



SEPTEMBER 2017

COPA *Flight*

The Journal of the Canadian Owners and Pilots Association

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Gerard Charlton knew there was a good chance his 65-horsepower J-3 Cub would have a hard time getting over the Rockies but it turns out that all his challenges lay on the other side on an epic journey to AirVenture 2017 from Delta Airpark near Vancouver. Dodging thunderstorms and keeping his radios working proved to be among the challenges as he slowly made his way more than 1,500 across the continent to join Cubs2OSH, marking the 80th birthday of the venerable Cub.

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COVER ART: A fellow Cub pilot was perfectly framed during the mass arrival for Cubs2OSH during AirVenture 2017.

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AIRVENTURE EDUCATION

COPA on ATC Privatization

Late July was the annual biggest general aviation (GA) gathering in the world, at Oshkosh Wisconsin. COPA was there at EAA's Air Venture and like the two previous years, held an event for all Canadian pilots to sit down and meet over some food and drinks. Thanks to our partners Magnes, AIG and McLaren's, almost 300 enjoyed the cool break during the scorching summer heat. We plan to host a similar event next year and for those who attended, please feel free to send us your comments and suggestions.

ality, since they had not consulted with us before citing Canadian opinions and mentioning our name. The errors were corrected. Needless to say in their quest for disgruntled Canadian pilots, they were met with raised eyebrows and not raised hands.

COPA @ WORK

Some interesting activities for us this fall. As mentioned last month in this column and on our website, COPA will be continuing to work with Transport Canada on the 10 year propeller overhaul. We will also be working on COPA's comments to the proposed Unmanned Aircraft Systems (UAS) regulations changes that were proposed in Canada Gazette 1 on July 15 (<http://www.gazette.gc.ca/rp-pr/p1/2017/2017-07-15/pdf/g1-15128.pdf>), with some of our subject matter experts. Feel free to send us your comments or opinions on any of this work here: bgervais@copanational.org.

ATC PRIVATIZATION IN THE UNITED STATES – ALTERNATE FACTS ALSO COMING TO GA?

But while at Oshkosh, it was the big moment for the GA groups down south (AOPA, EAA, NBAA) to push their initiative against the privatization of air navigation services (ANS), something quite similar to Nav Canada. At some point, AOPA media were at the Oshkosh International Tent looking for Canadian pilots who can attest to the decline of GA that ANS privatization has brought to our country. They point the finger at potential privatization for the landing fees at larger airports, safety threats to busy airspace, the lack of smaller airport funding, death of GA, more taxes for the general public and many other issues that depend almost entirely on the individual political systems in place, not on ANS privatization. Since they often cite what happened in Canada as the reference NOT to follow, it was an opportunity for me to talk with AOPA senior officials and set some facts straight and inform them of our re-

COPA FLIGHTS CONSULTATION

In keeping with the ongoing work to empower and involve the local COPA Flights as the focal point for our members around the country, we will be holding several COPA Flights consultations starting with the Maritimes in Moncton (NB) on September 16th, then possibly Kitchener (ON) in October, followed by Moose Jaw (SK) November 3rd. The goal of these meetings is really to "consult", to listen to you, hear back from you, share our principles and see how we can build a stronger, more cohesive organization around the country, all the while acting for what's best for our members in every corner of the land. **CF**

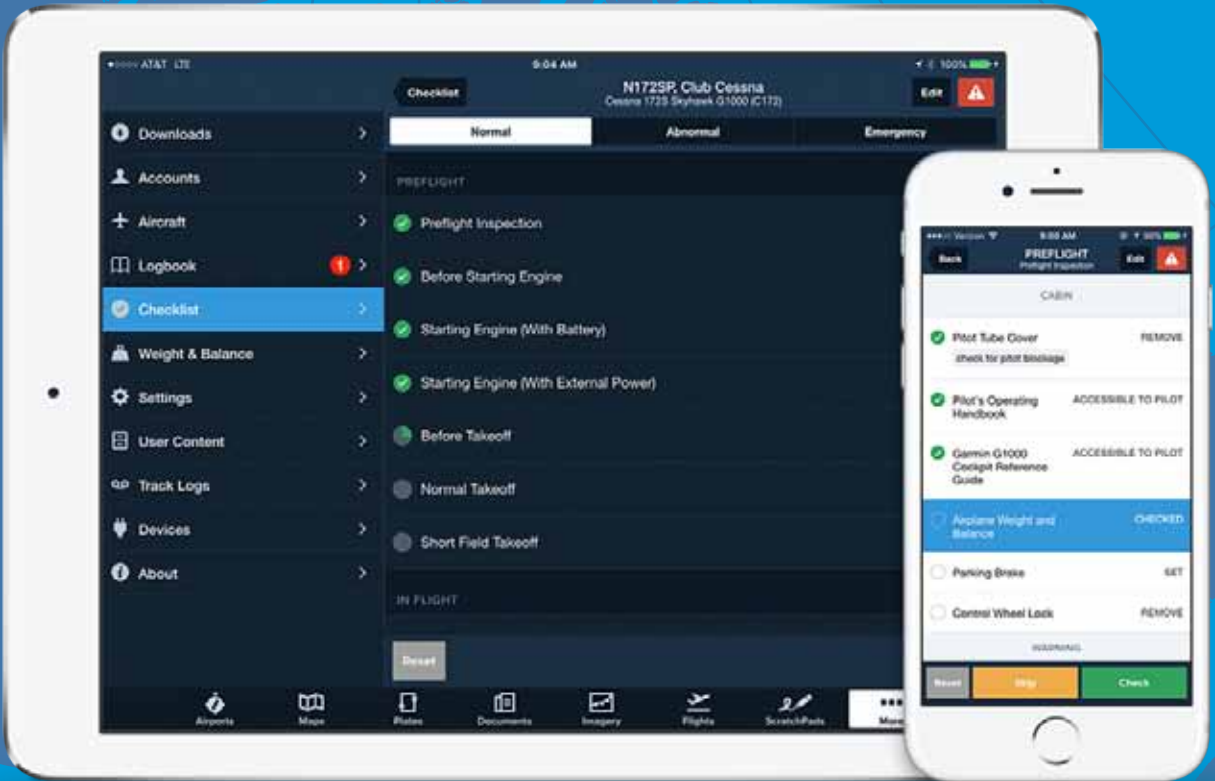
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À la fin juillet se tenait le plus grand rassemblement de l'aviation générale (AG) au monde à Oshkosh, au Wisconsin. Poursuivant la tradition amorcée il y a deux ans, COPA a pris part au Air Venture de EAA et a convié tous les pilotes canadiens à son événement où chacun pouvait échanger autour d'une bonne bouffe ou simplement prendre un verre. Grâce à nos commanditaires Magnes, AIG et McLaren, près de 300 personnes assises au frais ont pu prendre un répit de la chaleur intense de l'été. Nous planifions un événement similaire l'an prochain. Pour tous ceux qui se sont joints à nous cette année, nous attendons vos commentaires et suggestions.

PRIVATISATION DE L'ATC AUX ÉTATS-UNIS — DES FAITS ALTERNATIFS ARRIVENT POUR L'AG?

Pendant que nous étions à Oshkosh... C'était le branlebas de combat pour les associations d'AG du sud de la frontière (AOPA, EAA, NBAA) pour rallier le plus de gens contre la privatisation des services de navigation aérienne (SNA), similaire à Nav Canada. À un moment donné, les services médiatiques de AOPA se trouvaient dans la tente des pilotes internationaux, à la recherche de Canadiens pouvant corroborer le déclin de l'AG que la privatisation des SNA a apportée au Canada. Ils pointent la privatisation potentielle comme responsable des frais d'atterrissage aux plus grands aéroports, des menaces à la sécurité dans les espaces ariens occupés, du manque de subventions aux plus petits aéroports, de la mort de l'AG, de taxes plus élevées

RÉCOLTE D'ÉTÉ

Oshkosh 2017

es pour les contribuables et plusieurs autres enjeux qui relèvent bien plus des systèmes politiques en place que de la privatisation des SNA. Puisque ces associations citent souvent le Canada comme l'exemple à NE PAS suivre, il s'agissait d'une occasion pour moi de discuter avec les dirigeants de AOPA et mettre des faits au clair sur notre réalité, puisqu'ils ne nous avaient pas consultés avant de citer des opinions de Canadiens et de mentionner COPA. Les corrections ont été apportées. Il va sans dire que les recherches de pilotes canadiens outrés ont été vaines, faisant plus sourcilier qu'autre chose.

COPA AU TRAVAIL

Tel que mentionné le mois dernier, nous continuons de travailler avec Transports Canada sur la révision des hélices d'avion aux 10 ans. De concert avec nos experts, nous allons aussi préparer les commentaires de COPA suite aux modifications proposées aux règlements touchant les systèmes sans pilotes, émis dans la Gazette du Canada le 15 juillet dernier (<http://www.gazette.gc.ca/rp-pr/p1/2017/2017-07-15/pdf/g1-15128.pdf>). N'hésitez pas à nous faire part de vos commentaires et opinions ici: bgervais@copanational.org.

CONSULTATION DES CLUBS COPA

Dans la foulée du travail d'impliquer les Clubs COPA comme point central pour les membres à travers le pays, nous allons tenir d'autres sessions de consultation avec les Clubs. La tournée commencera par les maritimes à Moncton (NB) le 16 septembre, suivi de Kitchener (ON) en octobre (à confirmer) et de Moose Jaw (SK) le 3 novembre. **CF**

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✉ DRONE SAFETY, PRIVACY

I read your article on drones (eFlight, Aug. 3, 2017), and as a member of COPA (saved a lot of money on my drone insurance) I would like to suggest a change in wording. While the article is factual and taken from Transport Canada documents, it has made the same mistake in my opinion)

Under section 5.9 of the Aeronautics Act of Canada, it specifically states that the Transport Minister or his or her designates can only make exceptions or exemptions as long as it does not endanger public safety or security.

Section 219 of the Criminal Code of Canada says you are guilty of criminal negligence when you fail to maintain public safety and security where it is your duty under the law. You can use section 5.9 of the Aeronautics Act as "duty".

The exact wording in the interim order for drones says: Do not fly your drone over or within the perimeter of where police or first responders are working.

While it may seem trivial, the wording used in the Transport Canada PDF document, and quoted in your article says: Don't interfere with police or first responders. It would be logical to assume that if I'm flying high enough and not buzzing over the heads of Police or first responders then I'm not interfering.

I have spoken with the York Regional Police Air Support, and have been told they had to withdraw their helicopter during an incident and potentially lost time and evidence.

It would be in the interest of public safety and security if there were to be a 5.5 km. no-fly zone around any fire scene, accident or any incident where police or first responders are working.

I would also question their discriminatory attitude toward drone weight and distances. In Transport Canada's submission to the Canada Gazette they say it is not the type of drone activity or the drone operator, but the weight of the drone that causes a larger danger with increasing weights.



Car gas remained trapped in the gascolator for two months.

There is a huge difference between my Phantom 4 (1.38 kg.) and a 30 kg. drone, yet Transport Canada is without any scientific studies or evidence saying my 1.38 kg. drone poses the same risk as a 30 kg. drone. Let me put it in perspective: Drop a small bag of potatoes on someone. It may hurt a bit. Now drop a huge sack of potatoes on someone and they will probably have some broken bones.

All Canadians have a right to privacy, which is a part of safety and security. You are not required to put your name, address and phone number on your car because then any person who may wish to cause you harm will know where you live. The same can be said for a drone.

Most drones have a serial number. That is sufficient to be registered and allow the owner to be tracked down by the appropriate government or police agency should there be a need to do so. It also prevents anyone from the public from knowing where a drone operator lives.

Darren Gahan

Police had to withdraw their helicopter during an incident and potentially lost time and evidence

✉ DRAIN THE GASCOLATOR

Here is a recent discovery I made while performing the daily inspection on my 1969 C172K. I recently drained the gascolator and found yellow fuel (mogas) in the water bottle.

Normally I would just open the gascolator and let it squirt, I did not always pay much attention to this. Sometimes I would attempt to collect a sample, but it's a hard thing to do because of the distance between the knob and the drain. Most attempts I would get fuel

PHOTO GLEN MELLIS

on my hands and drop the sample cup. On my dad's older C172 H, the gascolator drain is in the cockpit making this even harder.

On this particular flight I must have been extra limber as I managed to get a good sample and noticed the yellow colour even though I use blue 100 LL avgas.

In the accompanying photo, the blue fuel was a sample taken from the wing's sample port. Both wings were the same colour. The conclusion is that the yellow mogas that was put in the fuel tanks about two months previously in Penticton B.C. is heavier than 100LL. Four full tanks of blue 100LL fuel had passed through the engine since then and the yellow mogas fuel remained in the gascolator bowl.

It also shows that the gascolator stored the yellow gas. If the yellow gas had been water, the gascolator would have stored that too. Because the gascolator bowl was essentially full to its limit of the yellow gas, the blue gas just floated over the yellow gas to the fuel hose supplying the carburetor.

If the gascolator bowl was full of water the same thing would have happened too, and would have gone undetected. — that is until more water was introduced to the gascolator. At this point the gascolator would not be able to protect the engine and the new water would just pass over the collected water in the gascolator bowl and proceed to the engine.

The lesson learned is to turn off the fuel valve and drain the gascolator every few tanks into a sample container. A two-foot piece of clear hose and a mason jar is all you need. It will take about 20 seconds to drain.

Glen Mellis

☒ TOO MANY ELT FAILURES

ELT failures have been going on far too long. Something has to be done about the current mandatory ELT and the many faults with the trigger mechanism. This is a disgrace to pri-

vate aviation considering the alternate availability of reliable rescue alerting sources such as Spot and other similar electronic means.

Here is the latest incident where the ELT did not activate properly if at all. In fact I noted four other incident reports since January 2017, where it was noted that the ELT failed to activate or send a distress signal.

