

JULY 2017

# **COPA***Flight* The Journal of the Canadian Owners and Pilots Association



# **COPA**

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# 42 COPA

## Feature

### 42 COPA REBRANDS

When the Canadian Owners and Pilots Association formed in 1952, the directors at the time modelled the organization's branding after the Aircraft Owners and Pilots Association's logo. The gold and navy emblem served well for 65 years but as part of COPA's drive to modernize and update its image and programs, a new look was needed. Dave O'Malley, of Aerographics came up with the stylized maple leaf theme that evokes the excitement of aviation and the promise of a bright future for our freedom to fly. President and CEO Bernard Gervais explains how the logo was created and how it helps to keep COPA fresh and relevant.

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**COVER ART:** Dave O'Malley created the new COPA logo and his company, Aerographics, of Ottawa, designed this month's magazine cover featuring the logo.

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## TURNING ANOTHER PAGE

Looking Back On Year Two

**It has already been two years since the board gave me the mandate to lead the organization. I must admit that the honour and privilege of doing so increases every day.**

Year two has seen our strategic plan take form as we reach the objectives we had given ourselves. We have revamped our web site and made it more user-friendly; have taken on a larger presence on social media and have started the consultation with our COPA Flights (see below). Our proudest achievement this year is the release of the Economic Impact Study of General Aviation in Canada which we will use to demonstrate our economic value. The study is on our website for distribution, and I invite you to read the article on that subject for more details. Oh, and in case you didn't notice, we also changed the logo... See the article elsewhere in this COPA Flight.

### MAJOR SUCCESS AT FEDERATION OF CANADIAN MUNICIPALITIES (FCM)

Many of our members' concerns are related to the areas from where they take off or land, their aerodromes or airports. We have long been aware of this while defending our members when in fact, it is their aerodromes that we are trying to save. So with that thought in mind, COPA took a booth at the FCM Convention in Ottawa on June 2-3 of this year. Knowing the FCM has members that represent over 90 percent of all Canadian citizens, it was the right place to introduce ourselves and raise awareness of the value of GA and


community airports. Our main purpose was to inform them of the necessity of these places to fly and we had a chance to meet and greet many elected officials from across the country. Surprisingly, several were COPA members and took little convincing but many did not know and were quite impressed of the impact and benefits of GA. They enjoyed seeing their airport or their community through our Places to Fly page that we had on display at the booth, and we gave all of the visitors an electronic copy of our COPA Economic Impact study.

### COPA FLIGHTS

We had the opportunity to meet with several COPA Flights near Ottawa and in the Vancouver area, for frank and open discussions on the roles and expectations of the Flights and COPA itself. We will be holding a few more consultations later this fall before we report on the next steps and action plan.

### COPA AT WORK





Requirements for complete propeller overhauls every 10 years are sometimes burdensome, expensive, and are we sure they measurably increase safety? COPA is compiling data to support a request for changes to the CARs which would align requirements for propeller overhauls with those for piston engines in non-commercial operations — to be allowed to operate "on condition," subject to any applicable airworthiness directives. Follow the news in our E-News and on our website. **CE**



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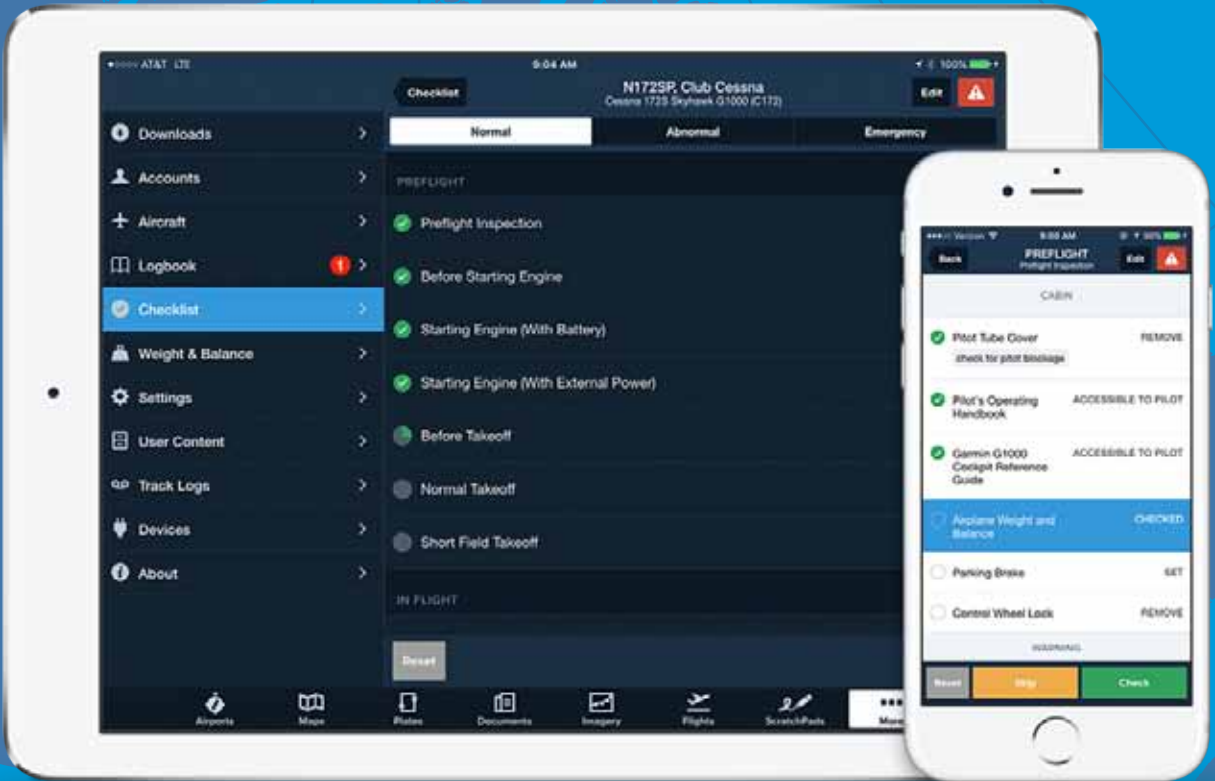
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## UNE AUTRE PAGE EST TOURNÉE

Coup d'œil sur la dernière année

**Cela fait déjà deux ans que le conseil d'administration m'a mandaté pour diriger l'organisation et force est d'admettre que l'honneur et le privilège de le faire croissent de jour en jour.**

Sans m'attarder sur la première année du mandat, j'aimerais souligner que cette deuxième année a permis la mise en place de notre plan stratégique, atteignant les objectifs fixés. Nous avons renouvelé notre site web qui est devenu plus convivial. Nous avons intensifié notre présence dans les médias sociaux et avons débuté la consultation avec nos Clubs COPA (voir ci-dessous). Une des plus belles réalisations de laquelle vous pouvez tous être fiers est l'analyse des impacts économiques de l'aviation générale au Canada maintenant entre nos mains, à partager le plus possible afin de démontrer notre valeur économique. L'étude est aussi sur notre site web, prête à être distribuée et un article se trouve plus loin pour plus détails. Enfin, au cas où vous ne l'auriez pas remarqué, nous avons aussi changé de logo... Voir l'article à cet effet.

### SUCCÈS RETENTISSANT À LA FÉDÉRATION CANADIENNE DES MUNICIPALITÉS (FCM)

Plusieurs des enjeux de nos membres regardent les endroits d'où ils décollent et où atterrissent, leur aérodrome ou leur aéroport. Nous sommes conscients du fait qu'en défendant nos membres, ce sont très souvent leurs aérodromes que nous tentons d'aider et dans certains cas de sauver. Avec cette idée en tête, nous avons pris part au congrès annuel de la FCM les 2-3 juin de cette année à Ottawa, sachant que les membres de la FCM regroupent collectivement 90% de la population canadienne. C'était la bonne place pour se faire connaître et sensibiliser les gens aux valeurs de l'aviation

générale et des aéroports dans leur communauté. Nous voulions principalement faire passer le message de la nécessité de ces destinations aéroportuaires et avons eu la chance de rencontrer des élus municipaux de tout le pays. À notre grande surprise, plusieurs étaient des membres COPA et nous n'avions pas à les convaincre, alors que d'autres ont été carrément surpris du potentiel économique d'un aérodrome au sein d'une communauté. Tout en regardant l'aéroport ou la municipalité des visiteurs à travers notre « Places to Fly » en démonstration au kiosque, nous leur avons tous fourni une copie électronique de notre analyse d'impacts COPA.

### CLUBS COPA

Nous avons eu l'occasion de rencontrer plusieurs Clubs COPA de la région d'Ottawa et de Vancouver, à prendre le pouls des membres. Les rencontres furent très appréciées par tous les participants, ouvrant la porte à des discussions franches sur le rôle et les attentes des Clubs et de l'organisation elle-même. Nous prévoyons quelques autres rencontres cet automne, après quoi nous serons en mesure de vous présenter un dossier plus étoffé sur notre démarche et plan d'actions.

### COPA À L'OEUVRE

La réglementation de révision complète des hélices aux dix ans est parfois pénible, chère et sommes-nous si certains qu'elle augmente vraiment la sécurité? Nous colligeons des données pour appuyer une demande de modification au RAC, qui harmoniserait les exigences relatives aux révisions des hélices à celles des moteurs à piston en opérations non commerciales — soit d'être autorisées à fonctionner selon état (« on condition » en anglais), sous réserve des consignes de navigabilité applicables. **CF**



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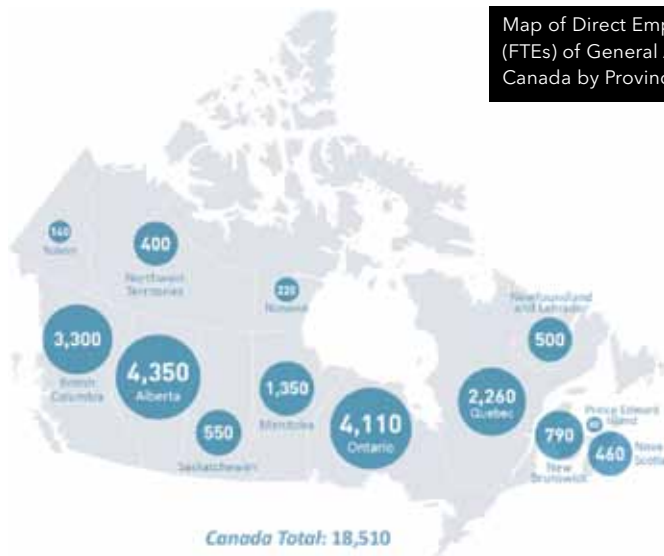
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# SHOWING THE MONEY

GA ECONOMIC ANALYSIS PROVES HUGE VALUE  
 BY BERNARD GERVAIS COPA PRESIDENT AND CEO



Map of Direct Employment (FTEs) of General Aviation in Canada by Province, 2016

The study estimates that GA operations in Canada directly contribute over \$2.2 billion to the national gross domestic product (GDP) and almost \$9.3 billion of economic output. The report also highlights the benefits that general aviation operations bring to communities in terms of tax revenues, direct, and indirect employment.

As well as breaking this data down per province and explaining the detailed activities related to GA, the report also looks at five case studies: Langley Regional Airport in B.C., St. Andrews Airport, Manitoba, Drummondville Airport, Quebec, Moncton Flight College, New Brunswick and Viking Air in B.C. and Alberta.

This study shows the real importance of maintaining the general aviation infrastructure in communities across Canada, including local airports, which are the basis of the transportation network and which feed the bigger world-renowned system we have in the Canada. The study is available on our web site and through your local COPA Flight. We have already shared the study with all Members of Parliament that have aerodromes in their ridings, but we invite you to share it with anyone your feel should be made aware of this precious information.

**In today's world, almost everything comes down to money. So at the end of 2016, COPA commissioned InterVISTAS, a Vancouver-based and internationally recognized think tank specializing in aviation, transport and tourism, to conduct a study of the economic impact our aviation activities have on the Canadian economy.**

There were never any tangible numbers to look at, or most were either speculation or extrapolated from elsewhere. For us, for our members, the industry and political entities across the country, we set out to look at our footprint, what GA means as a sector of the economy and to the country.

Diverging somewhat from other studies of the aviation industry, we concentrated our approach to focus specifically on general aviation. The data we looked at was as per the definition of GA: everything except scheduled pas-

senger service and military operations. For the scope of this study, the analysis included all privately registered aircraft and any commercially registered aircraft weighing less than 12,500 pounds.

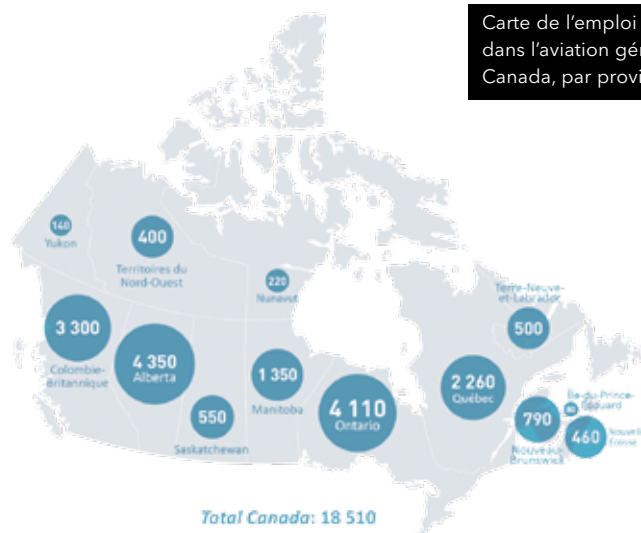
Some interesting figures stand out. Did you know that about 90 percent of all aircraft in Canada fit the definition we set our sights on? This means That our industry is contributing significantly to Canadian aviation. In all, close to 19,000 well-paying jobs (about \$74,000 per year) in communities across the country depend directly on general aviation.

IMPACT	EMPLOYMENT (FTEs)	WAGES (\$ BILLIONS)	GDP (\$ BILLIONS)	OUTPUT (\$ BILLIONS)
Direct	18,510	\$1.37	\$2.21	\$5.43
Indirect	11,000	\$0.76	\$1.20	\$2.57
Induced	6,150	\$0.35	\$0.79	\$1.27
<b>Total</b>	<b>35,660</b>	<b>\$2.47</b>	<b>\$4.21</b>	<b>\$9.28</b>



# DU JAMAIS VU À CE JOUR: UNE ANALYSE DÉTAILLÉE DE L'IMPACT ÉCONOMIQUE DE L'AVIATION GÉNÉRALE AU CANADA

EST-CE QUE 9,3 MILLIARDS \$, POURRAIENT VOUS INTÉRESSER?



Carte de l'emploi direct (EPT) dans l'aviation générale au Canada, par province en 2016.

**Dans le monde actuel, à peu près tout ce qui existe se mesure en termes d'argent. À la fin de 2016, COPA a confié un mandat crucial à la firme InterVISTAS de Vancouver. La mission de ce groupe de réflexion spécialisé en aviation, transport et tourisme, consistait à mesurer l'impact économique de l'aviation générale sur l'économie canadienne.**

Jusqu'à présent, faut-il le dire, aucuns chiffres précis n'avaient véritablement été compilés, la plupart des données connues relevant alors de simples conjectures ou d'extrapolations dérivées d'autres sources. Pour notre bénéfice, celui de nos membres, de même que pour la gouverne de l'industrie et de la classe politique à travers le pays, nous avons voulu examiner à la loupe les traces de nos propres pas pour leur donner enfin une signification concrète, en établissant clairement le rôle de notre activité aéronautique à titre de secteur d'activité contribuant à l'ensemble de l'économie canadienne.

Nous démarquant quelque peu des études existantes sur l'industrie aéronautique, nous avons concentré notre démarche sur le caractère spécifique de l'aviation générale. Les données que nous avons scrutées correspondaient strictement au profil que nous avons d'abord établi, à la définition de base qui veut que l'aviation générale soit essentiellement formée de tous les aéronefs, à l'exception de ceux du transport aérien régulier ou de ceux utilisés à des fins militaires. Au final l'analyse incluait tous les appareils immatriculés à titre privé et tout aéronef commercial d'un poids inférieur à 12 500 livres.

Dès le départ, nous avons débusqué quelques chiffres particulièrement intéressants. Ainsi, saviez-vous que les 90 % de tous les aéronefs au Canada tombent justement dans la catégorie que nous avons choisie d'observer? Ceci veut dire très concrètement que notre industrie contribue de façon plus que substantielle à l'aviation canadienne dans son ensemble. Globalement, près

de 19 000 emplois bien rémunérés (avec un salaire moyen de 74 000 \$ par année) sont directement tributaires de l'aviation générale.

Les auteurs de l'étude en sont venus à la conclusion que les opérations de l'aviation générale au Canada injectent plus de 2,2 milliards \$ dans le Produit Intérieur Brut (PIB) et génèrent une contribution de l'ordre de près de 9,3 milliards \$ à l'économie canadienne. Le rapport illustre également l'importance des retombées fiscales de l'aviation générale, de même que son impact sur la création d'emplois directs ou indirects.

Impacts économiques directs, indirects ou induits de l'aviation générale au Canada en 2016

En plus de répartir les données par province, tout en ventilant les effets des diverses composantes de l'aviation générale, le rapport offre cinq études de cas: l'aéroport régional de Langley, C.-B., l'aéroport St. Andrews, au Manitoba, l'aéroport de Drummondville, au Québec, le Moncton Flight College, au Nouveau-Brunswick, et l'avionneur Viking Air (C.-B. et Alberta).

Le document démontre bien l'importance d'assurer le maintien des infrastructures de l'aviation générale dans les collectivités de l'ensemble du pays. Ces infrastructures comprennent les aéroports locaux, qui constituent l'essence même de la grille de transport et alimentent le réseau de réputation mondiale qui dessert le Canada. L'étude d'InterVISTAS est ainsi disponible dans sur notre site web ou par l'entremise de votre Club COPA. L'étude a été envoyée à tous les députés fédéraux qui ont un aérodrome dans leur comté, mais nous vous invitons à la partager avec vos élus de toutes juridictions. **CF**

# GOOD NEIGHBOUR POLICIES

SHOW THE COMMUNITY THE VALUE OF FLYING

BY GEOFF ANDERSON, COPA FLIGHT 131



Geoff Anderson, centre, in hat, and his pilot friends keep their neighbours happy by using aviation to help the community.

**I recently attended a COPA consultation session in which we discussed ways to promote, protect and enable our kind of aviation in Canada. Much of that discussion was on aircraft activity from registered airfields, which is great. However, there are many more privately owned grass strips across the country than registered airfields, and we “little guys” can’t talk to our local communities about our fields’ economic benefit to the community.**

I, and a number of friends in the area, are fortunate to have access to grass strips from which we fly our tube and rag airplanes, but we are very conscious of the need to ensure that our neighbours view our activity positively. Noise in the quiet countryside can be much more oppressive than in the town!

