty of the earth’s deserts, oceans and snowcaps. The description and slides of his re-entry in a Soyuz capsule was hair raising to say the least.

The cadets asked many interesting questions that Dr. Thirsk obviously enjoyed answering. We learned that there is no such thing as freeze dried ice cream and today’s perspiration may be tomorrow’s water and coffee. In answer to the question: “Could you see The Great Wall of China with the naked eye?” his surprising response was “In 3,000 orbits of the earth I never saw it. In fact we never saw China because of pollution”. He then turned to the attached slide of the earth’s horizon from space showing just how very thin our atmosphere is and how vulnerable a species we are. It was an eye opener to say the least.

Thirsk stayed late so that the various cadet squadrons could have their picture taken with him. **CF**

## Yukon Aviation Reunion in July

PIONEERS, PILOTS AND BUILDERS HEAD TO WHITEHORSE




Anyone who has ever had anything to do with aviation in the Yukon is invited to a reunion in Whitehorse July 21-22.

With that kind of broad invitation, the event is sure to draw a broad cross section of the builders, movers, shakers and characters that helped develop that part of the North.

"I am looking for stories/memories to be posted at the meet and greet," said organizer Donna Clayson. "If anyone has something to pass along they can email me at [bdclayson@northwestel.net](mailto:bdclayson@northwestel.net).

Among those who have confirmed attendance are Buffalo Joe McBryan, who will speak at the meet and greet at the transportation museum. Air North founder Joe Sparling will also be there as will legendary bush pilot Bob Cameron.

In addition to a banquet, there will be day trips organized to Skagway, Carcross and Takhini Hot Springs.

More information can be obtained by emailing Clayson or going to the reunion Web site at <http://www.aviation-reunionwhitehorse.myevent.com> 



# Take Flight For Hope Air

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## VIMY FLIGHT SUPPORT NEEDED

COPA FLIGHTS CAN HOST PILOTS, PLANES

BY BRIAN POUND COPA MARITIMES DIRECTOR



In April's COPA Flight there was an article explaining how six First World War aircraft were going to Vimy, France to fly over the Vimy Monument on April 9th. This is the 100th anniversary of the famous Canadian Battle that is said to truly mark the "birth of a nation."

Near the end of April, an RCAF C-17 will transport these planes to RCAF Greenwood NS, where they will start their preparations to fly this Canadian history lesson to numerous communities across the country.

Currently the confirmed stops are Moncton NB (mid May), Debert NS CCQ3 May 20, Summerside PE CYSU May 21, Charlottetown PE CYYG May

22 (fly-in and parade), St. Hubert PQ June 4, Barrie/Camp Borden Ont. June 28, Ottawa July 1, RCAF Comox BC Sept 23, and Langley BC Nov 11.

Their tentative travel schedule is: north-west New Brunswick in the last week of May, Riviere-du-Loup May 29, Quebec City May 30, Oshkosh WI July 29, RCAF Winnipeg Aug. 5, RCAF Moose Jaw Aug. 12, Saskatoon Aug. 19, Edmonton Aug. 26, Calgary Sept. 2, B.C. Interior the week of Sept. 9 and Boundary Bay Sept 17.

The aircraft will be able to use RCAF bases across the country but there is a lot of country between those bases and COPA Flights are invited to host the pilots and aircraft on their way.

The PEI Flying Association and COPA 57 has financially supported the

Vimy Flight pilots and aircraft are looking for hosts for the cross-Canada part of their trip.

Vimy Flight as well as organized their tour of Debert, Summerside and the fly-in and parade at Charlottetown.

If your COPA Flight would like to support and/or have them visit your aerodrome on this tour, you can contact one of the pilots by their regional representatives. ☐

Maritimes: Larry Ricker  
[larryricker777@gmail.com](mailto:larryricker777@gmail.com)

Quebec and Ontario: Gord Cooper  
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# *Flying It* **FORWARD**

## **CANADIANS HONOURED DURING WORLDWIDE EVENT**

STORY BY RUSS NILES, WOAW

PHOTOS BY GUSTAVO CORUJO, JEAN-PIERRE BONIN

**The bitter winter of 2016/2017 was showing little signs of abating just about anywhere when it was time for an early spring tradition in Canada.**

Across the country on the weekend of March 11, committed aviation volunteers staged 17 Women of Aviation Worldwide events to expose as many females as possible to aviation and the many career paths it opens.