☒ OCCURRENCE SUMMARY JULY 5 2017:

A privately operated Aerospatiale AS350 B3 helicopter, was conducting a local pleasure flight. Shortly after lift off into the hover, the pilot lost control and the helicopter collided with the ground. The hydraulics isolation switch on the collective was in the off position. The helicopter sustained substantial damage and the pilot, who was the sole occupant, received a minor injury.

No ELT signal was received by the SRSAT system and there was no post-impact fire.

We used to pay \$20 per year to get the ELT checked annually. Then for the past 5 years it has averaged \$40.00 per annual check. This year it doubled again it cost me \$88.00 to have my annual certification. The certification means nothing since its failure rate is so high. I am spending this money with no assurance whatsoever that it will work when most needed.

I subscribe to COPA, EAA and a number of other aviation organizations. It appears all of these organizations fail us in that they do not protest loud enough to get something done.

In any event it is imperative that TC do something about a Mandated ELT system that is so prone to failure.

I suggest to all Canadian aircraft owners, write your MP and point out this costly mandatory regulation that provides no assurance of possible rescue in event of an emergency.

Joe Scoles

SEND US YOUR STORIES, LETTERS AND PHOTOS

COPA Flight is the outlet for COPA members to let others know what they're doing to advance, promote and preserve the Canadian freedom to fly and we're here to share your stories.

Our Regions section publishes news about the myriad activities undertaken by COPA Flights across the country, our News section is the forum for stories of national interest that may be happening in your back yard and if you have something to get off your chest, write us a letter to the editor. We always appreciate nice, high resolution photos, whether to accompany your submissions or as part of our photo contest.

To help us deliver your message effectively and efficiently we ask that contributors follow a few guidelines.

The new format lends itself to concise, punchy stories that get the message across clearly and economically. Please keep event reports and local news stories to 300-400 words. Send them in a Word document without any formatting or inserted graphics.

News stories should be 500-1,000 words and make sure facts are checked and the statements made in the article are factual. We will edit out any libellous or erroneous material.

Letters should be no more than 500 words and be civil and respectful.

Photos must be sent in high resolution or we can't use them. A good rule of thumb is that if the image is 1Mb or larger it's good to go.

Remember that this is your magazine and it's sole job is to reflect the activities, goals and objectives of COPA and we're happy to help you make COPA even stronger through an open channel of communications.

Send your submissions to *russ@copaflight.ca*. by the first of the month for inclusion in the next magazine.

COPA AWARDS 2016-2017

RECOGNIZING OUTSTANDING MEMBERS

BY BRIAN CHAPPELL, COPA EASTERN VICE-CHAIR/AWARDS COMMITTEE CHAIRMAN



Four people have received COPA Awards of Merit in the past year for their contributions and efforts to advance aviation and to promote general aviation and COPA in their areas.

There are two from Ontario and two from Atlantic Canada but there are undoubtedly those in the West who are deserving of recognition.

COPA wants to recognize deserving people and organizations and give them the recognition they deserve.

Have a look through this link for the awards and please think about who in your area fits one of those categories and nominate them, the site explains it all, <https://www.copanational.org/en/volunteer-awards/>

The winners of COPA Awards of Merit for 2017 are: David A. Fisher for his passion and support of general aviation; Minette Le Drew for dedicated service to COPA and the aviation community in Newfoundland and Labrador; Barry Martin for dedicated service to COPA and the aviation community in Prince Edward Island; Jacquie Perrin for past and ongoing promotion of general aviation.

The President's Award went to Clark Morawetz who was honoured for his dedication to the mission and objectives of COPA. **CF**



BUSHCAT

APPROVED IN CANADA

NEW AULA AT SPORT AIRCRAFT BROKERS



Sport Aircraft Brokers Ltd., of Orangeville, has announced that the SkyReach BushCat Advanced Ultralight Aircraft has been approved for registration in Canada.

Spokesman Chris Horsten said the company has been working on the approval for three years and their first demo aircraft is on its way from the South African manufacturer.

"The BushCat is the most affordable aircraft in its class, coming in at less than any other similarly equipped Canadian aircraft with a 100 hp engine, radio, transponder, and VFR panel," Horsten said. "It's striking appearance always draws a crowd, and sales to date have been robust around the world."



The BushCat is a high wing two-seat AULA powered by the 912ULS 100HP engine, which provides plenty of power for its 705 lb. empty weight. It's available both in tricycle and conventional gear, it can be equipped with large "bush style" tires for off-airport missions.

It can also be equipped with amphibious floats when assembled in the amateur built category.

Sport Aircraft Brokers is the exclusive distributor of the SkyReach BushCat and the U-Fly-it Aerolite 103 basic ultralight aircraft in Canada. **CF**

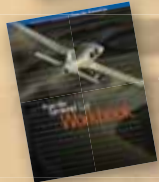
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63 YEARS LATER

LAST HARVARD FLIGHT



Bill Long took his last Harvard flight in an aircraft he flew 63 years ago.

Bill Long ended his storied 63-year affair with the Harvard the way it began, with the smell of oil and leather and the propeller snarl that snap heads skyward whenever a Harvard goes overhead. The former chief pilot of the Canadian Harvard Association took his last flight in the beloved trainer Aug. 23. It was the same aircraft he flew as a teenager training to become an RCAF pilot in Claresholm, Alberta in 1954. "I never thought I would be doing this 63 year later," he told the Woodstock Sentinel Review. After setting the big yellow single down, he turned on the show smoke in a final flourish. Long said that while he's still comfortable in the cockpit, he's not as nimble as he once was. "It's too hard to get in and out with a parachute on," Long said.

It's too hard to get in and out with a parachute on.

After he finished training, he was assigned to a training unit as an instructor and then spent a long career flying C-47s and Cosmopolitans. He ended his air force career as pilot for the deputy commander of NORAD in Colorado Springs. He went on to the airlines and only stopped working as a simulator instructor two years ago, all the while volunteering for the Harvard group and Canadian Warplane Heritage Museum. "My wife said I never had a job; I had a hobby all my life," Long said. "You're pretty disciplined but you're also very free while you are up there." **CF**

ADVOCACY IN ACTION

COPA STUDY HELPS AIRPORT



A COPA member who wants to keep this anonymous for now, sent us the following after we provided him with a copy of the study:

"I had approached you earlier this year as we have been having some challenges at our municipal airport. There was not a clear understanding of what the airport requires and a growing mindset of cost recovery through fees to the users. I was able to get the attention of our City Manager and Economic Development department. I arranged a lunch meeting and circulated the Economic impact study as well as the 2011 COPA Guide to Public Airports prior to our meeting.

The meeting was a huge success. They recognized that our airport may have been neglected and that a broader view may be a better approach. I now have another meeting with economic development to formulate a plan to give our airport the attention that it requires. It is my goal to have an airport strategic plan in place with a realistic budget and a clear vision for the future. I hope to complete the process by ensuring that there is a permanent governance structure in place to continuously provide guidance on the operation and sustenance of our airport. It can only get better from here."

The Economic Study is yours to share, to distribute and it can be found in the Advocacy/Current Topics section of our website. **CF**

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 by October 31, 2017.



Photo credit: Tyler Pearson

COPA AT AIRVENTURE

EDUCATION ON PRIVATIZATION

COPA President and CEO Bernard Gervais and Manager of Government Affairs and Communications Carter Mann were at AirVenture 2017 and Canadian aviation was front and centre at the world's biggest aviation event.

Opposition by U.S. aviation groups to air traffic control privatization was a central theme and COPA officials were busy explaining the Canadian experience with privatized air traffic control.

U.S. President Donald Trump has called for the creation of a not-for-profit private corporation to manage airspace in the U.S., a system similar but not identical to that which has been in operation under Nav Canada for almost 20 years.

In July, Nav Canada released a NO-TAM that banned VFR arrivals at Vancouver International Airport from 6 a.m. to 8 a.m.

AOPA was monitoring the issue in Canada and incorrectly reported that COPA and Canadian pilots in general were upset with the privatized system. They used that sentiment in published news stories to bolster their anti-privatization stance.

"The statement quoted by AOPA does not reflect the position of our organization on this issue, nor was it provided to AOPA by anyone with the authority to speak on behalf of COPA," Gervais said in a statement. "Unfortunately at no time did AOPA reach out to COPA to provide a comment before their story was published."

Reporters for AOPA publications were also approaching Canadian pilots looking for negative comments about the Nav Canada system and finding none.

Gervais spoke with senior AOPA officials and the published report was corrected and staff were told to stop pursuing the Canadian angle of the story. **CF**



COPA CEO Bernard Gervais talks to reporters at AirVenture 2017.



A photograph of the entrance to the International Experimental Aircraft Association (EAA) Fly-In Convention. A large, arched banner with the text "INTERNATIONAL EXPERIMENTAL AIRCRAFT ASSOCIATION FLY-IN CONVENTION" spans across the entrance. Above the banner, several national flags are flying on tall poles. People are walking through the entrance, and the scene is set outdoors with a clear sky.





INSET PHOTO: COURTESY BERNARD GERVAIS

HOT DOGS AND BEER

COPA, MAGNES
TREAT CANADIAN
ATTENDEES



The Partner Resource Centre on the AirVenture grounds was the place to be for Canadians at Oshkosh. Almost 300 people packed the PRC at COPA's annual AirVenture reception sponsored by our VIP Insurance program underwriter AIG, our broker The Magnes Group, and adjusters McLaren's. COPA members and Canadian friends from coast to coast gathered to swap stories and beat the heat with complimentary cold beer and air conditioning.

Several door prizes were raffled off and with the highlight of the evening being the grand prize draw of a ride in EAA's vintage Ford Trimotor.

The event built on the excitement and enthusiasm stemming from our Convention and Tradeshow in Kelowna and we are pleased to say that plans for COPA's Oshkosh party are already in the works for next year. If you're thinking of making the trek to general aviation's hallowed ground, be sure to make our event one of the must-attend items on your AirVenture agenda.

This year at Oshkosh as of Thursday afternoon, over 400 Canadian delegates registered at the international tent, with our Australian cousins coming in second with over 200. **CF**

Incidents + Accidents

PACIFIC REGION

A Cessna C182 crashed at the end of a small dirt airstrip 100NM Northeast of Comox, BC with three persons on board (POB). Search and rescue (SAR) was alerted via emergency locator transmitter (ELT). One person was injured. Royal Canadian Air Force (RCAF) Buffalo R456 and Cormorant R903 were tasked. SAR Technicians from Buffalo R456 jumped in to deliver medical care. Cormorant R903 landed to recover SAR Technicians and the three people from the crashed aircraft. A passenger was transferred to ambulance in Vancouver, BC.

A Eurocopter EC-130 B4 helicopter operated by J.B. Air, was conducting water bucket operations on a forest fire 23 nautical miles South West of Williams Lake, BC (CYWL). As the aircraft was lifting off from a small pond with a full bucket of water, it began yawing to the left. The pilot attempted to slow the yawing motion, however was unable to regain control. The helicopter completed 2 full turns about its vertical axis before colliding with the surface of the water. The aircraft remained upright and nearby forestry personnel were able to rescue the pilot. The pilot sustained serious injuries.

A privately registered Beech A24R on a local flight from Abbotsford, BC (CYXX) reported an engine failure at 3000 feet. The aircraft decided to do a force landing on Angus Campbell Road 8NM west of CYXX. After touch down the aircraft's left wing hit a sign post that made the aircraft skid to the left into a grass field. As a result the nose landing gear was broken and the engine and the propeller were damaged. No one was injured.

QUEBEC REGION

A Héli-Mistral Robinson R44 (C-GBOQ) was on a crop spraying flight

in a field located 1 NM WSW of St-Anselme (CTQ6), QC, with only a pilot on board. While the aircraft was flying over the field between the road and the forest, the aircraft struck a cable and crashed. The aircraft was substantially damaged but the pilot was not injured.

A privately operated single-seat Schreder HP 14 glider was on a local VFR flight from St-Raymond/Paquet (CSK5), QC. The glider left the tow plane at about 3 000 ft above ground level and at about 3 NM west of CSK5 at the western edge of St-Raymond, QC. About 9 min later, the glider was seen in normal flight at more than 2 000 ft above ground level near St-Raymond, QC. The glider then rapidly lost altitude and ended up very low above the city. It struck a hydro cable and the roof of a house before crashing on the ground. The pilot died and the aircraft was destroyed.

An Air Creebec Bombardier (C-FD-WO/ CRQ236) was on an IFR flight from Chisasibi (CSU2), QC, to Val-d'Or (CYVO), QC, with 12 passengers and 3 crew members on board. While the aircraft was about 40 NM north of CYVO at 8 000 ft, it was struck by lightning and the right generator stopped. The crew conducted the quick reference handbook (QRH) checklist and re-engaged it. The flight continued to destination without further incident. No one was injured. Post-flight inspection revealed that the aircraft was substantially damaged. The operator's maintenance personnel replaced the right aileron, the right wing tip and the transformer rectifier no. 2; they also repaired the tail cone.

A Grondair Aviation Cessna 152 (C-GFPA) was on a VFR flight from Trois-Rivières (CYRQ), QC, to Thetford Mines (CSM3), QC, with a student pilot on board. After landing on Runway 24 at CSM3, the pilot maintained high

speed to reach Taxiway ALPHA quickly because another aircraft was on final approach. Upon approaching ALPHA, the pilot noticed that he could not slow down in time to make a right turn on the taxiway and decided to take off again. However, he realized immediately that he could not cross the obstacles beyond the runway and landed again. The aircraft struck a runway light before ending its run in the grass, about 300 ft beyond the edge of Runway 24. The pilot was not injured but the aircraft's rear fuselage was damaged.