We pilots are extremely fortunate in being able to see the world from a unique vantage point, and we seek to share that privilege with others in our

community, 95 percent of whom haven’t seen their home, town, local countryside, farm, natural or man-made event, etc. from above. The following is a list, with examples, of things that we have done to help nurture our image in the local community and, without exception, the result has been very positive. Word-of-mouth and social media communication by those who have flown multiply that effect many-fold.

1) Take your neighbours up on a bright, calm, evening and show them their home, town and the local countryside. I’ve had a hard-nosed, grown man break into tears in the cockpit beside me when he saw his childhood home from above, and then again when we were putting the aircraft back in the hangar! I subsequently took each of his family members up and he still talks about that flight three years later.

2) Take the local kids up and show them their home, plus their school. Let

them experience the freedom of flight. Many will never have left the ground even in a commercial airliner. I had a nine-year-old boy with me on his first flight and as we were cruising along at 1,000 feet he said, “Look how many chickens there are in that field!” My response was, “Those are actually cows, James”. Later, having quickly understood the change in perspective he said: “The cars on the road look just like my Hot Wheels!” His dad told me later that he had his whole class enthralled with his story and will tell anyone who’ll listen.

For me, seeing the grin on kids’ faces during their first flight and hearing their excited chatter back on the ground is all the reward I’ll ever need for taking them up.

3) Take the local school teachers flying and if you’re in Ontario focus on Grade 6 teachers. The Grade 6 science curriculum has a unit on flight, covering Bernoulli, lift/weight, thrust/drag etc.

Then, get the class, teachers and parents out to the field and do a presentation, with experiments, on flight. Finish up by flying solo and demonstrating low speed, high angle of attack, high speed, low alpha, power off glide etc. Have another pilot on the ground explaining what the aircraft is doing and relating it to what they have just learned.

On several occasions I've run the above with classes where the teacher has told me that there are several students who are almost unmanageable and she's concerned that they will mess up the event for the others. No problem. Get them interested. It's easy when they have hands-on experiments and real aircraft to see and touch, and the teacher couldn't believe the result.

4) Get your flying buddies together and have a flight day with the local Scouts and Guides groups. Take the kids and their leaders to see their homes from above. Some years ago, five of us with classic 1940s tube and rag taildraggers did this for two local Scout groups on the same day. Every boy saw his home from above (some 25 km from the field) and everyone was thrilled.

5) Take the local town planner, building inspector, bylaw officer and members of council up to see the area and communities they have responsibility for. An interesting feedback I've had from doing this was the from the local building and planning official on how he now had a much better feel for drainage patterns and the impact of clearing land of bush.

6) Take the local media up. Show reporters the community they cover from a different point of view.

7) Take the reporter and/or photographer up when there is an event that is interesting from above. We've had front page photos in our local newspapers when the reporter was flown to view and photograph things like new bridges, ice jams on the Ottawa River, large agricultural events etc.

8) Suggest that the local paper do a series on a short history of each of the local towns and villages, and offer to provide them with aerial images of

*We are very conscious of the need to ensure that our neighbours view our activity positively.*

each of these communities. I've done this with 20+ local villages and the local paper ran a half page colour photo of one village per week.

I've had many people in the local community thank me for the photos in the paper, saying that they "see their home" or they "did not realize such and such," and "It's great to see it from above" etc. Some are afraid to fly, so this lets them do so in a way that is not stressful for them.

9) If someone you know is selling their home, offer to take aerial images of it for them to use in their Real Estate advertising.

10) Listen to the locals and use opportunities to help them from above. For example, I've photographed recently drained fields for several farmers so that they can see the tile pattern and provide them with a record of what's where, before it is plowed over.

11) When there is a search, such as for a lost animal, offer to help as the eye-in-the-sky. A new family moved in a kilometre along our road last fall. A couple of weeks later the lady knocked on our door asking if we had seen their dog. She was quite upset, thinking that it may have set off to find their old home.

Since this is farm country there were plenty of inaccessible places the dog could be. So, I pulled out the plane and flew a grid search. I didn't find the dog, (it came home several hours later on its own), but the lady was blown away that I searched from the air for her. When offered some reward I told her that would not be necessary, but welcomed her and her family to our community, where people look out for each other. **CF**

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# LIVING AIRVENTURE

CAMPING MAKES YOU PART OF THE ACTION

BY MICHAEL J MARTIN



There is a strong Canadian contingent in the camping areas at AirVenture.

**AirVenture is a glorious happening. For one week every year, quaint little Oshkosh becomes the busiest airport in the world. It is busier than Chicago, Toronto, Paris, Tokyo, and New York. And not just by a wee bit, but by a very large margin. AirVenture 2016 took place from July 25th to July 31st last year. It drew over 563,000 participants through its gates, almost 10 times the city's population.**

So where do all of these people stay in tiny Oshkosh during AirVenture? Literally every bed is occupied. Hotels and motels as far away as Green Bay and Milwaukee are booked. The university dorm rooms are full, homes are rented out, but the smartest option of all is camping. And do they ever camp. Nearly 5,000 campsites are temporarily created on the airport property. Almost 9,000 more tents are set up under the wings of tied-down airplanes, resulting in more than 40,000 people sleeping on

the airport property every night during the event.

Forget the RV shows; if you want to see every camping option available, then AirVenture is the place to walk around and say hello to folks. It is a friendly place. You will see every camping option that you can imagine and many things that you cannot comprehend that are all still called camping. Yes, you will see Class A, B, C, and every variant in between. For example, I had three Prevost coaches with matching trailers, hauling cars, Harleys, and golf carts, parked next to my older Class A motorhome. I estimated that there was over \$5 million invested in these three RVs alone! These retired adventurers were heading to the Sturgis motorcycle rally next.

Not all RVs at AirVenture are million-dollar beauties. There are vintage RVs from the 1940s, '50s and '60s fully restored to better than new standards. There are home-built RVs of every de-

scription and some that are very difficult to describe. Of course, there are numerous requisite school bus conversions and one irregular stand out was a flaming red fire engine conversion with three stories, topped off with an observation deck that had oversized sun umbrellas to shade spectators watching the seven daytime and two night-time airshows.

The campgrounds are sectioned according to the style of camping. There are several large sections for general camping for tents, tent trailers, hard tops, hybrids, truck campers, pop-ups, and travel trailers for the classic and more robust adventurers. Some areas are restricted for 24-hour generator operations that forbid tents due to the risks from harmful low lying engine exhaust. You will find toy haulers, conversions, and the larger class A and C models there. There are 450 enhanced sites with 50-amp power and fresh water for the giant fifth wheels, big toy haulers, premium class A, and larger travel trailers. A big section is reserved for those who travel with pets with nearby dog walking areas.

Bringing together this many people for one magical week requires strategically placed shower buildings, washrooms, laundry facilities with available detergent and dryer sheets, free Wi-Fi, and an abundance of temporary cellular sites from all the carriers to permit connections. Onsite there are stores for supplies and food items, ice blocks and cubes are available for \$3.50 per bag, and a \$30.00 sewage pump out service is readily available to visit your site. However, a donation based drive-in pump out service on the property costs just \$2 or \$3 depending on the number of tanks emptied.



With the basics looked after, campers can relax and sample the huge array of entertainment and things to do. While airplanes are the focus, there is no shortage of non-aviation diversions for the temporary residents. Top acts like Third Eye Blind, Chicago, Survivor, REO Speedwagon, The Doobie Brothers, Gary Sinise and the Lt. Dan Band, The Steve Miller Band, Dierks Bentley, and Kenny Loggins are among the acts that have played the Monday night main stage show at AirVenture. Are they catering to the baby boomer generation, maybe?

There is entertainment for kids and grandkids too, in the popular Kids-Venture activity areas loaded with safe climbing, hanging, sliding, and swinging apparatus. They even have a drone training area for the teens that is caged in to prevent errant drones from flying away causing havoc. For adults, they have more than 1,000 forums, lectures, tutorials, and workshops. There is more to AirVenture than just seeing unique and cutting-edge aircraft. We talk about them. We learn about them. We even find out how we can build them. AirVenture is the epicenter of aviation knowledge. You can complete your Oshkosh experience by interacting and getting hands-on at the forums, workshops, and special presentations included with your admission.

One of the entertainment favourites is the outdoor Theater-in-the-Woods, which runs feature films every night during AirVenture. The open-air pavilion has seating for 3,500 people under its spacious roof, while many more have traditionally brought lawn chairs and blankets and enjoyed the evening's programs from spots adjacent to the seating area. One year, famed filmmaker George Lucas spoke for over an hour prior to the showing of his movie, Red Tails. Last year, we all enjoyed a talk commemorating the 45th anniversary Apollo 13 with Flight Director Gene Kranz, astronauts Jim Lovell and Fred Haise, and other team members from the famed "success-



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ful failure” of the aborted moon mission. The Ron Howard film Apollo 13 followed the talk. In 2016, it was EAA member and accomplished pilot Harrison Ford taking the stage. He hosted a discussion prior to a showing of the latest installment, Star Wars: Episode VII — The Force Awakens.

As quickly as it appeared, AirVenture ended and everything and every-

one simply disappeared, just like in the fabled Brigadoon.

If you are interested in enjoying a grand camping experience, meeting new friends, seeing amazing aircraft, watching daily airshows, having wholesome fun for all ages, then plan to visit AirVenture 2017 this year. It is scheduled for July 24th to July 30th, 2017.

This year, for instance, is the 80th anniversary of the iconic Piper Cub airplane and the 70th anniversary of the U.S. Air Force and both of these anniversaries will be featured. AirVenture wants to continue to be the place where new aviation technology and innovations are unveiled to the world. So, you will be amongst the first to see the next generation aircraft. You can kick the tires too by getting up close and personal. They have already lined up Canadian alt-rock group Barenaked Ladies for an opening night concert, and they will be busily organizing an unparalleled lineup of unmatched features, attractions, and aircraft.

### ABOUT THE AUTHOR

Michael J Martin is a licenced pilot and passionate aviation buff. He lives in Toronto with his wife Candy and their four dogs. They own a 36’ Holiday Rambler diesel pusher coach and the entire family loves time together in the motorhome. This was his eighth year attending AirVenture.

### AIRVENTURE BY THE NUMBERS

More than 10,000 airplanes arrived at Wittman Regional Airport in Oshkosh and other nearby airports in the east-central Wisconsin area. It included some 2,855 showplanes, a 7 percent increase over last year. In addition, 1,124 of those aircraft were homebuilt (up 11 percent), 1,032 were vintage aircraft (up 7 percent), 371 were warbirds (up 6 percent), 135 were ultralights and light-sport aircraft, 101 were seaplanes (including one turbine powered Super Seawind), 41 were aerobatic aircraft, 31 were rotorcraft, and 20 were non-categorized. If you want to see every type of aircraft imaginable, then Oshkosh is the place to be once a year. A record 2,369 visitors from 80 nations outside of the USA attended the show. The top international countries represented were Canada (578 visitors), Australia (340 visitors) and Argentina (167 visitors). More than 5,000 volunteers came together to make this event a reality. **CF**

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# TRANSPORT CANADA ENFORCEMENT ACTIONS

## QUEBEC REGION

- On two occasions, a person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate. Two counts CAR 602.41, fine of \$1,000 each.

## PRAIRIE AND NORTHERN REGION

- The pilot-in-command of an aircraft operating at a controlled aerodrome, failed to obtain from the appropriate control unit a clearance to take-off. CAR 401.03(1), \$1,000.
- On two occasions, the pilot-in-command of an aircraft failed to comply with all of the ATC instructions directed to and received by the pilot-in-command. CAR 602.31(1), \$3,000.
- A person exercised the privileges of a flight crew permit or licence when the person was not the holder of the appropriate permit or licence. CAR 401.03(1), \$1,000.
- A person operated in Canada an aircraft that was neither registered in Canada, in a contracting state or in a foreign state that had an agreement in force with Canada. The pilot-in-command of an aircraft failed to file a flight plan or flight itinerary at the last point of departure before entering the ADIZ. CAR 202.13(2), \$2,500; CAR 602.145(3), \$750.

## PACIFIC REGION

- A person exercised the privileges of a permit or licence in an aircraft where a passenger was carried on board the aircraft when the person had not successfully completed five take-off and landings in the preceding six months. The person also exercised the privileges of a permit or licence without being the holder of a valid

medical certificate. A person operated an aircraft when it was not operated in accordance with the operating limitations set out in the aircraft flight manual. A person operated an aircraft over land without carrying on board the appropriate survival equipment for the flight. A person conducted a take-off in an aircraft when it had not been maintained in accordance with a maintenance schedule that conforms to the Aircraft Equipment and Maintenance Standards. Infractions and penalties as follows: CAR 401.05(2), \$750; CAR 404.03(1), 15-day suspension; CAR 602.07, \$750; CAR 602.61(1), 15-day suspension; CAR 605.86(1), 15-day suspension.

## RÉGION DU QUÉBEC

- À deux occasions, une personne a utilisé un véhicule aérien non habité sans être titulaire d'un certificat d'opérations aériennes spécialisées ou d'un certificat d'exploitation aérienne. RAC 602.41, 1 000\$, RAC 602.41, 1 000\$.

## RÉGION PRAIRIES ET DU NORD

- Le commandant de bord qui utilise un aéronef à un aéroport contrôlé a omis d'obtenir de l'unité de contrôle de la circulation aérienne compétente une autorisation d'effectuer un décollage à cet aéroport. RAC 602.96(3), 525 \$.
- Une personne a agi en qualité de membre d'équipage de conduite alors que la personne n'était pas titulaire du permis ou de la licence pertinente et valide. RAC 401.03(1), 1 000\$.
- À deux occasions, le commandant de bord d'un aéronef a omis de se conformer à toutes les instructions de l'ATC transmises au commandant de bord et reçues par ce dernier. RAC 602.31(1), 3 000\$.

- Une personne a agi en qualité de membre d'équipage de conduite alors que la personne n'était pas titulaire du permis ou de la licence pertinente et valide. RAC 401.03(1), 1 000 \$.
- Une personne a utilisé un aéronef au Canada alors qu'il n'était pas immatriculé au Canada, dans un État contractant ou dans un État étranger ayant conclu un accord avec le Canada. Le commandant de bord d'un aéronef a omis de déposer un plan de vol ou un itinéraire de vol au dernier point de départ avant d'entrer dans l'ADIZ. RAC 202.13(2), 2 500 \$; RAC 602.145(3), 750 \$.

## RÉGION DU PACIFIQUE

- Une personne a exercé les avantages d'un permis ou d'une licence à bord d'un aéronef, lorsqu'un passager se trouve à bord, sans avoir effectué, dans les six mois précédant le vol, cinq décollages et cinq atterrissages. Une personne a aussi exercé les avantages d'un permis ou d'une licence alors qu'elle n'était pas titulaire d'un certificat médical valide de la catégorie propre au permis ou licence. Une personne a utilisé un aéronef alors que celui-ci n'était pas utilisé conformément aux limites d'utilisation qui étaient précisées dans le manuel de vol de l'aéronef. Une personne a utilisé un aéronef au-dessus de la surface de la terre sans avoir transporté à bord un équipement de survie adéquat pour le vol. Une personne a effectué le décollage d'un aéronef dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance qui est conforme aux Normes relatives à l'équipement et à la maintenance des aéronefs. RAC 401.05(2), 750 \$; RAC 404.03(1), suspension 15 jours; RAC 602.07, 750 \$; RAC 602.61(1), suspension 15 jours; RAC 605.86(1), suspension 15 jours.



## Incidents + Accidents

### ONTARIO REGION

**TSB REPORT#A17O0106: a privately owned and operated Monocoupe 90AF-100 tail dragger aircraft, was on approach to land at Plattsville (Lubitz Flying Field), ON (CLB2) when it impacted terrain short of the threshold, in a ravine. The aircraft was substantially damaged and the pilot was fatally injured. The accident took place at approximately 1430 EDT, but the aircraft was not located until 0600 the following day by Search And Rescue (SAR). The ELT signal was weak and could only be heard when the SAR helicopter was a few hundred feet from the accident site. The ELT and the antenna were not damaged.**

**TSB REPORT#A17O0108: A Piper PA-23-160 was on a local flight from Peterborough, ON (CYPQ) with two occupants on board. While landing on Runway 27 at CYPQ, directional control was lost during the roll out. The aircraft exited the runway to the right and came to rest on the infield grass. During the excursion, the aircraft struck a runway sign with the right wing and right propeller. The two occupants were not injured, however the aircraft was substantially damaged.**

**TSB REPORT#A17O0105: a privately owned and operated float equipped Cessna 175B aircraft, was taxiing to the dock after landing at Sudbury/Azilda, ON (CNC5) when the left float started to take on water and the aircraft flipped over. The aircraft became submerged with the right float remaining on the surface. The two souls on board evacuated the aircraft and were not injured. The aircraft has since been retrieved with no obvious damage to the left float. It is believed that there was a leak in the float seams.**

### PACIFIC REGION

**Chilliwack Royal Canadian Mounted Police (RCMP) called Abbotsford Tower**

to advise that they found a crashed aircraft with no occupants. The aircraft, a privately registered Zenair CH300, was found in a field between the Lougheed Highway and Fraser river between Agassiz and Hope.

**C-FIUA, a Boeing 777-200 aircraft** operated by Air Canada, was conducting flight ACA101 from Toronto/Lester B. Pearson Intl, ON (CYYZ) to Vancouver Intl, BC (CYVR). When the aircraft was taxiing into gate C49A after the landing in CYVR, the right wing came in contact with the left wingtip of C-FRSI, a Boeing 787-9 aircraft parked at gate C48 and also operated by Air Canada, which was getting ready to operate flight ACA300 to Montreal/Pierre Elliott Trudeau Intl, QC (CYUL). There were no injuries. Flight ACA101 is usually being operated with a Boeing 787 that has a wingspan of approximately 4 meters shorter than the Boeing 777-200.

**UPDATE: TSB Report#A17P0076:** A privately operated Boeing A75N1 Stearman aircraft, was en route from Revelstoke, BC (CYRV) to Golden, BC (CYGE). While flying through Rogers Pass, BC, the aircraft was not able to out-climb the rising terrain. While the pilot was conducting a turn to reverse course, the aircraft collided with the mountainside at approximately 4700 feet ASL. The pilot received minor injuries, however the aircraft was substantially damaged. The ELT did not activate and there was no fire. The aircraft was equipped with a 220 horsepower Continental W670-6N engine. VFR weather conditions prevailed at the time of the accident.