“What started in 2010 with just over 1,600 Fly It Forward flights has grown to directly touch the lives of 53,000 within just a one week span,” said Mireille Goyer, iWOAW Founder and President. “It is mind boggling and very encouraging. We are on track to change the face of aviation.”

Canada is a particularly challenging place to hold aviation events in early March and this year was especially tough because winter seemed to hang on forever, even in milder areas like the West Coast.

Glacier Air pilots are used to flying in the rain of B.C.’s paradoxically named Sunshine Coast but it was coming down in torrents as they loaded girls into the 172s and picked through the clag to give them a quality flying experience.

The event was hosted by Glacier Air owner Collette Morin and Diana Strang of the 99s and the weather was a non-event for those taking their first flights.

“Taking someone flying for the first time is a privilege,” said Strang. “One girl said to me when we were back on the ground: ‘I didn’t know the world was such a beautiful place.’”

At the other end of the country in Lachute, Quebec, it was windy and the temperature was in minus double digits so the weather prevented some of the pilot volunteers from flying. It did not, however, prevent the hundreds of eager girls who had signed up for their Fly It Forward flights from showing up.

Organizer Marguerite Varin rolled up her sleeves and matched passengers and pilots at what ended up being a record setting pace. With about half the number of aircraft, the Lachute event flew a total of 631 girls and women, eclipsing the record of 614 flown in 2016. At its peak, 170 women per hour were being introduced to aviation. The event earned Varin the WOAW award as Most Productive Organizer. Helicopter pilot Yves Barbeau was also awarded for the dozens of girls he flew during the day. Lachute was also a runner up for Most Female-Friendly Airport along with Brampton-Caledon in Ontario. >>

# Flying it FORWARD







WOAW events were held in seventeen locations across Canada and involved thousands of girls and women.

paragliders, ultralights, airplanes, and helicopters for more than 900 hours collectively. To win any of this year's pilot awards, pilots had to take off and land at least 20 times.

Nobody flew more girls of any age than helicopter pilot, Dianna Stanger. She completed more than 180 flights over seven days and introduced 925 women and girls to flying in Albuquerque, NM, USA. She wins the 2017 Most Dedicated Female Pilot Worldwide title. But that's not all; she also inspired other female pilots based at the airport to excel. First and second finalists in the category are Albuquerque pilots, Bobbie Lind and Susan Larson.

Meanwhile, Sylvain Cantan of Bozas, France, flew his ultralight almost non-stop for two days to win the 2017 Most Supportive Male Pilot Worldwide title. Her counterpart in the non-flying event category is Terri Donner of Louisville, KY, USA, who coordinated a massive girl scout event with the help of her Ninety-Nines chapter and the local Association for Women in Aviation Maintenance chapter.

Size is important but so is quality. iWOAW recognizes events with 50 or more attendees that deliver the highest reported level of satisfaction. Emma Bowley of Temora, NSW, Australia, hosted the flying event with the highest feedback ratings this year. She wins the Most Acclaimed Organizer Worldwide title in 2017 for that category. Vassif Yuceli who spearheaded a series of non-flying events in Antalya, Turkey, wins the title in that category.

World record helicopter pilot Jennifer Murray will help hand out the trophies to the winners at the Fly It Forward Award Luncheon during iWOAW's upcoming Symposium in Vancouver, BC, Canada, May 24-26.

Next year's Women Of Aviation Worldwide Week will be held from March 5 to 11. The theme will be "Speed Demons. 65 Years of Supersonic Women," as a salute to Jacqueline Cochran's 1953 supersonic flight aboard a borrowed Royal Canadian Air Force Sabre jet. **CF**

In addition to the flying effort, the Lachute event included a trade show, a conference and other activities spread over two airports. An all-female Air Inuit crew flew a Dash-8 to the event and Nolinor had a Convair 580 on display.