PRAIRIE AND NORTHERN REGION

An Amateur Built Just Aircraft Highlander, had departed from Ponoka Industrial (Labrie Field), AB (CEH3) for a private farm strip about 3 nautical miles East of CEH3. Shortly after leveling off after takeoff, the pilot heard a bang from the engine (Rotax 914 EFI/Turbo) and a strong smell of oil. The pilot headed for an open field and, during the descent, saw flames coming from the engine cowling area. The engine was shut down and the descent speed was increased in an attempt to extinguish the flames; however, that was unsuccessful. The pilot completed a forced landing and, after evacuation, attempted to extinguish the fire without success. The fire consumed the entire aircraft except for the vertical and horizontal stabilizers. Regional fire fighting services were on scene within 10 minutes. The pilot, who was the sole occupant, was uninjured.

Joint Rescue Coordination Centre (JRCC) Trenton called to ask about a 406 emergency locator transmitter (ELT) in the Dawson City, YT (CYDA) area for privately registered Bellanca 7GCBC. They called back later to confirm that the aircraft had had an accident. JRCC had talked to the pilot and the pilot was OK and the aircraft was upside down with

the ELT still on. The aircraft was located 6352.2N 13669.9W, approximately 60 E CYDA and 30 N Mayo, YT (CYMA). JRCC was dealing with the situation and had contacted Yukon Royal Canadian Mounted Police (RCMP) and Edmonton Area Control Centre (CYEG ACC). Nav Canada manager (NCM) advised.

A privately registered Cessna A185E, on floats, crashed into bush near Smoky Lake, AB due to running out of fuel. Location was 1/2 mile west of intersection of Range Road 185 & Township Road 606. Significant damage to the aircraft and pilot reported only minor injuries.

The pilot of a privately registered Murphy Rebel crashed while attempting to take off on Austin Lake, NT (N62 15.10 W110 12.20) in poor weather, and the wind flipped the aircraft over. 1 soul on board with no injuries. Royal Canadian Mounted Police (RCMP) responded. Joint Rescue Coordination Centre (JRCC) and Transportation Safety Board (TSB) were advised.

An American privately registered Mooney M20L gear collapsed upon landing followed by a prop strike. The aircraft skidded for 100 feet but the pilot kept control of the aircraft and reported no substantial damages or no injuries. Transportation Safety Board (TSB) was aware and was provided a release to move the aircraft. Runway was closed by NOTAM for 3 hours. No impact to operations, no debris on the runway.

A Beech B100 aircraft operated by Max Aviation, was conducting flight MAX100 from Coral Harbour, NU (CYZS) to Kugaaruk, NU (CYBB). While taxiing for the departure at CYZS, the flight crew realized that they had not advised the operator's flight following person that they were departing. The flight crew decided to taxi the aircraft near the terminal building in order to receive a WIFI signal to make the communication. As the aircraft arrived near the terminal building, a turn was initiated

and the right propeller contacted an apron edge light. The flight crew shut down both engines and the 3 passengers and 2 pilots deplaned. The right propeller was significantly damaged and the aircraft was removed from service pending repair.

A privately-registered Bushmaster Bushmaster II on a local flight out of a private home grass strip near Bonneyville, AB had pulled out of the hangar and fuelled up. Pre-flight checks done, weather calm, engine was warmed up (8 minutes), Mag test, run up, radio call were completed. Aircraft was set to full throttle for departure and with good airspeed the aircraft lifted off a bit later than normal. Controls did not feel right but a abort was not possible. Control was lost and the aircraft struck the ground. Landing gear was torn off and both wings made contact during the ground loop. Nose, prop, aircraft hull received significant damage. There were no injuries.

A Found Aircraft Canada FBA-2C1 float-equipped aircraft operated by Hoarfrost River Huskies, was conducting a series of water sampling flights from Yellowknife, NT (CEN9). The aircraft had landed on Dubawnt Lake, NU near the mouth of the Dubawnt River. In preparation for the departure, the pilot sailed the aircraft downwind in gusty wind conditions. As the pilot applied takeoff power, the aircraft rolled on the crest of a large wave. Then, a gust of wind lifted the right wing and the aircraft capsized. The pilot and the passenger, both with recent underwater egress training, Successfully exited the aircraft and made their way to shore with some equipment retrieved from the aircraft. A rescue was initiated by the company. The two occupants were uninjured and were extracted early the following morning.

A privately operated Cessna 180J aircraft, was conducting a VFR flight from High Level, AB (CYOJ) to Edmonton/Villeneuve, AB (CZVL). During cruise

flight, the pilot experienced reduced visibility from forest fire smoke and elected to divert to Slave Lake, AB (CYZH). The pilot conducted an approach to Runway 10, however flared too high and the aircraft descended at a high rate toward the runway. The aircraft landed hard, bounced and subsequently settled down with the right wing tip and right horizontal stabilizer contacting the runway surface. The aircraft continued the landing roll and exited the runway with no further issues. The pilot, sole occupant, was uninjured. The ELT was not activated.

The pilot of a privately-registered Cessna 185 left Berge Lake for Eldon Lake, and when landing at Eldon Lake on glassy water misjudged the height above the water and touched the water sooner than expected. The aircraft bounced and the pilot added some power but the aircraft hit the water immediately again and toed in and rolled over forward flipping upside down. The windshield broke out on impact with the water as the aircraft was rolling over. Once the aircraft came to a stop upside down the pilot unbuckled the seatbelt, opened the door and climbed out. A person from a nearby airbase came out in a boat and picked the pilot up from the aircraft that was floating upside down. Once the pilot got to shore the local Royal Canadian Mounted Police (RCMP) and Emergency Medical Services (EMS) had arrived.

An Air Tractor AT-502B aircraft operated by Clayton Air Services, had departed from Hague, SK to conduct aerial application approximately 5 nautical miles North of Aberdeen, SK. The aircraft had completed a field after trimming the edges and was climbing out. As the pilot's attention was on tasks in the cockpit, the aircraft impacted terrain. The pilot received serious injuries and the aircraft was destroyed. The ELT activated and there was no post-crash fire. The operator held a safety meeting and individual briefings.

While unloading cargo on the apron, the pilot of a Buffalo Airways Lockheed 188C (BFL1422/C-GZFE) on a flight from Yellowknife, NT (CYZF) to Cambridge Bay, NU (CYCB) fell out of the aircraft onto the ramp. An ambulance, the Royal Canadian Mounted Police (RCMP), and airport staff were called and the injured pilot was taken to the health centre with serious injuries. Report received from the community aerodrome radio station (CARS) operator at CYCB. The area control centre (ACC) shift manager was advised.

A Cessna U206G on a flight from La Loche, SK (CJL4) to Fort McMurray, AB (CYMM) porpoised on landing Runway 25 and suffered a tail strike. The operator phoned the tower 5 minutes later to report damage to aircraft and possible foreign object debris (FOD). Vehicle (ST26) performed an inspection and removed FOD. Impact on operation: a WestJet Boeing 737-700 (WJA4050) on a flight from Vancouver, BC (CYVR) to Fort McMurray, AB (CYMM) was pulled off the approach and entered a hold for 10 minutes while the FOD was removed. WJA4050 landed safely 2353Z.

ONTARIO REGION

A privately operated Piper PA-22-150 aircraft, was conducting a flight from Wawa, ON (CYXZ) to Geraldton (Greenstone Regional), ON (CYGQ). When the aircraft touched down on the runway during the landing at CYGQ, the right main landing gear tire failed. The aircraft veered off the runway and on to the infield. The right wing tip and the right horizontal stabilizer contacted the ground and received substantial damage. The right main landing gear strut was also damaged. The pilot was not injured during the event.

A privately operated Aero Commander 112 aircraft, was conducting a flight from Collingwood, ON (CNY3) to Brampton-Caledon, ON (CNC3) with one pilot and one passenger on board. During the landing on Runway 26 at

CNC3, all three landing gears collapsed shortly after touchdown. The aircraft came to rest on the paved surface of the runway. There were no injuries to the two occupants and the aircraft sustained substantial damage.

At approximately 2353Z, a Zodiac boat with ultralight wings was attempting to take off in Hamilton Bay, ON. It rose about 40ft and then crashed. Civilians called the police who responded. The Hamilton Police Marine Unit was able to recover the pilot and the aircraft. No injuries reported. No operational impact.

A Canadian Car & Foundry Harvard 4 aircraft operated by the Canadian Harvard Aircraft Association, was landing on Runway 18 at Owen Sound/Billy Bishop Regional, ON (CYOS) with one pilot and one passenger on board. During the landing roll out after touchdown, the aircraft veered right and exited the paved surface of the runway onto the grass. The aircraft travelled across a grassy area before encountering a drainage ditch and berm, causing it to flip over. The aircraft came to rest upside down and sustained substantial damage. Both occupants received minor injuries. It was reported that gusty crosswind conditions existed at the time of the event.

C-FLUI, a privately operated Piper PA-24 Comanche aircraft, was conducting circuits on Runway 32 at Burlington Executive, ON (CZBA). On one of the landings, the aircraft landed with the landing gear retracted and the landing gear selector in the up position. The propeller and the belly of the aircraft contacted the runway and the aircraft slid to a stop. The pilot, who was the sole occupant, was uninjured. The aircraft sustained significant damage to the underside and propeller.

A privately registered Lake LA-4, on a flight from Lake Rosseau/Arthurlie Bay, ON (Water) (CPF9) to Muskoka, ON (CYQA) reported at 2049Z that

they had landed wheels up on Runway 36 and would require assistance to tow the aircraft to the north end of the field. No injuries were reported and services requested were that the CYQA staff help lift and tow the aircraft. Airport manager (APM), area control centre (ACC), and NAV Canada manager (NCM) were advised. APM advised that Runway 18/36 would be closed via voice NOTAM from 2106Z to 2205Z, until the aircraft could be removed from the runway.

A privately operated Piper PA-46-350P aircraft, was conducting a flight from Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) to Toronto/Oshawa Executive, ON (CYOO). During the landing at CYOO, the nose landing gear collapsed rearward upon touchdown. The pilot was unable to maintain directional control and the aircraft veered to the left of the runway centerline. The aircraft was substantially damaged, however the two occupants were not injured.

A privately operated Lake LA-4-200 amphibious aircraft, was practising touch and go water landings on Lake St John near Orillia, ON (CNJ4) with a pilot and an instructor on board. During one of the manoeuvres, the aircraft collided with the surface of the water. Both pilots were seriously injured and taken to the hospital. The aircraft was substantially damaged and sank to the bottom of the lake.

ATLANTIC REGION

A Blue Yonder Merlin E-Z Basic Ultralight aircraft on floats, departed from St. John's (Paddys Pond) water aerodrome, NL (CCQ5) to conduct circuits with one pilot on board. During the takeoff, the unbuckled passenger seat belt became caught in the control column. The pilot was unable to maintain control of the aircraft which stalled and impacted an island. The pilot egressed with minor injuries and was rescued by witnesses. The aircraft sustained substantial damage. ☐

PACIFIC REGION

Un Cessna C182 qui transportait trois personnes s'est écrasé au bout d'une petite piste de terre à 100NM au nord-est de Comox, BC. Les services des recherches et sauvetage ont été alertés par une radiobalise de repérage d'urgence. Une personne a été blessée. Les aéronefs Buffalo R456 et Cormorant R903 de l'Aviation royale canadienne ont été dépêchés sur les lieux. Les techniciens des recherches et sauvetage du Buffalo R456 ont sauté pour administrer des soins médicaux. L'aéronef Cormorant R903 a atterri pour prendre à son bord les techniciens ainsi que les trois personnes qui se trouvaient dans le Cessna. Un passager a été transporté par ambulance à Vancouver, BC.

QUEBEC REGION

Le centre conjoint de coordination de sauvetage (JRCC) de Trenton a signalé qu'un Robinson R44 exploité par Hélicoptère Mistral Service Inc. (C-GBOQ) avait eu un accident à 200 m de l'aéroport alors qu'il effectuait un vol local depuis St-Anselme (CTQ6), QC. L'aéronef a été endommagé, mais il n'y a eu aucun blessé. Le Centre national de l'exploitation (NOC), le Centre des opérations aériennes, le Bureau de la sécurité des transports du Canada (BST), le gestionnaire général, la Région d'information de vol (GMFIR) et le gestionnaire, Exploitation du centre de contrôle régional (MACCO) ont été avisés. Aucun impact sur l'exploitation.

Le pilote d'un Cessna 172K, d'immatriculation privée, a contacté le centre d'information de vol (FIC) de Québec afin de signaler un incident impliquant son aéronef et s'étant produit le 17 juillet 2017. Un témoin lui aurait signalé qu'un débris présent sur l'aire de trafic de l'aéroport avait été soufflé par le vent fort et avait heurté par la suite la gouverne de direction de l'aéronef, ce qui avait causé des dommages à l'aéronef. Aucune personne blessée. Le débris s'apparente à une feuille de bois (contreplaqué) de 4 X 8 pi. Le pilote a indiqué avoir noté que de

nombreux objets n'étaient pas fixés solidement à l'aire de trafic, et qu'il avait attaché l'aéronef au sol avant de partir.

Un appareil de type Smith Mini Plane Ultra-léger de base en exploitation privée, effectuait un vol local selon les règles de vol à vue avec un pilote à son bord. Alors que l'appareil se trouvait à environ 40 pieds au-dessus du sol (AGL) peu de temps après le décollage d'un terrain privé situé à Maria, QC, le pilote a subi un malaise et n'était plus en mesure de contrôler l'appareil. L'appareil a percuté le sol et a subi des dommages importants. Le pilote a subi des blessures mineures.

Un planeur monoplace Schreder HP 14 en exploitation privée, effectuait un vol local selon les règles de vol à vue depuis l'aéroport de St-Raymond/Paquet, QC (CSK5). Le planeur a quitté l'avion-remorqueur à environ 3000 pieds au-dessus du sol et à environ 3 miles marins à l'ouest de CSK5, aux abords ouest de la ville de St-Raymond, QC. Environ 9 minutes plus tard, le planeur a été observé en vol normal à plus de 2000 pieds au-dessus du sol, près de la ville de St-Raymond, QC. Par la suite, le planeur a rapidement perdu de l'altitude pour se retrouver très bas au-dessus de la ville. Il a percuté un câble hydro-électrique et le toit d'une maison, avant de s'écraser au sol. Le pilote est décédé et l'appareil fut détruit.