### QUEBEC REGION

**UPDATE: TSB#A17Q0067: A privately operated Cessna 150E was conducting a VFR flight from Alliston, ON (CNY4) to St-Mathieu-De-Beloeil, QC (CSB3). The aircraft had a stopover in Gatineau, QC**

(CYND), where 15 litres of fuel were added to the right tank. While the aircraft was turning onto left base for Runway 15 at CSB3, the engine (Teledyne Continental, O-200-A) sputtered and then quit once the aircraft was established on final approach. The aircraft was unable to glide to the runway, and landed between the eastbound and westbound lanes of Highway 20. The nosewheel was torn off and the aircraft ended its landing roll in the middle of the eastbound lane, less than 400 feet from the threshold of Runway 15. The two occupants had minor injuries, while the aircraft sustained major damages. A verification of the tanks after the accident revealed that the left tank was empty and the right one was about half full.

**UPDATE: TSB#A17Q0069: A privately-operated Cessna 180H was conducting a local flight from Lac Maxime, QC with the pilot and one passenger on board. The pilot lost control of the aircraft during the takeoff roll. The aircraft flipped over and came to a rest inverted on the surface of the water. Both occupants were wearing a life jacket and were able to egress and swim to the shore. Both occupants had minor injuries. The aircraft sustained major damages. No ELT signal was detected.**

**TSB Report #A17Q0068: A privately operated Robinson R44 helicopter crashed in the Saint-Zénon, QC, area. The pilot, alone on board, evacuated the aircraft and walked about 4 hours to a cabin; he was later transported to hospital to be treated for serious injuries. The aircraft was substantially damaged. Thick fog was reported in the area at the time of the accident.**

**JRCC Trenton SARUM Report# [T2017-00648]: (463146N 0735282W — Saint-Zénon, QC). Witness reported hearing a helicopter flying low then the sound of a crash near Saint Zenon, QC. Later police confirmed 4 witnesses reporting the same sound of a helicopter**



flying low followed by the sound of an impact. 424 Squadron Griffon R493 and a Police helicopter were launched. Poor weather conditions prevented an air search. Approximately 4 hours after the initial report, a 406 emergency locator transmitter (ELT) signal was detected in the area and with registration information allowed Joint Rescue Coordination Centre (JRCC) to confirm the identity of the crashed helicopter. The Pilot walked away from the crash scene and was recovered by Police and handed over to Emergency Medical Services (EMS) with non-life threatening injuries. All resources stood down.

**A privately-registered Piper J3C-65**, from Chicoutimi/St-Honoré, QC (CYRC), was reported missing by the pilot's family. Search and rescue operations were initiated by the Joint Rescue

Coordination Centre (JRCC) Trenton. The crash site was discovered on May 29, 2017, at 1602Z. Two fatalities were confirmed.

### ATLANTIC REGION

**UPDATE: TSB REPORT#A17A0033:** A Cessna 172N aircraft operated by Sea Eagle Aviation, was on a sightseeing flight around Prince Edward Island. While returning to Charlottetown, PE (CYYG) at an altitude of around 2000 feet ASL, the engine stopped. The pilot tried to troubleshoot the problem, however was not able to restart the engine. An emergency was declared and a forced landing was executed in a field about 15 nautical miles West of CYYG. As the aircraft decelerated after touchdown, the nose wheel dug into the soft ground and the aircraft nosed over, coming to rest inverted. The pilot and 2

passengers were able to egress without any injuries.

### PRAIRIE AND NORTHERN REGION

**A Britten Norman BN.2A-27 Islander** aircraft was conducting a flight from Shamattawa, MB (CZTM) to an abandoned runway, 95 nautical miles North West of CZTM (Aquitaine). During the landing, the nose landing gear contacted the ground hard prior to the main landing gear. The aircraft bounced and the pilot subsequently landed the aircraft. There were no injuries to the pilot nor to the 6 passengers on board. A post flight inspection revealed structural damage to the front bulkhead where the nose gear is attached. The aircraft was removed from service and arrangements for repairs are underway by the operator's maintenance. **CE**



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## Incidents + Accidents

### RÉGION DE L'ATLANTIQUE

**Rapport du BST no A17A0033:** Un Cessna 172N effectuait un vol touristique autour de l'Île-du-Prince-Édouard. En retournant vers Charlottetown (CYYG), PE, à une altitude d'environ 2 000 pieds au-dessus du niveau de la mer (ASL), le moteur s'est arrêté. Le pilote a tenté de résoudre le problème, sans arriver à redémarrer le moteur. Il a déclaré une urgence et a effectué un atterrissage forcé dans un champ à environ 15 milles marins (NM) à l'ouest de CYYG. À l'atterrissage, alors que l'appareil décélérait, la roue avant s'est enfoncée dans le sol meuble et l'aéronef a capoté, avant de s'immobiliser, inversé. Le pilote et les deux passagers ont pu évacuer l'appareil sans subir de blessures.

### RÉGION DES PRARIES ET DU NORD

**RAPPORT DU BST NO A17C0047:** Un Britten Norman BN.2A-27 Islander assurait un vol de Shamattawa (CZTM), MB, à une piste désaffectée située à 95 milles marins au nord-ouest de CZTM (Aquitaine). Lors de l'atterrissage, le train avant a violemment touché le sol avant le train principal. L'aéronef a rebondi et le pilote s'est ensuite posé. Ni le pilote ni les six passagers à bord n'ont subi de blessures. L'inspection réalisée suite à l'atterrissage a révélé que la cloison avant avait subi des dommages près du point de jonction avec le train avant. L'aéronef a été retiré du service et le personnel de maintenance de l'exploitant a pris des mesures afin qu'il soit réparé.

### RÉGION DE L'ONTARIO

**RAPPORT DU BST NO A17O0106:** Un aéronef à train classique Monocoupe 90AF-100 d'exploitation et d'immatriculation privée était en approche pour se poser à Plattsville (Lubitz Flying Field) (CLB2), ON, quand il a frappé le sol avant le seuil de la piste, dans un ravin. L'aéronef

a été lourdement endommagé et le pilote a subi des blessures mortelles. L'accident a eu lieu à environ 1430 EDT, mais l'aéronef n'a pas été localisé avant 0600 la journée suivante par les services de recherche et sauvetage (SAR). Le signal de la radiobalise de repérage d'urgence (ELT) était faible et ne pouvait être entendu que lorsque l'hélicoptère de recherche et sauvetage était à une centaine de pieds du site de l'accident. Ni la radiobalise de repérage d'urgence (ELT) ni l'antenne n'étaient endommagées.

### RAPPORT DU BST NO A17O0105:

Un Cessna 175B monté sur flotteurs et d'immatriculation et d'exploitation privée, circulait vers le quai après s'être posé à Sudbury/Azilda (CNC5), ON, quand le flotteur gauche a commencé à prendre l'eau et que l'aéronef s'est retourné. L'aéronef a été submergé, tandis que le flotteur droit demeurait à la surface. Les deux personnes à bord ont pu évacuer l'aéronef et n'ont pas été blessées. L'aéronef a ensuite été récupéré et aucun dommage apparent n'a pu être vu sur le flotteur gauche. On a estimé qu'il y avait une fuite dans les raccords du flotteur.

### RÉGION DU QUÉBEC

**BST#A17Q0067:** un Cessna 150E en exploitation privée, effectuait un vol selon les règles de vol à vue entre Alliston, ON (CNY4) et St-Mathieu-De-Beloeil, QC (CSB3). Une escale a été effectuée à Gatineau, QC (CYND) où 15 litres de carburant ont été ajoutés dans le réservoir droit. Lors du virage en base gauche pour la piste 15 à CSB3, le moteur (Teledyne Continental, O-200-A) a eu des ratées et s'est arrêté complètement une fois l'appareil établi en approche finale. L'appareil n'a pas été en mesure de planer jusqu'à la piste et a touché le sol entre les voies Est et Ouest de l'autoroute 20. La roue de nez a été arrachée et l'appareil a ter-

miné sa course au centre de la voie Est de l'autoroute, à moins de 400 pieds du seuil de la piste 15. Les deux occupants ont subi des blessures mineures, alors que l'appareil a subi des dommages importants. Une vérification des réservoirs après l'accident a permis de constater que le réservoir gauche était vide alors que celui de droit contenait de l'essence environ à la moitié de sa capacité.

### BST#A17Q0069: un appareil de type

Cessna 180H en exploitation privée, effectuait un vol local depuis le Lac Maxime, QC avec le pilote et un passager à son bord. Lors de la course au décollage, le pilote a perdu la maîtrise de l'aéronef. L'appareil a culbuté et s'est immobilisé inversé à la surface de l'eau. Les 2 occupants, qui portaient leur veste de flottaison, ont pu évacuer l'appareil et ont nagé jusqu'à la rive. Les 2 occupants ont subi des blessures mineures. L'appareil a subi des dommages substantiels. Aucun signal ELT n'a été capté.

### BST RAPPORT#A17Q0068: Un hélicoptère de type Robinson R44 en exploitation privé, s'est écrasé dans la région de Saint-Zénon, QC. Le pilote, seul à bord, a évacué l'appareil et a marché environ 4 heures pour se réfugier dans un chalet d'où il a été transporté à l'hôpital afin d'être traité pour des blessures sérieuses. L'appareil a subi des dommages importants. Un épais brouillard a été rapporté dans le secteur au moment de l'accident.

**BST RAPPORT#A17Q0068:** Un hélicoptère de type Robinson R44 en exploitation privé, s'est écrasé dans la région de Saint-Zénon, QC. Le pilote, seul à bord, a évacué l'appareil et a marché environ 4 heures pour se réfugier dans un chalet d'où il a été transporté à l'hôpital afin d'être traité pour des blessures sérieuses. L'appareil a subi des dommages importants. Un épais brouillard a été rapporté dans le secteur au moment de l'accident.

### Un Piper J3C-65, d'immatriculation

privée, de Chicoutimi/St-Honoré (CYRC), QC, a été rapporté manquant par des proches. Des recherches ont été menées par le Centre conjoint de coordination de sauvetage (JRCC) de Trenton. Le lieu de l'écrasement a été découvert le 29 mai 2017 à 1602Z. Le décès de deux personnes a été confirmé. **CF**

# MEMBERS' CHOICE AWARDS

NEW COPA INITIATIVE HONOURS OUR BEST  
BY CARTER MANN



COPA has announced the Members' Choice Awards.

**COPA is pleased to announce the launch of our new Members' Choice Awards program. This exciting new program is a new way for our members to recognize businesses and organizations that directly contribute to the success of general aviation across Canada. Have a favourite aircraft maintenance shop or airport restaurant? Nominate them for recognition by your fellow pilots!**

The Members' Choice Awards program is an idea created from a suggestion by one of our members to find some way of recognizing service levels and quality from businesses and organizations serving the General Aviation community in Canada. Developing the Members' Choice Awards is a positive way to recognize our GA community partners and promote COPA.

Nominations are now being accepted for the following categories:

- Best Airport Management
- Best Airport Restaurant
- Best Aircraft Maintenance (includes engine, propeller, and avionics specialty shops)

- Best Aviation Event
- Best FBO or fuel retailer
- Best Flight Training Unit
- Best Medical Examiner
- Best Pilot Supply Store

Winners will be selected in each category in the following regions: BC & Yukon, Prairies & North, Ontario, Quebec, and Atlantic.

Winners will receive a certificate from COPA for that year as well as an offer of 50 percent off the current one-year corporate membership fee.

Voting is online through COPA's website and will open on Oct. 1, 2017. Voting will close on Oct. 31 and the winners will be announced in the December issue of COPA Flight.

The awards program is entirely a membership-driven recognition program. Nominations must be made by a proposer and must have a seconder who must be current COPA members and not be employed or have an interest in the company being nominated. Nominees are not required to be current COPA members. **CF**

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# CROSSING THE BORDER QUITE EASY

A FEW EXTRA STEPS OPENS U.S. AIRSPACE

U.S. Customs is easy to navigate if you're prepared.



**T**he U.S.-Canada border is easy to navigate. There are two agencies to deal with: U.S. Customs and Border Protection (CBP) and Canada Border Services Agency (CBSA).

Just like any flight, pick an airport of entry, check the weather, file a flight plan and make customs arrangements. It's a good idea to call ahead and determine if there are any user fees.

eAPIS is a CBP web based manifest reporting system and is the first step in your flight in and out of the US. The first time that you use eAPIS, you may find it a bit time consuming. Enlisting the help of a pilot who has used the system may reduce the learning process. eAPIS simplifies the creation of Notices of Arrival and Departure, with the ability to select from previous Notices that you have

filed. It keeps a history of pilot, passenger and aircraft information. It is critical to ensure that the information is accurate and up to date. Having all of your information at hand before filing eAPIS makes the filing simple and fast.

Once eAPIS has been filed, a call to U.S. Customs at your airport of entry (AOE) is required. They will see your eAPIS submission on their systems and will ask a few questions. If something changes, for example, weather delaying your departure by a few hours, call them back and advise them of the change in plans. You do not have to revise your eAPIS submission. Although the eAPIS rules permit you to land elsewhere for flight safety reasons, as a minimum it will cause delays as alternate arrangements are made.

If you land at an airport that is not an AOE, you must contact the local police who then will supervise you until CBP decides what to do. Depending on the circumstances, this could create a significant delay for you. Landing at the nearest AOE to the border provides you with the option of turning around and landing back in Canada to regroup, re-notify and go. It is possible to relay through FSS to CBP that you are changing to another airport but if the message does not get passed you will be held accountable. Certainly a call to CBP is required when you land.

A requirement for any vessel, aircraft or ship to enter the U.S. is a U.S. Customs decal. The decal is issued annually and must be affixed to your aircraft. CBP no longer sell decals at their airports but they may be purchased online. Each decal has a unique number, which is reported in eAPIS.

CBP will usually inspect your aircraft and your documents, including

employing a Geiger counter. In some older aircraft, radium was used to illuminate instrument dials for night operations. Alert the CBP officer that there is radium in the instrument which may set off the Geiger counter.

Returning to Canada is a simple matter of reversing what was done to enter the U.S. Determine the Canadian AOE and the time and place of the border crossing. Don't forget to file your eAPIS Notice of Departure.

From a Canadian perspective, CBSA has a service called CANPASS. As a CANPASS holder, you and your aircraft are able to clear Canadian Customs at an AOE regardless of the hours of operations of the local CBSA office. Before returning to Canada, you simply call the CBSA at 888-226-7277 between 48 and two hours of your planned arrival time. When you arrive at a CANPASS-only airport, you can then depart to your final destination if there is no CBSA officer waiting for you. To exercise CANPASS privileges, all crew and passengers must be CANPASS holders.

Weather or IFR diversions can always be a challenge. During a flight back from Oshkosh, IFR into Toronto Buttonville, we had made our Canadian Customs arrangements for Buttonville. There was no problem with fuel and reserves planning IFR direct across the lake. Chicago Centre vectored us southwest around Lake Michigan. As we got close to Detroit, fuel became a concern. A quick radio call to Flight Services and a FSS specialist contacted CSBA and revised our customs arrangements and we diverted to London. In the event that FSS is unable to make the call, try your cell phone.



There are a number of third party companies who have setup Web sites to help pilots edit and file eAPIS manifest and flight plan information. One example is eapisFile.com. The site has consolidated a number of quick links and training videos. The annual membership dues are \$25.00.

Flying to and from the U.S. adds a few more steps to do as part of your flight planning. However, they are not arduous. To avoid running afoul of both governments, a few simple rules may help. Be honest. Be courteous. Be polite. If you make a mistake, call. Just like flying VFR into IMC, don't lie to the Customs inspectors. It can get really bad really fast.

#### CHECK LIST

- Obtain all required passenger information, including citizenship, date of birth, passport number, etc.
- File an eAPIS notice of Arrival (into the US) the day before your flight but no later than 60 minutes before you intend to cross the border.
- Ensure that you have a current U.S. Customs Decal, which is no longer available at the AOE. You must apply online and it can take a couple of weeks to obtain.
- Call the US Airport Of Entry, abiding by their notice times.
- Obtain and understand NOTAMs and TFRs.
- If you rent, obtain a letter of authorization from the aircraft owner.
- File a flight plan with a Nav Canada FIC.
- Insure that your flight plan is activated.

If you are flying VFR, contact ATC and request a squawk code and flight following (it is a requirement to have a unique squawk code and be communicating with a controlling agency, Canada or U.S. as you cross the border).

When you land, remain in the aircraft until you are met by CBP officials. If they do not appear by the time that you agreed to meet them, call the CBP and ask for instructions. **CF**



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## JOIN COPA AT OSHKOSH: CELEBRATE CANADA'S 150TH BIRTHDAY




Building on the success of last year's "All-Canadian Cookout", COPA, in partnership with the Magnes Group, AIG, and XXX, is presenting Celebrate 150: Chart a Course for Canada at this year's EAA Airventure in Oshkosh, WI. This year's event will be on Tuesday, July 25 from 5-7pm at the air-conditioned Partner Resource Centre. Join fellow aviators and celebrate all things General Aviation in Canada. Thanks to Montreal-based Dieu to Ciel Microbrasserie, we are pleased to announce that in addition to our regular beer, we are offering a selection of Canadian craft brews. This is the one party you won't want to miss!

**TUESDAY, JULY 25, 2017**

At the Partner Resource Center (PRC) Across From Hangars A and C

**5:30PM - 7:30PM**





# PILOT ERROR BEHIND MOST CLAIMS

60 PERCENT HAPPEN IN LANDING, TAKEOFF PHASES

**I**t's been said time and again that pilot error is the leading cause of aircraft claims and this holds true under COPA's VIP Program. Loss of directional control on takeoff or landing accounts for approximately a third of pilot error claims. If you add angle of attack errors and gear up landings to the list, then almost 60 percent of pilot error accidents are actually happening on approach, landing or departing the runway.

These numbers are consistent with statistics from Transport Canada and the FAA over the past ten years. By sharing this information, it is hoped that we can build a greater awareness of the type of risks that face pilots across Canada and lower or prevent the frequency of accidents. In a letter to his father in 1900 Wilbur Wright wrote: "In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks".

## ANGLE OF ATTACK/STALLS

Typically between 15-25% of claims caused by pilot error are due to the aircraft's angle of attack, stalls, inability to climb, or clear obstacles on take-off or landing.

### EXAMPLE 1

A pilot and three family members departed a grass strip. The aircraft became airborne, but was unable to climb. The pilot attempted to abort the landing, but realized it was too late, so subsequently applied full power, tried to keep the aircraft in ground effect as long as possible before attempting to climb out once again. At this point the wheel aircraft was over water and still struggling to climb. The pilot elected to turn back to shore and subsequently stalled the aircraft into the shallows of the lake. There were no injuries, however the aircraft was a total loss.

### EXAMPLE 2

Upon departure from the airport, the pilot of an advanced ultralight bi-wing aircraft performed a low high speed flyby down the centreline of the runway and it would appear during pull-out from the flyby, an aerobatic manoeuvre may have been attempted (a barrel roll) during which the aircraft stalled and it crashed into a nearby pond.