Francois Vrana, of Lachute Aviation and the local CASARA group were instrumental in the busy day's success.

Although the week was created in Canada seven years ago, it is truly a world-wide effort and Goyer said there were a total of 148 events around the globe and more than 53,000 females spent at least part of the day immersed in aviation. More than 9,000 went flying.

The Week powered by the Institute for Women Of Aviation Worldwide (iWOAW) aims to address the air and space's industry deeply rooted gender imbalance by inviting girls of all ages to discover the industry's careers and hobbies within a welcoming environment and familiarizing them with women's past and present contributions.

Studies and iWOAW's annual feedback surveys show that women and girls are unlikely to consider the industry's technical careers traditionally presented as men's jobs without an explicit invitation to do so.

Since 2010, iWOAW's Fly It Forward Challenge and Women Of Aviation Worldwide Week initiatives have suc-

cessfully changed perceptions. For more than 80 percent of nearly 200,000 participants to date, the impact went beyond a perception shift; it was life changing. In fact, 64 percent are now considering a career or hobby in the industry.

"My 11 year-old wanted to go into the medical field," reports Alicia Pino who was on a Fly It Forward flight with her two daughters in Albuquerque, NM, USA. "Now, she is dead set on becoming a pilot for the hospitals."

Simultaneously reaching out to thousands of women and girls without age or affiliation restrictions is a staple of the WOAW movement. Each year, iWOAW awards titles and trophies to individuals and organizations who excel at materializing its goals of engaging as many women and girls as feasible and offering them a quality experience.

Del Sol Aviation in Albuquerque, NM, USA, hosted a week-long event featuring multiple educative activities, a significant static aircraft display, and Fly It Forward flights. No participating airport anywhere in the world introduced more women and girls to flying than Albuquerque International Sunport did. It wins the 2017 Most Female Pilot Friendly Airport Worldwide title.

Throughout the Week, Fly It Forward pilots loaded up their aircraft with women and girls to give them a chance to experience flight. They flew

# Canadian Plane Trade

COPA Flight Classified Section



FEATURED LISTINGS FOR MAY, 2017



**1964 C336 SKYMASTER.** 3400 TT, engines 150 SMOH, props 50 SMOH, annual to Jan 2018, paint & interior 8/10, IFR. \$67,500 CDN 306-222-5634, ewjordan@yourlink.ca (2751.13669)



**1968 CESSNA 150H.** 2823 TT, 593 SMOH, 331 on 4 new cyls, BK nav/com, ADF, xpdr mode C, intake, prop, cowl covers, manual towbar, 9/10 in/out \$28,000 OBO, mskuby@xplornet.ca (2754.14085)



**1971 CESSNA 150,** 7839 TT, nav/com, ARC, ADF, xpdr Mode C, current C of A, good condition, good compression. C/W: wing and cowl covers, winter-kit, extra- rebuilt cylinder, back seat(rare). \$16,000 OBO. 780 905-9601, Email: bstephenson@qps.ca (2695.14084)



**1960 CESSNA 172.0 – 300 CONT,** 860 SMOH, 14 STO, 2160 TTSN, CofA done May 2016, Horton STOL, EDO 2000 Floats. All reasonable offers considered – purchased 180 \$60,000 CDN. Email: littlecessna172@gmail.com (2545.13642)



**2009 AEROCOUBE,** HOMEBUILT CATEGORY. 335 TT 0-200 Crank, C-90 Cam in C-85, spin on filter. CHT/EGT, Icom Radio, intercom, Mode C. 1450 Gross. Retract shoulder harness. As featured in RAA mag. Always hangared. Sale includes Cyclo polisher and material, Bruce custom cover. \$36,500 OBO. email: fraserlane@rogers.com 519-941-7668 (2510.13737)