Un appareil de type Bombardier DHC-8-106 exploité par Air Creebec, effectuait le vol CRQ236 selon les règles de vol aux instruments depuis Chisasibi, QC (CSU2) à destination de Val-d'Or, QC (CYVO) avec 12 passagers et 3 membres d'équipage à bord. Alors que l'appareil se trouvait à environ 40 miles marins au nord de CYVO à 8 000 pieds, l'appareil a subi un foudroiement et le générateur droit s'est arrêté. L'équipage a effectué la liste de vérification du manuel de référence rapide (QRH) et l'a réenclenché. Le vol s'est poursuivi jusqu'à destination sans autres problèmes. Il n'y

a eu aucun blessé. L'inspection post-événement a révélé que l'appareil avait subi des dommages importants. Le personnel de l'entretien de l'exploitant a remplacé l'aileron droit, le saumon de l'aile droite, et le transformateur redresseur numéro 2, en plus de réparer le cône de queue.

Un appareil de type Cessna 152 exploité par Grondair Aviation, effectuait un vol voyage selon les règles de vol à vue depuis Trois-Rivières, QC (CYRQ) à destination de Thetford Mines, QC (CSM3) avec un élève-pilote à bord. Après l'atterrissage sur la piste 24 à CSM3, le pilote a maintenu une vitesse élevée pour atteindre rapidement la voie de circulation « Alpha » en raison d'un autre aéronef en approche finale. En approchant « Alpha », le pilote a constaté qu'il ne pourra pas ralentir à temps pour effectuer le virage à droite sur la voie de circulation et a décidé de redécoller. Toutefois, il a réalisé immédiatement qu'il ne pourra pas franchir les obstacles au-delà de la piste et s'est posé à nouveau. L'appareil a percuté une lumière de piste avant de terminer sa course dans le gazon, approximativement 300 pieds au-delà de l'extrémité de la piste 24. Le pilote n'a pas été blessé, mais l'appareil a subi des dommages au fuselage arrière.

Un appareil de type Cessna 172N exploité par Grondair, effectuait un vol d'entraînement dans la région de St-Frédéric, QC (CSZ4) avec un instructeur et un élève-pilote à bord. Alors que l'instructeur effectuait la démonstration d'une panne de moteur simulée, l'appareil ne semblait pas reprendre de l'altitude suffisamment rapidement après la remise des gaz. Les volets ont été rentrés à 10 degrés, mais en raison de la faible vitesse de l'appareil, il a perdu de l'altitude. L'appareil s'est posé à l'extrémité du champ et a terminé sa course dans un boisé. Les deux personnes à bord ont été blessées légèrement alors que l'appareil a été lourdement endommagé.

Un appareil Ultra-léger évolué de type AeroCruiser, s'est renversé à

l'amerrissage sur le lac Tiblemont, à 21 miles marins à l'est de Val-D'Or, QC (CYVO). Les deux personnes à bord ont été en mesure d'évacuer l'appareil et n'ont pas été blessées. L'appareil a été submergé.

RÉGION DE L'ONTARIO

Un Aero Commander 112 privé, effectuait un vol de Collingwood (CNY3), ON, à Brampton-Caledon (CNC3), ON, avec un pilote et un passager à bord. Pendant l'atterrissage piste 26 à CNC3, les trois trains d'atterrissage se sont affaissés peu après le posé des roues. L'aéronef s'est immobilisé sur la surface revêtue de la piste. Le pilote et le passager n'ont pas été blessés. L'aéronef a subi des dommages importants.

À environ 2353Z, une embarcation de type Zodiac équipée d'ailes ultralégères a tenté de décoller de Hamilton Bay, ON. Le Zodiac s'est élevé à environ 40 pieds et s'est ensuite écrasé. La police est intervenue après avoir été contactée par des civils. L'équipe d'intervention nautique de Hamilton a récupéré le pilote et l'aéronef. Aucune blessure n'a été signalée. Aucun impact sur l'exploitation.

Un aéronef Harvard 4 exploité par Canadian Car & Foundry, atterrissait piste 18 à Owen Sound/Billy Bishop Regional (CYOS), ON, avec un pilote et un passager à bord. Lors de la course à l'atterrissage, l'aéronef a viré à droite, a quitté la surface revêtue de la piste et s'est rendu sur l'herbe. L'aéronef a continué sur l'herbe avant d'heurter une tranchée filtrante et un talus, ce qui a entraîné son renversement et immobilisation. L'aéronef a subi des dommages importants. Les deux occupants ont été légèrement blessés. Il y avait de fortes conditions de vent de travers au moment de l'incident.

Un Piper PA-24 Comanche privé, effectuait des circuits piste 32 à Burlington Executive (CZBA), ON. Lors d'un des atterrissages, l'aéronef a atterri alors que le train était rentré et que le sélecteur du

train d'atterrissage était à la position rentrée. L'hélice et le ventre de l'aéronef ont heurté la piste. L'aéronef a glissé et s'est immobilisé sur la piste. Le pilote, seule personne à bord, n'a pas été blessé. La partie inférieure de l'aéronef et l'hélice ont subi des dommages importants.

À 2049Z, un Lake LA-4 privé de Lake Rosseau/Arthurlie Bay (hydroaérodrome) (CPF9), ON, à Muskoka (CYQA), ON, a signalé avoir effectué un atterrissage train rentré sur la piste 36 et a demandé de l'assistance pour que l'aéronef soit remorqué jusqu'à l'extrémité nord du terrain. Aucune blessure n'a été rapportée, et la demande d'assistance consistait à ce que le personnel de CYQA apporte de l'aide pour soulever et remorquer l'aéronef. Le gestionnaire d'aéroport (APM), le centre de contrôle régional (ACC) et le gestionnaire de NAV (NCM) ont été avisés. L'APM a annoncé la fermeture de la piste 18/36 de 2106Z à 2205Z par l'entremise d'un NOTAM vocal, le temps que l'aéronef soit remorqué hors de la piste.

Le train avant d'un Piper PA-46-350P exploité par Rambus Management Inc de Montréal/St-Hubert (CYHU), QC, à Toronto/Oshawa (CYOO), ON, s'est affaissé à l'atterrissage. L'aéronef s'est arrêté à l'intersection. Aucun blessé. Impact : plusieurs aéronefs ont été déroutés et quelques départs sont retournés jusqu'aux aires de trafic en raison de la fermeture de certaines pistes.

Un Lake LA-4-200 amphibie privé effectuait des posés-décollés sur le lac St John dans les environs d'Orillia (CNJ4), ON, avec un pilote et un instructeur à bord. Au cours d'une des manœuvres, l'aéronef a heurté la surface de l'eau. Les deux pilotes ont été grièvement blessés et amenés à l'hôpital. L'aéronef a subi des dommages importants et a coulé au fond du lac.

RÉGION DES PRARIES ET DU NORD

Le train d'atterrissage d'un Mooney

M20L privé d'immatriculation américaine s'est affaissé à l'atterrissage et son hélice a heurté le sol. L'aéronef a dérapé sur 100 pieds, mais le pilote a réussi à garder la maîtrise de l'appareil. Aucune blessure et aucun dommage important n'ont été signalés. Le Bureau de la sécurité des transports (BST) a été informé de l'incident et a reçu une décharge pour déplacer l'aéronef. La piste a été fermée par NOTAM pendant 3 heures. Aucun impact sur l'exploitation et aucun débris sur la piste.

Un Beech B100 exploité par Max Aviation, effectuait le vol MAX100 reliant Coral Harbour (CYZS), NU, à Kugaaruk (CYBB), NU. Alors que l'aéronef circulait pour le départ à CYZS, l'équipage de conduite a réalisé qu'il n'avait pas avisé la personne responsable des vols de l'exploitant que l'aéronef s'apprêtait à décoller. L'équipage de conduite a décidé de rouler jusqu'au terminal afin d'obtenir un signal WIFI et de pouvoir fournir l'information de départ. En approchant le bâtiment du terminal, l'aéronef a effectué un virage et l'hélice droite a heurté un feu de bord d'aire de trafic. L'équipage de conduite a coupé les deux moteurs et les trois passagers et les deux pilotes ont ensuite quitté l'appareil. L'hélice droite a subi d'importants dommages et l'aéronef a été retiré du service en attendant les réparations.

RÉGION DE L'ATLANTIQUE

Un Blue Yonder Merlin E-Z Basic ultraléger équipé de flotteurs avait décollé de l'hydroaérodrome St John's (Paddys Pond) (CCQ5), NL, pour effectuer des circuits avec un pilote comme seul occupant. Lors du décollage, la ceinture du pilote, qui n'était pas bouclée, s'est coincée dans le manche. Le pilote n'a pas été en mesure de garder la maîtrise de l'aéronef, qui a ensuite calé et s'est écrasé sur une île. Le pilote a réussi à s'extirper de l'appareil avec des blessures mineures et a été. **CF**

TRANSPORT CANADA ENFORCEMENT ACTIONS

QUEBEC REGION

› A person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate. CAR 602.41: \$2,500.

› A person exercised the privileges of a permit, licence or rating when he was not the holder of a valid medical certificate of a category that was appropriate for that permit, licence or rating. The owner of a Canadian aircraft failed to provide in the AAIR the information on the maintenance of the aircraft airworthiness that is specified in Chapter 501 of the Airworthiness Manual: CAR 404.03, \$1,000; CAR 501.02, \$250.

› A person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate: CAR 602.41; \$1,000.

› A person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate: CAR 602.41, \$750.

PRAIRIE AND NORTHERN REGION

› The pilot-in-command of an aircraft failed to comply with all of the ATC clearance received and accepted: CAR 602.31(1), \$750.

RÉGION DU QUÉBEC

› 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, 2 500 \$

› Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification sans être titulaire d'un certificat médical valide de la catégorie propre au permis, licence ou qualification. Le propriétaire d'un aéronef canadien a omis de fournir dans le RAINA les renseignements sur le maintien de la navigabilité de l'aéronef, comme le prévoit le chapitre 501 du Manuel de navigabilité: RAC 404.03, 1 000 \$; RAC 501.02, 250 \$.

› 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 \$.

› 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 \$.

RÉGION PRAIRIES ET DU NORD

› Le commandant de bord d'un aéronef a omis de se conformer à toutes les instructions de l'ATC qu'il a reçu et qu'il a accepté: RAC 602.31(1), 750 \$.



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UNDERSTANDING LIABILITY INSURANCE

BEST PLAN IS TO BUY AS MUCH AS IS AFFORDABLE



If you own and operate an aircraft in Canada, there is a regulatory requirement to carry liability insurance. The legal minimum required for private business and pleasure use is determined by the weight of the aircraft as noted in Table 1.

Aircraft weighing less than 2,300 lbs need \$100,000, greater than 2,300 but less than 5,000 lbs must have \$500,000 and those weighing more than 5,000 lbs must carry \$1,000,000 plus \$300,000 for each passenger seat.

The regulatory minimum for a privately operated Cessna 172, for example, is \$100,000 third party bodily injury and property damage. This may be a surprise to many, since most people carry more than this on their auto insurance.

Often we are asked: “How much liability is enough?” It’s a difficult ques-

tion to answer because you really don’t know until an accident happens and the courts make the final decision.

However, there are some things you can consider when deciding how much liability to buy. It starts with understanding your exposure.

There is essentially two parts to the aircraft liability insurance. The third party liability is anything that you as an owner or a pilot may be liable for if your negligence causes bodily injury or property damage outside of the aircraft. For example, if you have an engine failure, you may be forced to land in a farmer’s field and damage the crop. Or, while taxiing around the ramp area at your airport, you underestimate the distance between yourself and another aircraft and accidentally clip their tail with your wing. Worst case scenario, a bystander walks into a live prop. As long as the person isn’t sitting in your

aircraft or getting on or getting off your aircraft, they are not considered a passenger. These are all examples of third party bodily injury or property damage as they are happening to someone or something other than a passenger or passengers’ belongings.

A common limit for third party liability for private, owner flown light aircraft (also known as “public liability”) is \$1,000,000 or \$2,000,000.

The second and greater liability exposure for you as an owner or pilot, is your passenger(s). If a passenger is injured as a result of an accident in an aircraft you own and/or are piloting, you likely will be held negligent and liable for their injuries. In order to protect yourself, it is important to carry passenger liability coverage. It can be purchased as a sub limit (smaller limit) of the third party limit. For example, \$1,000,000 third party with a

sub limit of \$300,000 per passenger. In this case the total limit available is still \$1,000,000. Alternatively, some insurance companies will provide a third party limit “plus” a passenger limit. For example, in the case of a Cessna 172 that can carry up to three passengers, they would include \$1,000,000 third party plus \$300,000 per passenger, for a total per occurrence limit of \$1,900,000.

If you can afford it, however, you can also buy liability as a “combined single limit” or “smooth” limit. For example, for a bit more premium, you can carry a combined single limit of third party bodily injury and property damage of \$1,000,000 including passengers. The benefit is that regardless of whether you have three, two or one passenger(s), the maximum limit is always \$1,000,000. So if one person is hurt you have the full \$1,000,000 of protection. However,


if three people are hurt the \$1,000,000 needs to go three ways. So depending on your aircraft, if you’re frequently carrying three passengers or more then it is worth considering a higher liability limit than \$1,000,000.

With the exception of student pilots, some transitioning pilots or pilots with poor accident records, liability limits of \$1,000,000 to \$3,000,000 combined single limit are readily available in the Canadian insurance market. It is also possible to purchase higher liability limits once you have gained more experience. A good rule of thumb is to purchase at least the same limit you carry on your car(s) and/or as much as you can reasonably afford.