### EXAMPLE 3

A Cessna 172 on amphibious floats with one passenger on board was practicing take-offs and landings from a small lake. On takeoff it appeared that the aircraft was unable to maintain the appropriate angle of attack to clear the trees near the shoreline. The pilot was killed and the passenger sustained minor injuries.

## GEAR UP LANDINGS

Another leading cause of runway related claims are gear up landings. Over an 18 month period these claims accounted for almost 15 percent of pilot error related accidents. None of these incidents were linked to mechanical error.

### EXAMPLE 1

A pilot flying an amateur built aircraft omitted to extend the gear during the landing phase. The propellor and the engine sustained substantial damage.

### EXAMPLE 2

The pilot of a Mooney omitted to extend the landing gear during the landing phase. The aircraft sustained a propellor strike and damage to the belly.

### EXAMPLE 3

The pilot had just picked up his amphibious aircraft after some general maintenance and was doing some touch and goes. Upon landing he failed



Landing and takeoff phases of flight produce the most insurance claims.

to lower the gear and landed wheels up on the asphalt runway.

### EXAMPLE 4

A Cessna 210 had just taken off when smoke from the instrument panel filled the cabin. The pilot carried out an emergency landing, but omitted to lower the landing gear. The aircraft was a total loss.

Gear up landing accidents rarely result in bodily injury. Unfortunately, stalls or errors with the angle of attack causing loss of control during the approach, landing or take-off phase of flight are leading causes of fatalities in general aviation.

With ongoing training, risk awareness, and a focus on overall decision making, pilots may be able to prevent these accidents and the stress and sometimes tragic outcomes they create.

COPA's VIP Aviation Insurance Program is proudly administered by The Magnes Group Inc. For more information or a quote, visit [www.magnesaviation.com/COPA'S](http://www.magnesaviation.com/COPA'S), email [VIPCOPA@magnesaviation.com](mailto:VIPCOPA@magnesaviation.com) or call 1-855-847-2672.

# LEARNING TO FLY A TAILDRAGGER

KEEPING A LOST ART ALIVE



Learning to fly a taildragger adds a new dimension to flying.

**A**t the age of 10, I discovered my love of airplanes. I dreamt of flying everything from aerobatic show planes, to Spitfires, to Lancaster bombers. All these planes had one thing in common. They are taildraggers.

In the beginning of my flight training, I found myself in a tricycle geared Cessna 152. The simplicity, forgiveness, and capabilities of the airplane were satisfying to this young and eager pilot. Just kidding. Aside from my dream of strapping myself into a Spitfire, I wanted something challenging, rewarding and unique, all of which led me to learn to fly a taildragger.

The plane that I would soon find myself humbled by was a Bellanca 7ECA Citabria. Immediately upon getting in, the lack of visibility out of the front, the sitting on an incline and the feeling of

being forever in the flare attitude, disoriented me significantly. I was reassured, however, that the front visibility was quite luxurious compared to that of a Spitfire. I learned quickly that, apart from the fact that both tricycle gear and taildraggers are airplanes, they otherwise have nothing in common. Everything from taxi to takeoff to landing is different. A golden rule I learned very early on was that you don't stop flying a taildragger once it's on the ground. You only stop flying it once the engine has stopped.

In a taildragger, S-turns during taxi are a necessity, especially when there's no forward visibility. If you did the same in a tricycle gear, people might question the competency of your ground maneuvering skills. Takeoff requires a bit of dancing on the rudder pedals because of having to deal with everything from P-factor to slipstream

*I learned very early on was that you don't stop flying a taildragger once it's on the ground.*

to gyroscopic precession and, of course, to crosswind. The combination of this all made for an interesting first takeoff.

Once I was in the air, cruise, stalls, spins and spirals were familiar from my Air Cadet days in the 152. The plane was more prone to adverse yaw compared to a 152, which brought me back to the early days in gliders following the string to keep it coordinated. However, when it came time to learn how to land, that's where my ego took the biggest hit.

My days of kissing the runway were over. Coming on short final for the first time everything seemed "good", speed control was "ok", the rate of descent "fine", and crosswind "checked". Upon touchdown the main wheels touched first, followed by the tail, followed by the mains again, followed by the tail, and so on for what seemed an eternity.

It took some time before landings became "somewhat" consistent. After an undisclosed number of attempts, consistently remains a challenge to my landings. Nonetheless, my desire to improve is undaunted. I do know that energy management is key in successful landings.

Although I have yet to solo the airplane, I have found a love for the taildragger experience and hope to carry on with it in the future. I've been re-introduced to the rudder pedals, a new meaning of staying "ahead of the airplane" and I believe I'm a better pilot for it. I encourage all pilots who have yet to strap into a taildragger, to do it. It's a dying art which I, for one, am not willing to let go. **CF**



# IN QUEST OF THE JET STREAM

RIVER OF AIR MAJOR FACTOR IN AVIATION

**K**rakatoa East of Java was a flawed flick about a world-changing volcanic eruption in 1883. The movie was quickly renamed *Volcano* because most people knew Krakatoa was actually west of Java, but few knew of the methodical observations that followed the cataclysm. In a series of explosions over two days, an almost unbelievable eleven cubic miles of debris were hurled into the atmosphere. For several years scientists tracked the movement of the ash and smoke, discovering a high altitude river of air — they called it the equatorial smoke stream.

The world's weather changed drastically as the stream carried the debris around the globe. Temperatures fell, the sky was darkened and sunsets were a spectacular red. But it was the climate change that was of interest, not the equatorial smoke stream itself.

Forty years after Krakatoa, a Japanese meteorologist, curious about the enigmatic current that circled the globe was studying upper level winds from atop Mt. Fuji. Oddly, he published his findings in Esperanto and his work went largely unread.

Meteorologists in the 1930s had theorized the existence of forceful wind streams near the tropopause but the mysterious fast flowing current far above the ground was of marginal interest to aviators until aircraft became more powerful and flight to ever higher altitudes was possible. Oxygen was a known issue, but the invisible high level wind stream was yet to be investigated.

Before his untimely death in 1935, American pilot Wiley Post, in a pressure suit with a sealed helmet supplying oxygen, managed to climb to 50,000 feet in a single-engine Lockheed Vega. With the pressure suit working well, he next tried some high altitude transcon-

tinental flying and noticed the effect of a racing wind on his ground speed. Little was known of the rushing river of air at that time but a German meteorologist studying it came up with the appropriate term jet stream in 1939.

It was the American B-29 high altitude bombers that proved the theoretical actualities of the jet stream during the latter part of the Second World War. From a Pacific island base, air force meteorologists were able to forecast an astounding high-level westerly wind of 168 knots using thermal wind surface observations. Bomber crews confirmed a 170 knot west wind at high altitude.

This was the first real measurable proof of the jet stream. By the end of the war, meteorologists were getting a handle on it, realizing its importance not only for weather forecasting but for general aviation as well. Aside from its effect on the weather, the jet stream influenced the ground speed and fuel burn of flights although at that time civilians travelling by air were still flying at an altitude far below it.

At about 10 km AGL in the northern hemisphere, the troposphere ends and the jet stream is born. Here at the tropopause the polar air mass meets the warmer southern air mass and the flat tube of air formed in the collision creates the strong winds of the jet stream. It may be a few hundred miles wide, but is generally only a mile deep. The invisible turbulent tube shifts horizontally and vertically in a continuous motion like a writhing serpent looping and coiling around the globe. Wind speeds at the core of the jet stream, called jet streaks, can reach 300 mph. The location of the jet stream can be plotted on a daily basis and this fact is vital to airline operations in a busy flight-dependent world.

By the 1950s, most airliners had unpressurized cabins and travelled at 10,000 to 12,000 feet, but as jetliners came into



Airliners fly above most weather except for high winds in the jet stream.

service, it became possible as well as economical to fly much higher and faster and the intense study of the jet stream and all its vagaries assumed a greater importance. Cabin pressurization was improved to allow comfortable flight at the tropopause where the air is stable and dry and there is little, if any weather.

Knowing the daily position of the jet stream is crucial to aircraft crews flying above 33,000 feet because of possible clear air turbulence. CAT, the invisible danger can now be remotely detected with instruments that measure turbulence with sophisticated optical techniques. A devastating accident occurred in 1966 when BOAC flight 911 broke up in the air in VMC near Mount Fuji. The Boeing 707 encountered severe CAT, unpredictable at the time; the gust load from +9 to -4 was far in excess of the design limit of the aircraft. Since that time, airliners have been built to withstand one and a half times the force of any known turbulence and predictive forecasting has helped in avoiding CAT.

There are still occasional incidents of airliners getting into turbulence, fortunately without serious injury to passengers or damage to aircraft. It's a good idea to keep your seatbelts fastened! **CF**

# SOLIDWORKS AN EAA BENEFIT

CAD TOOL CAN RUN 3-D PRINTING PROCESS



SOLIDWORKS can produce full drawings for design projects.

Last year at EAA's AirVenture our CEO Jack Pelton announced the very popular member's benefit; SOLIDWORKS Student Design Kit — EAA Maker Edition.

SOLIDWORKS is the computer assisted design tool of choice for mechanical drawings and thus perfectly suited and used by aircraft and kit manufacturers. EAA members can download the free EAA Maker Edition of SOLIDWORKS and obtain a one-year license to use this software. EAA members can also renew their license annually subject to the program terms and conditions at the time of renewal.

The software provides the ability to create fully detailed parts, assemblies and drawings, to generate complex surfaces, sheet metal flat patterns, and structural welded assemblies, and will include wizards to automate designs, check for interference, and perform simple stress analysis.

Many aircraft and kit manufacturers use SOLIDWORKS including Cirrus, MakerPlane, Rainbow Aviation, Sonex, Synergy, Zenith, and more.

The main restriction is that you may not use the software for commercial use. It can be used for personal use only. If you have a design you want to promote commercially you will need to upgrade your software package.

Other restrictions apply, but the gist of this "member benefit" is to give our members the opportunity to learn to use the software, to apply it to personal projects that include 3-D applications and then to use the design to print products with a 3-D printer. The benefit to SOLIDWORKS is that a large number of new users will become familiar with the product.

The EAA version does not include technical support services, but EAA members will receive a guest membership to My SOLIDWORKS which does provide introductory lessons and access to the SOLIDWORKS manufacturing network.

There have been some problems encountered by members trying to download the software. Yahoo and Comcast (including variants used by ATT, SBC Global, etc) block the activation email from DS SOLIDWORKS and send it to the spam

folder. EAA provides a forum for users to discuss problems and solutions.

The initial response predictor was that some 3000 members would sign up for SOLIDWORKS within the first three months of the offering and this prediction was exceeded with over 3500 downloads. As the product gains acceptance and as more users download and use the software, we expect this to become an increasingly popular tool for innovation and personal utilization.

Following up on last year's AirVenture announcement, this year's AirVenture will have a display of 3-D printers and their applications. Members will not be able to access these printers but will be able to see them in use. Moreover, EAA will offer free certification tests and prep courses available from SOLIDWORKS and we are organizing an essential training session under SportAir Workshops for the week following the convention and are working on adding functionality to the version of SOLIDWORKS accessible to EAA members. Check out the resources available on SOLIDWORKS: <http://www.eaa/SOLIDWORKS>. **CF**

# SIMPLE, STRONG CONSTRUCTION IS THE GOAL

**I**n my opinion, most things in life are better if left simple. Therefore an airplane should be simple to build, easy to fly, as well as strong and affordable.

In the photo you can see the airframe for the new ultralight airplane we are going to be putting into production. It doesn't look much like our original prototype on which we have put nearly 70 flying hours (45 hours on current DLE engines). The reason for the change in format and design is strength of construction and simplicity.

The first airplane, although it flies well, was simply going to be more complicated to build for a broad spectrum of builders than we wanted it to be.

The AF is all 6061 aluminum tubing, 1/2 inch to 1 inch with wall thickness of .035 to .058 inches. The tubing is cut to size, by the builder, and pop riveted in place by way of .035 6061 and 2024 aluminum gussets (a few .080) using Avex Rivets. The immediate thought is why not weld it all together. Anyone that has ever welded .035 aluminum tubing will tell you without hesitation that it's very difficult to weld. When you do

find someone who is able to TIG weld it all together, the labour costs are too high and shipping an aircraft fuselage costs a small fortune.

Parts like the individual rudder pedals and control horns are made of steel and are factory welded because it keeps them simple, strong and light.

In the very early experimental days of aviation a lot of wood was used, especially bamboo where great strength coupled with light weight was essential. Chords and glue (instead of gussets) held the structure all together. Today our 6061 alum. and 4130 steel make it possible to achieve tremendous strength with very little weight.

The 40-pound airframe is incredibly rigid and strong and simple to repair, also. Damaged sections can be removed by drilling out rivets on the gussets and replacing the damaged tubing. The simple repair can be done quickly.

Our objective is to have an airplane that meets the U.S. market requirement for a single seat ultralight (two seats are not allowed). However in Canada we can have two seats in our ultralight and carry a passenger. We have made our



Wayne Winters new ultralight design is taking shape in Alberta.

airframe and wings large and strong enough to carry two people, and by using modern materials and the latest powerful engines we can keep the weight light enough for the U.S. single seat market.

In a few days we are going to install two of the DLE 222 four-cylinder 21.5 HP each engines on our test airplane (replacing the DLE 170 17.5 two cylinder engines, which are working fine). We are anxious to see what difference the combined power of 43 horsepower, an increase of 22 percent, will make. **CF**

PHOTO CREDIT: WAYNE WINTERS



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# ON THE HORIZON

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

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

**CHARLOTTETOWN, PEI (CYYG):** COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, [pound@pei.sympatico.ca](mailto:pound@pei.sympatico.ca).

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

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

**EDMONTON, AB:** COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 19:30 held at the Alberta Aviation Museum - 11410 Kingsway Avenue NW in the lecture area. For more information, please see our website or contact Janis at [treasurer@copaedmonton.ca](mailto:treasurer@copaedmonton.ca).

**ESTEVAN, SK (CYEN):** Regular COPA Flight 3/ 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 [nealandndine@hotmail.com](mailto:nealandndine@hotmail.com).

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

**HAVELOCK, NB:** COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. On any Sunday during the month of October present your journey log book to enter our 2017 competition for the Delbert Alward Memorial Cup. Our winner will be announced on Sunday Nov. 5/17. The pilot flying to the most locations noted in COPA's "Places to Fly" section, as verified by his/her journey log, will win the 2017 competition. Please note we cannot accept faxed or e-mailed entries. Simply fly-in, enjoy breakfast and enter to win. For more information check out our website at [www.havelockflyingclub.ca](http://www.havelockflyingclub.ca).

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

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

**HIGH RIVER AIRPORT, AB (CEN4):** First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 18:30 - 21:00. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or [eaahighriver@shaw.ca](mailto:eaahighriver@shaw.ca). Visit our website at [www.eaahighriver.org](http://www.eaahighriver.org) for more details.

**KELOWNA, BC (CYLW):** COPA Flight 36, Kelowna Flying Club, Apron III Event General

Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 18:30; meeting starts at 19:00. Join us for news and updates, guest speakers and fellowship! For more information, please contact Daryl Nelson at [Info@kelownaflyingclub.com](mailto:Info@kelownaflyingclub.com) or go to our website at <http://kelownaflyingclub.com>.

**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.copafight26.com%22/>

**LETHBRIDGE, AB:** The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you to our weekly Saturday morning breakfast, 07:30 held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. We encourage you to call ahead if you're in the area. If you catch us at a Fly-In instead please feel welcome to join us there. All of our activities including the postings of our monthly meetings can be found on our Event Calendar at <http://www.lethbridgesportflyers.com>. To contact us, please call our club President, Mic Thiessen at 403-327-8808 or send us an email at [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net).

**LINDSAY, ON: LINDSAY, ON:** Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 19:00 at LCVI High School, 260 Kent Street West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The airport supports an active float-based membership. For more information, please contact Bob Burns at [bobklfc@gmail.com](mailto:bobklfc@gmail.com), or visit the Kawartha Lakes Flying Club at [klfc.ca](http://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)

# ON THE HORIZON

**NANAIMO, BC (CYCD):** Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 09:30, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering weekly impromptu fly-outs. The cost is free – the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website [www.nanaimoflyingclub.org](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)

**PITT MEADOWS, BC (CYPK):** Aero Club of BC is holding its traditional fly-in and fuel sales. Every 3rd Sunday of the Month 09:00 to 18:00. Free hot dogs and coffee between 11:00 and 15:00. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 19:30 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

**POINTE CLAIRE, QC:** Every 3rd Thursday except June, July, August & December, the Montreal Chapter of the Canadian Aviation Historical Society features a guest speaker at their 1100 hrs meeting at the Pointe Claire Legion Hall, 365 St-Louis. Light lunch provided, \$5 voluntary landing fee requested. Anyone interested in the history of civil or military aviation is welcome. For more information, please call Ron at 450-463-1998.

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

**PONTIAC, QC:** Escadrille 169 Pontiac: Déjeuner mensuel les 1er samedi du mois

au restaurant Aylmer BBQ situé au 134, rue Principale (Aylmer), Gatineau, 819-684-4372. Venez parler aviation avec des pilotes passionnés! Les conjointes et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

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

**RED DEER, AB:** Red Deer Flying Club / COPA Flight 92 meet's on the 3rd Monday evening of each month (except July & August) at the Flying Club building directly north of the Red Deer Airport Terminal Building. Meetings start at 19:30. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit [reddeerflyingclub.org](http://reddeerflyingclub.org).

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

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

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

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

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

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

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

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

## JULY 2017

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

**JULY 2, ST. JOHN'S, NL:** Join COPA Flight 97 as we will be celebrating the 90th anniversary of the Harbour Grace Airport, the 85th anniversary of Amelia Earharts Solo Transatlantic Flight and Canada 150 at the Harbour Grace Pirates to Pilots Festival. WX dependent. [www.copa97.ca](http://www.copa97.ca)

**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 8, SMITHS FALLS, ON (CYSH)** Smiths Falls Flying Club, Fish Fry and Flight Presentation. Starting at 11am. For more info: [www.smithsfallsflyingclub.com](http://www.smithsfallsflyingclub.com) or call 613-283-1148

**JULY 9, OWEN SOUND, ON (CYOS):** 8am-4pm 11th Annual Wings and Wheels Event/COPA Flight 144, 60+ aircraft expected, first 25 pilots get embroidered "Wings" hat, all pilots free lunch, mystery location win ICOM Handheld transceiver courtesy Aviation World. Last year 330+ classic cars, this year enjoy award winning Elvis act by Peter Irwin, band live on stage 'Memphis Rebels', food court onsite, vendors, avgas and jet fuel, incoming

# ON THE HORIZON

123.00 ground 122.400. Canadian Harvards, CWHM Catalina PBY flying Boat, DC-3 for public rides. Information Steve Meades, 'oldguys@bmts.com' or text 519-375-1446

**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 9, SOURIS, MB (CJX5):** Fly-in Breakfast 0830 to 1130.

**JULY 11 & 12, SHOAL LAKE, MB (CKL5):** Celebrate our 25th Anniversaries with us at Shoal Lake Airshow 2017 with the Snowbirds, Bill Carter, Pete Mcleod and more! Full story at [www.slairstow2017.ca](http://www.slairstow2017.ca). Plan now to attend!