**1974 MOONEY M20F** 1/2 or full share, CYSH near Ottawa. 350 SMOH, 6238 TT, GTN 750, GNS 430W, S-Tec 60-2 AP, Aspen Pro 1000, GDL-88 dual link ADS-B, UBG-16 engine analyser, FS-450 fuel computer, Gami injectors, and much more. www.cysh.ca/gldk.html for complete info. (2403.13273)



**1973 PA28-140,** 2500 TT, 550 SMOH, good avionics plus STEC autopilot, paint & interior 7/10, annual to July 2017. \$37,500.00 CDN More info and pictures 306-222-5634 or ewjordan@yourlink.ca (2751.13671)



**1965 CESSNA P206.** 1751.3 TTSN, engine 27h SMOH, Black Mac prop 27h SN. Full panel Auto Pilot, long range tanks, intercom, GPS Garmin 295, Wipline floats 3900 200h since new, wheel kit, new annual. asking: \$160,000. Call 450-681-8176. Or email: rejeanperron@yahoo.ca (2656.13857)



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2007 Cirrus SR22 Turbo G3, 1240 TT, TKS Delce, Recent Import!	\$260,000 USD	1976 Grumman Tiger, 1471 TTAfE, Original/Hangared! Annual 12/16!	\$42,000 USD
2006 Turbo 182T, 1468 TTAfE, G1000, TAS600 Traffic, SVT!	\$215,000 USD	1976 Piper Lance, 2774 TT, 1743 SM, King w/HSI/ALTIM AP!	\$89,900 USD
2003 CirrusSR20, 2670 TT, 465 SM, DualGTN650 GPS!	\$159,000 USD	1976 Duke, 7504 TT, 1050/550 SM, Garmin GMX, Excellent Maintenance!	\$120,000 USD
2002 Piper Super Cub Replica, 187 TTAfE, Amphibs/W/ Gear!	\$99,900 USD	1975 Beech Sierra, 2166 TT, 694 SM	\$44,900 USD
2002 Mirage 800TT, 205SMOH, Dual 530's, Traffic, Knowlce!	\$530,000 USD	1975 Bonanza A36, 3753 TT, 773 SFRM, Dual KX155/HSI, club seating, hangared	\$130,000 USD
2001 DA40, 1/7th Share, Based St. Hubert, 530W/430W, 1300SM	\$25,000 CAD	1974 Cessna 172, 23393TT, 2013SM, King & Garmin! Trainer!	\$30,900 CAD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNSS30! Commercial!	\$99,000 USD	1974 414 6905TT, 1183SM, Full De-Ice	\$150,000 USD
2001 182T, 1300 TT, KingKLN94, KMD550,HSI, WX500 WX!	\$179,900 USD	1974 Baron 58, 3965 TT, 750 SM, Garmin 530WAAAS, Full De-Ice	\$170,000 USD
1998 C182S, 2598TT, 463SM, NewProp! Garmin GTN750!	\$195,000 USD	1973 T310Q, 2805 TT, Garmin GTN 650!	\$59,900 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1973 Baron B55,4330TT, 1300SM, FIKI, GTN750, GTN650, and much more!	\$225,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$295,000 USD	1972 Navajo '600, Normally Aspirated, 5044TT, 1377SM	\$140,000 CAD
1981 Mooney 231/252 Conversion, 3875 TT, 85 SMOH!	\$109,900 USD	1971 Navajo310, 7511TT, 796SM, FullDeIce, VGs!	\$159,000 USD
1979 Seminole, 11308TT,525/2100SM,Commercial!	\$79,000 USD	1968 Mooney M20F, 2190 TT, 145 SMOH, Speed Mods, King Digital	\$72,500 CAD
1979 C310R, 8595TT, 1414SM, FIKIw/NewBoots (2012)!	\$119,900 USD	1966 TwinCom, 8194 TT, 1189/1089 SM, Props/76	\$73,000 USD
1979 C414A, 6462TT, 250/750SM, VGs, Winglets!	\$399,900 USD	1964 TwinComanche, 7939TT, 1253SM, KingDig, Q-Tip, Hangared	\$59,900 CAD
1978 C340A, 5226 TT, 1395/1847 RAVIV, 2X430W, G600PFD/MFD	Call!	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOL!	\$75,000 CAD