Your liability coverage may also go towards paying other expenses depending on the insurance policy, such as the retrieval of the aircraft, passenger baggage damage or emergency expenses.

If you are planning on flying outside of Canada, it is important to know what the liability requirements are for different countries. The United States liability requirements are different by State. Mexico requires you to purchase liability from a Mexican Insurer. And if you are planning a flight to Europe, do your homework, as it has much higher liability minimums than Canada.

On a final note, liability often represents only 20-30% of your premium and it can be relatively inexpensive to increase the limit. Pay attention to your liability coverage and buy as much as you can reasonably afford.

If you would like further information on liability limits or have any other coverage related questions, please contact COPA’s VIP Insurance Broker and trusted Partner, The Magnes Group Inc. at 1-855-847-2672 or VIPCOPA@magnesaviation.com 



COPA UAV Liability Program

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COPA now offers a comprehensive program specifically designed to protect owners and operators of commercial drones. The COPA UAV Liability Program is administered by Magnes and underwritten by AIG Insurance Company of Canada.

Benefits of the program include:

- Coverage for owners and operators of multiple drones with a single policy.
- Get quotes and policies in just minutes with our fully automated online process.
- Protection at affordable rates.
- Knowledge of local laws and regulations to ensure the right coverage.

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

Programme COPA d’assurance responsabilité des UAVs

La COPA offre maintenant un programme d’assurance tous risques élaboré spécifiquement pour protéger les propriétaires et les opérateurs de drones commerciaux. Le Programme COPA d’assurance responsabilité des UAVs (en anglais : Unmanned Aerial Vehicles ou drones) est administré par Magnes et souscrit par la Compagnie d’assurance AIG du Canada.

Les avantages du programme incluent entre autres:

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

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



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STAY OXYGENATED

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Aerox is one of many supplemental oxygen suppliers.



Hypoxia can inhibit pilot decision skills and in the worse case cause death. Transport Canada requires supplemental oxygen be used for all occupants, at all times, when the aircraft's cabin pressure altitude is above 13,000

(ASL). Supplemental oxygen must be used by the flight crew if the aircraft's CPA is between 10,000 and 13,000 feet for more than 30 minutes.

There are many benefits to carrying oxygen onboard. The use of oxygen at or above 5,000 feet (ASL) improves night and colour vision. Supplemental oxygen

can be used for in-flight passenger medical emergencies. The impacts of oxygen deprivation can last longer than just the time at altitude. Andy Devlin of Shaw Aerox (www.Aerox.com) reports having had discussions with pilots who's mental capacities were diminished long after landing. A pilot reported feeling doopy after flying at altitude for six hours without oxygen. During dinner, the pilot was confused about the amount of cash provided by the waitress while cashing out. The patient waitress counted out the change twice before the pilot's mental capacity caught up.

A pilot's physiology will also impact the body's ability to function in an oxygen reduced environment. Smoking cigarettes and the level of fitness are variables which will impact when supplemental oxygen is required. Awareness during flight is critical to ensure a timely decision to use supplemental oxygen is made. A pulse oximeter is a simple device which shows your body's oxygen levels. Nonin Medical invented finger pulse oximetry in 1995. Nonin has added Bluetooth® to their oximeter and created an iOS/Android application which will track and record oxygen levels and heart rate. Understanding your baseline, before you fly, will help you recognize what is normal and what is not. Flying at altitude causes our bodies to lose water. Drinking water helps keep the body's chemical balance in check and helps keep our brains functioning at their highest level.

Supplemental oxygen systems come in many shapes and sizes. For those GA aircraft without built in systems, duration and the number of users, will determine the size of the bottle. Typically the systems will support 2, 4 or 6 ports. The duration of a bottle can be greatly increased through the use of an on demand regulator. The system works by dialing into the regulator the cruising altitude. An Oxymizer (Skyox) or

PHOTO CREDIT: AEROX

Oxysaver (Aerox) cannula delivers oxygen from the cylinder as you breathe, rather than the original cannula which has a constant flow of oxygen. This increases the duration of the bottle by approximately four times. Supplemental Oxygen is sold in systems which include all the necessary components. An optional add-on carrying case allows transportation to and from the aircraft without damaging the system. Bottles require hydrostatic testing at preset intervals but have an infinite service life.

Replenishing the bottle should be done with aviation grade oxygen. Aviation oxygen varies from medical and welder oxygen by being substantially dryer. With the water removed from the oxygen, there is less likelihood of the bottle's regulator to fail due to icing. Many FBOs and maintenance shops have aviation oxygen on hand. A typical refill is approximately \$35.00.

I had a trip from Toronto to Tucson, Arizona with a co-pilot onboard. Flying through the Rincon Mountain range, we climbed to 14,500 feet (VFR) to provide a comfortable safety margin from cumulus granite. Climbing through 8,000 feet, we went on oxygen. The Shaw Aerox system was configured with a 22 cubic foot bottle (M type) and a four-port regulator. The Oxysaver nasal cannulas were comfortable when properly worn. Monitoring the flow of oxygen and adjusting the Oxysaver's rate of flow, ensured that we had sufficient oxygen for the flight. With a Nonin oximeter, we routinely checked our oxygen levels and monitored the quantity of oxygen remaining in the bottle.

Guardian Avionic's AERO 455 is a TSO'd panel mounted oximeter and CO detector (www.GuardianAvionics.com). By placing your finger into the receptacle, your oxygen saturation and heart rate

will be displayed on the aircraft's glass cockpit. The AERO 455 displays human factor data as well as carbon monoxide levels on a variety of PFDs, MFDs and engine monitors. There is an optional display for those aircraft which do not have glass displays. With built in Bluetooth®, the AERO 455 will communicate to a Nonin 9560 oximeter (www.nonin.com) allowing the pilot to remotely monitor a passenger's oxygen level. With a built in carbon monoxide detector, the AERO 455 will alert the pilot of carbon monoxide leaking into the cockpit.

Understanding your personal limits not only extends to aviation skills but also your personal health and welfare. Having a baseline of what is normal begins the process of adapting to the environment during flight. Today's technology provides an affordable way to understand and react to abnormal events during flight. **CF**



SO LONG EDMONTON MUNI

CANADA'S OLDEST AERODROME LASTED ALMOST A CENTURY



So much for sentiment, Canada's first aerodrome is gone, closed unceremoniously on November 30, 2013. During its long life it went under many names but it was originally known as McNeill's airstrip. It was just two miles from the downtown centre of Edmonton when it became Canada's first airfield in 1919.

Scottish immigrant, Jock McNeill had come from Glasgow in 1910 and started up a moving and transfer business which soon expanded to buses, taxis and ambulances. By the end of the First World War, the new-fangled aeroplane was here to stay and old Jock saw opportunities in air travel. Always the innovator, he formed the Edmonton Aircraft Company with himself as president. He bought a field, a piece of rough pasture that was part of the Haggmann farm and on it he built a han-

gar and levelled a landing strip. It was said his Scottish thrift led him to hire a lady to bring her herd of dairy cows to the field once a week to keep the grass eaten short.

McNeill bought three WW1 surplus trainers and hired a pilot, Keith Tailyour of the Royal Flying Corps. He tentatively established an air taxi service to Calgary but the open cockpit and a continual spray of oil from the engine made it an unpleasant experience for passengers. The time wasn't right for such a venture, McNeill lost interest and the field and hangar were abandoned; taxes went unpaid and the city seized the property.

First World War ace Wop May and his brother Court had been flying out of the McNeill airstrip for several years and in 1924 they took over the dilapidated hangar and neglected runway to establish a new air service. Aeroplanes were

improving rapidly and had opened the door to travel, exploration and development in Canada's huge and sparsely populated domain.

About this time, the federal government, with remarkable foresight, declared that aircraft were to land only at federally licensed aerodromes. The City of Edmonton became the leader of the pack of forward-thinking futurists. City Engineer A.W. Haddow notified the Department of National Defence Air Service on June 23, 1924 that Edmonton "has under consideration the establishment of a Civic Aerodrome...." Two years later, License No. 72 declared Blatchford Field the first municipal air harbour in Canada and the airfield was upgraded to three turf runways.

Blatchford Field was suggested as its name, in honour of a previous mayor who had realized the importance of a civic airfield in Edmonton. On Jan. 8, 1927, with DND approval of the new name, Blatchford Field was officially opened.

Edmonton rapidly became known as the Gateway to the North with early day pilots like Wop May, Punch Dickens and Grant McConnachie flying out of the field delivering mail, food and medicine to remote northern settlements. Wiley Post landed there twice during his circumnavigations of the globe. Those were the days when pilots navigated by the "Iron Compass," Canada's railways, which ran east and west for thousands of miles. A quick low pass to look at the town name on a trackside grain elevator would give the flyer an accurate position as he followed the rails.

Pilots following the iron compass to Edmonton had a most welcome pointer to their destination when flying past North Cooking Lake. There Jock McNeill had built his summer cottage, his "wee hoose", and installed a

myriad of pathways outlined in pristine white-painted stones and filled in with crushed red bricks. Highly visible from the air, the landmark was used as a call-up point, ("I'm abeam McNeill's"). The marker was east of Edmonton Municipal (Blatchford Field) by twenty miles and was maintained by Jock and his clan. Grandson Jackie remembers hauling and painting the white stones for the paths around the cottage.

McNeill's airstrip was an unofficial designation of the much loved and busy aerodrome which became Blatchford Field before being renamed Edmonton Municipal Airport. It later became Edmonton Industrial Airport, Edmonton City Centre Airport, finally completing the circle as Blatchford Field at Edmonton City Centre Airport. During all its name changes, it maintained the same

Edmonton rapidly became known as the Gateway to the North

designation, YXD.

When Edmonton International, CYEG opened at Leduc in 1963, YXD was threatened with closure but the advent of regional airliner service kept the convenient city centre airport open for another 50 years.

Nevertheless, YXD is now gone as of November 2013, closed in phases with its last usage for flight training, charters and Medevac. It is now being redeveloped for medium and high density housing

A planned touch and go by two CF-18 fighter jets for a ceremonial last take-off from the beloved field was cancelled because of weather. The final landing (of sorts) at CYXD was in February 2015 when a Pipistrel Virus, by great good fortune was over the field when it suffered a prop failure and descended with its ballistic parachute.

Thus passes Canadian history, eh? **CF**



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2017 COPA FLIGHT SCHOOL CAMPAIGN

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.



- Regina, SK/Flt 4
- Cornwall, ON/ Flt 59
- Collingwood, ON/Flt 85
- Kitchener-Waterloo, ON/ Flt 26
- Bonnyville, AB/ Flt 90
- South Okanagan, BC/ Flt 158
- Westport, ON/Flt 56
- Camrose, AB/ Flt 137
- Kamloops, BC/ Flt 82
- Vernon, BC/ Flt 65
- Red Deer, AB/ Flt 92
- Winnipeg, MB/ Flt 35
- Oshawa, ON/Flt 70
- Calgary, AB/ Flt 14
- Central Nfld, NL/ Flt 195
- Whitehorse, YT/ Flt 106
- Kelowna, BC/ Flt 36
- Carleton Place, ON/ Flt 121
- Lac Du Bonnet, MB/ Flt 103
- Sault Ste. Marie, ON/ Flt 66
- Tillsonburg, ON/ Flt 181
- Edmonton, AB/ Flt 176
- Peterborough, ON/ Flt 34
- Hanover, ON/ Flt 54
- Sault Ste. Marie, ON/ Flt 66
- Bancroft, ON/ Flt 119
- St. Thomas, ON/ Flt 75
- Airdrie, AB/ Flt 134
- Russell, MB/Flt 138
- Victoria, BC/ Flt 6
- Olds-Didsbury, AB/ Flt 142
- Pontiac, QC/ Flt 169
- BC Floatplane Assc./ Flt 72
- Iron Creek, AB/ Flt 157
- Saint John, NB/Flt 193
- Avalon, NL/ Flt 97
- Edmonton, AB/ Flt 176
- Sunshine Coast, BC/ Flt 197
- Bluenose, NS/ Flt 188
- West Peace, AB/ Flt 184
- Neuville, QC/Flt 198
- Rideau Lakes, ON/ Flt 56
- Wetaskiwin, AB/ Flt 51
- Westlock, AB/ Flt 139
- St. Georges, QC/ Flt 46
- Toronto Island, ON/ Flt 32
- Langley, BC / Flt 175
- Estevan, SK/ Flt 3
- Saskatoon, SK/ Flt 10

THAT OTHERS MIGHT LIVE

CASARA IS THERE TO HELP



CASARA volunteers fill a lot of different roles.



The Civil Air Search and Rescue Association (CASARA) is the civil arm of air search and rescue in Canada. By law, the provision of search and rescue services falls to the Canadian Armed Forces and more specifically, the Royal Canadian Air Force (RCAF).

With a country as large as Canada (more than ten million square kilometres) there are simply not enough government resources to adequately cover all that land mass. This is where CASARA comes into play.

We work as a SAR partner to the forces by providing them with spotters (the most important role in CASARA) as well as trained, certified and current aircrews using privately owned aircraft as well as rented aircraft. In addition, we also give talks to aviation minded organizations with a goal of promoting a culture of safety among all aviators.

I often open these talks with a question to the audience by asking them what they think is the most successful search we could ever do. The answers

vary but ideally the answer I am looking for is “the search that never occurs in the first place”. If we all embrace a culture of safety in all our aviation minded activities then the number of searches could be greatly reduced. The result of that of course is fewer injuries, fewer deaths and less property damage.

CASARA is a Canada-wide organization with 104 units and more than 2,000 members. Members represent a cross section of Canadians from all walks of life. They make themselves available at any time for searches and they train usually about one day a week with an exercise once a month. Every 18 months each unit is evaluated for operational readiness by the RCAF.