**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 15, FORT VERMILION, AB (CEZ4):** Fort Vermilion which is the oldest town in Alberta, Mackenzie County and the Fort Vermilion Board of Trade are hosting a Fly-in and name change at the local Fort Vermilion Airport. The event is taking place at 1300 in Fort Vermilion Airport, which will be renamed on the day to Wop-May Memorial Airport, Fort Vermilion.

**JULY 15-16, PETERBOROUGH, ON (CYZA):** The Peterborough Airport and COPA Flight 34 present an air event/fly-in. Saturday 8-5 and Sunday 8-4. The dinner/dance banquet will start with cocktails at 5:30 on Saturday evening, dinner at 6:30. The B-17G (Sentimental Journey of the "Flying Legends of Victory Tour"), will arrive at noon on the 10th of July. The B-17G will be parked in front of the Airport terminal for viewing tours (\$5) during the week from 9am to 6pm.

**JULY 15, PORT ELGIN, ON (CNL4):** Join COPA Flight 172 for COPA for Kids event at Port Elgin Airport. 1000 to 1400. Rain date July 16. Contact: Steve McDougall 519-385-2867 [steve.mcd@bmts.com](mailto:steve.mcd@bmts.com) [www.copa172.com](http://www.copa172.com)

**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 servit de 8:30h à 12:00h à l'intérieur du hangar principal de l'aérodrome. Venez visiter notre belle région, parler aviation et faire de nouveaux amis dans une ambiance amicale. Piste en gazon. Bienvenue aux campeurs sous-l'aile. Nous aurons aussi une exposition de véhicules antiques. Pour information: 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. Come, visit our beautiful area, make new friends and talk aviation in a friendly, homey atmosphere. There is a grass airstrip with plenty of parking. Welcome also to under-the-wing campers. We will also have an antique car show. For more information: 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 15, ST. JOHN'S, NL:** COPA Flight 97 will host a BBQ and static display on July 15th at CYT. Please contact Minette LeDrew, Navigator, [mgrose@nf.sympatico.ca](mailto:mgrose@nf.sympatico.ca) (709-682-1302) or visit the COPA Flight 97 Facebook group. Also visit our website at [www.copa97.ca](http://www.copa97.ca). (please note only public events are posted on the website)

**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 dem <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 [c4k.vernon@gmail.com](mailto:c4k.vernon@gmail.com)

**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. 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

**AUG. 4-6 QUESNEL, B.C.** Quesnel Skyfest features top aerobatic acts and a weekend of fun at the Quesnel Regional Airport. Go to [quesnelskyfest.ca](http://quesnelskyfest.ca) for information and tickets.

**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 (CJS5):** 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)

**AUGUST 9-11, ABBOTSFORD, BC:** The Canadian Business Aviation Association (CBAA) has partnered with other major aviation groups to create a one-of-a-kind event that marries the best of CBAA's convention, exhibit and static with one of North America's biggest airshows and a major aerospace conference. Open to all, with a focus on corporate and non-scheduled commercial operations of all sizes, CBAA 2017 sessions are geared towards pilots, crew, operations managers, maintenance, schedulers & dispatchers and more. For more information, visit [www.cbaa-aaaa.ca](http://www.cbaa-aaaa.ca).

**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, WELLAND, ON (CNQ3):** Join COPA Flight 149 for their COPA For Kids flight day. Rain date August 19th. Time will start approx. 0900. Drinks and cookies for children after their flight. Contact 905-321-5592 for more information.



# 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

**AUGUST 12, HARBOUR GRACE, NL:** COPA Flight 97 will be hosting "Let's Go to Harbour Grace Event" at the Harbour Grace Airfield. WX dependent. Contact Minette, Navigator at [mgrose@nf.sympatico.ca](mailto:mgrose@nf.sympatico.ca) (709 - 682-1302) or visit the COPA Flight 97 Facebook group. Also visit our website at [www.copa97.ca](http://www.copa97.ca). (please note only public events are posted on the website)

**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@pontiacairpark.com](mailto:info@pontiacairpark.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.vegflyngclub.com](http://www.vegflyngclub.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

**13 AUGUST, HAWKESBURY EAST, ON (CPG5)** COPA Flight 131 / Hawkesbury Flying Club annual BBQ and Corn Roast from 11:00 AM to 1:00 PM, rain or shine! Hotdogs, corn on the cob, soft drinks and more. Fly-In or drive in, everyone welcome! We are located at a General Aviation and Ultralight friendly airport 3435 County Road 17, Hawkesbury, Ontario. For more information call Steve Farnworth 613 632-3185, email: [HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com) or see our web site [www.HawkesburyFlyingClub.ca](http://www.HawkesburyFlyingClub.ca)

**13 AOÛT, HAWKESBURY EST, ON, (CPG5):** COPA Club 131 / Hawkesbury Flying Club, Rendez-Vous aérien annuel, épiluchette de blé d'inde: de 11h00 à 13h00, beau temps-mauvais temps. Hotdog, blé d'inde, liqueurs douces et plus. En avions ou en voiture, tout le monde est bienvenue! Notre aéroport est facilement accessible à l'aviation Générale et aux ultralégers. 3435 Chemin du Comté 17, Hawkesbury, Ontario. Pour plus d'information, vous pouvez communiquer avec Steve Farnworth 613 632-3185, par courriel: [HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com) ou, voir notre site web [www.HawkesburyFlyingClub.ca](http://www.HawkesburyFlyingClub.ca)

# ON THE HORIZON

**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 18- 20, PLATTSVILLE, ON (CLB2):** Ultralight Pilots Association of Canada (UPAC) Annual Convention. Join us at Lubitz Field (CLB2) for this exciting grass roots aviation event. Drive-in and fly-in visitors come for a weekend of flying, seminars, workshops, prizes, live entertainment, exhibitors, demonstration flights, fly mart, fun and camaraderie. Camping for tents, campers and motor homes (no power or water). Café Les Aires is open all weekend. There is no charge for camping, admission, or exhibitors, but we ask for donations to cover expenses such as porta-potties. [www.upac.ca](http://www.upac.ca)

**AUGUST 19, MOOSE JAW, SK (CJS4):** Breakfast served 0800-1100. Comm: 122.8. Please use 122.8 for fly-in and local skydiver traffic. Further Information: [cfudu@hotmail.com](mailto:cfudu@hotmail.com) or Gerry at: (306) 692-8932

**AUGUST 19, ORILLIA, ON (CNJ4):** Food and Live music. Orillia Rama Regional Airport under new ownership. Come and see all that is happening. 705-325-9838 OR [admin@orilliaairport.ca](mailto:admin@orilliaairport.ca) for more info

**AUGUST 19, ROCKY MOUNTAIN HOUSE, AB (CYRM):** Flight 166 Rocky Mountain. 0800 to 1200 Includes Breakfast and An Aircraft Parts swap meet (bring a part to sell, or buy a part on display).

**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, LACHUTE, QC (CSE4):** Flea Market Fly-In and Lunch from 10:00 to 14:00. Hosted by the members of APAL, all aviators and the general public alike are invited. If you are interested in putting articles of aviation for sale please sign up two weeks prior to the event. To sign up and for more information please contact [RVA-LACHUTE@VIDEOTRON.CA](mailto:RVA-LACHUTE@VIDEOTRON.CA). See you in Lachute.

**26 AOÛT, LACHUTE, QC (CSE4):** Rendez-vous aérien avec Marché aux Puces pour aviateurs et lunch de 10:00 à 14:00. Les membres de l'APAL invitent tous les pilotes et le grand public. Si vous désirez mettre des articles d'aviation à vendre svp vous inscrire deux semaines avant l'événement. Pour vous inscrire et de plus amples informations contacter [RVA-LACHUTE@VIDEOTRON.CA](mailto:RVA-LACHUTE@VIDEOTRON.CA). Bienvenue à Lachute.

**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 26, POWELL RIVER, BC (CYPW):** The Westview Flying Club will be hosting a fun golf tournament on August 26. The Myrtle Point Golf Club will be the main venue. A gathering of pilots, aviation enthusiasts and those who like to ruin a good walk in the outdoors by golfing. Details to follow. Contact: Brent McKenzie at [barnstormingcanuck@hotmail.com](mailto:barnstormingcanuck@hotmail.com)

**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 [jtetraynor@hotmail.com](mailto:jtetraynor@hotmail.com)

## SEPTEMBER 2017

**SEPTEMBER 4, STETTLER, AB (CEJ3):** Stettler Flying Club / COPA Flight 135 is hosting its annual fly-in pancake breakfast on Monday September 4th from 8 am to 11 am at the Stettler Town and County Airport. For more information contact Cam Andres @ 403-350-8294 (text/voice) or email [stettlerflyingclub@gmail.com](mailto:stettlerflyingclub@gmail.com)

**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.** [www.michiganairtour.org](http://www.michiganairtour.org) or Rebecca at [rebdpilot@aol.com](mailto:rebdpilot@aol.com) or 586-441-4531.

**SEPTEMBER 9, 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)

**SEPTEMBER 9, STANSTEAD/WELLER, QC (CTQ2):** Fly-in. As before there should be plentiful all you can eat sweet corn. Also beefalo burgers, salads, etc. \$15 per person. <http://www.ctq2.org/>

**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. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**SEPTEMBER 9, MANITOU, MB (CKG5):** Fly-in to 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).

**SEPTEMBER 30, KITCHENER, ON (CYFK):** Join COPA Flight 56 for a COPA For Kids day. <http://www.copaflight26.com/>

## OCTOBER 2017

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

## NOVEMBER 2017

**NOVEMBER 4, 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

**DECEMBER 9, TORONTO ON:** Canadian Chapter, Ninety-Nines annual Christmas Party. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**SUBMIT YOUR EVENTS  
TO HEATHER AT  
[hmclaren@copanational.org](mailto:hmclaren@copanational.org)**



# MOTORCYCLES, AIRPLANES AT HURONIA AIRPORT

BY GUS CORUJO



Members of COPA Flight 73 and the Canadian Vintage Motorcycle Club got together May 27 at the Huronia Airport for the motorcycle club's annual swap meet and show. It was the first time the two groups joined forces at the local airport, creating a unique opportunity for all the participants and visitors to experience a new venue. The event also included a tour of the Zenair facility. **CF**







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# BANCROFT AIRPORT GRAND RE-OPENING

COPA 119 COMPLETES HANGAR, TERMINAL RENOVATIONS

BY GARY GAUDREAU



*It was visionaries like Carl and Monty who saw what benefits an airport could have for the region*

Southern Ontario Director for the Canadian Owners and Pilots Association (COPA). Special guests also included two of the founding members, Monty Jewell and Carl Bierworth, who assisted MP Mike Bossio in the ribbon cutting.

“It was visionaries like Carl and Monty who saw what benefits an airport could have for the region,” said Davis. He thanked them for their hard work and dedication in making it come true more than 50 years ago. He also said it falls on the current leadership of the airport to make sure this asset is preserved for future generations and realizes its full potential as a driving force for economic growth in the region.

Renovations to the hangar included a new concrete floor, a new orange steel roof that can be seen from the air for miles away, sand blasted and painted steel trusses and new windows and doors.

Renovations to the terminal building involved gutting the entire building right down to the wall studs, creation of a vaulted ceiling, a new orange steel roof, new insulated exterior siding, new insulation and dry wall on the interior, replaced all windows and doors, handicap accessible washrooms, new kitchen cabinets, a new propane fireplace as a primary source of heat, new energy efficient lighting, a new septic system and painted floor.

For further information contact Gary Gaudreau, Secretary, Bancroft Flying Club by email at [info@bancroftflyingclub.ca](mailto:info@bancroftflyingclub.ca) or phone (613) 332-6272. **CF**



Bancroft Flying Club recently completed renovations on their hangar and terminal building with a Canada 150 grant.

Lynn Davis, President of the Bancroft Flying Club announced on May 20 that the Bancroft Flying Club, owner and operator of the Bancroft Community Airport has just completed major renovations to the terminal building and main hangar. These renovations were made possible in part by a Canada 150 Grant from the federal government.

Davis addressed an audience of more than 40 dignitaries, members and friends who came out to the airport to celebrate the occasion. In attendance and representing their constituents were Mike Bossio, MP for Hastings-Lennox Addington, Kim Bishop on behalf of Todd Smith, MPP for Prince Edward-Hastings, Rodney Cooney, warden for Hastings County, Paul Jenkins, acting mayor for the Town of Bancroft and Cheryl Marek



## FUNDING FLOWING TO ALBERTA AIRPORTS

SIX AIRPORT PROJECTS INCLUDED IN INFRASTRUCTURE SPENDING



Six airport projects totalling about \$2 million have been included in the Province of Alberta's Strategic Transportation Infrastructure Program for 2017.

The government announced the projects in early June and will pay 75 percent of the cost of the projects.

The five airport projects are being funded along with 81 road and bridge improvements.

The biggest aviation project is the upgrading of Slave Lake Airport.

"Having both a forestry air tanker base and air medevac at the Slave Lake Airport, it is easy to see this airport is heavily used by the people of this region and surrounding area," said Slave Lake Mayor Tyler Warman. "This infrastructure would not exist without provincial support, and after five years of lobbying we are excited to see the province investing again in regional airports."

Airport funding has been lean in Alberta in recent years and the funding,

though relatively low, is seen as a positive sign that the province is recognizing the value of local airports.

The total value of all the projects is \$37 million, with bridges getting most of it.

Nevertheless, local governments are happy to see the money again.

"Strong transportation networks are vital to making rural Alberta a great place to live, work and invest. The AAMDC is pleased by the Government of Alberta's commitment to restoring STIP funding, as it will play a large role in supporting rural municipalities in their continual work to maintain and improve local road bridges, resource roads and community airports. The AAMDC looks forward to working with the Government of Alberta to ensure that STIP funding continues and reflects the strong partnership between the Government of Alberta, the AAMDC and Alberta's rural municipalities." **CF**



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

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

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

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## AIRPORT WORKSHOP INSPIRES DIALOGUE

B.C. AVIATION COUNCIL DELEGATES HEAR FROM EXPERTS

BY JOE HESSBERGER *B.C. AND YUKON DIRECTOR*



Joe and Claudette travelling B.C., showing the COPA Flag.

I had the opportunity to represent COPA as an associate member at the 2017 B.C. Aviation Council Airports Workshop, held at the St. Eugene Mission in Cranbrook. Through my own procrastination with obtaining airline reservations, I ended up having to drive to Cranbrook instead of going by air.

The morning of the trip looked marginal at the Hope Slide, one of the many summits on Highway 3, but once through, the weather picked up, turning into a wonderful sunny day. I kept thinking that I should have taken our airplane but, as it turned out, I would not have made it back through the weather on the way home.

St. Eugene Mission, a former residential school for First Nations children, is an impressive stone building which was turned into a hotel/resort, featuring an 18-hole championship golf course and associated amenities. Located in the East Kootenay Region of British Columbia, near the small city of Kimberly, with the formidable skyline of the Rocky Mountains to the east, St. Eugene is the picture perfect destination for peace and quiet-loving golfers. It is also a perfect venue for conferences and other events.

I actually missed most of the first day's activities, such as the nine-hole

golf tournament and the guided tour of the St. Eugene mission due to my 11-hour drive from Langley, along Hwy 3. I did however make the Ice Breaker Reception in the St. Eugene Pavilion, the venue for our conference.

The first speaker of the conference, the Nasukin (First Nation Ktunaxa Band Chief), Joe Pierre, welcomed us the Mission and taught us the traditional Ktunaxa (k-too-nah-ha) First Nations greeting "kysuk kyikyut" (gisik qiuqiet). His admonitions concerning the respect for aboriginal peoples, not only in BC and Canada but world-wide, were well received.

Cathy Cooper of the B.C. Tourism Board explained the board's latest initiative, Destination BC. The focus of this initiative is to find new methods of increasing the revenue stream for tourism related businesses. The sheer size of B.C.'s tourism industry contributes \$15 billion to our economy per year. Questions were asked, debated and answered concerning what our winning aspirations might be, where we must focus our energies, how we will we measure our successes. To ensure success, what capabilities must we develop and what systems should be put in place to assist us in achieving our goals.

Sean Carter of the Carter-Hales Design Group presented a thought provoking theme on branding and rebranding. His presentation showed us that "great design elevates and poor design degrades". The message is that the visual manner in which we present our business can make or break us. He says that re-branding is tantamount to re-aligning the vision of an organization and that re-branding can breathe new life into an organization that has become sluggish in its day-to-day operation.

David Savage, of Savage Management Ltd., Steve McKeown, Paul England and Garnet Miller explained to us the intricacies of WAAS, GPS and GNSS aircraft instrument approach design procedures. As satellite-based procedures at airports become more common, replacing ground-based hardware wherever possible, it became apparent that current staff needed to be supplemented by additional approach design specialists. Consequently Nav Canada has hired an additional 25 people to meet this need.

Steve talked about the concept and implementation of telematics in airport operations. It was an amazing explanation of how GPS-navigated, autonomous ground equipment may be used to deal with snow removal and other routine tasks that now require human effort. The use of transponders and/or ADS-B navigation capabilities, such as Aireon could be used to vet aircraft deceleration on wet or icy runways and to predict possible aircraft overrun. It would also expedite the dispatch of emergency response vehicles. A combination of aircraft and ground vehicle installed hybrid systems called "hybrid adaptive braking systems", whereby aircraft braking systems would communicate in real time with ground vehicles, would provide an additional measure of safety over existing braking action predicting devices. The installation of transponders in ground vehicles would also help to reduce runway excursions.

Paul England of Nav Canada briefed us on the most recent developments concerning the operation of Unmanned Air Vehicles (UAVs). He discussed the recent Transport Canada issued Interim Order Respecting the use of Model Aircraft of March 13, 2017 (pursuant to subsection 6.41(1) of the Aeronautics Act)

He further described the Nav Canada issued, Vancouver Flight Information Region UAV Best Practices for Air Traffic Services Coordination document for all UAV users who require a Special Flight Operations Certificate (SFOC).

One of the possible future requirements may be the factory coding of geofencing capabilities in all UAVs weighing more than 250 grams.

Garnet Miller, of the Edmonton FIR, spoke about the development and benefits of Required Navigational Performance (RNP) and Performance Based Navigation (PBN) capability in aircraft and the impact this has on the development of more effective, cost saving and environmentally friendly aircraft approaches to airports. This capability also significantly reduces the noise footprints around airports, enabling airports to more readily integrate into the surrounding communities.