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**1961 DHC-2 BEAVER,** 115512 TT 15 SMOH by AeroRecip, prop about 50 SMOH May 2010, only 500 SN on floats (fresh water), alternator, new glass, IMRON paint 9/10, interior 8/10, 7 seats, fold-down 3-place center, GPS, VHF, mode C, 4-place intercom, one owner since 96 \$390K CAD. Email: harley.lang@netspectrum.ca for PIX and details. (2535.13888)



**1958 FORNEY F1 AIRCOUPE,** 1593 TTAf, 877 TTE, 85 TTP, less than 20 hours on Cylinders. Airtex ME406 ELT, Microair VHF & TXP, Garmin GPS. \$28,000 (offers). Dennis Forster – Home: (204)256-8232, Cell:(204)293-0795. E-Mail margf@shaw.ca for more photos. (2777.13827)



**1973 AEROSTAR 600.** TTSN 5090, LE-541, RE-1069, SPOH 82 (2016), Garmin GNS530W/430W, GMA347, GDL69A, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, XM weather, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangered, 2017 annual, \$135,000 CDN, 416.254.3581 (2798.13917)



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**2001 DIAMOND DA40 1/7 SHARE** partnership at St. Hubert CYHU. 1300 SMOH, Fully funded engine reserve. Garmin 530 WAAS, 430 WAAS, 396 with XM weather. KAP 140 autopilot. Redone Leather Interior. Annual inspection done March 2017. Exceptionally well maintained! \$25,000. da40forsale@gmail.com (2779.13844)



**T182RG 1979**, TTSN 54171, Lycoming O-540-L3C5D TSOH 916.3, Hartzell 3 blade 95.3 TTSN, IFR equipped, GNS430, KN64 DME, MX385 NAV/COM, VOR, WX950 Stormscope, EDM800, altitude hold, ME406 ELT, Mode-C, strobes, 4 person factory oxygen, winter covers, 3 Clark + 1 A20 Bose headsets, 4 life jackets, Rosen sun visors, Icom IC-A24. CAN\$110,000 ph: 250-964-2235 (2521.13659)



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**1963 CESSNA 180F**. 4080 TT, SMOH 414, SPOH 78, 2870 floats with Kenmore hatches, new Cleveland wheels, brakes, King KY 97A COM radio, GEM 610 engine monitor, fuel 54 imp. Gal., new Garmin GTX 327 transponder, Vortex generators, exterior 8/10, Selkirk interior 9/10, B.S.A. shoulder harness, Rosen sun visors, gross weight floats 2820, wheels 2650. \$125,000. Call 705-665-1071 or email: bilic@globalmaterial.ca (2776.13883)



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FEATURED LISTINGS FOR MAY, 2017



**1947 PIPER PA-12**, 4219 TTSN, Lycoming 0-320-C2B, 150hp, 21hrs SMOH (2015) by Aerorecip, EDO 2000 floats, Federal 2000 Skis w/Teflon Bottoms, Cleveland wheels & brakes, McCauley Prop (model 1A175), spare Sensenich Prop, 2 long range wing tanks 36 (US) gallons, recovered (Stits) in 2004, complete metal underbelly, metal ceiling in cockpit & metal back partition of baggage compartment for ease of inspections, 4 new (2014) lifetime struts, new (2015) digital Tach, new generator (2015), new mags (2015), new carb (2015), extended baggage compartment, ext rod tube in rear, 3 place seating, new front seat, dual controls, gross weight 1838 lbs - empty weight 1207 (on floats), always AMO maintained. Log books back to 1970, single owner/pilot since 1991. \$69k (CND) paryniuk@gmail.com (2749.14086)



**EXCELLENT 1978 AEROSTAR 601P (Pressurized)**. 3127 TT, 627/1560 SM, King EHI-40 EFIS, Dual G430 w/WAAS, Avidyne EX500, RDR-150 Color, Traffic, S/finder, Over 50 Upgrades, Fresh Annual, Cruise 225 Kts, Excel Maint, Hangared. 905-454-2110. (695.14065)