Prospective members must be in good health and be able to work collegially with others and most of our members are not pilots. However, everyone brings a set of skills to the table. The cost to join is minimal and all the training is free. Some of the roles don't even include flying but it's a great

reason to go flying for those who have licences and aircraft.

Volunteers are not paid for their time but they do get reasonable expenses covered. The aircraft owners are reimbursed for fuel and for some of the maintenance using a DND (Department of National Defense) formula. CASARA is funded by the government for a period of five years and then the agreement is revisited to make sure it continues to provide value to Canadians and the Forces. **CF**

Check ontario.casara.ca or www.casara.ca and Facebook for more information.

SURVIVAL TIP OF THE MONTH

The best tool you can have besides your abundance of common sense is a good signal mirror. They are cheap and they work.

PHOTO COURTESY CASARA

EAA CANADA AT AIRVENTURE

TIM HORTON'S, ICE CREAM, INFORMATION

By all counts, EAA AirVenture Oshkosh, 2017 was a stellar exhibition and convention for Canadians. We started the week with free 'Tim Horton's coffee and (local) doughnuts at our Canadian EAA tent. Here we met new friends, greeted old friends and checked out the activities planned for our members during the AirVenture week, including the forums, the EAA Canadian members hot breakfast on Wednesday morning, and the ice cream social on Thursday afternoon. A loud 'shout-out' to Tim Hortons for supplying the coffee.

The first forum scheduled for Monday morning was entitled: "Flying To and From Canada", and enlisted a crowd of over 120 persons; standing room only. Interestingly this crowd was composed mostly of our American friends interested in flying to Canada. We continue to be the destination of choice for many and this makes us proud to offer our incredible country to tourists. In all, the forums held were well attended throughout the convention.

Our Wednesday morning hot breakfast was again a success. We again gave out free tickets to eager Canadians in order to get a count of attendees. We handed out 250 tickets and at the breakfast collected 246. Obviously this event had become a 'go-to' for our members. We ordered 200 breakfasts from La Sure Catering and thanks to their generosity, served the additional servings.

This year's breakfast was jointly sponsored by Global Aerospace (C-PLAN Insurance underwriters) and EAA's Canada SportAir Workshops, (High River, Alberta).

Allan and Cynthia Snowie interrupted their travels through Canada to fly to Oshkosh in order to address our breakfast crowd with the detailed story



The EAA Canada tent saw a lot of traffic at AirVenture.

of Canadians' contribution to the WWI battle at Vimy Ridge.

During the First World War French forces attempted to capture this ground from German forces with their defeat and loss of some 100,000 men. British forces likewise stormed the ridge and lost about 45,000 men in defeat. Canadian forces developed a new strategy of mapping out the locations of the enemy forces using their newly developed aircraft. This new method of reconnaissance gave our soldiers an incredible advantage and they managed to defeat the Germans and capture the ridge with 10,000 casualties, of which 3600 were killed.

Snowie and his group of 4 replica Newports, 2 Sopwiths and 1 SA-5, relived this history, flying over the Vimy Ridge in celebration of Canada's 100th anniversary of this victory. Many in the audience had not heard of or were not aware of Canada's role in WWI and of our success at Vimy Ridge.

Many Canadian registered aircraft flew to Oshkosh this year and one, A Jungmann, C-FEBU, owned by Bruce Paylor of Guelph, Ontario won the senior prize, the Grand Champion Plans Built — Gold Lindy. Congratulations Bruce.

During the week, Canadians continuously stopped by our Tent and enjoyed free Tim Horton's coffee and ice cream. In all the 2017 convention and airshow

enjoyed an increase in activities and in attendance. Here are the latest figures:

Attendance: approximately 590,000, and increase of 5% over 2016

Total Aircraft: more than 10,000

Aircraft movements: 17,223, approximately 123 takeoffs or landings per hour.

Total Showplanes: 2991 up five percent from 2016

Camping: more than 11,600 sites, an estimated 40,00 campers

Commercial exhibitions: 881

Forums and Workshops: 1050 sessions attended by more than 75,000 people

Social Media, Internet and Mobile: more than 15.4 million people reached EAA's social media channels during AirVenture, double the 2016 total.

Guests at the International Tent: a record 2527 visitors from 80 different nations. Top countries included; Canada 583 visitors, Australia, 346 visitors and South Africa, 204 visitors.

What's ahead for EAA AirVenture Oshkosh, 2018? Comments from EAA CEO Jack Pelton: "We're already talking to people about the possibilities for 2018 in all areas, from aircraft anniversaries to new technology and innovations. We saw new programs, such as Twilight Flight Fest following the afternoon airshow, attract big crowds. **CF**"

ON THE HORIZON

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

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

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

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. Visit our website at www.classicaircraft.ca.

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

ESTEVAN, SK (CYEN): Regular COPA Flight 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 nealandnadine@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.

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. 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. Notre site web pour l'aéroport est <http://www.easthawkesburyairport.ca>

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

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 18:00; meeting starts

at 19:00. Join us for news and updates, guest speakers and fellowship! For more information, please contact John Itterman at 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@rog-ers.com or visit the website for the Breslau Flyers at <http://www.copaflight26.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.

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, or visit the Kawartha Lakes Flying Club at 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 bd5ran@gmail.com and visit www.mordernflyingclub.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.

OKOTOKS, AB (CFX2): Foothills Flying Club, COPA Flight 81 regular meeting at 19:30, last Monday of the month, Okotoks Elks Hall. 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at capocruz@gmail.com or 587-226-9753

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. Flyers are always welcome! For more information about both events, please contact Ed Festel at 250-460-1577 or 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.

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

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

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

ST. THOMAS, ON (CYQS): COPA Flight 75 hosts a Wednesday evening fly-in barbeque

rain or shine, starting June 22nd and running until September 7th. Starts at 1800 and ends around 1930. Contact copa75@outlook.com for more information.

VICTORIA, BC (CYJY): COPA Flight 6 usually meets the first Tuesday of each month from 19:00 until 21:00. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact copaflylight6@gmail.com.

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

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

SEPTEMBER 2017

SEPTEMBER 1, STANLEY, NS (CCW4): N45 06 02 - W63 55 14 Unicom 122.8. Camping, RV's welcome, family event. Arrivals Friday. Free corn boil Fri. evening with live music. Saturday flying, aircraft judging, forums, games for kids, hay rides, candy drop and the famous Stanley auction Saturday evening then socializing around the campfire. Wrap-up Sunday with awards and departures. Food on site all weekend, washrooms & shower, bunks in 'Stanley Hilton' available on a first come basis. 100LL available. For more in contact Phil Chatterton, e-mail pchatterton@ns.sympatico.ca Phone; (902) 462-8668. <http://www.stanleysportaviation.ns.ca/>

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

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 for more information.

SEPTEMBER 8-10. MICHIGAN AIR TOUR, USA. www.michiganairtour.org or Rebecca at rebdpilot@aol.com or 586-441-4531. September 8-10, Comox, BC: Airspeed High Ultralight Flight School, is organizing the first of what we hope will become, an annual

ON THE HORIZON

Westcoast Challenger Fly-in at the Courtenay Airpark, located in the heart of the beautiful Comox Valley on Vancouver Island. For information airspeedhigh.com.

SEPTEMBER 9, HINTON, AB (CEE4):

The Hinton Flying Club - COPA flight 126 is hosting a COPA for Kids event at Hinton AB at Entrance Airstrip CEE4. Contact Brad Armstrong at 780-817-8435 or email heli-copt@gmail.com.

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@weightman.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

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 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 or Richard Brown 204-246-2302

SEPTEMBER 10, BROCKVILLE, ON (CNL3):

The Brockville Flying Club & COPA Flight 111 host an "OLD FASHIONED" Fly-in-Breakfast Sunday September 10 "Grandparents Day" 0800 (rain or shine) www.brockvilleflyingclub.info 613-342-4100 airport info: 613-342-4511. Heli rides by KOURI'S KOPTERS INC. & Vintage Aircraft Display, weather permitting.

SEPTEMBER 10, ORONO HAWKE FIELD (ON):

0800 - 1700. Come on out to the RAA Oshawa District Recreational Aircraft Association organized Fly-in at Hawke Field, N44 00, W 78 39, 620 ASL (private strip) 3000 ft grass. Ultralights, Amateur-built, Warbirds and certified aircraft from all parts of southern Ontario. Overnight camping on field is available, if required (no facilities). Info in CFS under Orono Hawke Field, radio 123.2 For more info contact James Morrison jamesmorrison190@msn.com

SEPTEMBER 10, ST. THOMAS, ON (CYQS):

Join COPA Flight 75 for a fly-in/drive-in big plate country breakfast. Contact copa75@outlook.com for more information.

SEPTEMBER 16, KAMLOOPS, BC (CYKA):

Join COPA Flight 82 for a COPA For Kids event. www.kamloopsflyingclub.com

SEPTEMBER 17, ESTEVAN, SK:

Estevan Air Show. Aerobatic and static displays 11 am to 5 pm local time. More info contact Richard at 3064219459 or airport@estevan.ca

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 23, PEMBROKE, ON:

We're hoping to attract 150 aircraft to be part of our fly-in in celebration of Canada's 150th anniversary of Confederation! 1000 to 1500. Held rain or shine. Chili lunch available to support our runway refurbishing project. www.flycyta.ca, info@flycyta.ca or 613-687-5300. Let us know you're coming and we'll profile you on our Facebook page: www.facebook.com/flycyta

SEPTEMBER 23, BRANTFORD, ON:

COPA Flight 148 is organizing a COPA For Kids event to be held at the Brantford Ont. Airport from 9:00 to 12:00. Our rain date is Sat. Sept. 30. For information contact Brian Mehlenbacher bmehlenbacher7@sympatico.ca.

SEPTEMBER 24, DORVAL, QC (CYUL):

Stratos Aviation Association is holding their first annual Expo AeroDreams! Discover the world of aviation at this exciting event. All ages and experience levels welcome. Flight sims, BBQ, static displays, and various presentations. 10:00 to 18:00 Free admission. 9501 av. Ryan, Dorval, QC H9P 1A2 Contact Ryan (514) 546-3255 for more info.

SEPTEMBER 24, KINDERSLEY, SK (CYKY):

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

SEPTEMBER 24, HIGH RIVER, AB (CEN4):

Join COPA Flight 81 for their fly-in breakfast. \$10 adults. Visit downtown High River to take part in the 15th Annual RCC 2017 Show 'n Shine car show. Contact Robert at foothillsflyingclub@icloud.com

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 con-

tact Cam Loucks at 705-754-2611 or cloucks@algonquinhighlands.ca.

SEPTEMBER 30, WESTLOCK, AB (CES4):

The Westlock Flying Club (COPA Flight 139) will be hosting a COPA For Kids Event on Saturday, September 30, from 10 am - 2 pm. If you have, or know of kids aged 8-17 who are interested in aviation, bring them out to the Westlock Airport to let them experience a free flight! For more information, contact Dan Charrois at 780-961-2213 or dan@syz.com.

SEPTEMBER 30, VAUGHAN, ON:

The Northern Lights Aero Foundation Elsie MacGill Awards Gala was established in 2009 and each year honours up to seven women for their contributions in specific aviation and aerospace disciplines. The 9th annual gala will be held at the Toscana Conference Centre in Vaughan, ON. Contact info@northernlightsaerofoundation.com

OCTOBER 2017

OCTOBER 7, KITCHENER, ON (CYFK):

Join COPA Flight 26 for a COPA For Kids day. <http://www.copaflight26.com/>

OCTOBER 07, WESTPORT ON (CRL2) -

COPA FLIGHT 56: Annual "Pigs and Pies" Fly-In / Drive-In lunch hosted by the Rideau Lakes Flying Club. Sausages and pie served from 11:00 until 14:00 (donations accepted to cover costs). Runway 07/25, 3118' Com. 123.2 Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great end to the summer and to the fabulous fall colours of Westport, Ontario. View the planes and enjoy the Westport hospitality. Floatplane pickup from main dock in Westport. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 (drmikemiles@gmail.com) or Bill Green at 613 273-5282 (greenwj@rideau.net).

OCTOBER 21, EGGLESTONE HOUSE, OAKVILLE

ON: Ninety-Nines Dinner & Movie Night 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 or 705.309.3007

DECEMBER 2017

DECEMBER 9, TORONTO ON: Canadian Chapter, Ninety-Nines annual Christmas Party. robin@firstcanadian99s.com or 705.309.3007

**SUBMIT YOUR EVENTS
TO HEATHER AT
hmclaren@copanational.org**

VIMY FLIGHT AT LINDSAY

CROSS-CANADA TOUR AT KAWARTHA LAKES

Vimy Flight aircraft drew big crowds at Lindsay.



The Kawartha Lakes Flying Club (COPA Flight 101) Lindsay and the City of Kawartha Lakes hosted the Vimy Flight: Birth Of A Nation Tour at the Kawartha Lakes Municipal Airport on July 3-4.

Three First World War replica aircraft, which were part of the 100th anniversary of Vimy Ridge in France, are being flown across Canada to commemorate the veterans and to educate people on the importance of Vimy Ridge to Canadians.

The event was very well attended; spectators had an opportunity to view the aircraft on static display and to speak with the pilots about these unique aircraft and their journey thus far.

The cross-Canada tour started in Greenwood, Nova Scotia and will finish on Vancouver Island in late October. **CF**



PHOTOS COURTESY JIM RICHARDS

NORSEMAN FESTIVAL NOSTALGIA

25TH ANNUAL EVENT GETS BACK TO ROOTS

The air was filled with round engine noise at Red Lake.



The 25th annual Norseman Festival took place July 22-24 on Howey Bay in Red Lake, ON and thousands paid homage to the made-in-Canada Noorduyn Norseman bush plane.

This year's festival vowed to "bring back the true spirit of the Norseman Festival" and featured the iconic bush plane flyby, entertainment, guest speakers and numerous social and food events. There were also float pumping and floatplane loading competitions.

The featured performers were the Canadian Harvard Aerobatic Team, who also held a meet and greet.