Danielle Rehm, Technical Team Leader — Operations and her colleagues, Jamie McDermid, Kip Kaliweit and Mark Golden briefed us on the latest developments in Transport Canada's safety oversight of the aviation industry. Their presentations included an explanation of system-based surveillance versus risk-based surveillance. Both ways of dealing with the industry are being used.

When it comes to audits, Rehm stated, the process focuses on auditing the system of an organization rather than the organization itself. This is to support the policy that the required safety management system of an air operator, aircraft maintenance organization or an airport should be able to identify safety concerns and deal with them effectively and appropriately. The next step in the safety oversight process will be a quality assurance program, development of an audit checklist and an emergency response plan. This Civil Aviation Surveillance Plan is reviewed annually.

David Savage gave a presentation on negotiating and collaboration. His mantra has changed to: "What is good

for community, is good for business."

He made the following points:

- Finding common goals and finding ways to achieve them.
- Curiosity is the qualification of a good negotiator.
- Controlling emotions — empathy with the other party.
- Establish trust and respect — have patience.
- Ignore the ego and have respect and fairness.
- Collaboration is a new field of study
- Leadership is essential.

There was another discussion concerning revenue streams for airports, both aviation and non-aviation related. We discussed myths, benchmarks and trends.

Alex Welch of InterVISTAS presented thoughts about possible sources of non-aeronautical revenue streams, such as duty free shops, food and other franchises and a new concept, insurance kiosks for passengers who wish to be insured against missed flights. This would be desirable for passengers with two or more connecting flights on different airlines. This is a new concept which is presently being tested.

Jim Meyer of SNC Lavalin spoke about what he called Air Service Development 101, a dissertation on how to invite air operators to your airport, how to develop air routes to and from your airport, identify which type of aircraft are suitable for your runway and taxiways and what commercial operator could be invited to one's airport. This might include maintenance and repair (MRO) facilities, fuel suppliers, fixed base operators (FBO) and hangar facilities.

Don Huang, of Urban Systems, spoke about how to sell the airport to the community and how to work with the stakeholders on the field.

Carman Hendry, airport manager at Northwest Regional Airport in Terrace provided tips on how to successfully recruit the best possible candidate

*"Today's Collaboration — Tomorrow's Prosperity" is the British Columbia Aviation Council's theme for 2017.*

for employment. He gave examples of what, and what not to do. He said

"Treat them right! Pretend that they are the most valuable investment you can make, because they are indeed, that."

"Take your time with the interview process, make the candidate feel at ease and allow him or her to be comfortable with the hiring process.

I gave a brief introduction and review of, "Who and Why COPA", COPA's present projects concerning our Freedom to Fly an invitation to contact him for more information.

Mark Duncan of the ACBC, Jake Williams and Carl McGrath spoke about the revised ICAO mandated zoning requirements in Transport Canada's TP-312, the fifth edition, Aerodrome Standards and Recommended Practices. This document should be required reading for all airport managers. As the file is rather large, about 40 MB, it is only available as a web download. You will be asked for a case sensitive user name which is aeroUser and a password, which is CanadaTP312.

In this new edition the runway and taxiway standards have been changed.

Carl explained to us the intricacies of noise exposure forecasts. This tied in with the future/current changes to performance based navigation whereby the noise footprint of arriving and departing aircraft at an airport, is significantly reduced.

Over all, I would have to say that the conference was a success. Thanks to the folks at the B.C. Aviation Council, who once again organized a great conference in a fantastic venue. **CF**

## AERO150 AERIAL CELEBRATION

PATROUILLE DE FRANCE VISITS GATINEAU SHOW

TEXT AND PHOTOS JEAN-PIERRE BONIN



The Patrouille de France (PdF), after ending a marathon of shows throughout the U.S. celebrating the 100th anniversary of its entry to the First World War, was anxiously awaited in Gatineau. Aero150 was set up to showcase the PdF and the RCAF with Vintage Wings of Canada aircraft and some others.

France sent a Transall C-160 (static), an Airbus A400M and the PdF Alpha Jets. An added bonus was two RAF Typhoons (static). The RCAF presence was impressive with 7 of 19 aircraft types in their fleet present on site or in the air.

Setting an airshow date for end of April is risky weather wise in Canada. The Skyhawks started the show jumping from a CH-147 Chinook in a greyish sky with light rain. Ending the show, PdF flew in sustained rain unfortunately.

Despite the weather, it was a memorable weekend. On Tuesday, people in Ottawa and Montreal were treated to a flypast of the PdF and Snowbirds flying together under sunny skies as the PdF returned to Bagotville before heading back home. **CF**





## AERO 150, UNE CÉLÉBRATION AÉRIENNE DU 150E ANNIVERSAIRE DU CANADA À GATINEAU

TEXTE ET PHOTOS  
JEAN-PIERRE BONIN



Patrouille de France (PAF). Ce furent les mots-clés. En terminant un marathon de spectacles à travers les États-Unis célébrant le 100e anniversaire de leur entrée dans la Première Guerre mondiale, la PAF était impatientement attendue à Gatineau. Aero150 a été mis en place pour mettre en évidence la PAF et l'ARC avec aussi des avions des Ailes d'époque du Canada et d'autres.

La France nous a envoyé un Transall C-160 (statique), un Airbus A400M et les Alphajets de la PAF. Deux Typhoons de la RAF (statiques) couronnaient le tout. La présence de l'ARC était impressionnante avec 7 des 19 types d'avions dans leur flotte présents sur place ou dans les airs. Fixer une date de spectacle aérien fin avril, c'est prendre un risque côté météo au Canada. Les Skyhawks ont ouvert le spectacle en sautant d'un Chinook CH-147 dans un ciel gris sous faible pluie. En terminant le spectacle, la PAF a volé dans une pluie soutenue malheureusement. Une fin de semaine mémorable. Mardi, les amateurs à Ottawa et à Montréal ont pu voir défiler ensemble la PAF et les Snowbirds sous un ciel ensoleillé alors que la PAF retournait à Bagotville avant de rentrer chez elle. **CF**

## RV FLY-IN AT CYSG

COPA 46 HOSTS POPULAR HOMEBUILTS  
STORY AND PHOTOS BY JEAN-PIERRE BONIN



Gilles Lessard and his colleagues from the Club Aéronautique de Beauce (CAB), COPA Flight #46, hosted their second event primarily aimed at Van's RV owners. The CAB crew is noted for their warm welcome and as well-organized hosts.

About 50 aircraft came to share the fun of the event, about half of them RVs, ranging from RV-4 to RV-10 with 6, 6A, 7, 7A and 9A completing the roster. It was another great event to share the aviation passion.

### DEUXIÈME RENDEZ-VOUS AÉRIEN ANNUEL POUR VAN'S RV À CYSG – MAI 2017

Cette année encore Gilles Lessard et ses collègues du Club Aéronautique de Beauce (CAB), Escadrille COPA 46, ont invité les pilotes et propriétaires de Van's RV à l'aéroport de Saint-Georges. Les CAB Boys sont bien connus pour leurs qualités d'organisateur et leur accueil chaleureux.

Environ un cinquantaine d'aéronefs sont venus dont la moitié étaient des RV, allant du RV-4 au RV-10 en passant par les 6, 6A, 7, 7A et 9A. Un autre beau moment pour partager leur passion de l'aviation. **CF**



## PAY IT FORWARD AS A COPA DIRECTOR

NEWFOUNDLAND AND LABRADOR SEAT NOW VACANT

BY CHERYL MAREK COPA DIRECTOR SOUTHERN ONTARIO,  
NOMINATING COMMITTEE CHAIR

COPA relies on the strength of its membership to fill certain volunteer positions within the organization. Consider donating some of your time and experience as a member of the board of directors and make a lasting contribution in pursuit of our mission: advancing, promoting and preserving the Canadian freedom to fly. We are currently seeking someone to fill the vacancy in that role in Newfoundland and Labrador.

The role of a COPA director is multifaceted: each director wears at least three hats. The qualified COPA director is much more than a pilot — any board in a governance role requires a wide variety of perspectives on which the strategic direction of the organization is set.

In the oversight capacity, directors are responsible for the governance of the association. Through the democratic process of discussing and voting on motions and resolutions, Directors call upon their collective experience to reach a consensus on what is best for our members nationally. The board provides strategic guidance and sets the corporate priorities. The board also ensures that the management and operations of the organization comply with the requirements outlined in applicable legislation and governing documents. Board members are expected to attend meetings of the board, usually three per year, and serve on at least one committee.

Directors are elected on a regional basis, to represent the interests of the

members in their areas within the management framework of the organization.

Directors often interact with COPA flights and other members to provide updates or background information on issues related to the organization and to general aviation overall. We encourage directors to work hand in hand with their local COPA flights disseminating such information as the need arises.

COPA directors can also act in certain circumstances in an advocacy role as an extension of the national office. Issues can range from keeping airspace and airstrips open, to how and when aircraft are to equip with new technologies. Advocacy can involve attending meetings with government representatives, airport decision makers or community members, writing to government or regulatory officials, doing research and making presentations. These activities are coordinated with the COPA national office.

It might sound a little overwhelming, but, as in any volunteer organization, passionate individuals have the time and are willing to share it. As a volunteer position, there is no direct compensation, however expenses incurred while on COPA business are reimbursed. Travel to and from board meetings and the annual convention is also provided. There is satisfaction in making one's contribution on a collaborative team dedicated to advancing, promoting and preserving the Canadian freedom to fly for more than 17,000 members. It is a privilege to learn from those who have gone before us, and to pave the way for those who will benefit in times to come.



Newfoundland and Labrador Director Ray Hawco has stepped aside and a replacement is needed.

The chance to meet pilots and people from across the country and learn the varied experiences and interests while addressing concerns, establishing and growing programs like COPA for Kids, and promoting the Neil Armstrong Scholarship, Freedom to Fly Fund and Flight Safety Foundation are all ways in which directors contribute to the future of COPA, and to the future of GA in Canada.

We encourage all members to consider your candidacy as a COPA director, the mix of personal/interpersonal, governance and technical skills/strategic competencies you can offer to the organization and your fellow pilots. **CF**

# COPA 2017 BY-ELECTION: NEWFOUNDLAND-LABRADOR CALL FOR NOMINATIONS

COPA Newfoundland-Labrador Director, Ray Hawco resigned for personal reasons at the end of April. More than two years remain in his term which concludes after the June 2020 COPA AGM. In compliance with COPA By-laws and Policy 1.1.2 to fill a vacancy on the Board, nominations for this position are being accepted now until August 08, 2017. Directors are volunteers receiving some compensation for expenses incurred.

## ELIGIBILITY:

- is 18 years of age or older;
- is a Member of COPA residing in Newfoundland-Labrador
- is not prohibited from voting by law (Gen. Op. By-law 5.03, 504)

## DESIRABLE:

- has a strong belief in COPA's mission "to advance, promote and preserve the Canadian freedom to fly"
- has a high standard of personal ethics
- is able to contribute to both Board governance and to regional interests
- is comfortable with electronic communication

- is able to volunteer a minimum of 15 days per year to COPA business (three Board meetings per year, regional events, advocacy activities, responses to member queries)

## FORMS:

To receive a Nomination Form (requires signatures from at least five voting members of the region), the Competency Questionnaire and 200-300 word Biography Guide, contact COPA Manager of Administration Heather McLaren, [hmclaren@copanational.org](mailto:hmclaren@copanational.org), 613-236-4901 ext. 110. To download copies of these forms, please go to the COPA website [www.copanational.org](http://www.copanational.org). Please submit the Nomination Form as soon as the signatures are gathered so your eligibility can be confirmed. You will then be able to submit the other two completed forms before noon on Tues., August 8th to Heather McLaren by email as above, by fax 613-236-8646 or by mail to COPA Elections- H McLaren, 75 Albert St., Suite 903, Ottawa ON K1P 5E7.

A list of Candidates, their bios and instructions for online voting will then be

posted on COPA's website and published in the September COPA Flight.

## VOTING PROCEDURES:

Newfoundland-Labrador COPA members can vote online (or using paper ballot by request) August 15 to September 5th. Once ballots are counted and the Board has approved the Nominating Committee Report, the candidates will be informed of the results. Members will then be informed via COPA's website and the October COPA Flight. The successful candidate will be included in Board communication. Members will ratify the election procedure and results at the next COPA Annual General Meeting in June 2018, as per the Canada Not-for-profit Corporations Act.

## RESOURCES:

For further information about the role of a Director, nominees may contact the Chair of the Nominating Committee, Cheryl Marek (ON), [cmarek@copanational.org](mailto:cmarek@copanational.org) or Directors on the Committee: Conrad Hatcher (ON) [chatcher@copanational.org](mailto:chatcher@copanational.org) and Brian Pound (PEI) [bpound@copanational.org](mailto:bpound@copanational.org)

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**COPA**

NEW ENERGY,  
NEW SYMBOL

COPA REBRANDS WITH FRESH MODERN LOGO

BY BERNARD GERVAIS

A page is being turned. Our classic COPA logo is based on the original AOPA logo from almost a century ago and in our sixty-five years of COPA existence, it has gone through very little change, with only a slight cosmetic modification of the wings at one time. Feedback over the last little while hinted it was time to do something, to rejuvenate our image: making our look more conducive and attractive to younger members and showing aviation as more dynamic and vibrant sector, while not alienating ourselves from our history. >>



*The new brand is an exciting milestone for COPA*

to fly. The colours represent both past and present. The dark blue of the wing forms, taken from the classic COPA wing logo reflect the more than 60-year history of the organization, while the bright blue of the maple leaf burst, presented in a gradation, expresses the wild blue yonder and the energy of renewed purpose.”

The interesting aspect of the chosen logo is that it can be used in different ways and is easily adapted to social media, on promotional items, with or without text underneath, in both official languages. You can see some examples in these pages. We are also developing a series of products customizable by the COPA Flights so that they will be able to continue their work of promoting the organization and our industry. We will be working with the Flights over the next several months to implement the new branding at the local level. The new brand-usage guide, which outlines acceptable use of the new brand, will be distributed to the COPA Flights, partner organizations, and made available on our website.

In honouring tradition, the classic COPA wings will still be available for specific purposes on select articles to highlight the strong history of our association, like on certain clothing articles or the Breitling COPA Navitimer (both seeing the light in 1952).

The new brand is an exciting milestone for COPA. As we look towards the future, we are proud to build on our organization’s 65-year history and continue the important work of Canadian pilots of advancing, promoting, and preserving the Canadian freedom to fly. **CF**



We looked at various logos and sketches, and even came up with a few of our own. But something as important as a logo cannot be taken lightly. It is our identity, it represents us and we get to use it for many years and for many purposes. We partnered with Dave O’Malley of Aerographics Creative Services for some help. Dave has vast experience in the creative expression of the aerospace sector, including work for Vintage Wings, Chris Hadfield, CATSA, etc.). We spent a substantial amount of time with him going over our core values, our strategic plan, our vision, our mission, our history, what we represent and our perception from the members

and the general public. Several iterations and some focus group testing later, one logo really stood out for us.

Dave has given us the following interpretation:

“The new maple leaf burst brand identity of the Canadian Owners and Pilots Association expresses the energy, joy and freedom inherent in aviation in Canada today. Three wing forms rise from the ground and climb to new heights, expressing the underlying strength of grassroots aviation and the limitless sky. The soaring wing forms represent the three missions of COPA — ADVANCE, PROMOTE AND PRESERVE— the Canadian freedom



## ÉNERGIE RENOUVELÉE, SYMBOLE RENOUVELÉ

Une grande page vient d'être tournée. Notre logo COPA classique s'inspire du logo original de l'AOPA d'il y a près d'un siècle. Au cours de nos 65 années d'existence, il n'a changé que très peu (lors d'une revue cosmétique des ailes). Des commentaires récents nous indiquaient qu'il était temps d'agir afin de rafraîchir notre image. L'objectif : rendre notre look plus inspirant et attrayant pour la relève, montrer l'aviation comme étant un domaine bien vivant et dynamique, sans s'aliéner notre passé.

Nous avons commencé par étudier diverses ébauches et logos, même de notre propre cru. Mais quelque chose d'aussi important qu'un logo ne peut se faire à la légère. Il s'agit de notre identité, de ce qui nous représente,

tout en sachant que nous aurons à l'utiliser pour longtemps et à plusieurs fins. Nous nous sommes donc associés à Dave O'Malley, de Aerographics Creative Services, pour cheminer dans notre réflexion. Dave possède une vaste expérience artistique dans le domaine aérospatial, ayant collaboré avec les plus grands tels que Vintage Wings (Ailes d'époque), Chris Hadfield, l'ACSTA et plusieurs autres. Nous avons passé beaucoup de temps avec lui pour discuter de nos valeurs fondamentales, de notre plan stratégique, notre vision, notre mission, notre histoire, la perception de nos membres et du public en général, ce que nous sommes et aspirons à devenir. Plusieurs itérations et un groupe

cible plus tard, un des logos s'est clairement démarqué pour nous.

Voici ce que Dave nous donne comme interprétation:

« La nouvelle identité de marque avec une feuille d'érable qui s'éclate de l'Association canadienne des propriétaires et pilotes d'aéronefs exprime l'énergie, la joie et la liberté inhérentes à l'aviation d'aujourd'hui au Canada. Trois formes ailées s'élèvent du sol vers de nouveaux sommets, exprimant la force de l'aviation traditionnelle et le ciel sans fin. Les ailes représentent les trois missions de la COPA — faire AVANCER, PROMOUVOIR et PRÉSERVER- la liberté canadienne de voler. Les couleurs représentent le passé et le présent. Le bleu foncé des



Le nouveau logo est un jalon très important pour COPA.

formes ailées, tiré du logo classique de l'aile COPA, reflète les plus de 60 ans d'histoire de l'organisation, tandis que le bleu vif de la feuille d'érable éclatante, présenté en une gradation, exprime le ciel bleu et l'énergie d'une motivation renouvelée. »

Fait plus qu'intéressant, le nouveau logo peut être utilisé de différentes manières et s'adapte facilement aux médias sociaux, sur des items promotionnels avec ou sans texte en-dessous et ce, dans les deux langues officielles. Voyez des exemples dans les pages ci-jointes. Nous sommes aussi en train de développer des produits qui pourront être personnalisés par les Clubs COPA afin qu'ils puissent continuer leur travail de promouvoir notre association et notre secteur de l'industrie. Nous allons travailler avec les Clubs au cours des prochains mois pour implanter la marque à leur échelle. Le guide sur la marque, qui en explique les paramètres d'utilisation, sera distribué aux Clubs, aux associations sœurs et disponible sur notre site web.

Pour faire honneur à la tradition, le logo classique ailé de COPA sera toujours disponible. Il sera utilisé pour diverses raisons sur des articles spécifiques qui serviront à souligner notre histoire, comme sur certains vêtements et surtout notre montre Navitimer COPA de Breitling, les deux entités ayant vu le jour en 1952.