**1963 CESSNA 210C**, 2565 TT NDH, IO-470 1595 SMOH, 5 SPOH, 2 King nav/com, G/S, ADF, Mode C GTX320, EBC406, annual Oct 2017, located CSE4, winter covers, \$43,000 CDN, E-mail: cfdsw@nilii.ca (2697.14011)



**EXCELLENT 1996 SOCATA TOBAGO 200-XL**, 1212 TT, 1010 SM, Garmin 530-Xpdr-Sat WX; King Digitals, New 406 ELT, GEM, Sky-tech Starter, Recent Int.Recent Annual, Excel Maint, Hangared, \$119,000. 905-454-2110. (695.14064)



**2000 T206**, 750TTSN, Whip3450, Co-pilot Door, King Radios, Sandel SN3308, EDM800 JPI, KAP140 Autopilot, Radar Altimeter, SSB, KMO150 Moving Map with Integrated Stormscope, Always in Heated Hangar, 450,000CAD, 819-856-0090 (2780.13845)



**C-GEYQ, 1976 CESSNA 177B**. TTSN 4116, 180HP IO360A1F6D, TTSH 180hrs, PROP TTSH 5hrs, GNS430WAAS, NAVCOM, STEC30, GNSS, 2ILS, Garmin GTX327, JPI EDM700, IFR, FUEL 60USG, \$92,000CDN. Int 8/10 Ext 8/10. Hangared CSE4, Normand.blouin31@gmail.com (2763.14017)



**1968 CESSNA 177 - \$49,900 USD** 3,439 Hrs TT; 550 Hrs SMOH; 331 Hrs SPOH; Beautiful Racing Red Cardinal with Aspen Avionics, Dual Coms, Horton STOL Kit, Monarch Premium Fuel Caps, Hangared, No Damage History and much more!! Aviation Unlimited 905-477-0107 ext 225 (2247.14135)



**2006 PITTS MODEL 12**, 395 TT, M14P 360HP, 0-time MTV-9 Prop, All Kimball HP Mods, Hooker Harnesses, Garmin 150XL, GTX320, PMA1200, 406ELT, Dig Fuel, Clean Kit, Airwolf Oil, Preheat, Cabin Heat, 2 Chutes, 54 Gal Fuel,!! Gal Smoke. All Logs, NDH. Beautiful. Many extras. \$149,000 USD. 250-307-3058 symmansaero@gmail.com (2795.13909)



**1977 XP R172KB**, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 Mccauley prop. 514 342-1893, cell. 514 386-3478 Plane hangared in St-Hubert. (2810.13993)

For a list of common abbreviations used in Classified advertising please see page 60

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## INDEX

005 Aero Commander	215 Aircraft Wanted
010 Aeronca	220 Antique A/C & Parts
015 Aerospace	224 Collectibles
020 Amphibian	225 Aviation Art
025 Beech	226 Aviation Services
030 Bellanca	230 Avionics for Sale
035 Britten-Norman	235 Avionics Wanted
040 Cessna	240 Balloons
045 Citabria	245 Books/Manuals
046 Cirrus	250 Blocktime
047 Commander	255 Business Opportunities
048 Commonwealth	260 Computers
050 de Havilland	261 Destinations
055 Diamond	265 Employment Wanted
060 Ercoupe	270 Engines for Sale
065 Fairchild	275 Engines Wanted
066 Financing	280 Flight Simulators
070 Fleet	285 Floats for Sale
075 Floatplane	290 Floats Wanted
077 Found	295 Fly-In Resorts
078 Helio Courier	300 Hangar Space
079 Generators	305 Help Wanted
080 Grumman	310 Flight Instruction
085 Gyroplane	315 Leasing/Rentals
090 Helicopter	320 Legal Services
095 Highlander	325 Miscellaneous
100 Homebuilt	327 Maps
105 Lake	330 Noticeboard
110 Luscombe	335 Parachutes
115 Maule	340 Parts for Sale
120 Mooney	345 Parts Wanted
125 Murphy	346 Powered Parachutes
130 Navion	350 Professional Services
135 Piper	355 Propellers for Sale
140 Pitts	360 Propellers Wanted
145 Rallye	365 Real Estate
150 Rockwell	368 Sailplanes
152 Scout	370 Share or Partner
155 Seabee	375 Skis for Sale
160 Starduster Too	380 Skis Wanted
165 Stearman	385 Tiedowns
170 Stinson	390 Thefts
175 Swift	395 Title Search
177 Lost or Stolen	400 Trade or Sale
180 Taylorcraft	405 Travel Information
185 Ultralight	410 FBO
189 Waco	500 Passages
190 Warbird	
195 Aerial Photography/Advertising	
200 Aerial Touring	
203 Aerobatic Training	
205 Aircraft Ferrying	
210 Aircraft Painting	
212 Aircraft Covers	
213 Aircraft Storage	