Participants could also go for sight-seeing flights in Norseman aircraft.

The festival is held annually in commemoration of the last flight of CF-DRD, which now rests on a pedestal in Norseman Park as "a symbol of Red Lake and a nod to our rich aviation history." **CF**

PATRICK BOUCHA (2X)

OSHAWA CLOSED FOR A MONTH

RUNWAY RECONSTRUCTION
SEPT. 5 TO OCT. 10



Major reconstruction of the runways at Oshawa Executive Airport will close the facility to all traffic from Sept. 5 to Oct. 10.

The closure was announced late last year and businesses and aircraft owners and tenants have been busy making other plans.

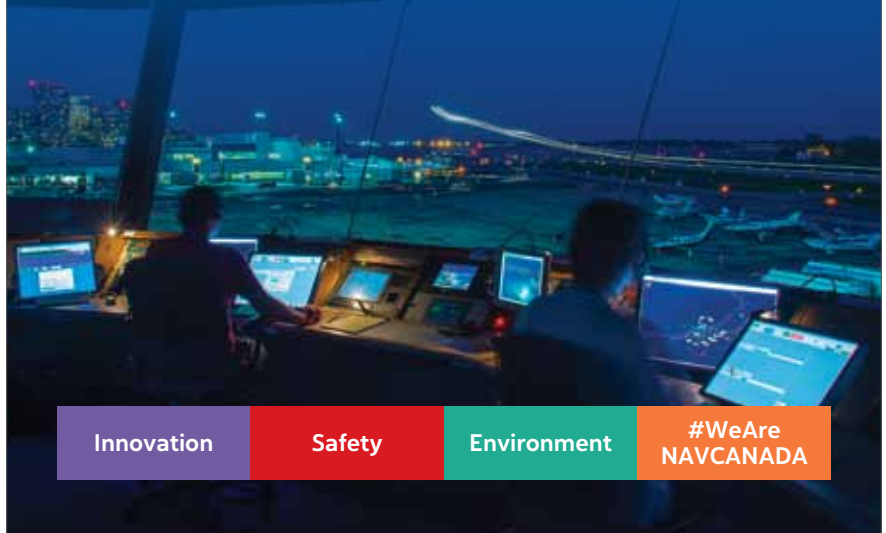
As of early July, Canadian Flight Academy, which recently moved to Oshawa, said it had no plans to train elsewhere.

The main runway (12/30) will be completely rebuilt including new gravel base and drainage to permanently fix a worsening frost heave problem.

Every spring the city has had to repair frost heaves, which can be a significant hazard for aircraft.

Oshawa is getting busier and Nav Canada recently completed a new air traffic control tower. It's expected to attract even more traffic when nearby Buttenville closes to make way for a commercial and residential development. **CF**

Where those in the know go
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CALLING ALL COPA MEMBERS!
PRESERVE YOUR FREEDOM TO FLY AND WIN THIS WATCH!!!

HOW?

For every \$100.00 that you give to the Freedom to Fly Fund, COPA will enter your name into a draw for your choice of a woman's or man's Breitling COLT watch (value of \$3,000.00).
The draw will take place at the June 2018 Convention in Saint John, New Brunswick.

FLYING FORTRESS WEEK

SENTIMENTAL JOURNEY VISITS PETERBOROUGH

PHOTOS BY GUSTAVO CORUJO



Flying Fortress week took place July 10-16 at Peterborough Airport with a visit by Sentimental Journey, the Commemorative Air Force's beautiful B-17, which is based in Phoenix. The aircraft tours North America from spring until fall every year and was invited to Peterborough as part of the Canada 150 celebrations. The aircraft did a media flight to begin the week and offered rides for sale for the rest of its stay. It was joined on the ramp in Peterborough on July 15 and 16 by vintage aircraft from around the area for a public event. There was also a COPA fly-in. The week was sponsored by the Peterborough Destination Association.



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HOMEBUILT PROJET

SVEN TALO'S 11TH DESIGN IS HUGE



Serial homebuilder Sven Talo, of Thompson, MN, spent three years on his latest creation and it's a big accomplishment in every way. The Propjet is Talo's 11th clean sheet design since he started scratch building aircraft in 1973.

"It's probably one of the fastest single-engine seaplanes in the country," said Talo.

The massive floatplane is 36 feet long, has a wingspan of 39 feet, and is powered by a GE Walter 601D pulling

It's probably one of the fastest single-engine seaplanes in the country

it along in cruise at 150 knots.

It has a useful load of 2224 pounds, seats six and the wing area is 250 sq. ft. He has it on EDO 6470 floats and the prop is an AVIA V-508D. **CF**



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BLOWING SMOKE IN B.C.

GA PROSPERS BUT CHALLENGES AROUND

BY JOE HESSBERGER, B.C. AND YUKON DIRECTOR

The Fraser Blues were a big draw at Texada Island's annual fly-in and COPA was there.



As I write this month's article it is merely the end of July and there are 136 fires burning in B.C. and only a few of the more than 40,000 people evacuated have gone home. Flying in the Interior has been severely curtailed and once again, all my plans of visiting farther afield had to be cancelled. To the best of my knowledge there have been no fatalities so far but a couple of hangars with airplanes in them have been burned down.

Fortunately not all is bad news. We had a few fly-ins that were well attend-

ed. The Qualicum Beach air show and fly-in was once again a success, as was the Boundary Bay airshow and fly-in. The Campbell River Wings and Wheels was apparently a great success. One of the planes on display was the deHavilland Dragon Rapide. I have never seen one and was sorely disappointed that I was unable to see the one at Campbell River. I googled the Dragon Rapide and learned that about 250 of the type were built. How many are still flying wasn't stated in the article. What surprised me was that there were a number of different types within the genre, including the

venerable Tiger Moth. Apparently there was even a four engine variant.

While all this was going on, I attended the Texada Island's, Gillies Bay fly-in. This is an event I try to attend every year. There was a good variety of aircraft including the Fraser Blues precision formation flying team. George Miller, the Flight Captain and lead aircraft brought four of the Navion aircraft for the event. Their performance is always such a pleasure to watch. George was one of the original pilots of the Snowbirds.

In other news, construction of the new air traffic control tower in Pitt Meadows is going up quickly. Langley's development program is well underway, with the tear-down of existing ground features and the installation of support infrastructure such as water, hydro and sewage lines. A new sign has been erected near the relocated DC-3 at the southwest side of the airport, advertising the planned relocation of the Canadian Museum of Flight. All this development is a positive move for the health of general aviation.

Not all, however, is peaches and cream though. The proposed implementation of a new Marine National Wildlife Area, located on the northern edge of Vancouver Island gives great concern. This area, named Scott Islands Marine National Wildlife Area, consists of about 11,000 square kilometres. It includes part of the most westerly edge of Vancouver Island, right up to the shore and includes Triangle Island, Sartine Island, Beresford Island, Lanz Island and Cox Island. All of these islands are already protected as B.C. Provincial Parks.

I have no basis upon which to argue if this protected area should exist or not, however, I take umbrage with the flight

restriction imposed by Environment Canada, which requires overflight at not less than 1100 meters (3600'). I also object to the fact that this limitation is imposed under the Canada Wildlife Act rather than through Transport Canada, the normal regulator of Canadian domestic airspace.

But, there is still time to make changes before the area becomes defined in law. The project first appeared on our radar when it was posted in the Canada Gazette on December 31, 2016. Since it is at the proposal stage, discussion between all interested parties still has the chance for changes to be made. Three questions arise. Why is this cap so high, when other areas further south along the Island, are significantly lower. Why does the area have to touch land in an area where floatplanes operate in challenging weather and visibility conditions would prevent a safe transit at a reasonable height? A two or three mile corridor should be considered. Lastly, why did Environment Canada not consult with Transport Canada, the regulator of aviation matters and the stakeholders, such as the floatplane operators and the helicopter companies, to name just two? My major concern is that if this plan were to be implemented as is, it would set a precedent which would make argument against any future developments much more difficult.

The other concern is the incessant issue of NOTAMs in the Vancouver Class-C airspace. It seems to happen every weekend and sometimes during the week. From what I understand this is not unique to Vancouver. I have heard from other COPA directors about similar complaints about restricting general aviation and particularly VFR operations.

Nav Canada's mandate is to provide air navigation services to all of aviation and not just the big airlines. This is not new and COPA has been involved with this issue for years but to no avail. It seems that the dollar is master and ev-

ery time we say anything remotely critical of Nav Canada, the standard, canned reply is: "Well, maybe you guys would like to pay a higher user fee?" I am not sure how this will all play out but suffice to say that COPA is in there for all of us, making our voices heard. **CF**

As always, please send me your BC and Yukon news and I'll make sure it is published.

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

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FREEDOM TO FLY WATCH WINNER

BREITLING WINDFALL RESTARTS TRAINING PLAN

BY BERNARD GERVAIS COPA PRESIDENT AND CEO



Joe Hessberger, left, and Dave Miller, right, present a Breitling Colt watch to Freedom to Fly Fund draw winner Michael Smit.

Over the last year, each \$100 contribution to the Freedom to Fly Fund (FFF) earned a chance to win the beautiful Breitling Colt watch valued at \$3,000. Member Michael Smit of Comox BC was the lucky winner of the 2017 draw that took place during the Saturday Banquet at the Kelowna COPA convention.

Smit was presented with the watch by B.C. Director Joe Hessberger and Dave Miller, COPA Flight Captain for the Courtenay Flight at the Courtenay Airport on July 17, 2017.

“Many thanks to COPA. As master of the newest, most high-tech of British Columbia’s passenger ferries, this watch will be the envy of all the other mariners on our ship,” said Smit. “It also serves as

the catalyst to finally enrol myself in pilot training again, a dream that had lain dormant for many years.”

The contest continues this year, with another draw for a similar men’s or women’s Breitling Colt watch. Each \$100 contribution to the FFF gives a member or a group a chance to win. The draw will take place in June 2018, at the Saint John (NB) COPA Convention. Good luck! **CA**

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Good weather drew lots of people and planes to Qualicum Beach.



Sunny skies and a nice variety of air show acts drew big crowds to the Qualicum Beach Air Show on July 8.

Aerobatics shows by Stephan Trischuk (Pitts Special, Pipistrel Virus), Anna Serbinenko (Super Decathlon), and Kevin Maher (Stearman), highlighted the fast-paced show, which also featured an RCAF search and rescue demonstration, along with skydivers and sightseeing rides kept a capacity crowd on its feet for much of the afternoon.

Dozens of aircraft from around southern B.C. flew in and there were dozens of static displays on hand.

Food trucks kept the crowd happy and other vendors sold books, souvenirs and memorabilia. **CF**



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ULM QUEBEC AERORECREATIONAL CENTRE OPENS

BY GILLAUME NARBONNE

The new airport at Ulm, Quebec had its first fly-in July 22.



The new recreational aviation centre at St-Cuthbert, QC has been busy since it cleared some bureaucratic hurdles and opened in July.

The facility has hosted two events on July 15 and on July 22.

The July 15 event was for local residents only and the community responded. There were more than 80 flights made under generally sunny skies.

A week later, the facility welcomed aircraft from other communities and weight shift, trike and gyrocopters attended along with a few Pipers and Cessnas on the 1,350-foot strip. There was plenty of food, music and camping for attendees.

On Sept. 30, there will be a grand opening with familiarization flights, antique farm equipment displays and a car show. There will be a wide range of food trucks and entertainment and the event goes rain or shine. **CF**

LE CENTRE AÉRO-RÉCRÉATIF ULM QUÉBEC À SAINT-CUTHBERT PREND SON ENVOL

Les 15 et 22 juillet derniers, sous un ciel dégagé et ensoleillé, la nouvelle piste de l'aérodrome de Saint-Cuthbert a vu beaucoup d'activités lors de ses deux premiers évènements ouverts au public. Les pilotes d'ULM Québec ont tout d'abord commencé par une journée spéciale réservée aux résidents de la municipalité. Les citoyens ont répondu à l'appel en grand alors que 80 vols ont été effectués du lever au coucher du soleil! Une semaine plus tard, c'était le tour du tout premier RVA de Saint-Cuthbert. Plusieurs types d'appareils ont pu y être aperçus dont, entre autres, tous les types d'ULM (3 axes, pendulaires et gyrocoptères), des Piper, des Cessna, et un grand groupe de para-

motoristes campeurs. Grand public et pilotes y étaient conviés pour profiter de crêpes, grillades sur BBQ, camping sauvage et d'une soirée tout en musique avec le musicien Mathieu Grégoire.

L'équipe d'ULM Québec se tourne maintenant vers l'inauguration officielle du Centre le 30 septembre prochain où l'on pourra s'attendre à y voir autant des appareils en vol avec des vols de familiarisation, mais également des appareils historiques en exposition au sol, des voitures venant tout droit d'un musée ainsi que certaines démonstrations en vol et au sol. Toute une gamme d'activités familiales, de kiosques gastronomiques et d'animations est au programme, beaux temps ou mauvais temps. **CF**

PILOTS PICNIC ATTRACTS 350

NOVA SCOTIA HOSPITALITY AT NEW GERMANY LAKE

BY LARRY HAGELL

About 25 floatplanes and helicopters attended the Pilots Picnic.



The Bluenose Flying Club/COPA Flight 196 hosted its ninth annual Pilots Picnic at Mervin and Eve Zinck's hangar on New Germany Lake, NS (CCA2) July 15.

The weather was good and more than 350 people attended the free event. A total of 25 floatplanes and helicopters attended and a few that didn't have floats just flew by.

The Coastal Cruisers Car Club from Bridgewater provided a display of antique automobiles. Tyler Ernst and the South Shore RC Flying Club provided a static and aerial demonstrations that kept the spectators entertained. The Northfield Fire Department provided manpower and rescue boat that thankfully was not needed. Two skydivers landed on the beach at New Germany Lake.