Le nouveau logo est un jalon très important pour COPA. Tournés vers l'avenir, nous sommes fiers de construire sur les solides fondations de nos 65 années d'existence afin de perpétuer le travail des pilotes du pays à faire avancer, promouvoir et préserver la liberté canadienne de voler. **CF**



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Thank you to all COPA Flights who participated in this year's Flight School Campaign! Your efforts are helping to promote COPA and the Canadian general aviation community. This year's campaign has resulted in record numbers of new student memberships.



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**2003 CESSNA 182T**, 1767 TT, 94 SM Engine/Prop, King KSN770W GPS, KAP140, WX500 Stormscope, GEM, Tanis, Fresh Annual April/17, CALL! Apex Aircraft Sales 905-477-7900, [www.apexaircraft.com](http://www.apexaircraft.com) (2245.14519)



**2007 (APRIL) R44 RAVEN II**, TTSN 695, always in a heated hangar, never used commercially or for training, new "7" Main Rotor Feb 2016, bladder tanks installed, no damage history, metallic paint, 4 bubble windows, leather, very very clean, currently in private home hangar on S. Vancouver Island. \$279,000 USD. Contact owner: [chudyk@shaw.ca](mailto:chudyk@shaw.ca) 250-661-4375 (2899.14466)



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**1957 CESSNA 180**, 2870 floats, TT-3500hrs, SMOH 150 (factory rebuild) interior 7/10, paint 6/10. Bench seat and one bush seat. Excellent performer. Fresh annual included. Located in Pickle Lake, Ont. \$92,500.00cdn. Call 807-632-1424 or email: [dmonck@wasaya.com](mailto:dmonck@wasaya.com) (2813.14024)



**1946 AÉRONCA CHIEF 11AC**, metal prop, 65 HP continental , 762 hrs TT, federal skis A1500, \$25,500 negotiable. email: [celine.bernier@hotmail.ca](mailto:celine.bernier@hotmail.ca) (2580.14171)

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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 \$350K CAD OBO. Email: harley.lang@netspectrum.ca for PIX and details. (2535.14566)



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**1970 CHEROKEE TTA** 2685 Hrs - NDH, Hanged CYRP, Airframe, Interior Excellent, Recent Major Engine Rebuild, Carb, Mags, Hoses, Battery, Mogs Stc, Lots Of TLC, A Real Cherry, Very Clean VFR Aircraft, \$32,500 OBO Serious Enquiries Please, 613-836-2829, cherokee1970@rogers.com (2864.14517)



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**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, \$125,000 CDN, 416.254.3581 (2798.13919)



**1964 BEECHCRAFT BONANZA S35,** 2469 TT, 388 SMOH, Collins Avionics, IFR, Dual Yoke, Cleveland Brakes, Last Inspected June 2009, Not Hanged, Sold as is where is, Needs some restoration, prop overhaul, thorough inspection, paint, \$48,000 Cdn. OBO, Email: brad.sproull@gmail.com (2878.14556)



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**1979 CESSNA TU206G, 2407 TTSN,** Eng. 493 TTSN, NDH, RSTOL, Edo Floats, Wheel Skis, A/P, HSI, Very clean, Call Wilson Aircraft: 647-227-6996 or email: kenwilsonac@gmail.com (586.14553)



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FEATURED LISTINGS FOR JULY, 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 (2749.14088)



**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 (2780.13911)



**1986 PIPER MALIBU - \$219,900 USD** 4,520 Hrs TT; 1,929 Hrs SFRM; 953.8 Hrs SPOH; Beautiful 2 Owner Malibu! 1319lbs Useful Load, Aspen Glass Panel PFD, Garmin GNS-480 WAAS, Garmin GTX-335 Transponder with ADS-B, Perfect for a TCM 550 upgrade! Aviation Unlimited 905-477-0107 ext 225 (2247.14515)



**MURPHY RENEGADE BIPLANE 2 PLACE**, w/Rotax 582, 180 TT. Very good cond. Flies easy has all necessary instruments. Always hangered, built in '86. Call Gino at 905 868-2213 or email ginoc@rogers.com (2929.14570)



**2009 AEROCOUCPE**, 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. Retractable shoulder harness. As featured in RAA mag. Always hangered. Sale includes Cyclo polisher and material, Bruce custom cover. \$36,500 OBO. email: fraserlane@rogers.com 519-941-7668 (2510.13739)



**1975 CESSNA 150M**, 6604 TT, Fresh Annual, 370 SMOH, Icom Radio Mode C Transponder, Covers, 406 ELT, Wheel Pants, Prairie Aircraft Sales, 403-829-0849, \$25,000 CAD (2887.14385)



**1994 DIAMOND HK36 SUPERDIMONA** powered glider. **28:1 L/D**. Like new. Always hangered. **936 TT Only 215 hrs** since new Rotax 912-A2 engine installed in 2009. All S.B. and A.D complied with. Always hangered. In Quebec City. Lots of equipment included. Only \$115,000.00 US. Contact: lapierre.guy@videotron.ca, 418-843-3920, or info@simonpaquet.ca (2710.14477)



**1960 CESSNA 172.0 - 300 CONT**, 860 SMOH, 14 STOH, 2160 TTSN, CofA done May 2016, Horton STOL, EDO 2000 Floats. All reasonable offers considered - purchased 180 \$60,000 CDN. Email: littlecessna172@gmail.com (2545.13644)



**1969 PIPER AZTEC PA23-250** C-GWGJ, TT 5372, 347/998 SMOH, 14/14 SPOH DUE 2020, Bendix/King Audio Control (KMA 24 TSO), Radios (KX 155 TSO), ADF (KR 87 TSO), ADF (KR 85 TSO), DME (KN 64), Narco Transponder (AT 150 TSO), Altimatic IIIB Cruise, Paint 6/10 (no corrosion), Interior 8/10, All AD's completed, One Owner since 1984 - Hangered. Comes with fresh annual. \$99,000 CDN. Call 506-857-2325 e-mail tetaylor@nb.aibn.com (2832.14191)



**1977 XP R172KB**, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 McCauley prop. 514 342-1893, cell. 514 386-3478 Plane hangered in St-Hubert. (2810.13995)



**1980 CESSNA R172K HAWK XP**, TTAF 5,622, SMOH 515, 210 hp, Sea prop TT 365 .VGs, wing X, atlee Dodge folding sea, also full seat, EDO 2440 floats, wheel gear, land prop. KX 155, KX 165 nav/com, digital tach, KT76A transponder, King KLN GPS, 55A compass slaved, HSI, King ADF, auto pilot. Gross weight 2,700 lbs useful load on floats 765 lbs, on wheels 983 lbs, long range tank 66 gallon. Very well maintained aircraft, always hangered. Located in Cochrane Ontario Canada. \$128,000 Canadian comes with fresh annual. For more information call Mitch Gravel at 705-272-5786 (2901.14473)



**1948 AEROCOUCPE**, TT 1431, SMOH 258, C-85 good condition, \$16,500. Call 780-910-2403 (2871.14559)



**1968 BONANZA V35**, 5 place, 220 hrs, new engine and prop TT 2773, always hangered, Narco 10A. MK 12A \$135000.00 403-741-7771, colliers@telusplanet.net (2889.14430)



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**1959 COMMANCHE 250** TT3000, SM300, VFR panel, dual coms, fuel flow TPDR, 3B prop TT198, just overhauled, excellent recent interior, always hangared, terrific machine \$47,900 250-470-9410 or Marc@whitemorelawcorporation.com (2853.14274)



**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 (2695.14557)



**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 (2779.14546)



**BUSH CADDY KIT FOR SALE.** R-120, Gross weight 1700#. Kit 99% completed. Pre-cover inspection done and signed. Professionally built. Install any engine you like. Today, that same kit is worth \$28,988 USD+ transport. And labour. A sweet deal at \$29000 CDN. Contact Pierre Yves Girouard. 450-446-7400, info@vortexaviation.ca (2886.14383)



**1996 SCHWEIZER 300CB**, 2622 total hrs. Recent annual heavy inspection, May 2016-05-09. Including float kit. Asking \$125,000 US. Contact: 418-566-5839 or 418-560-2802. (2449.14175)



**TP 206A, EDO 3500 AMPHIBS**, amateur built category, best of everything used during build, too many options to list, contact for more information 189,900\$ or B.O. Contact nwiliams\_3@sympatico.ca (2838.14209)



**1973 CITABRIA 7GCBC**, s/n422-73, 1655TT airframe and engine. Lyc160hp 505 SMOH by ATC Orillia May 2008. Total airframe rebuild July 2008 with all logs and work list available from Central Aviation, Metal spar wings with Crosswind Stol kit, VGs, Always hangared in North Bay Ontario Canada. Prop new Sensenich 74DM6S-8 s/n A61551 May 2008. Avionics all new 2008, Garmin SL40 AV10 antenna, Garmin GTX 320A transponder, Ameri-King AK350 blind encoder, Garmin GA56 GPS antenna, Pilot and passenger headset/mic jacks, Artex ME406 ELT, All STC, ADs and SBs complied with, last annual July 2016. Paint and interior with all new windows 2008 and 10/10 \$85,000CDN. 2000 Cap floats like new with American STC SA00445AT \$14,500 CDN. Photos available on request. HST is extra in Canada. Ron Miller 705-498-3133 milleraviation@thot.net (1976.14435)



**HELICOPTER - 2004 ROTORWAY EXEC 162F**, 164 TT, 150 hp. Registered in Canada, Amateur built Aircraft, built by Rascal Industries LLC Wisconsin. \$60,000 cdn with trailer. dcarpet@sympatico.ca (2854.14548)



**1979 CESSNA 172N** 1493.6 TT, Engine Avco Lycoming O-320-H2ad, VOR, ADF, DUAL, Nav/Com ELT AK450, Mode C, Interior 9/10, Exterior 8/10, Last annual 08/30/2016. Asking \$68,500 CAD. 819-430-3799. bineaumarc3@gmail.com (2863.14506)



**FEATURED LISTINGS FOR JULY, 2017**



**66 PIPER CHEROKEE 6-260.** 4710TT. 1745 SMOH, prop 18 SMOH. New interior, glass, good paint, good radios, STOL kit V/Gs, 700 x 6 tires, 6 place long range heavy hauler. \$55,000 USD OBO 1-780-826-7457 (2595.14471)



**KITFOX 6 2015 HOMEBUILT.** Only 26hrs flying time; Rotax 912 ULS; Garmin Aera 510 Americas; 312791 ACK-E-04 406MHZ ELT; Garmin 327 XPDR M-C Transponder; Ameri-King AK-350 Encoder 30K; Model 4000 Engine Information System Instrument; all logs; Annual May 2017; Always Hangered; manual tow bar. Tail wheel included; lost medical \$76K CND. Call 705-498-0317. david@blanchfieldroofing.com (2859.14552)



**1950 SUPER CUB 150,** 4600 TT, 360 SMOH, 2 props, 8:50 x 6:00 w/ Clevelands, CAP 2000's, lifetime struts, VG's, strobes, KT 76 w/ encoder, Garmin 760 com/GPS, 406 ELT, \$73,000.00 OBO, \$705-652-3876 (2907.14494)



**1980 CESSNA 185F,** 300HP, 10270TT, 1370 SMOH, 1070 SPOH, EDO 3430 floats with hatches, Hydraulic wheel skis, Navcom RT385A, 4 Place Intercom Programmable 2 way FM radio, Cessna ADF 406 ELT Fixed Appollo GPS, Aircraft meticulously maintained. \$137,000 204-623-5784 lgmelko45@gmail.com (2829.14180)



**1999 TITAN TORNADO II AULA** Excellent condition. Rotax 912 ULS - 100Hp - 362hrs, Built by Titan - 2places, Electric trim/flaps, Slipper clutch, Heavy duty starter, Cruise 120mph, \$21,000USD, 418-982-7463 or carolinel33@hotmail.com (2858.14558)



**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. (2403.13275)



**1964 BEECHCRAFT S35 1/3 SHARE IN BRAMPTON.** 5743TTAF, 400 hours on D'Shannon Zero time IO550 conversion and new Hartzell propeller. Recent panel with Aspen EFD1000, GTN750 and PMA8000 Audio. Excellent partnership with well maintained aircraft and modern gear. \$45,000. 416-254-6871 (2910.14497)



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**1974 CESSNA 172M-** 1665.4 Tt, 97.5 S.M.O.H. (0-360 180HP, MAI 2010) Propeller S.P.H. 0.0 (Hartzell Top prop 80" newly rebuilt March 2017). Bendix/King KY 97A Com. Bendix/King KT 76A Transponder C. Flightcom 403 Intercom. Baumann BF 2550. Wing Xtension. Wheels Gear. \*\*\*No Sales Tax. Annual Done In Feb. 2017. 958 Lbs Useful Load, Ready To Fly !!\*\*\* \$124,000.00

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FEATURED LISTINGS FOR JULY, 2017



**1946 FUNK B85C C-GOTS C/N 321**  
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**1965 COMANCHE 260**, 4617 TT, 1930 SMOH, 1139 since prop strike/rebuild. IFR certified, fresh annual with tail A.D. 204-648-4649 ddewar@goinet.ca (2384.14551)



**1964 MOONEY M20C**, 2852 TTSN 708 SMOH 69 SPOH, Fresh Annual, Great flying airplane, \$59,000 CAD, Gladstone, MB. intoews@gmail.com 204-368-2266. (2623.14284)



**1971 CESSNA CARDINAL RG**, TTSN 2466.4, Lycoming 10-360 200HP TSOH 438.1, Mccauley prop TSOH .2, hangared, int 6/10, Ext 8/10, \$61,000 USD. 519 852-1964 ON (2676.14082)



**1973 CHEROKEE 6/300**, 7 seats, 4860 TT, 840 SMOH updated paint and interior, 1360 lbs useful load, \$99,900 USD Email: hallrm.mike@gmail.com Phone 250-578-0035 (2850.14545)

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FEATURED LISTINGS FOR JULY, 2017



**1947 BEAVER MK 1**, 14952.3 TT, 253.7 SMOH, 22.9 SPOH, NAV/COM GNS 530, EDO 4580 with hatches, long range tanks, dual control, 4 place intercom, wheels, bubble windows, private owner. \$339,000.00 450-438-3551 (2745.14256)



**1966 CITABRIA 7ECA** TTSN 3731hrs, 0-235 1772hrs. Aluminum Spar and new fabric on wings. One radio, no transponder, Oleo Struts. \$26,000 CND dollars. Contact Garnet - 780-914-0073 (2836.14505)



**1980 CESSNA 172N**. 13,000 TT, 2100 SMOH on condition, IFR, 2003 Paint and Interior, \$37,000 Canadian Call 780-804-5542 or 780-799-9270 (2923.14533)



**1946 AERONCA 11AC 65 HP**. This plane was just stripped to the airframe, sandblasted, primed, painted and recovered by an experienced rebuild and AME. Both wings are fully rebuilt and cabin completely reupholstered. New wheel pants. Professionally painted. No electrics. Total time airframe 3283 hours. Half time engine was inspected by Aerotec Engines, Halifax and many parts replaced. Slick mags. \$27,000.00 USD. Contact John or Deryck at Brewer Aviation, Charlottetown, PEI. Phone: 902-370-2194 or cell 902-626-5262. email jbrewer@eastlink.ca



**1968 PIPER PA28-140** TTSN 2587, SMOH630, TTPNP52 9/10 Int&ext. Comes with fresh annual. Always hangered @ PR7 \$41500 OBO info:henryv@euro-parts.ca (2818.14327)



**1962 CESSNA 172C C-FNWJ**, 4332 TTSN, Lycoming O360 A1A 180 HP 429 SMOH Hartzell 80" C/S prop. 0 S.O.H. Robertson STOL with Hings Alrons, L.R.F. tanks, Garmin GPS 296. \$85,000 OBO. 250-996-8287 (2499.14377)



**1966 CESSNA 172G**. 2712 TTSN. 0360 A1A 180 HP. CS prop. King 175. ADF. VOR. 10 hrs STO. 10 hrs SPOH. New mags. \$85,000. Cell 807-597-7743. Leave msg. (2918.14511)

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**C-GEYQ, 1976 CESSNA 177B**. TTSN 4116, 180HP O360A1F6D, TTSH 180hrs, PROP TTSOH 5hrs, GNS430WAAS, NAVCOM, STEC30, GNSS, 2ILS, Garmin GTX327, JPI EDM700, IFR, FUEL 60USG, \$92,000CDN. Int 8/10 Ext 8/10. Hangered CSE4, Normand.blouin31@gmail.com (2763.14560)



**1965 BEECH MUSKETEER A23** 2120 TT 604 SMOH, C of A to November 2017. Hangered, 4 place, fuel injected, excellent condition, completely refurbished when imported, new upholstery. \$41,500 CAD 613-330-5216 jerryadams247@hotmail.com (2912.14499)



**1977 BAKENG DEUCE**, Lyc O-235 engine, 872 SMOH. VFR Panel, AK-451 406/121.5 ELT, lcom IC-A6 comm, Canopy or Open Cockpit option. Asking \$18,000 CND. Contact Kevin at 905-715-3438 or kticknor@bell.net (2783.14543)



**TRADE OR SALE FOR FLOAT PLANE, 1960 PA24-180**, 3650TT, 350SMO, prop150. Basic panel, Com 11B, Nav 11, KR87 ADF, GX55 GPS, Txpdr/encoder. Tail AD done 6/2016, Bungies 6/2015. \$42,000 OBO, 204 345 6860, stenbergjarry@gmail.com (2841.14216)



**2007 RANS S-6S AULA** 265 TTSN, Rotax 912S, 3 blade prop, electric elev trim, FC10 flight data, digital attitude gyro, hangered at Stanley, NS. \$55000, 902-402-5725, eagleeye1@rogers.com (2835.14555)



**1953 CESSNA 170B**. 3,792.0 TTSN, 1,071 S.M.O.H, 415.0 Prop McCauley, Nav /com Narco mode C/XPDR, clean 8/10 in/out. \$52,000 cdn. Well maintained. All logs. Serge Giroux: 450-434-6732 or serge.giroux098@sympatico.ca (2873.14504)

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**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 (2795.14527)



**1946 PIPER PA-12 FLOATPLANE** \$95,000 CAD. Rebuilt 2012, new fuselage, fabric, EDO2000 floats. Meticulously maintained, always hangared, current annual. 2348TTSN, O290-D2 1530SMOH, Prop 74SOH STC: flaps, LR fuel tanks, left-side seaplane door. Extended baggage, PA-18 wheel gear. HeadLake, ON. Call 403-807-7533 (2898.14465)



**1946 AERONCA CHAMP 7DC,** 3550 TTAf, 85hp 650 SMOH, electrics, wheels, skis, PK1400 Floats \$19,500 cfi@flykingston.com 613-217-3818 (2919.14527)