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## AVIATION ABBREVIATIONS

The following are common abbreviations used in Canadian Plane Trade classified advertising. When counting an ad for insertion charges, each abbreviation is one word. When more than one abbreviation is shown, first given is preferred.

AC . . . . .air condition	MB . . . . .See 3LMB
A/C . . . . .aircraft	MK . . . . .Mark (model of equipment)
AD . . . . .Airworthiness Directive	MPH . . . . .miles per hour
ADF . . . . .automatic direction finder	NAV . . . . .navigation
A&E . . . . .airframe & engine	NAV/COM . . . . .navigation/communications
alc. . . . .alcohol (as in alc. prop)	NDB . . . . .non-directional beacon
AP . . . . .auto(matic) pilot	NDH . . . . .no damage history
ATS . . . . .automatic throttle system	OAT . . . . .outside air temperature
ASI . . . . .airspeed indicator	OBO . . . . .or best offer
360CH . . . . .360 channel radio	O/Oxy . . . . .oxygen
720CH . . . . .720 channel radio	P&W . . . . .Pratt & Whitney (engine)
CG . . . . .centre of gravity	RMI . . . . .radio magnetic indicator
CHT . . . . .cylinder head temperature	RNAV . . . . .area navigation
Comm/com . . . . .communications	SCTOH . . . . .since chrome top overhaul
Cont . . . . .Continental (engine)	SCMOH . . . . .since chrome major overhaul
CS . . . . .constant speed propeller	SFREMAM/
DG . . . . .directional gyro	SFRM . . . . .since factory remanufacture
DME . . . . .distance measuring equipment	SMOH . . . . .since major overhaul
EGT . . . . .exhaust gas temperature	SPOH . . . . .since prop overhaul
ELT . . . . .emergency locator transmitter	STC . . . . .supplemental type certificate
Enc Alt . . . . .encoding altimeter	STOH . . . . .since top overhaul
FBO . . . . .fixed base operation	STOL . . . . .short take off & landing
FD . . . . .flight director	T&B . . . . .turn & bank
FREMAN,	TBI . . . . .turn & bank indicator
FREM . . . . .factory remanufacture	TBO . . . . .time between overhauls
GEM . . . . .graphic engine monitoring	TT . . . . .total time
GPH . . . . .gallons per hour	TTAE or
GR . . . . .glide ratio	TTE . . . . .total time aircraft engine
GS . . . . .Glide slope	TTAF or
HP . . . . .horsepower	TTA . . . . .total time aircraft frame
HSI . . . . .horizontal situation indicator	TTSN . . . . .total time since new
IFR . . . . .instrument flight rules	VFR . . . . .visual flight rules
ILS . . . . .instrument landing system	VHF . . . . .very high frequency
3LMB/MB . . . . .3 light marker beacon	VOR . . . . .very high frequency
LOC . . . . .localizer	Omni-Range
LRF . . . . .long range fuel (capacity)	xpdr . . . . .transponder
Lyc . . . . .Lycoming (engine)	

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