413 Search and Rescue Squadron of 14 Wing Greenwood flew in with the CH-149 Cormorant Helicopter, dropped a couple of SAR Technicians in the lake and then hosted them back into the helicopter. The Dave Burbine Band provided music that entertained the crowds.

A team of volunteers cooked 320 hamburgers, 220 hotdogs and 250 lb. of potatoes were cut into "curly fries" and the food was free for all participants.

Everyone is welcome to join the Bluenose Flying Club/Flight 196 next July for the 10th annual Pilot's Picnic.' **CF**

KINGS COUNTY PAVED

NEWEST ATLANTIC AIRPORT WELCOMING MEMBERS



Atlantic Canada's newest airport, Kings Aerodrome (CHL2 Hillaton) now sports a freshly paved runway and is accepting pilots and airplanes at the member-owned and operated facility.

The paving was completed in mid July and has hangars and an aircraft maintenance facility, Kings Aero Tech.

The airport is in the Annapolis Valley near Wolfville and Kentville.

The airport is run by the Kings Aviation Society, a not-for-profit organization that intends to operate the facility for the benefit of GA in the Kings County.

"Our goal is to maintain long-term viability of the airfield for future generations by promoting safety community, and education," the group says on its Web site. "Kings Aviation Society will ensure that safety standards are met by all pilots operating at the airfield."

The society will also be holding COPA for Kids events and help out local air cadets and other youth organizations. **CF**



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STANLEY SET FOR LABOUR DAY

ANNUAL ATLANTIC FLY-IN A LOCAL TRADITION

Good weather attracts dozens of planes to Stanley.



One of the biggest events on the Atlantic aviation calendar will be held Sept. 1-3 at Stanley Airfield.

The 46th annual Labour Day Weekend Fly-In will be held at the former military training field.

It begins Friday night with the popular corn boil, sponsored by Aerotec Engines. The main events are planned for Saturday but Sunday will be the rain alternative.

Among those events are forums, static displays craft and bake tables, cake walks and entertainment.

The popular Saturday night auction includes dozens of valuable items donated by businesses and individuals and money raised goes toward operations at the volunteer-run aerodrome.

Fly-in visitors can take advantage discount avgas at \$1.70 per litre.

Some serviced RV sites are available on a first come, first served basis. **CF**



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SENTIMENTAL
JOURNEY



Gerard Charlton flew from Delta Airpark to Oshkosh in his 65 horsepower Cub.



SENTIMENTAL JOURNEY

LOW AND SLOW TO OSH IN A CUB

STORY AND PHOTOS BY GERARD CHARLTON

To OSH, or not to OSH was a question on my mind for weeks. After 35 years of flying I had never been to OSH but as a new J-3 Cub owner, the lure of the mass fly-in for the Cub's 80th anniversary sealed the deal.

With some last-minute challenges solved, I departed with five days to get to Hartford for the Cub Fly-In: four long days of flying at 65 knots and one contingency day. Packed to the gills, I departed out of Delta Airpark with the idea of getting to Sparwood/Elk Valley at the base of the Rockies early enough to avoid the late afternoon bumps going over the Rockies. I had already planned that if I couldn't get over the Coast Mountains, that there would be no use in continuing. My target was 7500'. I made it to Sparwood (a beautiful airport), but not without a lot of "urging" to my little yellow steed and its 65 horsepower Continental. At times, over the passes, those cars got pretty big.

SENTIMENTAL JOURNEY



The Corsair was conceived about the same time as the Cub.

The next morning I awoke to a picture perfect Rocky Mountain morning; no wind and cool. I had my first snag. My rear seat plug jacks were not making contact. After a quick rewire of my front seat PTT switch to my backseat position, I was off. After watching the cars get very big again while trying to convince the Cub to climb to great heights, I descended down towards the Frank Slide, and cleared the mountains at Waterton National Park

On final to Medicine Hat, my radios went carrier wave only. When I landed, I did some quick troubleshooting with an amazingly helpful AME. An hour later, problem solved, I departed.

I ended up that night in Shaunavan, SK., my deceased mother's childhood home. I met the family who live in the old house and we shared common family stories. I will send them a 1929 picture of my Mum's family with nine kids which was taken in their living room, which looks the same as it did at the time.

The early-rising folks at the local farm equipment dealer solved my next technical glitch with a handful of replacement battery terminals in case another one broke and I left Shaunavan with warm memories of kind and generous people.

Off I went, only one hour late for my border crossing down at Scobey, Mon-

tana. The Scobey crossing is a grass strip full of gopher holes in the middle of nowhere. Clearing Customs took about 5 minutes. From this point on I had thunderstorms chasing me all the way down SE ward through Montana and North Dakota. Bucking intense southeast headwinds with ground speeds down to 40 mph for the final 4.7 hour leg, I flew for 10.7 hours that day and made it all the way the SE tip of North Dakota just at nightfall. Tired I was!

I was within striking distance of Hartford if I did a good long day of flying, but there was some weather to negotiate. I ended up making it to possibly the world's most beautiful grass

LOW AND SLOW: PIPER J-3 CUB

BY MICHAEL J. MARTIN



Piper J-3 Cubs flew in to Oshkosh from everywhere with at least 20 US states and four Canadian provinces represented at AirVenture 2017.

Some notable Canadian participants in this 80th anniversary event include:

Doug Tomlinson, CF-VIC, 1940 J-3, Saskatoon

R. D. (Doug) Tomlinson flew his 1940 Piper J-3 Cub to Oshkosh from Saskatoon. He was proud of his blistering average air-speed of 64 knots over the 16.5 hours of flight time. His Continental 65 HP engine earned its pay on this trip. He enjoys the slow and low view that only birds, helicopters, and a Cub pilot get to see.

Brad Koal, CF-YYC, 1946 J-3, Calgary

A Piper J-3 Cub flew in from Calgary. It would be easy to guess its home airport by its mark, CF-YYC. It was flown by Brad Koal. Koal's Cub is a 1946 J-3C-65, again with a 65 horsepower engine. He took 19 hours to make the journey from Indus/Winters Air Park Airport, (CFY4), a mile southwest of Indus, Alberta. Koal left AirVenture on the Thursday as he was

scheduled for work five days later. It takes a lot of planning to fly cross country in a Cub. Cub pilots gain more flying experience not commonly had by most pilots.

Glen Tinkler C-FAUU, 1947 J-3 Cub

Piper Cub, C-FAUU, a 1947 J-3C-65, also hails from Alberta. Glen Tinkler of Calgary, flew to Wisconsin for the Cub gathering at AirVenture with two other Canadian Cub owners. He said the trip to Hartford took almost 19 flight hours. Glen is a new pilot who just earned his pilot's licence last fall. He purchased his Cub two years ago. By far, this is his longest flight and it dramatically added to his 130 hours in his log book.

Mark Oliver, C-FVEO, 1942 J-5A-1

CF-VEO (C-FVEO) is an amateur built J-5A-1 Cub that is classified as a variant of the J-3 Cub. It was built by EAA in 1942, so technically it is not a Piper production version like most of the others here at AirVenture, but it is from the same era and to the same over-all design parameters.



The airplane is co-owned by Mark Oliver and Robert Riege. They departed from Alberta to attend AirVenture in Oshkosh, with plans to head next to Ottawa. Like CF-YYC, it is from Indus/Winters Aire Park Airport. (CFY4). The J-5 Cub is wider and is christened a three-person airplane, but most who know it, think of it as a 2.5-person airplane. It sports a larger Lycoming O-235 engine. This engine was released in 1942 and comes with different horsepower ratings from 100 to 135 HP. CF-VEO uses a 100 HP version of the O-235 powerplant to deliver a blistering airspeed nearer to 75 knots. With a range of 430 miles, it needs fewer fuel stops on longer trips.

A LONG, SLOW HISTORY

BY MICHAEL J. MARTIN

The revered Piper J-3 Cub is the definitive taildragger airplane and was in primary production from 1937 to 1947, initially built in Bradford, Pennsylvania with later production relocated to Lock Haven, Pennsylvania after a major factory fire at Bradford. Nearly 20,000 Cubs were built with approximately 25 percent still flying, an extraordinary high percentage for an 80-year old airplane.

There are dozens of variants of the Cub and it has served in numerous roles, including military, flight training, bush flying, and of course, general aviation. However, it struggled for survival in its early days. It began life as a Taylor E-2 Cub with its creator, C. Gilbert Taylor, with funding by William T. Piper. Taylor Aircraft went bankrupt in 1930 and the assets of the company were acquired by Piper. During the early Piper years, it was updated and reengineered extensively from the original Taylor Cub design by Walter Jamouneau to become the J-3 Cub that we know and love today. Some say that the letter "J" in the Piper J-3 Cub stands for Jamouneau. During its production heyday, at least 150 Piper Cubs were manufactured in Canada. In those days, the cost of a new Cub ranged from \$995 to \$2,461.

Originally, the Cub was powered by a 40-horsepower engine built by Continental, Lycoming, or Franklin and selling for \$1,300 in 1938. As the design evolved the engine horsepower increased too, first to 50 horsepower, then to 65 horsepower by 1940. With just 65 horsepower, and a cruise speed of just 65 knots the airplane defines "low and slow." motto was attached to the Cub. With a standard range of just 191 NM, numerous fuel stops on any cross-country trip are mandatory. With an empty weight of just 680 lb and a gross weight of 1,220 lb, its 540 lb useful load leaves little capacity for passengers, camping gear, and fuel when on the journey to Oshkosh.



field, just 30 miles south of Minneapolis, called Stanton Field, MN. The people there were great. When I looked at the weather and considered my lack of sleep, I settled in for the evening at this stunning location. The matriarch of the airfield offered me a suite to stay in and some craft beer as she shared stories and photos of her adventures ferrying aircraft all over the continent. At 80, she was still flying to places like Florida and Alaska.

Fog and low ceilings left behind from the previous evening's thunderstorms made the route to Hartford, the rallying point for the mass arrival to Oshkosh, rather circuitous but I made it by mid-afternoon. Despite the weather, 50 aircraft made it to the Hartford Fly-In. I got the award for travelling the greatest distance.

I met Canadians in three Cubs from Calgary and Saskatoon in Hartford and we departed for Oshkosh early the next morning with departures at 40-second intervals starting at 6 a.m. So much for catching up on sleep!

The next morning all went according to plan despite some fog and there was some interesting flying going on among this ragtag group of 50 Cubs enroute to OSH.

We all arrived in OSH with the last Cub on the ground just after 0700 Hrs., and were all parked together on the grass beside the runway. It was like arriving at Woodstock in 1969 or going to Disneyland for the first time but as an aviator. The pilgrimage was complete. Now, I just needed to make it home! **CF**

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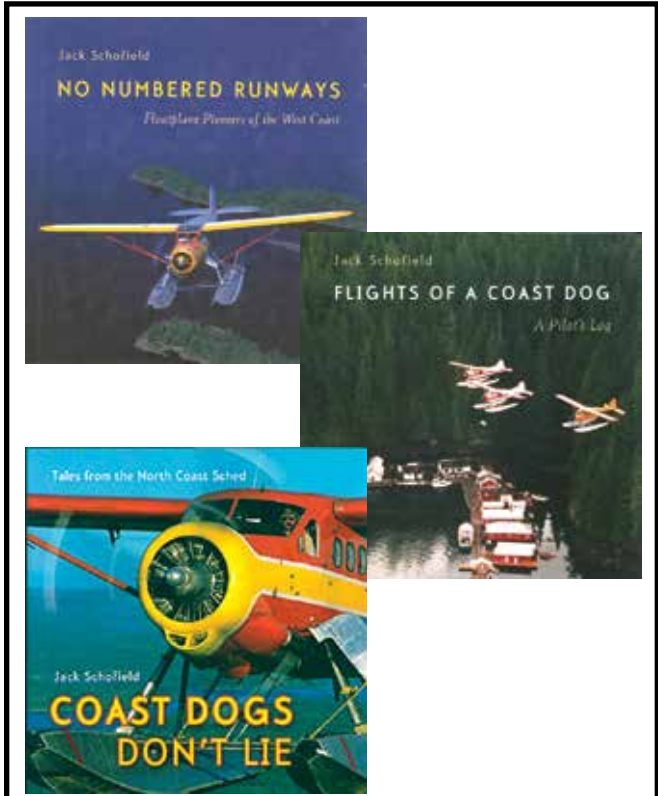
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ALASKAN BUSHMASTER 4 PLACE STOL SEAPLANE. Ground up restoration completed, 260 hp, full glass panel, gull wing doors, all work by AME's. Super Cub performance but much faster. Full details www.aztecnomad.com (2242.14748)

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120 - MOONEY

1961 MOONEY M20 B, 2847 TT, 3 blade prop, contact (403) 540-7500 (2823.14334)

125 - MURPHY

MURPHY REBEL 1998 accident. Lyc 0320, 720CH, XPDR mode C, 6 packs, floats, skis. \$33,500. Details and Photos 819-597-2287 (2983.14833)

135 - PIPER

1976 PIPER WARRIOR 160HP. \$50 000 TTSN: 7050, SMOH (in 2011): 230, EXT: 9/10 INT: 5.5/10, Gap Seals, V.G.'s, 406 ELT. Equipped for Class C, Night Flight, VFR-OTT grantm@explornet.com (506)273-6485 (2965.14720)

TWIN COMANCHE, 7921TT, 1232/1232 smoh Qtip props 3.0 soh (2011), King avionics, leather interior 2010, current annual, steal at \$59,000 cdn. Details at www.aztecnomad.com (2242.14749)

212 - AIRCRAFT COVERS



NAVAJO PA31-350 WING COVERS with nacelles, tail covers and canopy cover for sale, like new condition asking \$850.00. Call 780-865-0001 or email: airjaspr@telusplanet.net (2414.14799)

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325 - MISCELLANEOUS

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

325 – MISCELLANEOUS



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365 – REAL ESTATE



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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.

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



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