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FEATURED LISTINGS FOR JULY, 2017



**AULA ULTRALIGHT X-AIR HANUMAN 2008**, alumframe, Dacron s/c, Rotax 912S 100hp, 184TTSN, basic insts and engine monitoring, tail strobe & wing tip led lights. Easy to fly and a very forgiving Aircraft. Always hangared. Includes winter wheel/ski set. 819-822-7922, yveslb69@hotmail.com (2915.14508)



**1966 CESSNA 150F TT 2471**, 117 STOH, 939 SMOH. 78/80 all cylinders. NEW: pistons/cylinders, mags-ignition, alternator, oil filter, motor mounts, brakes, tires, screen, Tachometer, ASI, Voltmeter, ICOM, muffler, wheel pants. \$26,000, 250-938-4708, jnshanks@shaw.ca (2925.14562)



**1974 BELLANCA SUPER VIKING**, 1533 TT, i/o 520K 100 STOH, King Nav/Com x 2. ADF, Mode C, Auto Pilot, current C of A, excellent condition, paint 7/10, original interior, always hangared. \$48,500 o.b.o Ph: 780-632-1369. email - Duncan39306@gmail.com (2906.14488)



**PIPER PA16S 150 HP 616 Hrs SN**, Extended wings, vortex generators, madras tips, seaplane door. Floats, wheels skis borer + land prop, new ELT, annual, launching trailer hangared \$62,000 613-225-8345 or windsup@sympatico.ca (2914.14507)



**BAKER TURBO (C-185E)**, Amateur Built - 2010, Allison/Soloy C20S, McCauley HC-C3YN-5A, MVP-50 Glass Panel, Dynon EFIS-D100, Garmin: Audio, 2VHF and xpdr, Sportsman STOL, VG's, ART WingX, 29" Airhawk, 76hrs. TT. 604-486-6730. email: cummingad@gmail.com (2917.14510)



**FOR SALE RX550 BEAVER** with 503 rotax engine, single carb. engine has 45 hours since rebuild, altimeter, airspeed indicator, engine temp, RPM. Many new parts on airplane, aircraft is in excellent condition. call Brian 403-506-4905. Aircraft is located in the Red Deer area. (2885.14382)



**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. (695.14554)



**CHAMP HOMEBUILT COMPLETE RESTORATION 2009 to 7EC**. WarpDrive 3blade ground-adjustable prop, 61TT on rebuilt C-90-12F, CHT, GPS, Intercom, I-Com radio, Floatkit. Always hangared. CYVV. \$24,900.00 (519)538-0516 rjell@golden.net (2921.14531)



**1947 PA12**, 0-320, 1490TTAF, 1031TTE, 226 SMOH. Flaps. Wheels and Fluidine A2000A skis. Recovered 2012. Many new parts. Current CofA. Asking \$45,500.00. 204-237-0866, lyleduguay@gmail.com (2884.14381)



**1981 CESSNA 421C 5475TT**, 1339SMOH, RAM, Garmin WAAS 430@530 Trans 327 and 330 Autopilot, Fire ext, Altitude alert, G4 Insight, Shadin fuel flow, Speed brakes, Props OH 2011, \$415,000 OBO. Welland Aero Center. Bruce 289-929-2349 (2707.14155)



**1968 C177**, whole or fractional ownership available, 3510 TT, 180HP 685 SMOH, CS Prop 11 SPOH, Garmin 695, 406 ELT, mode C, GEM, hangared CYEE, \$60000, 705-796-6162, dan\_yardy@hotmail.com (2911.14498)



**CUB WAG AERO 2834 TT, 0235 C1** 118 HP 520 hrs, Wheels, penetration skis, 1650 floats. Skitec starter, icom 200 intercom, ELT 406, night flight. Good performance, economical. \$60,000 Email: nicolain@globetrotter.net (2897.14461)



**2008/66 MOONEY M20E**, 2873TT, 734SMOH, Garmin, STEC, EI-MVP50, Plus +++, MAPA Winner, Shows 11/10, \$75K USD or trade for RV-7/8/9, Steve 403-818-9037 or sbans@telus.net for Pics/Inventory/Logs (2902.14476)



**1978 CESSNA 152 SPARROWHAWK** 10,000 TT, 2000 SMOH on condition, 0 Time Since Sparrowhawk conversion, 125HP, New propeller, VFR, \$27,000 Canadian. Call 780-804-5542 or 780-799-9270 (2923.14534)



**2012 PIPER MIRAGE 590 TT CYBW** pressurized G1000 Lycoming 540, 350 hp weather radar autopilot 700, traffic TAC, known icing, boots, annual completed March 2017 no GST \$785,000. USD Steven 403-397-6107 (2821.14528)



**MARQUART CHARGER BIPLANE**. Homebuilt. 2 Seats. Flies beautifully. 125 HP + spare engine and crankshaft. Low times. Always hangared. No corrosion. Metal propeller. Based Ontario, CYQA. Asking \$27,500. Lost medical. htrag1@gmail.com (2437.14516)



**1946 PIPER J3 CUB 3010 TTAFF** Continental C85-12 1640 TTSN On Floats. Fixed gear and skis in storage. New Fuel Tanks. Sealed Struts. Slick Magnetos. \$36,000 306-382-2267 (2913.14500)



**1976 CESSNA 185 F. 13,000 TT, 1400 SMOH**, 3 bid and 2 bid props, Good Radios, edo 3500 Amphibs, 3200 Hydraulic Skis. \$129,000 Canadian. Call 780-804-5542 or 780-799-9270 (2923.14535)



**1946 PIPER PA11** \$40,000, 3780 total time, engine time 352, on C90 floats, wheels and skis included. Total rebuild in 2004 including new spars. Present annual. Call Brian at 705-689-5421 located near Barrie, Ontario, Canada (2922.14532)



**2012 CARBON CUB ON CLAMAR AMPHIBS**: 131 TTSN, 180 hp CC-340, Dynon Skyview, Icom 210 Comms, Garmin Aera GPS, Superb maintenance, Better than new, Phenomenal performance! \$259,000 CDN, (705) 441-2155 (2322.14521)



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## 005 - AERO COMMANDER

**AERO COMMANDER 500B N801K**, TT 5645, LE 713, SMOH, RE 737 SMOH, Props 325 SPOH, Garmin Avionics, Stormscope, Radar, HSI, Autopilot w/GPSS, ADF, Shrike nose, de-ice, No wing spar AD. Recent Annual, US\$179,000-Offer. Rick-603-502-2662 rkravitt@flash.net (2924.14538)

## 040 - CESSNA

**BEAUTIFUL 1966 CESSNA 150**, 2885 TT, 366 SMOH, I have spent over \$15,000 on major overhaul. New I-COM transceiver, Flip Flop/Top Line transponder. New tires, tubes and windshield. All new interior. No damage history and never a trainer. Lowrance colour GPS. \$23,750. Call 613-623-7071 or email: ebc@295.ca (2463.14472)

**1977 210M**, 2591.7 TAFT, Engine 262.6 TSMO, Prop "O" TSMO. New: teflon engine and gear hoses, tires, tubes, brakes, interior, cabin insulation. Fresh annual. See details at thomasaviation.com (2681.14032)

## 040 - CESSNA

**CESSNA 185 G 1974**, on EDO 3430 floats, Bubble windows, wheels, Robertson STOL, Continental motor 10-520 (300hp), helice Hartzel 3 blades, annual May 1st 2017, 2780 TTSN, 803 SMOH, Transponder, ELT 406 Mhz, \$150,000.00 CAD, Gaetan Chourel: 819-372-6864 or by e-mail: gchourel@gmail.com (2883.14376)

**1966 CESSNA 150G**, TTAF 7700, Engione TTSO 340H, Prop TTSO 340H, No damage history, 2 com nav radio, Standard 6 pack instrument, 1 Nav, Garmin 296 GPS, Winter kit, Ready to go aircraft, Enrouk@cgocable.ca, 418-321-0743 (2679.14368)

**1971 A-185-E**, 6360 TTSN, 130 SMOH, 130 prop, Horton STOL, new paint and interior, fire wall batt, 4 place intercom. Bubble windows, Garmin com, KY97 com, Garmin transponder. Panel mount 796 GPS, 406 ELT. Always hangered. \$155,000. Call Boyd @ 250-262-7162 (2867.14544)

**1959 CESSNA 150**, 7717 hr TTSN, 0-200 A engine 350 hr SMOH. Always hangered. Good condition. Narco com. Brantford, ON. 519-752-7009. Asking \$14,900. E-mail: carlieghglass@aol.com (2413.14475)

**BEAUTIFUL 1966 CESSNA 150**, 2885 TT, 366 SMOH, I have spent over \$15,000 on major overhaul. New I-COM transceiver, Flip Flop/Top Line transponder. New tires, tubes and windshield. All new interior. No damage history and never a trainer. Lowrance colour GPS. \$23,750. Call 613-623-7071 or email: ebc@295.ca (2463.14472)

## 045 - CITABRIA

**1966 CITABRIA 7ECA**, 960TT airframe and engine. All AD's done. New toe brakes installed. Nice clean Citabria. \$32,000. Call 204-322-5614 (2764.14436)

## 080 - GRUMMAN

**1976 GRUMMAN CHEETAH** 4665 TTSN, 2655 SMOH, 555 hrs on new, Millenium cylinders, basic VFR panel, flies great, fast A/C. \$36,000 OBO. Call 204-322-5614 (2764.14437)

## 100 - HOMEBUILT

**RV-6 180HP**, RV-4, AVID floats, **RV-6 180HP**, RV-4, AVID floats, Midget Mustang, Zenith 250, Tripacer, Swallow, 75HP Continental, 80HP Franklin, several Lycomings, wings, landing gear, exhaust, etc. (519)453-2579 flyontario@gmail.com (2368.13587)

**2001 VAN'S RV-6**, 770 hrs TTAf, 160 hp Lycoming 0-320-E2D, 770 hrs STO, wood prop. xpdr mode C, 1 comm radio, 121.5 ELT, elec. trim, man. flaps, \$63,000.00, bob.hella@sympatico.ca, Bob (613)332-0400 (2420.14444)

## 120 - MOONEY

**1990 MOONEY M20K 252 718.0TTSN** well equipped with TKS and STEC 60-2 AP with altitude pre-select. See details at www.thomasaviation.com (2681.14028)

## 120 - MOONEY

**1961 MOONEY M20 B**, 2847 TT, 3 blade prop, contact (403) 540-7500 (2823.14332)

## 135 - PIPER

**1966 CHEROKEE**, 160 H.P., 1655 hours TTSN airframe, engine, prop. Newer imron paint, sharp, hangered, 2 radios, VOR, one piece windshield, Horton STOL kit and wing tips, VG'S, much more, better than new. \$37,900 705-785-3891, waterwings@sympatico.ca (2814.14056)

**1979 WARRIOR II**, 180HP, 2640 TTSN, 1200 SMOH. Hangered since new. Recent annual. IFR Panel, collision avoidance, GPS, Auto-pilot. Original paint and interior 9+. 2440 GW. Like new. Selling due to medical. \$70,000. Call 604-888-3357 (2882.14374)

**1969 PA23-250 AZTEC T.T.** Airframe 4,308, RH engine 334.5, LH engine 648, props 179.6 but due to time overhaul. 6 place oxy., Narco MK12d tso, King ADF, Magellan Skynav GPS, 192 US gallons, all fuel cells replaced. \$49,900. Email altaltdrager@gmail.com (2773.14542)

## 185 - ULTRALIGHT

**BUSH CADDY MODEL 80 AUL**. 0-200 Continental 100 HP, Warp Drive Prop, Intercom, 2 yr. old epoxy paint, 2 yr. old aluminum floats. \$38,500. Email: ihor.hawryluk@meglub.ca (2819.14122)

## 215 - AIRCRAFT WANTED

**CASH FOR YOUR AIRCRAFT**, damaged derelict parts, projects. SELLING AVID floats, Zenith 250, Midget Mustang, Tripacer. PARTING C150/152/172, APACHE, Viking. (519)453-2579 flyontario@gmail.com (2368.13578)

## 220 - ANTIQUE A/C & PARTS

**1952 HARVARD MKIV**, TAT 6355. Low time P&W. Prop major O/H 2013. Call Terry: 613-538-2271 (2892.14440)

## 230 - AVIONICS FOR SALE

**NAV COMS**: Narco Mark 12D&E, Narco Com 120, ICOM AC-A200, King KX155 G/S, Narco 810, MX 300 **TRANSDUCERS**: King KT76A, Narco AT150, Cessna RT359A, King KT78, **NAVIGATION**: King KR 85 & 87 system, Trimble 1000 DC, Narco DME 890, King KN64, AUDIO: King KMA 24 & 24H, **ELT**: 121.500 complete, Airtex ME-406 battery Apr 2021 with remote, MGK Aero 204-324-6088 (2576.14569)

## 270 - ENGINES FOR SALE

**LYCOMING 0235-C1 WITH LOGS**. 2160 SMO, 1427 STO (PenYann) with starter and generator. \$3900.00. John 514-428-1233 (2831.14187)

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**A65 CONTINENTAL** 427 hours, with Sensenich metal propeller 72CK44, with logbooks. Removing from a Taylorcraft for upgrade. \$9000 CDN Call 780-903-7663 (2905.14481)

## 285 - FLOATS FOR SALE

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## 285 - FLOATS FOR SALE

**CERTIFIED FORWARD BOTTOM SKINS** for most Edo Float. Ed Peck 902-467-3333 fax 467-3136 sales@peckaero.com (2350.13039)

**EDO 3500 AMPHIB FLOATS**. No Patches, No corrosion, 185 Riggig, \$33,000 Canadian. Call 780-804-5542 or 780-799-9270 (2923.14536)



**NEW 1450 AMPHIBIOUS ALUMINUM FLOATS** - Ready to Fly, Zenair amphibious 1450A floats for Homebuilt/LSA. Experienced factory approved builder. Zinc Chromate corrosion protection. Dual rudders, electric/hydraulic landing gear operation. Assembly pictures available. Low cost delivery available anywhere in Canada or USA. Why spend hundreds of hours building when you could be flying. Fly floats this summer. \$ 14,500 US. Email bruce.millar@hotmail.com, text or call 778-846-9342. (2847.14247)

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**CAP 3000 FLOATS**. Rebuilt and painted with Cessna 180 or 185 rigging. In good clean condition, asking \$10,500.00 call 705-953-9102 or jim.millar@live.ca for more information. (2837.14529)

**AQUA 3526 FLOATS** complete with 206 rigging and paper work, fresh re-seal and paint, all new AN hardware, fresh water use only, 7500\$ or B.O Contact nwilliams\_3@sympatico.ca (2838.14210)



**AEROCET 3500L FLOATS FOR SALE**, 185 rigging, excellent condition, asking 39000.00 CND, located in central Alberta, for more details call 780 865 0001, email airjaspr@teluplanet.net (2414.14462)

*Canadian PlaneTrade*

Classified Ad Deadline for August: July 4th



### 285 – FLOATS FOR SALE



**CAP 3000D FLOATS FOR SALE**, 185 rigging, compartments both sides, splash rails, good condition, located in central Alberta, asking 8500.00 CND. For more details call 780 865 0001. airjaspr@telusplanet.net (2414.14463)

**EDO 249A-2870 FLOATS WITH CESSNA 182 RIGGING.** Recently Painted & Seams Sealed. Good Condition. Asking \$10,000 CAD obo. Call 780-307-1070 or Email pembina@telus.net (2868.14550)

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**CYOO-T-HANGAR** & Paved/Grass Tie Downs available at the Oshawa Executive Airport. Contact James 905-576-8146 ext.5, or email: jroffey@oshawa.ca (2785.13870)

To submit an ad please email: classified@copanational.org

### 300 – HANGAR SPACE



**HANGAR FOR SALE:** Dimension: 88'x92' Steel structure, full electric door 70'Wx20'H. Well insulated. Floor and exterior access are concrete finished. South Renfrew airport-20 minute drive from Ottawa, ON. Call 514-914-9520 (2631.14052)

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**Where:** Mirage Aventure - CPM3 - Northern Quebec (N53 48, O 072 50.5)



SUMMER 2017

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### CONTACT INFO

Reserve directly with Mirage Aventure at  
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For more details, contact  
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[jmessier@copanantional.org](mailto:jmessier@copanantional.org)  
or  
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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	SFREMAN/ SFRM .....since factory remanufacture
DG .....directional gyro	SMAH .....since major overhaul
DME .....distance measuring equipment	SPOH .....since prop overhaul
EGT .....exhaust gas temperature	STC .....supplemental type certificate
ELT .....emergency locator transmitter	STOH .....since top overhaul
Enc Alt .....encoding altimeter	STOL .....short take off & landing
FBO .....fixed base operation	T&B .....turn & bank
FD .....flight director	TBI .....turn & bank indicator
FREMAN, FREM .....factory remanufacture	TBO .....time between overhauls
GEM .....graphic engine monitoring	TT .....total time
GPH .....gallons per hour	TTAE or TTE .....total time aircraft engine
GR .....glide ratio	TTAF or TTA .....total time aircraft frame
GS .....Glide slope	TTSN .....total time since new
HP .....horsepower	VFR .....visual flight rules
HSL .....horizontal situation indicator	VHF .....very high frequency
IFR .....instrument flight rules	VOR .....very high frequency Omni-Range
ILS .....instrument landing system	xpdr .....transponder
3LMB/MB .....3 light marker beacon	
LOC .....localizer	
LRF .....long range fuel (capacity)	
Lyc .....Lycoming (engine)	

**Canadian Plane Trade**  
**AUGUST DEADLINE: JULY 4, 2017**

**BASIC WORD CLASSIFIEDS**  
Ad includes placement in the magazine and copanational.org web site  
**Members:** \$35 + applicable taxes (30 word maximum)  
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**COLOUR PHOTO CLASSIFIEDS**  
Ad includes colour photo, and placement in both the magazine and the copanational.org web site  
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**Non-members:** \$85 + applicable taxes (25 word maximum)

In case of error or omission, COPA Flight will be responsible for one insertion only. Ads received after deadline date will appear in the next issue.

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MEMBERSHIP	MEMBERSHIP FEES			AMOUNT
All funds in Canadian dollars, taxes included	AB, BC, MB, NT, NU, SK, YK, QC	ON	NB, NL, NS, PE	Foreign Address Fees Outside of Canada
1 Year Regular	\$63.00	\$67.80	\$69.00	\$60.00
1 Year Family	\$87.15	\$93.79	\$95.45	\$83.00
3 Year Regular	\$170.10	\$183.06	\$186.30	\$162.00
3 Year Family	\$236.25	\$254.25	\$258.75	\$225.00
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Name: \_\_\_\_\_ Date of Birth: \_\_\_\_\_  
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As a COPA member you receive a membership card, our monthly COPA Flight magazine by mail and, if you provided an email address, electronic notification of your membership renewal.

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